

MINUTES
HISTORIC COLUMBIA RIVER HIGHWAY
CITIZENS' ADVISORY COMMITTEE
APRIL 13, 1989

Meeting held at O'Callahan's in The Dalles.

Attendance: Lewis McArthur, Dave Jensen, Ken Lucas, John Lundell, Jack Mills, Dave Powers, Lorna Stickel, and Carolyn Wood.

Staff: Jeanette Kloos, Bob Sandmann, Wayne Cobine, Harry Woodward, Ron Wolfe, Mike Gillett, Clair Kuiper, Dewayne Cabe, Richard Fix, Chet Anderson, Steve Macnab.

Guests: Phil Hirl, Jurgen Hess.

No comments or corrections were offered to the minutes and they were approved as written.

Toll Road Issue

The CAC directed staff to send a copy of the Federal Highway Administration legal opinion on the Toll Road issue to Nev Scott, indicating that the CAC will take no further action on the proposal. There was considerable further discussion of the idea of tolls. There was general agreement that if tolls were used, the revenue raised should be used on the Highway, not for education. Lorna Stickel suggested that the CAC should not eliminate tolls from consideration in the traffic management study. Until it is examined, we do not know whether the toll would be a useful tool in solving traffic management problems. Lewis McArthur moved that the CAC would not approve the use of tolls for any purpose other than those directly related to maintenance, construction or traffic control on the Highway. No vote was taken on this topic. It was noted that the traffic management study will probably not begin until after the \$2.8 million is available.

Traffic Management Information

Ron Wolfe discussed the traffic management information that has been gathered by his staff. A full report should be ready for the April 25 Columbia Gorge Commission meeting. The CAC requested copies of the draft report be sent to them for review before the Commission meeting. The Commission should be informed that the report has not been submitted formally to the CAC.

The CAC requested information about adequate (safe, weekend, peak hour) volumes for both east and west of Larch Mountain Road. Ron Wolfe said this is a judgement call, but he will give a range of volumes based on his judgement.

Ron Wolfe said that the draft report will include information gathered from interviews with bus drivers from Raz and Grey Line

Tours. Jeanette Kloos mentioned that the owner of Grey Line told the Gorge Commission Transportation Subcommittee that many of the bus drivers are from out-of-state and do not know where to park and what the hazards are along the Historic Highway. Lewis McArthur asked Jeanette to develop a sheet with information about the highway for out-of-state bus drivers and try to get it distributed through the national tour bus organization.

John Lundell asked if the traffic volumes could be updated. He believes that the volumes have increased recently.

Lorna Stickel asked Ron Wolfe what the conclusions of the study will include. Will they include specifics such as "there is not enough signing at..."? Ron Wolfe said that the report will be pointing out some obvious problems, but he expects the CAC to do most of the problem identification. This study is basically a database of currently available information not a full traffic study with proposed solutions. Lorna Stickel summarized that the CAC will need to analyze, fill in holes in the information and make recommendations.

I-84 Rockfall Mitigation Project

Jeanette Kloos described the field review and recommendations of the subcommittee as summarized on the attached sheet. Ken Lucas expressed concern that the project would use the Historic Highway as a rockfall containment area, while the connection projects would use the same area for pedestrians and bicyclists. Dave Powers described the wire mesh that could be placed along the rock slope south of the Highway to collect the rocks. It would start several feet above the slope and perhaps 30 feet south of the Highway, and angle down to the toe of the slope. While this could be constructed, it would be very visible, expensive and would need a lot of maintenance to keep it functioning. Rockfalls will continue to be a problem in the Gorge. Lewis McArthur suggested that signing be placed at trailheads to warn people that travel could be hazardous, especially at certain times of the year. Ken Lucas said that there have not been any injuries so far, but that use of the area has not been encouraged in the past. A meeting with the Highway's geologist was proposed including Ken Lucas, Dave Powers and Lewis McArthur to discuss the safety issues.

No action was taken on the subcommittee recommendations, pending the meeting to discuss safety issues.

Rockwork and Bridge Repair

Clair Kuiper discussed work that has been completed to restore features along the Historic Highway. He showed slides of spindles that had been replaced on Latourell and Sheppards Dell bridges, the replacement of the arches on the Multnomah Falls viaducts and rock walls that had been repaired. Lists of work completed and proposed are attached.

There was some discussion of the effect of moss on concrete. Ken Lucas said that State Parks encourages moss and they have not seen any problems. Dewayne Cabe said that some moss penetrates and destroys concrete; there are differences with types of moss and concrete. A biologist's opinion will be requested.

I-84 Signing Projects

Bob Sandmann discussed the two I-84 signing projects. The first will add one sign bridge and one cantilever sign at the Multnomah Falls interchange. Existing signs will be removed so there will be no increase in the number of signs. The new signs will be diagrammatic, showing the left hand exit. The sign bridge will cross both lanes of traffic. Lorna Stickel asked if a speed reduction warning sign would be placed on the left exit sign. Bob Sandmann said that there was no existing speed warning sign. Bob Sandmann would also like to move the eastbound off-ramp a little to the west, so that vehicles would exit before the curve. This project is tentatively scheduled for this summer.

The second project is to replace all the signs along I-84 between Troutdale and The Dalles. This is scheduled for 1990. Preliminary plans are available. Jeanette Kloos will send copies of the proposal to John Lundell and Carolyn Woods; applicable county portions will be sent to Lorna Stickel and Jack Mills.

Other Business

Jack Mills requested that a public comment period be added to future agendas. He also requested that a time period be included for issues raised by committee members. Jeanette Kloos mentioned that additions to the agenda from committee members are welcome. During lunch CAC members discussed the role of the CAC. An informal meeting with Robert Bothman, and perhaps another with Mike Hollern, is desired; Lewis McArthur, Jack Mills and Carolyn Woods would attend.

Wooden Guardrail

Wayne Cobine described the history of discussions with Federal Highway Administration concerning wooden guardrail (April 7 memo attached without plan sheets). FHWA is concerned that the two-rail, wood design is not crash tested; there may be a possibility for vehicles to be snagged under the lower rail; and the end treatment has not been resolved. FHWA will accept a two-rail design that is blocked out 4 inches with 8 by 10 posts or a single rail that has passed a 60 mph crash test. Crash test cost \$25,000 for the first test; if it fails, additional tests cost \$15-20,000 each. The two-rail design is estimated to cost \$57.50 per lineal foot. This is much more expensive than the regular steel rail at \$12-13 per lineal foot.

Lorna Stickel expressed concern about the cost of the two-rail design.

Ken Lucas said that he wants the design to be as historically accurate as possible. A single rail is unacceptable to him. Dave Jensen thought the single rail was acceptable, however.

Lewis McArthur suggested a steel replication of the two-rail design. This is estimated to cost \$40-45 per lineal foot. This has not been crash tested. Painting maintenance would much less expensive. Dave Powers agreed that this would be acceptable, since an appearance similar to the original is what is desired.

Dave Jensen expressed concern with the height of the rail. Would people be able to see the scenery over the rail? Lorna Stickel was worried about the size of the posts and rails.

Lewis McArthur asked if the CAC would consider using a different design for the area between Stark Street Bridge and the Sandy River Bridge. Ken Lucas thought it should not be considered, stating that the CAC should choose one design for the whole historic district.

Wayne Cobine suggested another alternative, beyond those discussed in his memo to the file. Ron Wolfe is studying the possibility of designating a speed zone in the area. He is studying the current speed to determine the 85th percentile speed. If this is less than 60 mph, the speed board may be able to designate it for a lower speed. If the Highway is designated for a lower speed, it would not need to have guardrail crash tested for 60 mph. It was moved, seconded and unanimously approved that the CAC defer any action until the speed study is completed. Wayne Cobine will return to the CAC when the study is complete.

It was also the consensus of the CAC that the steel tube alternative should be investigated further.

Phil Hirl has a video of the single rail design; he will show it if the CAC decides to reconsider that design.

Activity Status Reports

Bob Sandmann said that the Larch Mountain Slide repair project area has been reopened for traffic.

Chet Anderson said that he plans to apply a chip seal to the highway between Mosier and Rowena using the existing width, estimated at twenty feet. He also plans to "freshen up" the Chenoweth Bridge including some structural work and painting.

Steve Macnab said Region 4 has four projects in the area. The I-84 signing had been discussed previously. The Mill Creek project is actually outside of the Historic District. The Mosier Waterfront Park project would extend from Dry Creek to Mosier Creek. There will be one access from the Historic Highway at Mosier Creek. Eventually access will be from the interchange.

Waste material from another highway project is available to begin filling for this project. Jeanette Kloos will send information about the location of the Highway west of Mosier to Macnab.

The fourth project in Region 4 is the Chenoweth Interchange. Nothing has been accepted; a feasibility study is underway. The next step is to justify the interchange and have it compete with other projects for funding. Jack Mills asked about the truck staging area for the METRO garbage trucks. It was Steve Macnab's understanding that the staging area would be at the port, north of the freeway. The CAC voted unanimously to send a letter to METRO. That letter would state that METRO should inform the CAC immediately if any part of the HCRH was planned to be used by the garbage trucks. Jeanette Kloos will check if such a letter should go thru the Transportation Commission first.

Signing was discussed. Some of the 30 inch keystone signs are in place; the 18 inch signs are ordered. Dewayne Cabe asked about the stone pillar west of Multnomah Falls. This was originally a Forest Service boundary sign. Phil Hirl said that it has some historic value, since it dates from the 1930's. The Forest Service is not planning to remove the pillar. Phil Hirl will look into availability of the old signs or other adaptive reuse, such as a scenic area sign. Jurgen Hess said that they may look at all signs to see if they want to go back to the old designs. This should be handled on a gorge-wide basis by the Sign Committee. Wayne Cobine was concerned about safety, especially if the original sign extended into the travel-way.

Ken Lucas stated that campgrounds will be open this weekend. The dredging at Rooster Rock is completed. He stated that the spoil location was not Parks desired location, but was decided by the six agencies involved. Vista House rotunda will be painted by the Friends of Vista House.

Jurgen Hess gave an update of both Forest Service and Commission activities. The Forest Service has land acquisition funds available again. Both organizations are working on the management plan and preliminary land use designations are expected in July or August. The land use designations will be finalized next year. Part of the Management Plan is the Recreation Track, which will determine potential recreation sites. The Geographic Information System is up and running and is being used to develop overlays. Meetings with key community contacts area being held. Work is continuing on locating the conference center in Washington. Jurgen Hess can give an update on the Interpretive Center project at a future CAC meeting.

The Columbia Gorge Ranger District provided the CAC with a list of future projects (attached). A representative will attend the next CAC to describe the Ruckel Creek trailhead and group use site project.

The Driving Tour will be republished. Lorna Stickel asked if a

nominal charge should be levied, so that the few copies printed do not get thrown away. Ken Lucas said that Oregon can charge the cost to produce. The Forest Service can also change the printing cost. Jeanette Kloos will look into this further.

Development Reviews are currently reviewed by Jeanette Kloos and Lewis McArthur. McArthur asked if other members of the CAC wished to review them. It was agreed that Development Reviews would be circulated to the CAC members from the county involved. If policy issues are involved, copies will be sent to all members.

Lewis McArthur discussed the Historic Preservation League of Oregon stand on the Mill Creek Bridge. One proposal would keep the railing in the same place, reduce the sidewalk width to one foot and construct a separate pedestrian bridge.

Lorna Stickel requested time on the next agenda for a presentation of the landscape architect study of visual themes to enhance Corbett and Bridal Veil.

The next meeting will be held Friday, June 2, at a Multnomah County location.