

**Historic Columbia River Highway Advisory Committee
July 1, 2004
Hood River County Library
Hood River, Oregon**

Members Attending:	Bill Pattison, Jerry Igo, June Carlson, Art Carroll, Jack Wiles, Ernie Drapela, James Hamrick, Mandy Cole, Carolyn Wood.
Staff Present:	Jeanette Kloos; Robert Hadlow; Stacy Codington; Charmell Burgess Camacho, note taker
Others Attending:	Sam Wilkins, ODOT; Nancy Russell, Friends of the Columbia Gorge; Allisa Carlson, USDA Forest Service; Jim Hessel, president, Friends of Vista House; Louise Yarbrough and Kathleen Overton, Friends of Vista House; Bob Willoughby, city manager of Cascade Locks; Ralph Heggard, mayor of Cascade Locks; Rodger Schock, Hood River County Commissioner; Brian Hofsteen, Hood River County Economic Development; Kris Miller, Port of Cascade Locks; Joeinne Caldwell, Port Commission; Kathy Woosley, Port/City of Cascade Locks; Tom Cramblett, Cascade Locks Tourism; Gary Murkhoff and Raelyn Ricarte, Hood River News; Scott Keillor, HHPR, Inc.; Bill Fashion, Hood River County, Rogers Wheatley, Cascade Locks; Gay Jervey and MacKenzie Winchel, Mosier Alliance; Carroll Davis, Hood River; Carol York, Hood River County Commissioner; Sheriffa Wright, City of Cascade Locks; Ellen Anderson, Port of Cascade Locks. Others did not sign the sign-in sheet.

Bill Pattison, Chair, called the meeting to order. The amount available for the Sesquicentennial of Oregon planning is \$150,000 (not \$100,000, as stated in the minutes). The Advisory Committee approved the minutes of the April 19, 2004, meeting as corrected.

PUBLIC COMMENTS

Carroll Davis—Accessibility Issues

Carroll Davis discussed the changes made to the Hood River Library to accommodate people with disabilities. Many improvements were made, but there are still issues with parking and money to pay for additional improvements. Carroll said it was his contention that the issues with ADA on the HCRH State Trail are about policy issues, not money issues. He suggested policy changes could be made. All public facilities should be ADA accessible, fulfilling not only the letter of the law, but also the spirit of the law. He believes that people should be able to get to all of the places they desire. Age makes many people physically challenged. It is one mile, one-way, or two miles, round trip, from the parking area at Tanner Creek to the Moffett Creek Bridge. Provisions should be made so

that people can park closer to the bridge. To say that people are not parking at Moffett Creek would be denying reality, in his opinion. Why not allow vehicles to access the trail through the gate near Moffett Creek? Carroll Davis read the attached letter.

Jeanette Kloos noted that federal law requires that all Interstate highways have controlled access. The Federal Highway Administration recently required ODOT to develop a project to bring Interstate 84 in line with these requirements; that project will have public meetings in the Gorge this summer or fall. Enforcement is not easy. ODOT cannot ticket until a car has been parked for 24 hours. The project will need to consider all options that will prevent people from parking along Interstate 84 in areas such as Moffett Creek.

As for the Hood River to Mosier segment, Nancy Russell recalled that the Friends of the Columbia Gorge were concerned about the need to provide a local match for federal funds used to restore this portion of the historic highway. Matching federal dollars with state gas tax revenues would mean opening the segment to motor vehicles. An anonymous donor working through the Friends gave the \$500,000 needed for the local match, with written understanding that motor vehicles would not be allowed on the segment, with the exception for antique vehicle events, and then no more than five times per year. (Jeanette noted that ORS 811.435 prohibits motor vehicles on trails.) The Friends advocated the policy to allow the vintage cars on the trail segment because it was compatible with the spirit of reopening the highway.

The current access policy for the HCRH State Trail does not allow commercial tours through the Mosier Twin Tunnels. Carroll Davis said that he thinks that, if antique cars are able to travel to the tunnels, then special permit should be given to allow a van to enter to allow ADA accessibility.

The AC noted that the City of Mosier has been having yearly rides with antique vehicles and take physically challenged people into the tunnels. Carolyn Wood asked why the access that Carroll Davis advocates could not be coordinated with Mosier to have tours on antique cars to the Mosier Twin Tunnels. Jerry Igo said that the Mosier Labor Day Tours were held for three years, but have been discontinued; perhaps they could be reinstated. Jack Wiles noted that Mosier had an antique car event this spring.

Bill Pattison supported having a workshop to discuss the topic. He suggested tabling the issue for now, due to the full meeting agenda. Art Carroll noted that the existing policy for antique car events should provide the framework to solve this issue.

VISION FOR HCRH 100TH ANNIVERSARY OF DEDICATION— 2016

Jeanette Kloos presented the attached information about the HCRH, including the legislative policy and direction, information about past successes and potential future dates of importance.

The Oregon Legislature set the original goals in 1987. There have been a lot of successes in reaching those goals, including restoration and reconnection of the HCRH. The 100th Anniversary of the Dedication of the HCRH will be in 2016. Jeanette requested ideas from advisory committee for development of a vision for 2016.

Mandy Cole said that she is a little surprised that anyone is thinking that far ahead. She congratulated Jeanette on her farsightedness. Mandy suggested considering a schedule of events to keep people engaged and HCRH in their sights. Build a series of events to keep continuity. Carolyn Wood agreed that we need to continue working toward completion of the reconnection projects. We did not have any funding in 1987 and it is amazing what has been accomplished to date. June Carlson sees a need to continue setting priorities for planning, funding, and completing projects. James Hamrick said that it is important to keep the HCRH projects on the radar screen of lobbyist working on the reauthorization of the Transportation Bill. Jack Wiles suggested creating a visual representation of the total proposal and the individual pieces to work toward a continuity of funding over time. We want to bring many people to the table and become partners.

Mandy said that the situation may be similar to one surrounding the Willamette Falls Locks. There, Darlene Hooley succeeded in creating a \$420,000 federal earmark to keep the locks open this summer. An economic study of what would happen if the locks were closed, including the opportunity costs, is being developed; perhaps a similar study for the HCRH reconnection projects could be developed.

James Hamrick suggested that the Oregon Community Foundation fund from the Old Oregon Trails funding might be a source of funding for a study. Mandy said the locks study will cost about \$7,500.

Ernie Drapela said that there is funding for trails (\$500,000 for the last set of grants) and anyone can apply. The requirements for this source of funding meet the objectives of the HCRH AC.

Art Carroll asked about the significance of having the “highway reborn.” Since some pieces are expensive, he wondered whether some connections could be a hiking trail rather than a bicycle facility. Jeanette answered that

the legislative direction is that it will be a hiking and biking trail; ODOT's standard is 12-ft wide and paved. The next HCRH AC meeting agenda will include a look at connection projects and discussion of each of them to review relative priorities.

VISTA HOUSE RESTORATION RESTORATION PROJECT

James Hamrick provided an update on the Vista House restoration project (see attachment from June 9 meeting). The exterior work is complete and the interior work should be completed in July. OPRD had planned to address modifications for ADA accessibility as a third phase, however, the City of Gresham building inspectors insist that the building be accessible before it is reopened to the public. OPRD has hired an architectural firm to draw up plans. It also looked into opening Vista House for the remainder of the summer season with temporary ramps and portable bathrooms. It would take longer to complete the design and obtain permits than the season is long, so Vista House will not be open until next year.

OPRD will concentrate on completing the design and construction of the permanent ADA accessibility work, to have Vista House ready for next spring. So far, several proposed alternatives were reviewed and are unacceptable. Some would compromise the integrity of phase 1 restoration work, others would have visual impacts. One proposal (design five), a long ramp south from the south door, has some merit. On June 24, the architect was asked to shorten and steepen up the ramp, with the idea that it would be simple and elegant with minimal intrusion into the asphalt. The ramp would likely require handrails. This is nothing new. At present, handrails run down the stairs of the plinth from the doorways. A second short ramp would be constructed to permit access over the south door threshold. There would be no planters. The goal will be to minimize the visual impact of the railings and the ramp.

Someone asked if it would be possible to have an ADA entrance in the "back" (north side) of the building. James Hamrick said that the idea of connecting to the tunnel has been explored and it has difficulties that make it unfeasible. Parking requirements dictate that the ADA entrance be on the south.

Inside, a lift between the rotunda and basement is proposed, but not an elevator. Nancy Russell said that she is glad to hear about the lift options, because she was quite concerned with elevator. A lift apparatus is an interesting idea and great improvement because it will have a smaller visual impact on the rotunda. Nancy Russell said that she was not told that having interpretation in basement would require ADA access to the basement. Nancy Russell asked if perhaps people outside of OPRD should try to influence the City of Gresham to recognize that this historic

landmark should not be damaged.

The HCRH AC may need to call a special session to address the designs. Nancy Russell requested that something showing the actual size and width of the ramps and lift be available when there is a field review.

TRANSPORTATION ENHANCEMENT PROPOSALS

Jeanette Kloos presented the HCRH AC ranking of Forest Highway Enhancement proposals, as submitted (attached). Two of those did not make first cut—Viento and the Twin Tunnels Visitor Station Interpretive Plan implementation. While the project selection process is continuing, there will be no decisions until August. Transportation enhancement funds proposals need to have notices of intent by next week, with complete applications due September 10. Bike enhancement plans have to be turned in by July 30. There are six projects being proposed for transportation enhancement funding. ODOT cannot submit more than one project for each maintenance district. More than one notice of intent can be submitted per maintenance district, with a decision later on which we will submit a complete application. Available Transportation Enhancement funding is approximately \$7.9 million for projects ready for contract in 2007 and 2008. Whole projects are preferred over partial projects.

Bill Pattison expressed concern about being negligent if there are problems with Crown Point Viaduct, particularly if it is not the number one priority for Transportation Enhancement funds. The AC believes that the viaduct repair does not need to be number one for this source of funding to acknowledge the priority of the project, since applications for funding have already been submitted for other sources of funding (Forest Highway Enhancement and (proposed) Bicycle and Pedestrian funds).

Jeanette asked that the HCRH AC rank the projects. Ernie Drapela indicated that Crown Point Viaduct would be a high priority in his mind. June Carlson suggested that Warrendale-Moffett Creek be considered a high priority, even though the cost estimate is \$3 million, since there are no other sources of funds that can be used. It is a stunning link and will have accomplished a lot.

The AC unanimously moved to prioritize the projects as such: 1) Warrendale to Moffett Creek, 2) Chenoweth Creek Bridge Railing Restoration, 3) HCRH State Trail at Viento, 4) Crown Point Viaduct , 5) City of Cascade Locks Downtown Development and Revitalization, 6) Mosier and 7) Port of Cascade Locks Marine Park Improvement Project.

The Bicycle and Pedestrian projects were ranked 1) Mosier bike project and 2) Crown Point Viaduct Repair.

CITY OF CASCADE LOCKS AND PORT OF CASCADE LOCKS

Cascade Locks City Administrator Robert Willoughby introduced people in the audience and the two RARE (Resource Assistance for Rural Environments) students, Ellen Anderson and Sheriffa Wright, who gave a presentation. They stated that the City of Cascade Locks and the Port of Cascade Locks want to establish a collaborative working relationship with the HCRH AC and asked for support for the Transportation Enhancement proposals that they will be developing, along with their plan for industrial development and tourism. The economy of Cascade Locks has evolved from being resource based to tourism based.

Cascade Locks was established as a transportation hub in the 19th century. By the 1950s there were 90 establishments in Cascade Locks, with its “gas and go” economy along the Columbia River Highway (US 30). Completion of Interstate 84 in the 1960s diverted traffic away from downtown Cascade Locks and the community transitioned to a tourism town. Today, Cascade Locks is at a crossroads, tourism is down. Fifty-nine percent of the people have low or moderate incomes. Recently, the community almost lost its high school and grocery store. Cascade Locks wants to be a resort destination, with tourist draws such as the Columbia Gorge Racing Association, a tribal casino, the Sternwheeler, and easy access from Skamania Lodge.

The City and Port believe that improved access to the historic Marine Park adjacent to the HCRH would help local tourism. The Marine Park is a tourist draw; a “gem” with lots of facilities, including the Oregon Pony and the lock tender houses, but the existing entrance is dangerous, with 10-foot vertical clearances, 10 percent grades, narrow width, and 90-degree curves. The entrance does not meet ADA requirements and there is no separate bike or pedestrian facility. The attached drawing shows a proposal that would cost \$5 million. It would provide a new undercrossing of the UPRR for motor vehicles, with a raised area for an ADA accessible sidewalk, plus revisions to the existing undercrossing for pedestrians and bikes, tied together with a basalt façade. The preferred plan maintains the historic views, while two other overcrossing and pedestrian overcrossing options would damage the views. The RARE students believe that the plan is consistent with the direction given in Senate Bill 766, particularly paragraphs 1, 3 and 5 of Section 2 (policy) (attached). The Port of Cascade Locks believes that it is a “context sensitive design” (see attachment).

The City used recent streetscape alterations in Stevenson, Washington, as an example of what context sensitive design can do for a local downtown economy as well as pedestrian safety and aesthetics. It includes curb extensions and designed/stamped crosswalks for pedestrian safety, landscaping, and street lights. There has been a 25 percent increase in walk-in visitors in Stevenson between 2002 and 2004 and the

improvements spurred establishment of a downtown association. The City and Port believe that all of the enhancements completed in Stevenson can be duplicated in Cascade Locks. The Cascade Locks vision includes a "Cascadian" design theme, which would support tourism. It would also visually narrow the HCRH roadway from the current 56-feet with plantings and curb extensions to improve pedestrian safety.

The presenters stated that WaNaPa Street does not look like the HCRH; there are no signs indicating that it is the HCRH. They asked if WaNaPa Street is a historic highway; at what cost is pavement being preserved? What date is important to determine historic features and where is this date written down? The proposed HCRH Master Plan revision indicates 1913-22 as the period of construction, with 1931 as another significant year. Yet, SB 766 only indicates 1913-22.

The RARE students provided copies of the existing and proposed HCRH Master Plan (pages attached) and urged that the revisions not be adopted. They said that the definition of the HCRH as "curb to curb" is not in SB 766, but only in the proposed amendment to the HCRH Master Plan [note: the "curb to curb" language is from the description of the HCRH historic district in the National Register of Historic Places nomination from 1983.] An excerpt from the Cascade Locks Design Handbook was also provided and discussed (attached). The students were interested in an interpretation of the Advisory Committee's jurisdiction over anything beyond the curb lines on WaNaPa Street. The students then asked what the HCRH AC's vision was for the highway in Cascade Locks: 1) a working class town; 2) an eyesore—it should just go away or 3) no vision.

The RARE students said that what Cascade Locks wants is a community process, including a dialog and funding assistance. They want consideration for safety, economic development, interpretation and teamwork. Bob Willoughby urged the HCRH AC to "think beyond the asphalt" to a more bike and pedestrian friendly vision that incorporates scenic views.

June Carlson said that a workshop is scheduled for August 10 at 1:00 P.M. at the Port of Cascade Locks pavilion to develop common goals within the constraints of the HCRH historic district, to brainstorm some ideas that can be pursued.

James Hamrick said that the HCRH AC has done positive things in Cascade Locks. It worked with the former City management to develop an (draft) agreement on the HCRH within the City. The AC developed the caps for street signs, which were manufactured by ODOT and given to the City to install. The trailhead under the Bridge of the Gods was developed under the guidance of the HCRH AC. In sum, the Advisory Committee

has shown it is interested in Cascade Locks. Bob Willoughby said that the City is not trying to imply that the Advisory Committee has not been helpful, but asked that they not be a roadblock to funding proposals.

ROWENA CREST GRAVEL PIT OPEN SPACE PLAN

Jack Wiles noted that Brian Bainnson has finalized design for the Rowena Pit, previously reviewed by the HCRH AC . A plan is required to show how the open space values of the area will be protected. The existing pit is not part of what OPRD or the CRGNSA Management Plan wants to “protect.” It is a negative factor to the visual and natural resources of the area. The essence of Open Space land is “undeveloped land” and the abandoned pit does not fit this description. However, OPRD believes that this project is true to the values of the CRGNSA because it is a land stewardship action. In addition, Jack believes that the proposed project will help restrict unwanted uses (e.g. shooting range and all terrain vehicles).

Some have criticized the project because it appears that ODOT will use the pit as a rock disposal site. The project calls for bringing in materials to reclaim the deep pit. To keep costs down, OPRD will look to ODOT for free rock. OPRD believes that the project will require 30,000 cubic yards of material and would take eight to ten years to complete. The open space plan has to be done before the development review can be approved by Wasco County, since the “development” must be consistent with the Open Space Plan.

The Advisory Committee unanimously approved a motion to support the Open Space Plan and to move forward with the land use application. Jack Wiles will deliver the land use application to Wasco County after the meeting. With the completeness review and public review periods, it will optimistically be October or November before grading begins. The initial grading is planned for this fall, with planting in January or February.

WORLD HERITAGE SITE PROPOSAL

Robert Hadlow discussed the World Heritage List (WHL) Q&A sheets that were previously sent to the Advisory Committee (attached). There is a good possibility that the HCRH would qualify for the WHL. Next steps will be discussed with Dan Marriott, formerly of the National Trust, in August. We will need to begin to build up support for the listing among interested parties and government officials. Carolyn Wood has visited many WHL sites and believes that the HCRH is worthy of this distinction. She moved that the Advisory Committee recommend that ODOT and OPRD to support World Heritage List designation for the HCRH; the motion passed unanimously

PROJECT UPDATES

Warrendale to Moffett Creek—Walls are being revised after finding that there were poor soils. Hopefully this solution will be less costly.

HCRH Interpretive Sites and Signs—Have begun working on Intergovernmental Agreements with Cascade Locks and Gorge Discovery Center. Need to add a right-of-way phase for the installation of the sign at the Columbia Gorge Hotel, since they are not a governmental agency. May be able to advance funding from 2006 to 2005 construction.

Casino—Tribes are doing presentations of what building will look like to interested parties.

City Programmatic Agreements—The Mosier agreement has been signed by Mosier. The Hood River agreement has been signed by the City and is at the County for signature. The Cascade Locks agreement will be revised to reflect any agreements that come from the brainstorming session and future discussions. The desire is to have all three agreements finalized and included in the revised Master Plan.

Mosier Totem, Kiosk, etc.—Drawings for a plan were shown by MacKenzie Winchel (attached). Gay Jervey distributed invitations to the Totem installation celebration.

Virtual Tour—The virtual tour was discussed on a Byway Leaders conference call, with the HCRH as the example. We would like to have an audio tape that has no copyright. Jeanette will determine if there can be links from other web sites (ODOT's HCRH page; Gorge Discovery Center; Oregon Tourism, etc.) to this site.

Gutters —Preliminary plans are being prepared and a request for additional funding is being considered to cover milling the pavement. No news.

Oneonta—Not much yet at this point. Looking for consultant for design.

Eagle Creek exit bike ramp—Have not had first meeting yet for this project.

15th Anniversary of the HCRH AC—Subcommittee needs to meet and bring back a new proposal.

Field trip is scheduled for HCRH on August 12. Contact Jeanette Kloos for information.

ACTIVITY STATUS

ODOT--Bill Barnhart & Sam Wilkins

Sam Wilkins reported that wooden guardrail has been repaired on the HCRH east of Mosier. ODOT is also in the process of updating mailbox supports along this section with breakaway posts. Sam inspected the rock catchment structure at the Mosier Twin Tunnels. He noted that the structure is doing well and doesn't need cleaning at this time, but there were at least two 3' X 5' boulders on top. Robert Hadlow also mentioned

that the second National Historic Landmark plaque has been installed at Portland Women's Forum State Scenic Viewpoint. There is one more plaque to install, at the eastern end of the highway. Carolyn Wood indicated that Bob should talk to Carolyn Durcell, the development director at the Gorge Discovery Center about possibly placing the plaque at the Center.

Jeanette Kloos called attention to the entry on the HCRH that appears in the Mobil Travel Guide. It is being revised. Mandy Cole volunteered to send the request for information for the revised guide to the Chambers of Commerce; Carolyn Wood volunteered to deliver it to Rene Walasavage for Mosier and The Dalles.

OPRD--Jack Wiles

Jack suggested that people tour the administrative building at Rooster Rock, which now features many historic photos.

USDA Forest Service--Allisa Carlson

The Forest Service reviewed a proposal by ODOT to remove hazard trees along the HCRH. All dead trees within 1 ½ tree lengths of the highway were approved for removal, as well as trees with major defects that could potentially fall and block the highway. Allen Morrisette has commented on Oneonta. A proposal has been submitted for Forest Highway Enhancement funds for restoration work at Wahkeena.

DEVELOPMENT REVIEWS

There are few developments along the HCRH. Art Carroll voiced support for the heavy maintenance proposed by the CRGNSA Forest Service for several sections of trails. A development near the Rowena interchange was circulated for review by Wasco County for a third time. The development was previously approved with conditions in February. The most recent revision has a July 7 due date for comments. The AC thought that the comments previously sent on this proposal should be sufficient.

MEMBERS ISSUES

Carolyn Wood called the Advisory Committee's attention to a letter that the Gorge Discovery Center board sent to Bill Pattison regarding the "shooting range pit" (attached). Three vehicles and one person have been hit by bullets. Sam Wilkins responded to letter on June 30 (attached) that ODOT is still working on surplusing the property. Two projects have been presented to close the site but were opposed by some parties. A physical barricade will be needed to keep people out of the pit—most likely right up to the shoulder of the road so people will not park there. This work would require development permits from Wasco County.

James Hamrick noted that on May 7 the Oregon Heritage Commission recognized the HCRH Advisory Committee with an award.

Mandy Cole displayed the new scenic byway brochure and discussed plans for distribution.

NEXT MEETING DATE AND PLACE

The next meeting will be in Cascade Locks on September 2, 2004.
A November 2004 meeting date has not yet been determined.
Future meetings will be held on the first Thursday of January, April, July, and October of 2005.