

**Historic Columbia River Highway Advisory Committee Meeting  
MINUTES  
June 23, 2011  
The Pavilion, Cascade Locks Marine Park  
Cascade Locks, OR**

Members Attending:	William Pattison (Chair), Wayne Stewart (Vice-Chair), Marc Berry, Art Carroll, Ernest Drapela, Dennis Davis, Jenn Cairo, Mark Davison, Andy Johnson
HCRH AC Staff:	Kristen Stallman, Samuel Haffner, Susan Hanson, Andy Johnson, Sandra Koike
Others Attending:	Jeanette Kloos, Gary Brennan, Christine Plourde, Rocky Houston, Angie Brewer, Scott Cook, Terry Anderson, Michael Hayes and Mrs. Hayes, Nancy Davis, Tom Kloster, Robert Hadlow, Dave Bybee, Michael Tenrey, Al Gillis, Dave Polly, Tracy Harris, Mark Stevenson

Bill Pattison made some welcoming remarks and asked about additional things on the agenda.

**Review of minutes from the March 3<sup>rd</sup>, 2011 Meeting**

The Advisory Committee voted to approve the minutes with some minor corrections

- Change Rich to ODOT staff, not Chair member
- Page 4 - replace work with role, IN Oregon
- Page 14 - single L in Drapela
- Page 14 - New Client of Wieden + Kennedy
- Page 14 - change to Marc not Mark
- Page 1 - Dick Weber, one B. Kloos, two Os, one S, One N on Jeanette
- Page 6 - trial not trail
- Page 9 - gating policy
- Page 1- teNney

**Public Comment and Non-Agenda Items**

Angie Brewer introduced herself and shared that 2011 marks the Gorge's 25th anniversary as a National Scenic Area. Signature events happen on August 13 at Lindsey Creek, Lancaster Falls which is a tour for delegates. October 8 and 9 will be a community celebration at the Discovery Center, which will have more of a street fair vibe. Also at the October 8/9 event, she is hoping for a bike tour of the HCRH. The website for the 25th anniversary is <http://www.gorge25.com>

The sustainable recreation strategy is in its preliminary stages. Angie is working with recreation partners to be more efficient and collaborate since currently, each of the agencies have niche areas.

\*Angie needs to add Jenn Cairo - Oregon State Parks to the list mailing list.

Other comments included Rocky's presentation of an award to Ernie. He acknowledged Ernie's work in Eugene, Bend, Gorge, Portland Metro area on trail projects and as the founder of the Oregon Recreation Trails Advisory Council.

There won't be a presentation from the City of Cascade Locks or the Port of Cascade Locks today, as they both have other commitments.

The Advisory Committee welcomed Dennis Davis as a new member. Dennis told the committee that he was born and raised in The Dalles, has a degree in Geology OSU, worked in Denver for an oil company, worked for 25 years in central Oregon for the US Bureau of Land Management in Prineville, doing a combination of land use planning, environmental impact statements, etc. He took an early retirement, did some consulting, then moved back to The Dalles about seven years ago. He is a fifth-generation Gorge resident and remembers riding along the HCRH behind buses.

Ernie proposed that Bill be given a well deserved rest from chairing the AC, with Wayne stepping in as Chair, Art is generally supportive. Art added that current projects like McCord to Moffett Creek have taken a long time. Several significant projects have been Multnomah County projects. Because Wayne has been significantly involved, he being chair will enhance opportunities for the Advisory Committee. On the other side of the coin, future focus of trail reconnection projects will be in Hood River County. Since Bill represents Hood River County, there will be an increased workload with County and he stepping down from Chair position will free Bill up to working with Hood River County.

Ernie added that making Bill vice chair does not mean that Bill is abandoning responsibilities. Bill mentioned that things have gone wonderfully with the six Advisory Committee members. We are in a place of transition in terms of workload and roles. Wayne has the professional background and the commitment to the work. Marc B asked Wayne if he had any thoughts. Wayne responded that it is okay with him. The motion passed. Wayne will be chair of the Advisory Committee effective July 1.

### **Viewshed Management Plan**

Kristen introduced Sandra Koike, who is a recent graduate of the University of Oregon's landscape architecture program and a temporary employee with ODOT in Portland. She is working on special projects on the historic highway. One of these is a viewshed management plan for the highway. Sandra presented 11 viewsheds between Portland Women's Forum State Scenic Overlook and Ainsworth State Park, showing current conditions and proposed conditions through "Photoshopped" photographs. For each site she described the significant features that should be included in the view and identified the specific trees/shrubs that are currently obstructing the view.

The viewsheds included:

- 1, 2) Portland Women's Forum
- 3) Crown Point approach
- 4) Stone guardrail east of Crown Point
- 5) Latourell Falls parking lot

- 6) Bishop's Cap – South side
- 7) Bishop's Cap – North side
- 8) Bridal Veil Mills
- 9) Wahkeena Falls
- 10) Break in vegetation before Oneonta Gorge
- 11) Horsetail Falls

The Advisory Committee discussed Sandra's findings and recommendations.

Art clarified that there are two predominant types of viewpoints. These are visitation or destination sites such as Women's Forum. On the flipside, there are filtered driving views which are visible for a few seconds. One example is at Bishop's Cap. To have people appreciate driving along the highway itself, they need both visitation and driving views. It is easy to select the stopping sites because they are famous locations. We ought to select 4 sites and have 2 of them be filtered driving sections. He sees Women's Forum as number 1.

Ernie was pleased with Sandra's work. He offered several considerations: 1) Are there any safety criteria involved in management? Are there any reasons to improve the highway's safety? 2) Are there any sites that people are requesting? 3) What are the most heavily visited sites? 4) Can viewshed enhancement coincide with Crown Point Viaduct road repair work? 5) Was the twin tunnels section included? We will lose key views eventually. 6) Thanks for doing west to east and east to west views. It's good to remember both. 7) Coordinate I-84, the river, AND waterfall viewshed management.

Mark D. responded that this is an early stage of the project and purely focused on cultural and scenic qualities. Thus far, the project champions "scenic historic issues." The next step is to examine the secondary management issues, environmental, and recreational standards. There is a second tier of analysis when the committee has identified its focus areas. This makes him wonder why the committee shouldn't identify 5 sites. There may be issues such as hill slope that would eliminate some of the sites. The committee should always keep a no-action alternative. There is no one treatment that fits all sites. The project will likely have many treatment alternatives.

Jenn inquired if the committee will be choosing 5 sites to apply a broad perspective of criteria. Mark replied, yes, they will choose 5 to start with and field test them. The hope is that all 11 sites are addressed, but it is better to start with a smaller number in the event that the process needs revising.

Ernie asked, in terms of ecology, whether fewer trees mean more light and whether this can have a positive or negative impact on the habitat. Mark responded, yes, the second step is to include a forester, biologist, etc., and provide a natural resource assessment.

Marc B. inquired why there weren't viewsheds addressed in the eastern sections of the highway. Sandra responded that it was first an issue of having limited time. Also, more priority was placed on the western section because of denser vegetation.

Dave Bybee (Sierra Club) shared that this is an excellent proposal. In recent history, Council Crest has done some vegetation management work. A letter to the editor in the *Oregonian* pointed out the loss of view of Mt. Hood from Council Crest. There was controversy because lots of environmental people wanted the vegetation to just grow because it's natural. Now

you can see before and after pictures from Council Crest. Similarly, this project demonstrates current and potential views. He thanked Sandra for the images and for the work.

Marc asked if the committee were to pick only 3 in the western section, whether they are precluding momentum on the eastern section.

Mark D. stated that if there is an identified location, they could include a view from the eastern section.

Bill asked if it is possible to have an inventory that the committee could refer to. They could take into consideration the existing construction projects at Latourell so we are not parceling out projects. This way, viewshed management is included.

Mark D. shared that the purpose of the 3 or 4 is that they are a pilot on how to do view management. These may not be the best sites, but to help develop a process. After the process is in place, we do a full, proper survey. There typically will be 4 viewsheds every mile, then come down to 10 percent. So it becomes  $4 \times 73 \text{ miles} / 10 = 30$  key managed views. Mark D. suggested having a mixture of moving and stationary and historic views.

Wayne was concerned that there are 3 agencies (OPRD, USDA Forest Service, and ODOT) involved. From his experience, unless there is an emergency, the maintenance people are hesitant to do anything. The committee could get stuck in "analysis paralysis" and lack a product. One of these 3 agencies needs to step up to the plate and do something. Otherwise, we may end up doing nothing.

Jenn appreciated the concern for analysis paralysis. OPRD has been working on viewshed management already. They have recognized that this is important part of HCRH. This is great guidance. She liked hearing the next steps and the idea of addressing safety and natural resource assessment. There is a happy medium between analysis and action. Having the three or five identified viewsheds gets us out of this. The next steps include getting support from other agencies early on, determining the priorities, and finding funding sources. OPRD has been afraid to attack this without this study and buy in from the other agencies.

Gary noted that the Crown Point section is going to involve lots of roadway work and road closure. This will be a good chance to do some viewshed management. He suggested not losing the importance of the views of the guardrails etc. and the enjoyment of driving through trees. He asked us to remember that the view isn't always outward.

Mark D. stated that most of the view projects he has worked on have failed. The problem has been 40,000-foot planning vs. maintenance. Where it has succeeded, there is quantitative analysis, not qualitative. This allows us to document the views in a short period of time. It is not hard to do the second step. Based on this quantitative process, the maintenance manager now has a mandate to do the work. The process takes the controversy out of the project and allows the person in the field to do the work.

Art favors moving forward. He is responsive to the need for a second assessment in natural resources, etc. The committee should identify 5 sites and add an addendum of looking at

the eastern section. The plan should mix both visitation sites and moving views. There will be the money issue, but we need to set that aside for now. It will take real money to get these projects done, but he is supportive of moving forward. He hopes that if viewshed management is implemented here on HCRH, we can help views of 84 and 14 on the Washington side. Art suggested the pilot study locations be the two sites from Women's Forum, the driving view of Crown Point, Bishop's Cap, and one from Dave Sell's work.

Mark D. suggested that the plan include a waterfall. Kristen responded that we should include Wahkeena Falls.

Mark S. stated that often it is the permission to do it rather than feasibility. Bill shared that he is an optimist. There will always be the naysayers, but we will move forward on this.

The sites selected for the pilot study include:

- 1, 2) Women's Forum
- 3) Approach to Crown Point
- 4) Bishop's Cap (North and South)
- 5) Wahkeena Falls
- 6) Twin Tunnels

### **New Two-Rail Steel-Backed Timber Guardrail**

Dave Polly and Tracy Harris, from the ODOT Technical Services Branch in Salem presented an updated two-rail steel-backed timber guard rail for use on the HCRH. ODOT has a project to replace five runs of a single-rail steel-backed timber guardrail that ODOT installed near the western end of the HCRH in the late 1980s as a replacement for some old metal guardrail. At the time, those interested in restoring the highway hoped to replicate the two-rail "standard wooden guard fence" that the state developed for the highway about 1920. However, new rails needed to meet current crash standards. The single rail timber guardrails did that, but they were not close enough in design to look like the 1920 standard guard fence.

In the early 1990s, ODOT engineers designed a two-rail steel-backed timber guardrail. The Texas Transportation Institute crash tested it and the railing passed, just barely, for use on highway such as the HCRH. ODOT installed the railing along much of the HCRH. The single railing installed in the 1980s has deteriorated and needs to be replaced. ODOT's intention was to replace it with the two-rail steel-backed timber guardrail, but it does not meet current standards. Safety standards are more rigorous today than they were in the 1980s, because the fleet of vehicles on our highways includes many more SUVs and pickups that have a higher center of gravity. They require a taller railing than the mix of vehicles seen on the roads two decades ago.

Dave and Tracy's design group created a new railing that meets today's standards by making the existing two-rail steel-backed timber guard rail taller and deeper. Bob Hadlow pointed out that is much more like the 1920 standard guard fence in height, about 48" tall, than the first-generation steel-backed railing, which is 33" tall.

The new railing would be the new standard for the HCRH. It would replace the first generation steel-backed railing on the highway when it no longer functions. In the

meantime, ODOT can continue to carryout routine maintenance on the first generation railings, without need for replacing it with the second generation version.

Bob Hadlow has consulted with the State Historic Preservation Office about what effect installation of the new railing could have on the Columbia River Highway Historic District. The SHPO will concur on a Finding of No Adverse Effect on the district. Bob recommended that the committee move to adopt the new two-rail-steel-backed timber guardrail for use on the HCRH. Bill moved to adopt Bob's recommendation. The motion carried.

## **Lunch Break**

### **Historic US 30 Route Designation Memorandum**

Wayne would like to see the new Historic US 30 Route signs installed on all drivable sections of the historic highway from Troutdale to The Dalles. A recent way finding sign project installed them along the section of the HCRH from Troutdale to Dodson. The new signs have a reproduction of the black-and-white 1920s US 30 route shield on a brown field, with the words "Historic" and "Route" in white.

At present, modern US 30 shields are found on Interstate 84 in much of the Columbia Gorge, because the freeway carries both routes. In Cascade Locks and Hood River US 30 leaves the interstate and follows the route of the historic highway. From Mosier to The Dalles, the HCRH wears the US 30 shield. The way finding project proposed to install the Historic US 30 Route signs on the historic highway from Mosier to The Dalles, but further investigation revealed the need to coordinate with the American Association of State Highway and Transportation Officials (AASHTO) on changing official highway route numbers, shifting the US 30 route designation from this segment to the interstate and renaming the Mosier to The Dalles segment as "Historic US 30."

Wayne would like to pursue the official designation change not only for the Mosier to The Dalles segment, but also for the segments in Cascade Locks and Hood River and the Wyeth Bench Road (aka Herman Creek Road) east of Cascade Locks. Wayne would pitch the idea as a way of being consistent in the application of the US 30 and Historic US 30 route designations in the Columbia Gorge.

Jeanette supported the idea, but would also like to include the frontage road from Dodson to Warrendale, because it follows the historic highway's original route and features two masonry culverts. However, she hasn't warmed up to the idea of pursuing Historic US 30 Route designation for Wyeth Bench Road. Even though it would work well as a connector between the drivable highway in Cascade Locks and future HCRH State Trail projects east of Wyeth, it is not the original highway route. Gary also struggled with including Wyeth Bench Road. Art noted that Wyeth Bench Road is a county road and doesn't want to misrepresent it as the historic highway.

Kristen asked whether we wanted to solve this today. She added that the scenic byway grant included this. The rationale was to maintain regular US 30 through Cascade Locks and Hood River. They are not Scenic Byway sections. The project focused on sections that were both scenic and historic.

Bill inquired if the section between Mosier and The Dalles was already designated as Historic US 30. He would like that to see it designated as Historic US 30 so it connects to the rest of the highway.

Wayne asked for a reaction to this from the Advisory Committee and inquired whether this would be worth pursuing. Dennis shared that this ties it all together and he would like to see it done. Art asked if we are already promoting this. Wayne mentioned that this has to go to the state and federal level so we need to recommend the next steps to be made.

Bob shared that the high priority is Mosier to The Dalles. The question is whether the committee pursues redesignation for historic highway segments in Cascade Locks, Hood River and Dodson-Warrendale, and Herman Creek Road. He asked whether we go for all the sections or just focus on Mosier to The Dalles.

Art stated that it is reasonable to go with the whole thing except for Herman Creek Road. Bob suggested addressing this by using a sign to clarify Herman Creek Rd. Wayne confirmed that he is supportive of designating the whole thing as Historic US30. Art recommended that the committee move forward with the designation of the entire section as Historic US 30, except for Herman Creek Road. The committee could address Herman Creek Road later.

The Advisory Committee approved Wayne's proposal with Art's amendment to hold off on seeking Historic US 30 designation for Herman Creek Road.

### **Meeting with Oregon Transportation Commission, Gail Achterman**

Wayne updated the Advisory Committee regarding their recent meeting with Gail Achterman and Jason Tell. The issues that came up were shovel readiness. Wayne discussed 3 ideas to finance the remaining 10 miles of trail reconnection:

- 1) \$8-10 million per year
- 2) \$2 million per year for 5 years- pays for all PE, plus other studies
- 3) \$1 million per year to do 5 of the 10 miles by 2016

Gail locked into the option 2, with \$10 million total with all PE by 2016. She added that if ODOT came up with that money, she would look to State Parks to get something equivalent, and this other funding from Grants. She suggested that it looks good to get 10 percent from private funding. Another suggestion that Gail made was to have an information board with a phone number where people could donate \$5 via their cell phones like the Haiti Fund. This also shows public interest. Overall, they came away from the meeting encouraged.

Bill stated that they were able to garner enthusiasm from her. The message that he got from the meeting was the need for the follow-up. We need to put together the charges she gave us. Bill advised, let's not put it on shelf and forget about it.

Art shared that the message he received was the need to be shovel ready.

Mark D. inquired about an Alternative 4. He's not sure if PE gets us the full funding for construction. Andy responded that it is not guaranteed and it depends how it measures up

to the criteria. Mark D. asked whether it is best to show by 2016, that we have done the PE or that we have gotten money to get 2 sections completed. Andy responded that that's another strategy but the PE does show that we have the work done to leverage more.

Kristen stated the program has had more success when it can show that the PE has been completed. Most of the available grants are for \$1-to-2 million. Andy added that when a project is in the PE phase, project teams find ways to save money.

Jenn added that there are the maintenance issues with OPRD. Resources are shrinking as the agency needs to maintain parks. It would be nice if a fraction of the grant money was designated for maintenance.

### **Wasco County Commission Presentation Update**

Kristen provided a brief overview of the meeting including Dennis' appointment to the advisory committee and shared that during the meeting; one of the commissioners mentioned the lack of space for bicyclists along the HCRH at the Discovery Center and Crates Point. Marc had the idea of doing a detour for cyclists onto the Discovery trail to avoid a really tight corner. People could still bike the highway, but also recommend an alternate route.

Michael stated that Crates Point and the area west of Chenoweth Creek is a high safety issue. He would recommend the use of the River Front Trail because it is more usable and safer. It is also accessible by a hand cycle.

### **Tom Kloster on Hole in the Wall Falls**

Tom is a transportation planner at Metro. He runs portlandhikers.org and his passion is also hunting waterfalls.

Tom found a piece of driftwood at Hole in the Wall Falls this spring when water was so high that it came over the top of Warren Creek. The falls was 120ft high and looked much like Horsetail Falls. Tom would like to see restoration of Warren Falls as part of Segment 5 of the STP project. It is still part of ODOT's tunnel inventory and would take it out of the inventory. This would save money on decommission.

Bill asked what the metal pieces are. Tom answered, rock climber bolts. Mark D inquired whose property this is. Tom replied, OPRD. Wayne commented that there are some things we want to know since the FHWA—Western Federal Lands Highway Division is starting some engineering work on this trail project. It would be interesting to find out where the plume was as well as the original stream.

Scott described the grating on top of the falls. A 20"X20" section is filled in with rocks and plants. He proposed a redirection of Warren Falls.

### **General Updates**

#### OPRD

Jenn shared that Latourell Falls and Mitchell Point projects were handled jointly. The major

funding for this project is from FHWA and these were packaged together for efficiency. Work at Latourell Falls has started and is going through the National Scenic Area permitting process with Multnomah County and will hopefully be completed in July. The permit was expedited for the demolition of the old restroom on the north side of the highway, across from the Latourell Falls parking area. The drain field area has been remediated and replanted. The native plants were placed erroneously, so they need to be switched. The next step is to get the permit to put in the restroom behind the parking area. The Mitchell Point project has been easier. This project involves parking, paving, and striping. Work will be weather dependent and we are looking at work happening spring of 2012.

As for planning projects, there is one active planning project and one on the horizon. The active project is located at Lewis and Clark State Park. The final form will be going to commission by September. The comments from stakeholders have been submitted throughout the process. The plan addressed the de facto parking areas along road that belong to ODOT and Lewis and Clark State Park. For OPRD to take over management of the de facto parking lots, the project must stay within 250 parking spots as set by the Scenic Area--General Management Area (GMA) designation. I-84 Bridge is being replaced and will include a bike and pedestrian lane. ODOT received a grant to put in a trail between Jordan road that will connect to I-84 and Forest Service property and OPRD. The tunnel will be in 2 segments. Currently people already travel on foot along Jordan Road, so this will encourage more use. Mark D added that more funding should go towards providing more parking at this location.

Jenn stated that the other planning project is to revisit the Gorge projects master plan from the 1990s. It's a reach goal for later in the biennium. As a comprehensive plan, it will include all the parks in the Gorge.

Wayne asked if it included trailhead locations. Jenn answered yes, they can add that to the list of things to examine.

Mark D. stated that he will be looking at the master plan project. It will be a comprehensive management plan. He asked that over the next 12 months, people send him inventory information regarding parks management. Christine added that Angie mentioned earlier the Gorge Commission is starting a Sustainable Recreation Strategy and this will tie in with the other agencies work. Mark stated that he will be on that committee.

Gary noticed that there was a tight radius on the Troutdale connection. He suggested that this be looked at for maintenance for emergency access.

#### John B. Yeon to Moffett Creek

At the March 3 Advisory Committee meeting, there were concerns regarding the fluctuation in cost of the project. A Value Engineering study that Kristen was involved with resulted in the lowering the cost of the project. Advanced plans were submitted on June 16 with VE study and the most recent cost estimate was 8.1 million dollars. A month ago, a 2.1 million dollar grant was submitted for the remaining cost of the project. Two months ago, at the OTC meeting the project received \$800,000 TE request and an extra \$216,000. The NSA permit on rock fall mitigation has been submitted.

Wayne provided an update on the bridge plans regarding a 1920s design provided by

Magnus. Jeanette mentioned that ODOT had the railing forms for both Latourell Falls and Sheppard's Dell bridges and they were not the same. Wayne shared that Tony Stratis of the ODOT Region 1 bridge unit supported using concrete railings on the new structure. Overall, Wayne was pleased with ODOT's bridge work.

#### ODOT

Kristen shared her updates. The HCRH Natural Resource Elements Report is complete. She will give Jenn Cairo a copy of the report and maps. The Cultural Resource Elements Report is also complete. The three grants written in three months included TRIPS grant for \$400,000, Scenic Byways Grant for \$702,000 (Pat Moran put us at the middle of the pack for this grant), and Public lands Highway Grant for John B. Yeon to Moffett Creek for \$2.2 million.

#### Friends of the Historic Columbia River Highway

Jeanette passed around a volunteer sign-up sheet to assist with programs taking place this summer and fall. She provided updates including that the Friends had a successful Gorge ride on June 11 with 449 participants and a profit of \$10,000. FCRH has made some commitments for future funding including a \$5,000 donation for stonework with state parks to repair the fall at County Line Overlook and provided a match for an ODOT grant for the Mosier triangle. There is preliminary work with Eagle Creek East for a ramp. Some highlights for upcoming projects include clearing out part of pavement at Mitchell Point, a bike ride from Cascade Locks to Crown Point, and an antique car tour.

#### ODOT Maintenance

Kristen shared that the Gorge ladders are soon to be seen on HCRH. These have to be on private property to support family farms.

#### USDA Forest Service

Christine shared that the Sandy River Delta parking lot is going to contract now and will be done by September. North of HCRH by Horsetail Falls, there will be stream restoration, removing and restoring a berm where there is currently a gravel pit, repave Wahkeena Falls parking lot, repair some of the rock walls, and build an ADA accessible trail from the lower parking to the viewpoint from the bridge overlooking Wahkeena Falls. Lastly, the railing on the small pedestrian bridge north of the highway at Multnomah Falls was replaced. Cascade Locks funded the surveys for archeological and natural resources for the mountain bike trails system.

#### **Next Meeting**

Corbett Fire Station, Corbett Oregon, September 8, 2011.