

MINUTES
Historic Columbia River Highway
Advisory Committee
January 8, 1997
McMenamins Edgefield
Troutdale, Oregon

Members Present: Rick Blaine, James Hamrick, Jef Kaiser, John Lundell, Lewis L. McArthur, Bill Pattison, Sharon Timko, Carolyn Wood and Jack Wiles.

Staff Present: Phil Gagnier, Leonal Gunderson, Robert Hadlow, Jeanette Kloos, Dwight Smith and Glenda Bonham.

Public Present: Bill Kolzow and Tom Turck, USDA Forest Service; Brian Litt, Columbia River Gorge Commission; Michael Ottey, The Oregonian; Eldon Hepburn, Crown Point Historic Society; Jean Hepburn, Portland Woman's Forum; Kenn Lantz and Mike Stovall.

APPROVAL OF MINUTES:

Lewis McArthur noted that on page 4 of the November 6, 1996, meeting minutes the arithmetic is incorrect. This is for the cost of a permanent fix for the concrete gutters on the Historic Columbia River Highway. He also noted that on page 5 of the minutes, the Tanner Creek to Eagle Creek update the figures are incorrect. He asked that the Committee be given clarification of the figures from Region 1 Maintenance.

The minutes were approved as corrected.

PUBLIC COMMENTS:

There were no public comments..

GATES DESIGN DECISION:

Jeanette Kloos presented suggested gate designs.

1. A Forest Service design that is wood, with wooden posts with designs in the posts. The Eagle Creek Overlook letters on the crossbar would be eliminated.
2. The design from State Parks is a metal rectangular tube with a diagonal bar going to the structure.
3. Design manufactured by Oregon Correctional Institute is metal square tube with diagonal cross bar and metal end posts.
4. Family of railings designs gate that has vertical bars inside a steel frame and concrete end posts.

The purpose of the gates is to close access at various locations. We need an operational gate that may be closed to prevent access. Jeanette pointed out the gate locations:

1. At Cascade Locks a gate is needed across the bike path.
2. At trail heads (Toothrock, Cascade Locks, Hood River and Mosier) a gate is needed to close off the parking areas.

3. At Cascade Locks a gate is needed to close off the UPRR Access Road.
4. The gates are required on the Mosier Twin Tunnel portals (straight metal bars have been selected).
5. East of Moffett Creek, utility maintenance vehicles need access from I-84.

A functional gate that will not attract attention is needed..

The existing gate at Tanner Creek to Eagle Creek was discussed. Jeanette Kloos said there is a locked, black chain link fence at that location. It was decided to keep that gate utilitarian. James Hamrick said we should be consistent with the type of gate that we use. Jack Wiles cited, as an example, that at the Hatfield Trailhead a gate would be proposed across that parking lot. This gate would be closed in the evening or during bad weather situations.

Jack Wiles said that another option was the break-away posts (bollards) that are typically used on bike trails. These are used in the middle of the trail to prohibit motor vehicles. There are already bollards at the Bonneville Interchange and at the Toothrock Trailhead.

John Lundell believed that the S75 gate design (either a square tube steel or rectangular) is the best alternative, with some type of concrete posts. He moved that the Committee accept it as the utilitarian access gate. It would be used at Cascade Locks, at the substation, at the east end of the Moffett Creek Bridge, and at access points to parking lots as well.

Sharon Timko asked Jack Wiles about how vandal proof these gates were. He believed that they were heavy duty. A slightly different design is produced by corrections industries. This is a ready made design and not too difficult to obtain. The metal gate has up to a 12-foot or more span with one arm. It costs about \$600. Comments received on the gate design are as follows:

- James Hamrick believes that the gates should not attract people.
- Bill Pattison is concerned about the extensions of the gate.
- Jef Kaiser believes that the gate should be inconspicuous and as utilitarian and maintenance and vandalism free as possible. He prefers some type of steel bar.
- Carolyn Wood prefers the least expensive gate. With the gates from corrections, we don't have to go through a new process to order something different.
- Sharon Timko sees two different situations: The gates used in areas where there is access for utility vehicles should be inconspicuous and should not draw attention. But those used at the parking lots are the first things people see and give the first impression to people. She also noted since we have spent all this time on all the details on other aspects of the trail, it defeats our purpose to have this gate be unattractive. Perhaps two separate gate designs should be used.
- Rick Blaine believes that the same gates could be used for both applications just dress them up a little differently for those areas where we want to invite people to enter.
- James Hamrick suggested that at the parking lots perhaps we consider using the concrete capped paneled end posts, which is found on the formal version of the Family Railings of Design, in parking lots.

Lewis McArthur asked what other areas have the standard parking lot corrections industries gate in the Gorge. Jack Wiles replied they are at Lewis & Clark, Dabney, Rooster Rock, Benson and, he believes at Dalton Point. He added that if we went with the concrete posts as suggested, we still have to have the metal post. Lewis McArthur estimated the additional cost for putting in the concrete posts might be \$1000. John Lundell

amended his motion to accept the Corrections Institute design. The motion was accepted with one opposed vote.

HOOD RIVER TO MOSIER:

PHASE 1

Jeanette Kloos distributed an update of all of the projects (attached). One of the attachments to the update is a list of things that need to be done on Phase 1 of the Hood River to Mosier project. She and Kathy Schutt have been in touch with Don Aman (Financial Services, ODOT) who has been keeping track of all of the money. All of the things on the first sheet with the exception of the Interpretive signs will be paid for money that we have available.

Lewis McArthur asked the about the water source at the Hatfield Trailhead. Jack Wiles said there has been no action taken as yet. Jack Wiles said there are 3 options:

1. To connect with the City of Mosier (no estimates on cost to bring a pipeline up)
2. Well on site with enough flow to give 100 gallons a minute
3. Use the County's permit to draw water for emergency purposes only from the Columbia River

Jack Wiles said he would follow up by talking with the County.

Jack was asked what the \$5,000 fee for the fire district would cover. He replied that would enable them to purchase surplus equipment from state forestry.

Jeanette said that most of the remaining Phase 1 work will take place this spring.

The question was asked when the permanent gate at the Rock Creek entrance will be installed. Jeanette said that will be in one of the contracts in Phase 3. Lewis McArthur stated that since there is quite a bit of hauling to be done on that road, we might want to hold off on placing the gate until the west portal structure is done.

John Lundell asked about the stolen guardrail. Jack Wiles stated they did not find them all and OPRD has not gotten them back yet. It was stated that it might be a good idea to have additional guardrail. Jeanette said we could acquire those for stockpiling with a contract with Phase 3.

PHASE 2

James Hamrick stated ODOT had expressed some concern about the catchment structure as it had been previously engineered. Miller Engineering was instructed to go back and re-design the structure. Miller Engineering was asked to provide sketches of the structure as seen from several vantage points: one that would show the west portal from about 150 feet west looking back at the tunnel (showing the raised section). The original drawings did not reflect the change in the height of the raised section of the portal to go over the arch. A new drawing was done but it does not reflect the fencing that has been previously approved by the committee. The height from the floor to the ceiling in the low section is as low as you can get (12' clear). With the addition of cellular concrete and the fascia is considerably larger than it was before. There is a request for another section to be bolted to the top of the fence to prevent people from getting out. James Hamrick displayed the drawings for the Committee.

Lewis McArthur mentioned Nancy Russell called him in the morning to tell him she is absolutely opposed to any enlargement of this structure.

Lewis McArthur requested a motion to accept or reject the plan, or accept the plan with exceptions. Rick Blaine made the motion to reject the plan as submitted. It was seconded. Rick Blaine questioned what would be an acceptable risk. He is not sure such a massive structure is necessary. Lewis McArthur asked that the discussion be divided into two areas: the 5,000 pound design rock and whether that design criteria could be changed; and the question of the raised section at the west portal. Rick Blaine then made the motion that the 5,000 pound rock criteria be rejected. The motion was seconded and opened for discussion.

John Lundell stated that the people he talked to in Wasco County did not want anyone entering the area without some protection, but even hard hats offer little protection against falling rock. He mentioned that person can be killed with a little rock even wearing a hard hat. He mentioned that he travels the I-84 weekly and the mid-tunnel structure does not look bad to him. When inside it, it is a nice, comforting fact that it is a safe structure.

The Committee was asked to vote on the motion made by Rick Blaine to reject the 5,000 pound rock criteria. The motion failed and so the Committee stayed with the 5,000 pound design rock .

Carolyn Wood agreed with John and that she often hears comments about safety. People must be reassured that even though the rock catchment structure will be visible, the overriding concern is the safety of users. Carolyn Wood moved that we accept a design which has a raised portion at the west portal, allowing the whole portal and keystone to be seen from inside the catchment. The motion was seconded.

Lewis McArthur said he was opposed to the enlargement of the structure adjacent to the west portal. He would prefer that the structure continue at the same height all the way to the portal. Jeanette noted that this would require a support in the middle of the portal opening. The vote was 5 to 4 in favor of the motion to approve the current design.

PHASE 3

Jeanette Kloos referred to the attached project update, the Phase 3 projects are proceeding with ODOT, Forest Service and State Parks doing different portions. A public meeting is scheduled for January 22, 1997 at the Hood River Inn at 7:00 to discuss the west trailhead. The East Pit is now in Forest Service ownership. Lewis McArthur asked about truck traffic damaging the new guardrails. Closure of the East Pit and the Bryant quarries should greatly reduce heavy truck traffic in this area.

UPDATING THE GORGE MANAGEMENT PLAN - JAMES HAMRICK

James Hamrick is a member of a subcommittee gathered by the Gorge Commission staff to review how well the Gorge Management Plan has been working. The Committee is determining ways to assess progress or failure on the existing pieces of the Gorge Management Plan. The Committee is requesting suggestions on how it can be changed, improved or upgraded.

Brian Litt said they are in the process of preparing a monitoring program to present to the Gorge Commission. They hope to have it developed and approved by March of this year and implement it shortly thereafter. They will be presenting revised indicators and methodology to the Gorge Commission at their next meeting. This eventually will lead up to reviewing the whole management plan for changes.

ELECTION OF VICE CHAIR AND CHAIR

Rick Blaine nominated Carolyn Wood for Vice Chair and Bill Pattison seconded the nomination. The nomination was unanimously passed.

Carolyn Wood nominated Lewis McArthur for Chairman and Sharon Timko seconded the nomination. The nomination was unanimously passed.

HISTORIC GRAFFITI PROTECTION SYSTEMS-UPDATE

Robert Hadlow has been investigating the best protection product for the historical graffiti found in the Mosier Tunnels. Bob Hadlow and Lewis McArthur presented examples a product from Sherwin-Williams Paint Company. It is called a graffiti melt with a sacrificial wax-like coating. A product that would permanently seal the rock was rejected. The sacrificial coating is designed to last about 2 years, while the permanent system is designed to last 5-7 years. Lewis McArthur explained his test method.

Since Lewis McArthur did not have time to test the product from Miller Paints, Phil Gagnier volunteered to show the difference in the two products at the next meeting.

PROJECT UPDATES: CONCRETE GUTTERS

Lee Gunderson reported that there has been no progress on the concrete gutters. After the recent flooding there is a lot of silt and debris that will need to be cleaned out of the gutters.

Lewis McArthur asked for figures to be provided to the Committee for both permanent and temporary fixes for the gutters.

MOFFETT CREEK TO TANNER CREEK

Jeanette Kloos stated that the development review is at Multnomah County and the cultural resource report should be completed soon. A public meeting was held which had a light attendance, but with a good variety of interested people. The people who attended supported the project. The preliminary plans should be out in the near future for review.

John Lundell asked if anything was said about parking for sport fishing and tribal fishing. Dwight Smith said letters had been sent to the four tribes but no response had been received.

EAGLE CREEK TO CASCADE LOCKS

Jeanette Kloos said that the FHWA is proposing to include the trailhead at the Bridge of the Gods in the project. FHWA has recently stated that the funding would come from dollars currently designated for enhancement projects. This would reduce the amounts for these projects (the Angels Rest Trailhead, Angels Rest Trailhead overflow, West Oneonta restoration and the Elowah Falls Trailhead). Lewis McArthur requested that Mike Odom provide dollar costs before any decision is made.

THEMATIC SITE SIGNS:

Jeanette Kloos said that all the thematic signs were installed except for one at the entrance near the Sandy River because a suitable location has not been found for it. Thematic site signs received a Gorge Stewardship Award and have received many compliments.

INTERPRETIVE SIGNS

The design is done. The signs will probably be manufactured this summer and installed in the fall. Jeanette Kloos said that a concrete post supports the sign and on that post is currently a small recessed rectangle. The consultants have proposed that in this rectangle should be the words Historic Columbia River Highway and

the years of construction (1913-1921) along with a drawing of an antique automobile. The committee debated about including the year of the automobile, but decided to accept the graphic and only include the year of the first dedication (1916)(see attached drawing).

SCENIC BYWAY CORRIDOR

In early December Jeanette presented the formal application of the Scenic Gorge Byway Corridor (including I-84 and the HCRH) to the Oregon Scenic Byways Committee. They requested the Byway be split into two separate proposals (HCRH and I-84). The Scenic Byways Committee will not approve any proposal that does not receive local support. The Hood River County Commission has resolved to oppose designation of I-84 as a scenic byway because it feared that this status would add regulations to the route's use. On Monday, January 6, ODOT representatives spoke before the Hood River County Commission to garner its support for the scenic byway proposal, hoping that it would rescind its previous resolution. Instead, the Commission took no additional action, letting the resolution stand. The Scenic Byway Committee plans to meet Friday, January 9, to determine which scenic byways will be included in the map to be printed this summer. That map is expected to be used for 3 years. The map will not include I-84 but may include the HCRH. The Scenic Byway Committee decision will go to the Oregon Tourism Commission and then to the Oregon Transportation Commission in February. Only after their approval will any additional scenic byways be official.

ACTIVITY STATUS REPORTS:

ODOT

Sam Wilkins submitted a written report to the Committee. In it, he stated that work has not been progressing at the Chenoweth Interchange due to the weather (snow closures and slides on I-84). Recent rains caused some flooding with rocks and water across the road. Snow plows caused some damage to wooden guardrails.

Lee Gunderson then stated that maintenance crews have been busy with snow and ice. ODOT has been partnering with the Forest Service and the Union Pacific Railroad to clear the channel of Multnomah Creek. Multnomah Falls Lodge is closed to public access at this time and the tunnel is officially closed to the public. Lee is not sure when it will re-open.

He said 90 percent review of the sewage treatment plant for Multnomah Falls Lodge in the I-84 parking lot has been completed.

Phil Gagnier mentioned that they would like to repair the slope protection mat and rock protection fence recently installed at Multnomah Falls that were damaged recently. The Dabney rockfall mitigation project has not closed the HCRH at the Stark Street Bridge yet. The contractor is finding different rock conditions than were expected.

ODOT will be closing exit 16B on westbound I-84 very soon.

Lee Gunderson reported there is a steel plate over a sink hole on the HCRH just south of Woodard Road.

Lee Gunderson reported when the Governor toured the area after the flood, thanking the crews for their efforts.

OPRD

Jack Wiles reported on the storm damage:

- Lewis and Clark had damage to approximately 60 percent of the trees.
- Dabney has experienced many downed limbs. Hazardous trees remain and a major tree fell at the boat ramp.
- Similar problems at Rooster Rock with a lot of high water but the shore line is fairly stable.
- Vista House had 70-80 gallons of water inside and the electricity was off for sometime.

The new state park reservation program is on line and OPRD has revamped the way it makes reservations.

Jack Wiles expressed appreciation for the help Lee Gunderson and crews for plowing out the roads so they were able to get to their maintenance yards.

FOREST SERVICE

Tom Turck reported on the damage done in the recent storm with flooding and avalanches. He said that at the access road to the Tanner Creek trailhead is still covered with snow and a flow took out part of the road.

Eagle Creek had the most damage. The fish hatchery lost half its fish when the holding pond water supply was disrupted. The suspension bridge is gone and much of the area is still covered with snow.

He reported that the recent winter storms had done much damage to the Multnomah Falls area. Multnomah Creek became plugged with ice, causing flooding in the Lodge. Although there was much damage to the gift shop and interpretive center, the building remains structurally sound. Tom then showed a video tape of damage at Multnomah Falls.

DEVELOPMENT REVIEWS:

Jeanette Kloos requested comments on the three development reviews in progress:

1. Corbett School concession stand
2. Restaurant in Springdale
3. Optometry Office in the City of Hood River

MEMBERS ISSUES:

James Hamrick mentioned the possibility of National Historic Landmark designation for the HCRH. There was discussion and the general belief is that this should be pursued.

Bill Pattison asked about the proposal made by Mr. Gove regarding a horse carriage service on the HCRH. Jeanette Kloos said that she and Jack Wiles are putting together a draft access policy for the highway. He also mentioned the missing bench at Ruthton Point and asked about preventing similar acts in the future. There was a suggestion that having people around cuts down on vandalism.

Sharon Timko said she is stepping down from the Committee as soon as a replacement can be found.

Jeanette Kloos said that in the packet she handed out earlier she included a list of future projects with a column of priorities. She requested suggestions on priorities.

Jeanette Kloos was contacted by a consultant who is completing a national study for the FHWA on historic highways. The consultant would like to find out more about the HCRH and would like to talk to committee members and people interested in the highway. They are interested in the route's engineering features and

how they can be applied to other areas. Carolyn Wood suggested that the consultant tour the HCRH and then speak to the committee at its next meeting.

NEXT MEETING DATE AND LOCATION:

The meeting was set for March 6, 1997 at Cascade Locks

attachments: Project Updates
Panel post insert drawing

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