

MINUTES  
Historic Columbia River Highway  
Advisory Committee  
November 6, 1996  
Hood River Expo Center  
Hood River, Oregon

Members Present: Rick Blaine, Julie Curtis, James Hamrick, John Lundell, Lewis L. McArthur, Charles Sciscione, Sharon Timko and Jack Wiles.

Staff Present: Pat Cimmiyotti, Phil Gagnier, Robert Hadlow, Jeanette Kloos and Glenda Bonham.

Public Present: Ron Polvi, Kevin W. Price and Kathy Schutt, OR Parks & Recreation; Tom Turck, USDA Forest Service; Jim Azumano and Jim Lyon, Hood River County; Lynn Guenther, City of Hood River; Jerry Igo, Native Plant Society;; Nancy Russell, Friends of the Gorge; Richard Beckman; Bus Gibson; Steve Lehl and Carol Meckes.

**APPROVAL OF MINUTES:**

The minutes of the September 12, 1996 meeting of the Advisory Committee were approved with one correction. In the Section for Phase 3 of the Hood River to Mosier project it was stated that Nancy Russell had suggested an antique car service for the transportation of the elderly to the area. This was incorrect; Jeanette Kloos was the person who suggested the antique car service.

For clarification Lewis McArthur mentioned the Interagency Management and Maintenance Agreement for Hood River to Mosier Trail Connection states: "...antique vehicles will be allowed to use the highway periodically on a case by case basis with a group use special event approval." He also stated that there is no intent that there will be open authorization for use by antique vehicles and there is no authorization for use by modern vehicles either on an individual basis or commercial basis.

Jeanette Kloos also said that the Oregon Parks and Recreation Department Operation Plan under Access and Security states: "Vehicles will not be permitted on the trail, with the exception of emergency and service vehicles, and during permitted special events." The permits would be issued by State Parks.

**PUBLIC COMMENTS:**

Nancy Russell congratulated the members of the Committee on the dedication ceremony of the Hood River to Mosier Project held on November 4, 1996. She also commented on how well the Thematic Site signage turned out. Nancy stated that the signs are handsome, clean, clear, a beautiful color and the standards are appropriate. She said it was wonderful to have such a large project that so many people worked on for so many years turn out so perfectly.

**DEDICATION-HATFIELD TRAILHEAD**

John Lundell mentioned that Lewis McArthur was misquoted in The Dalles Chronicle as saying next spring the Hood River to Mosier will open up “as long as there is no longer any conflict with the construction of the rock shelter, referring to controversial work going on at a nearby rock quarry.” This is mixing two different issues. Lewis said he would send a letter that would correct this misquote.

Julie Curtis stated that there should be more communication with the local business and communities as to when the project will be open to the public. She noted a new expresso stand has been opened in Mosier; they would like to know when the Tunnels will be open to the public.

Jack Wiles stated that there is a list of uncompleted items for opening the trail. Some of them relate to visitor protection and safety and some of them relate to security and protection of the resource and, until some of those things are completed, Parks does not want to open the trail. Right now their projected opening date is Spring.

Lewis McArthur suggested that he and Jeanette would prepare a letter or a memorandum to the locals and the people of Mosier to communicate the progress.

Phil Gagnier thanked the people who came to the Tanner Creek project after the Mosier Tunnels dedication.

Lewis McArthur commented that the people he talked to were pleased with the Tanner Creek to Eagle Creek and the Hood River to Mosier projects. He congratulated the staff, contractors and project managers for a job well done.

## **HOOD RIVER TO MOSIER:**

### ***PHASE 1***

Contract is complete.

Lewis McArthur suggested a list be made of the items that were taken out of the original contract that still need to be completed.

James Hamrick asked about the fence posts that were to be removed. Jeanette Kloos said this work is included with other items as part of Phase 3.

Ron Polvi stated the contract for the vault restroom at the East Trailhead is underway. He stated the water, power and phone are still in the design stage.

Lewis McArthur asked if the landscaping was completed. There was some discussion on the trees that are in the area. Only 10% of the trees near the trailhead survived and the dead ones have been removed.

### ***PHASE 2***

Ron Polvi stated they have been working on the review of the design for Phase 2. Miller Engineering is under contract to do the design. The primary goal is safety for the public with the secondary goal being to keep the structure as small as possible with as little visual effect as possible. They are considering newly declassified technology for the top of the structure to better handle the impact of falling rock. The schedule is to have the final design plans completed by early January and a construction award date in Spring, with construction to begin by summer.

Lewis McArthur requested that plans and visuals be distributed to the Committee as soon as available.

James Hamrick stated the height of the structure will be down to ambulance size inside (8-10 feet).

The size of the falling rock and how the weight was established was discussed. Jeanette will provide a summary of how the 5,000 lb. design rock was determined.

Nancy Russell commented she was distressed with the first set of designs and how obtrusive it was and how it destroyed the historic ambiance of the area. She thinks we are going in the right direction focusing on a design that will be much less obtrusive. She also stated it is important to have the public see the design.

Rick Blaine asked for more documentation on the structure to be sure what we will be getting as this is a very long structure and we will be living with it for a very long time.

Nancy Russell commented on importance of the color of the structure; it should not be shiny.

### ***PHASE 3***

Jeanette Kloos said that some parts of the \$3.7 million from the highway discretionary funds will be used to complete items that were not completed in Phase 1 and Phase 2.

Jeanette stated that two parts of the project that have not had review by the Committee are the East Pit Restoration and the Western Trailhead. State Parks is taking the lead on the Western Trailhead. Kathy Schutt showed the Committee a map of the area of the Western Trailhead. Kathy stated the Forest Service is in the process of acquiring property from the landowner. He has 50 acres and is a larger area than anticipated. It includes most of the George, Hanel and Bryant quarries. There is an inter-agency design team headed by State Parks looking at the design of this whole area, including the adjacent City of Hood River property and the Houston property. Larger questions of recreational use, including day use and community uses will be discussed as well as location of the trailhead.. Protection of historic and scenic values will be goals. The team will be meeting later this month to discuss design concepts.

Bus Gibson asked if there is an accounting of what has been spent and how much money is available and if this information is available to the public. Lewis McArthur stated there is a public accounting of what has been spent on Phase 1 so far and there will be one on Phase 2. Jeanette Kloos stated they are still cross-checking books making sure all of the numbers are correct. Phase 2 and 3 are still in the estimate stages.

### **TUNNEL ACCESS PLAN**

The Committee is asking input from the public on ways for the people who are not able to walk or ride bicycles the .8 of a mile to the Tunnels. Jeanette Kloos noted that some rules were already in place in the Interagency Management and Maintenance Agreement for Hood River to Mosier Trail Connection and the Oregon Parks and Recreation Department Operations Plan, and the Gorge Management Plan (attached).

Lewis McArthur mentioned that the Donor agreement for Hood River to Mosier had a requirement that automobiles are not allowed other than antique vehicles. The president of the Horseless Carriage Club has expressed an interest in carrying passengers during the special event days. He asked if something firm should be in the Donor's agreement stating that commercial use or automobile use be prohibited other than antique vehicles made before 1946.

Jack Wiles noted there is a need to distinguish between a commercial, routine access and special events. There is no intention to provide a commercial tour use access, antique or otherwise, to the tunnels. Once or twice a year events associated with antique cars would be in keeping with the spirit of the agreement.

Jerry Igo asked about pedi-cabs or pedi-powered vehicles. Lewis McArthur stated that he thought anything human powered would be acceptable. Jerry also asked when the firing range will be closed; he finds this use intimidating and believes that a larger area is being used now than previously.

Kevin Price stated that antique vehicles may need specialized equipment for transport of the elderly (step stool, etc.).

Jeanette Kloos, Jack Wiles and Kevin Price will work on a draft proposal of an access plan to be presented to the Committee for approval.

### **CONCRETE GUTTERS**

Charlie Sciscione presented some maps showing the location of the concrete gutters that were exposed by the contractor after the flood (attached). The maps were from Crown Point to Latourell. Based upon the 1924 Surveyor's log, the total of footage of concrete gutters is 9,512 feet. The total exposed concrete gutter today is 6,210 feet. Charlie stated the some of the exposed gutter is a safety problem with the gutter being over a foot deep in some locations. There are eight areas that are considered exceptionally deep in which ODOT is proposing to install perforated pipe (total 1800 feet) with drain rock on top of the pipe. What you would see when this is done is gravel. This is temporary. The cost of pipe is \$1000 with an estimate of 4 days work for a total of \$5,000. The intention is temporary, that this is a safety improvement and could be easily removed. The real fix would be to build the gutter back up again with concrete; the estimate for a permanent fix is about \$45 a foot. At that cost it would cost approximately \$300,000 for 1500 feet. Raising the concrete gutters will be easier to maintain in the future and would carry water better than the perforated pipe. There is no money currently available for a permanent fix, but ODOT would be looking for funding. He showed photographs of the gutter with measurements to show the depth.

Phil Gagnier asked if adding a curb was considered. This would keep the historic gutters and keep cars out of them. Charlie said this had been considered but it would narrow the traffic lanes.

John Lundell moved that this project be approved and that a report be brought back in two years. Jack Wiles seconded. The Committee unanimously passed this motion.

### **HISTORIC GRAFFITI PROTECTION SYSTEMS-UPDATE**

Robert Hadlow presented an example from Sherwin-Williams for protection of the historic graffiti in the Tunnels. The coating was applied to a rock from the area. This example is a sacrificial coating and is a low gloss product with a very slight discoloration. He explained the process of applying and removing the coating.

Phil Gagnier then explained the system used by ODOT which is sprayed on and should last approximately 15 years.

Robert Hadlow is in the process of testing more products and will present conclusions and cost comparisons at the next meeting.

## **PROJECT UPDATES:**

### **TANNER CREEK TO EAGLE CREEK**

Phil Gagnier reported that the project is completed. There are some minor questions regarding safety that will need to be taken care of between ODOT and Parks. There is one major issue which is a two-rail wood guardrail in place on exit 41 which may have to be removed. If the guardrail is removed he anticipates taking that guardrail and reinstalling it at the east end of the Toothrock Tunnel Bridge.

Lewis has been given an accounting of all of the work that has been done there and the cost. The original budget on this project was \$1,624,000 and have spent \$1,543,000 which will make it roughly \$30,000 under the original budget. Phil Gagnier was congratulated on keeping so close to the original budget and the good job well done.

### **MOFFETT CREEK TO TANNER CREEK**

Jeanette Kloos stated there will be a public meeting on November 19, 1996 to discuss the Moffett Creek to Tanner Creek project. There will be maps of the current project. The project is currently in two stages based on available funding:

1. Phase 1 - Tanner Creek to the I-84 Bridge
2. Phase 2 - I-84 Bridge to Moffett Creek

The rest of the project is looking for additional funding. Jeanette will submit the development review to Multnomah County Planning early next week.

Lewis McArthur asked the status of the railing restoration on the Tanner Creek Bridge. Jeanette Kloos stated that Richard Fix will start doing the railings on the Moffett Creek and Tanner Creek Bridges. Charlie Sciscione said that the Moffett Creek Bridge has spindles that will be poured this winter and installed on the construction project. The Tanner Creek Bridge has panels that will have to be poured in place and that will be done next Spring.

John Lundell asked about the fisherman parking at the east end of Moffett Creek. Jeanette replied that it will eventually be fenced off, people should park at the Toothrock Trailhead at Tanner Creek. This will provide a safer access to this area. Bus Gibson warned that there will be conflicts with fishermen.

### **EAGLE CREEK TO CASCADE LOCKS**

Jeanette Kloos reported that the project is going ahead with the portal design sent to the Advisory Committee recently. The design for the gate for Union Pacific Railroad access has not been decided. Jack Wiles showed a drawing of the standard gate used by Parks. More drawings of styles of gates will be presented at the next meeting. The project is scheduled for possible 1998 construction.

Charlie Sciscione mentioned a turn around for trucks was designed into the plans for maintenance purposes. He also suggested fencing on the north side of the freeway within the treeline for protection from the debris thrown by the sanding trucks.

### **THEMATIC SITE SIGNS:**

The signs are being put up, the posts are all in and the signs completed. Compliments on the signs have been received.

### **INTERPRETIVE SIGNS**

Sharon Timko showed the Committee the design for 36 signs that will be installed on the HCRH. The signs will be porcelain enamel and will be on a concrete base that looks like columnar basalt. The signs will have a metal frame. Nancy Russell said she likes the signs, especially the inclusion of "Columbia River Gorge National Scenic Area" on the bottom. The project shows a lot of teamwork.

### **SCENIC BYWAY CORRIDOR**

Jeanette Kloos reported the Scenic Byway Corridor has been dormant. The Scenic Byway Committee rated all the routes that had been proposed and recommended that many of the routes be included in the 1997 Oregon map even though they haven't finished the process. The Byway Committee has decided that both the Historic Highway and the I-84 will be on the map. Jeanette has been requested to give a presentation to the Committee in December. Lewis McArthur wanted to remind the members of the Byway Committee and the public that becoming a Scenic Byway Corridor places no new restrictions on the road.

### **ACTIVITY STATUS REPORTS:**

#### ***ODOT***

Charlie Sciscione, District 2C Manager, reported that Region 1 Manager Bruce Warner has accepted another position and will be leaving ODOT. Don Wagner will be interim Region 1 Manager.

Charlie received a letter from Russ Jolley concerning herbicide spraying east of Hood River on the HCRH. Charlie apologized for the crews that killed some "plants of concern" in addition to the poison ivy that was the target. Jerry Igo said he only saw 3 Barrett's Penstemon that were killed. He thinks chemical pruning of the maples is needed.

The Material Source Agreement (closure of the East Pit Rock Quarry) has been signed by all parties.

The pedestrian walkway from I-84 to Multnomah Falls is flooded. On an interim basis the Forest Service has sandbagged the area and built a raised walkway. Options for a permanent fix include a retaining wall along the channel or a more complete dredging job. There are salmon and land use issues that will influence the solution.

Kevin Price, Jack Wiles and Charlie Sciscione took a tour of the western section of the HCRH looking at some safety issues (people hiking under the Bridal Veil Bridge and standing on the flume and standing on the precipice by the Vista House). Options discussed included eliminating some parking and installing no parking signs. They also want to have the signs more consistent, some say Vista House and others say Crown Point, which is confusing.

Phil Gagnier updated the Committee on the rock protection at Multnomah Falls next to the Lodge. They have reduced the rockfall catch area and reduced the number of barriers, and will put up some no parking signs. A quarter mile from the Lodge to the west the slope protection fence has been installed and vegetation is already growing through the matting. This is the last of the repairs on the HCRH resulting from the February flooding.

Pat Cimmiyotti reported on the Chenoweth Interchange for Sam Wilkins. N.B. Hatch is the low bidder for the Project and is currently working 6 to 7 days a week and is on schedule. The Project should be completed in its entirety by this time next year. New railings will be going on the Chenoweth Creek Bridge next Spring. It is progressing satisfactorily. Steve Macnab is now the permanent (not interim) Region 4 manager. Pat brought photos of the new bridge railings on I-84 over Franz-Taylor Road, which include the recessed arches.

### ***OPRD***

Jack Wiles introduced Kevin Price who will be responsible for maintenance and operation of the various reconnection projects for OPRD. He reported a new park ranger will be hired who will have more direct responsibility for the Trail. He reported that there has been a lot of inquiry as to the opening of the Trail and they are working with Jeanette on some of the safety issues they feel need to be addressed and the gate details and are moving forward with these issues. Kevin Price stated the gate issue is important because it provides a tool for enforcement. Jack said they are starting work on the buttress retaining wall at Vista House. They just received a grant from Multnomah County for restoration of the windows in the balcony area of the Vista House. That work will move forward next Spring.

### ***GORGE COMMISSION***

The Gorge Commission is in the process of developing a monitoring plan They want to come up with goals and objectives. There is cultural resources working group meeting scheduled for November 19, 1996.

### ***FOREST SERVICE***

Tom Turk commented on the protection system for graffiti. He said they just had a professional clean up an Indian petroglyph for \$5300.

The environmental check lists are being prepared and the cultural work is at the national Advisory Council for the Bridal Veil Trailhead and should be completed by January 1. The danger trees at Eagle Creek campground were felled this summer and removed through timber sales. The Latourell barn is being extensively modified and is probably historic. Tom has asked Multnomah County to seek a stop work order.

### **DEVELOPMENT REVIEWS:**

Jeanette Kloos reported 3 development review.

1. Rooster Rock Beach Work (not on HCRH)
2. Rasmussen Road (not on HCRH)
3. City of Hood River Zone Change Proposal - Michael Frost Property  
ODOT Traffic Analyst requested a traffic study  
(Jeanette suggested the AC might want to see property)

### **MEMBERS ISSUES:**

Julie Curtis stated she and two members of her staff were able to attend one of the dedications. It is great to see all of the activity going on at the east end of the Scenic Area.

John Lundell noted Leon Kinner drove the Ford Model A Roadster in the dedication ceremony and requested a letter thanking him. Jeanette will send a letter.

Jeanette passed out maps of the HCRH state trails with information on how to get to the sites and is working on a map for the driveable portions.

James Hamrick asked about the guardrail near Larch Mountain Road. This area continues to slide and ODOT will start monitoring it soon.

Jeanette also passed out invitations to the Gorge Stewardship Awards on November 16, 1996.

Lewis McArthur said that a draft video is now available. It needs to be revised and updated. Comments on what needs to be done are requested.

**NEXT MEETING DATE AND LOCATION:**

The next meeting will be January 8, 1997 at McMenamin's Edgefield in Troutdale.

Attachments

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