

MINUTES  
Historic Columbia River Highway  
Advisory Committee  
November 9, 2000  
Best Western—Columbia River Inn  
Cascade Locks, Oregon

Members Present: Sally Donovan, James Hamrick, Janice Newton, Bill Pattison, Jeffery Plummer, Jack Wiles, Carolyn Wood, and Kay Van Sickle

Staff Present: Kevin Bracy, June Carlson, Robert Hadlow, Cherie Jamieson, Jeanette Kloos and Carl Mickelson

Public Present: Carroll Davis, resident of Hood River; Tracy Hupp, City of Cascade Locks; Tiffany Newton, Friends of the Columbia Gorge; Michael Igo, Native Plant Society of Oregon; and Kevin Price, OPRD

Bill Pattison, Chair, called the meeting to order.

**APPROVAL OF MINUTES**

Minutes were approved as written.

**PUBLIC COMMENT**

**ACCESS ISSUES**

A 35-year Hood River resident, Mr. Carroll Davis, has served on the Columbia Gorge Coalition board and tried to save the Hood River Bridge. He said he appreciated the restoration and reconnection work on the HCRH. However, he expressed concern that handicapped people cannot access sites such as the Moffett Creek Bridge (of which he showed pictures) and the Toothrock Viaduct area. Distance and grade cause these to be inaccessible. Carroll Davis said that the Moffett Creek Bridge deserves to be seen by handicapped and senior people, some of whom used to drive there. He asked, "Why not allow them occasional motor vehicle access to that trail section, perhaps twice a month?" If a pull-up access to Moffett Creek Bridge (parking on I-84) were made, seniors and handicapped people could park and view the bridge. Mr. Davis requested to be put on the mailing list to receive minutes of the Advisory Committee.

Bill Pattison said that the HCRH AC has wrestled with the question of access for several years; there is no easy solution. The HCRH AC does not want to change something and then need to change it back again, so the Committee wants to go slow and easy in making decisions. He suggested that Mr. Davis discuss the issue with Jack Wiles. Kevin Bracy and James Hamrick replied that this issue has not been ignored. James said that the HCRH AC has spent a lot of time on this issue and the HCRH State Trail sections have been designed with ADA accessibility as a high priority. Jack said the HCRH State Trail Access Policy allows for motorized wheelchairs on the trail. It is less than a mile from the Mosier end to the Mosier Twin Tunnels. Antique car events will be held two to five times a year; there are proposals to have handicapped and senior people ride in the antique cars or other vehicles. Carroll Davis suggested that buses take people to the Mosier Twin Tunnels and Moffett Creek Bridge on a regularly scheduled basis, perhaps once or twice a month. Carolyn Wood replied that the Columbia River Gorge National Scenic Area *Management Plan* prohibits motorized vehicles on that trail, except maintenance and antique vehicles. The *Management Plan* also prohibits

horses on the HCRH State Trail. The committee urged Mr. Davis to attend future meetings to learn more about this issue.

Tiffany Newton, field organizer with Friends of the Columbia Gorge, said Nancy Russell asked her to attend. If the tunnels are easily accessible, for example for tour buses, the area could become overcrowded. Other places along the HCRH have easy access by motor vehicles, including Multnomah Falls and Rowena Crest. Friends feel vehicle usage on the Hood River to Mosier section should be limited to antique vehicles. It is too soon, with less than one year of operation, to know what the usage will be. There may be conflicts between users; there are already some conflicts among bikes, pedestrians, and dogs. The Friends urged the Advisory Committee to proceed slowly.

### **ACCESS POLICY**

Jack Wiles reported that he had contacted the person who co-ordinates antique car events and received mailing lists for the clubs. The next step is to ask antique car groups to attend a HCRH State Trail planning meeting to discuss scheduling for events. Jack wants to insure that the events also involve the local communities. He also described a people-mover system used at the Oregon Garden, which impressed him. This people mover is a low profile, small electric vehicle (more like a golf cart than those used at the airport). It would be low cost if a vendor would donate the cart. There are many questions, including who would drive the vehicle. He will get more information and bring it back to the Advisory Committee.

### **IMPROVEMENT PLAN**

Jeanette Kloos distributed copies of the draft Gorge Transportation Improvement Plan (TIP) (see attached document) and asked for comments, especially relative priorities. James Hamrick raised a concern about a project to remove the Eagle Creek stairway. He said that a lot of time, effort and money have already been spent studying this location, and it would cost a lot of money to remove the stairway. Jeanette said that the Forest Service had proposed the removal, but is not proceeding with an application for Forest Highway Enhancement funds, because the issue is more complicated than they originally assumed. Discussion followed. Since Jeanette would take the Improvement Plan to the ODOT Region 1 Executive Team the following Monday, she requested input during the meeting.

Kay Van Sickel commented that ODOT has to marshal resources to fund these projects. The key managers need to understand what is coming, to get a sense of the committee's priorities. She said that ODOT Region 1 Executive Team would see the Improvement Plan as a recommendation from the HCRH AC. It will give them a sense of the overall program and projects planned for the next year or so, and the money involved.

James asked if the Improvement Plan would confuse the Executive Team if they thought that other funding sources and time lines were in place. Jeanette said that she had listed in the chart where funding was already in place, and where funding has not been secured. The Gorge TIP could be amended if the priorities change. For example, the HCRH AC could determine that a project is no longer high priority and move it from 2001 to 2007. The committee had discussed all of the projects before and the Improvement Plan reflects the outcome.

Jack Wiles raised the issue of cross-referencing and a column to show input. Jeanette Kloos said the HCRH AC, ODOT, and the USDA Forest Service provided proposals included in the document.

Bill Pattison suggested that a special session might be helpful to discuss the Improvement Plan. He said that HCRH AC members have different levels of knowledge and input and that the Plan is good for overview. James asked Jeanette what would be useful for her. She replied that if there were questions about the Improvement Plan, the Advisory Committee should cover it either in a separate session or during the current meeting. If decisions on the Improvement Plan were held over to another HCRH AC meeting, Jeanette would not take the Plan to Monday's Executive Team meeting.

Kay said that there was no hurry, that the Improvement plan could go to the ODOT Region 1 Executive Team's December meeting.

Jack and Bill suggested that attendees move through the agenda, and discuss the Improvement Plan at the end of the meeting.

Jack proposed deleting the stairway removal proposal. The HCRH AC agreed to have Jeanette submit the rest of the draft Improvement Plan to the Executive Committee next Monday for review.

The committee requested that Jeanette display through overlay, etc., what the Executive Committee thinks regarding the Improvement Plan.

### **FOREST HIGHWAY ENHANCEMENT PROPOSALS**

Jeanette Kloos described the projects proposed for Forest Highway Enhancement funding. ODOT is proposing the implementation of the Interpretive Plan for the Twin Tunnels Visitor Station, the Interpretive Sites and Signs and the Chenoweth Bridge restoration and Shooting Range Quarry restoration. **[Note: it was later learned that the Forest Highway designation ends at Mosier, so the last project is not eligible for these funds.]** The USDA Forest Service—CRGNSA proposed undergrounding the Cascade Locks Power electrical lines between Warrendale and Moffett Creek, installing ADA ramps at Multnomah Falls, installing a new fence between the HCRH parking area and the UPRR mainline at Multnomah Falls, continuing the Vista House restoration, improving the Eagle Creek Off-Ramp bike lane and Overlook Parking, strengthening the Oneonta Bridge and making parking improvements, and enhancing views along the HCRH. The CRGNSA also proposed Larch Mountain Day Use Parking (not on the HCRH). The tri-agency team will consider all of these proposals, along with others from around the state. Decisions on which proposals will be funded will be made in spring 2001.

### **HOOD RIVER TO MOSIER PROJECT AND FUTURE WORK**

Kevin Bracy showed slides of projects on the Hood River to Mosier section of the HCRH State Trail from excavation to completion. He described his three-years of construction administration for these projects. He is also preparing a narrative summarizing his observations about construction of the catchment structure, the West Trailhead, the Visitor Station, and the Roads and Parks projects. Kevin has moved into Project Development as a Project Leader for the Warrendale to Moffett Creek project and other projects in Hood River and Clackamas counties. He invited the HCRH AC members to share their ideas about the new project.

The Warrendale to Moffett Creek project will be on Union Pacific Railroad right-of-way; current issues include the separation needed between the trail and the railroad, including minimum distance. Jack Wiles described the "Rails With Trails" national study of Best Management Practices for such trails and said that representatives of the study recently made a presentation to Metro; Jack will provide contact information. Carolyn Wood said that ODOT is working with

the Waterfront Trail projects in The Dalles, which relate to railroad tracks, so someone in ODOT is working with trail issues regarding the railroad. Another issue is crossing McCord Creek. Jack asked if the trail could be attached to the existing I-84 bridge. A pedestrian walkway is being attached to the Steel Bridge, over the Willamette River in downtown Portland, as part of the city's East Bank Esplanade Project.

Kevin discussed the Geo-Web retaining wall system used on the Moffett Creek to Tanner Creek project and proposed for the Warrendale to Moffett Creek project. Kevin asked Mike Igo, a member of the Native Plant Society who was in the audience, if the material in a jar that he brought to the meeting would be good for growing plants in the Geo-Web wall. Mike said that plants would grow fast in this medium.

Kevin displayed a diagram and several documents. He discussed the time line of the development of the Historic Columbia River Highway Advisory Committee and relationships with agencies such as OPRD, ODOT, USDA Forest Service—CRGNSA, and SHPO. Kevin asked who were the past and current leaders for each of these agencies, to be able to correlate past agreement signatories with current people (see attachment). Kevin observed that the HCRH AC membership includes people who belong to different organizations and have different authorities outside the AC. This information is important to him when he's developing HCRH projects.

He displayed a flow chart (attached) that showed project concept to completion, levels of responsibility, and the hierarchy of people who take responsibility for these projects. He discussed the roles of the new area managers, such as June Carlson (East Metro Area Manager) who is responsible for the Hood River County area.

James Hamrick pointed out that the HCRH AC acts almost like a commission, ODOT and OPRD rarely do something other than what the HCRH AC recommends. Bill Pattison remarked that Advisory Committee members "wear many hats" and liaison with other organizations.

### **COMMEMORATIVE MONUMENT POLICY**

Robert Hadlow expressed appreciation for the positive comments he received about the Commemorative Monument Policy. Traditionally HCRH has placed plaques on each structure commemorating the year of completion and cooperation with other agencies. This is true today, also, with completion of restoration projects on the HCRH. He said that the majority of commemorative monuments are plaques. Most of these plaques are old. In the past three decades many new plaques were added along the road.

Jack Wiles asked the committee to consider whether some plaques need to be removed or relocated. For example, the Marshall Dana plaque on a rock near Vista House may not be in the best location for what it is commemorating. Should this issue be addressed in this policy?

Sally Donovan asked for information on which plaques are historic and which are new.

Kevin Price suggested that it is a delicate issue to ask donors to repair and maintain their donations. Robert said that it is a question of duration for the request for donors to maintain monuments. Carolyn Wood suggested that it would be good to develop a maintenance fund. Kevin said that if the donor refused to maintain or repair their donation, OPRD would do it because the agency wants the donation to present an attractive appearance for visitors.

Robert asked the HCRH AC to read through the second draft and send comments to him. It was suggested that the next draft be sent to the Columbia River Gorge Commission and the USDA Forest Service—CRGNSA.

James Hamrick asked when a plaque is missing, who is responsible for it—OPRD, or others?

Kevin believes that we need to keep in mind the condition of monuments alongside the highways. OPRD and other partners have restored many plaques and applied to them a waxy protective coating. These plaques are easily cleaned if vandalized with paint. However, the porous stone surrounding many plaques absorbs vandals' paint and is hard to clean. Robert also pointed out that it is necessary to consider the cost to the donor. Carolyn suggested that phrases be inserted into the Plan that monuments should be easy to maintain. Kevin found only one contractor who would come out on-site at the Portland Women's Forum State Scenic Overlook to repair a plaque. Robert said that we want to encourage donors to put in plaques that resist vandalism and theft. Carolyn asked if a fund has been established to maintain plaques and monuments, as is done for Historic Trails. The Historic Trails fund is about \$30,000.

## **PROJECT UPDATES**

### ***VISITOR STATION INTERPRETIVE PLAN***

Jeanette Kloos discussed the Interpretive Plan and distributed the Preliminary Plans. She displayed panels of see-through glass with designs on them. She asked for comments on the Interpretative Plan no later than Thanksgiving.

Jeffery Plummer praised the design. Carolyn Wood said that it is necessary to try to capture the interest of a younger generation.

James Hamrick expressed his strong disapproval of the design. He commented that basically it's anti-textural, has too many materials that are not in keeping with the aesthetics of the building and is the wrong thing for the space. He emphasized that he has expressed these opinions previously.

### ***MILLENNIUM LEGACY TRAIL ART PROJECT***

Jeanette Kloos said that the Oregon Arts Commission would have a request for proposals out soon and will ask the National Endowment of the Arts for funding. Oregon Arts Commission will be asked to provide the matching funds. James Hamrick asked to be included in the selection of the art project.

### ***STARVATION CREEK TO VIENTO***

Bids opened the end of October. The low bidder did not sign one form. About \$50,000 more is needed. June Carlson will have to make the decision, but we may have to reject all bids, take out several items from the contract, and put out for bid again. This means another couple of months delay. Jeanette Kloos said that it is easier to add things in later, but you can't take things out of a bid before it is awarded.

### ***HCRH INTERPRETIVE SITES AND SIGNS***

Jeanette Kloos expects to have the work order to complete concepts for the signs and locations signed soon. This work order will not complete contract plans, because of funding constraints. This should start in the next month or so.

### **2001 NATIONAL AND OREGON SCENIC BYWAY CONFERENCES**

Jeanette Kloos reported that the Oregon Scenic Byway conference would be held in January 2001 in Bend and the National Scenic Byway conference would be in Bend and Portland in August 2001.

### **BIKE MAP**

Jeanette Kloos said that the new Columbia River Gorge Bike Map has been distributed and was well received. There were 10,000 copies printed, for a little over \$3,000. The State of Washington is trying to get funding for a second printing. Carolyn Wood said that Cycle Oregon might be a source for funding for a second printing. Jack Wiles suggested that James Hamrick ask Cycle Oregon if they would donate the \$3,000 to run a second printing. Jeanette Kloos said that there's a version accessible through the ODOT web site. Kevin Price said that maps should be available at Vista House and Multnomah Falls, and the maps would go quickly. Jeanette said about 100 were sent to many local bike shops and to The Dalles Chamber of Commerce, POVA, and the Gorge Chamber of Commerce. Kevin suggested distributing maps also to campgrounds. It was suggested that information about the bike map be provided to bike organizations (Bicycle Transportation Alliance and Portland Wheelmen, etc.) to be placed in their newsletters.

### **VISTA HOUSE**

Jack Wiles discussed renovations to Vista House—the proposal includes: repointing exterior masonry joints, installing a new waterproof membrane in the deck surrounding the building, reestablishing the air circulation vents, and replacing the copper roof with tiles similar to the original design. They have applied for Forest Highway Enhancement funds to replace/restore the lower-level windows. Also, they are considering how to make the building ADA accessible. OPRD will then look into renovating the building's interior elements. External work will start next spring, and take all summer and into the fall to complete. OPRD and Friends of Vista House are doing fund raising. Interior work will probably not start until 2002. It depends on funding.

Robert Hadlow said that was concerned about the project's prospectus. He is waiting to review a completed Part 3 (environmental classification document). Once the prospectus is complete it can be sent to the FHWA—Oregon Division for concurrence on the environmental classification. Then federal dollars can be released for the project. The document needs to come from State Parks to ODOT. Jack, and James Hamrick, will follow-up with Henry Kunowski.

### **ROADSIDE GUTTERS**

FHWA has sent a draft agreement to ODOT. FHWA will design and construct replacement roadside drainage gutters along the HCRH in the area from Larch Mountain junction to Ainsworth. Jeanette Kloos said that the Federal Highway Administration does not charge the project for engineering. All their money will go into construction of the project. Kevin Price reminded the Advisory Committee of factoring in future maintenance of the gutters. Jeanette said that the FHWA would also look into elevation of gutters—whether to raise the gutters to the pavement height, or grind away pavement to bring the roadway down to the gutter height.

### **ANGELS REST TRAILHEAD**

The Angels Rest Trailhead Parking Lot project is done. Kevin brought up the issue of visitors continuing to park alongside the roadway rather than in the improved lot or the nearby new satellite lot. Jeanette said that she would discuss this with Charlie Sciscione, ODOT maintenance district 2C manager.

## **MOFFETT CREEK TO TANNER CREEK, UNIT 2**

The Moffett Creek to Tanner Creek project is done, except for planting.

### **ACTIVITY STATUS REPORTS**

#### **ODOT**

Carl Mickelson is applying for the funding to restore the area of the shooting range quarry along the HCRH in Wasco County, west of The Dalles. At issue is where the users of this area would practice shooting in the future. Carolyn Wood said there is a need to look for an alternative site, because the present area is very popular.

#### **OPRD**

Jack Wiles discussed the HCRH Celebration donor display board with someone at Safeway. Two hundred fifty-eight people paid \$5.00 each for their names to appear on the board. Jack will develop a design and bring it to the HCRH AC for review.

The native plant restoration project at the Vista House is complete.

Jack said there would not be a large amount of funds left from the postcard sales for the educational project. He suggested we could hire a student intern to develop a presentation. . We need to coordinate this with Maryhill Museum, the Columbia Gorge Discovery Center, and with the Forest Service.

Jeffery Plummer said that the Historic American Engineering Record drawings of the HCRH are an excellent tool. These could be copied and sent to schools.

Kevin Price observed that getting kids on site is valuable. Kids have been impressed with the waterfalls and with the edible plants. Mike Igo said that, previously, the Native Plant Society helped the CRGNSA Forest Service develop an educational tool.

Kevin distributed a list of HCRH State Trail successes and contacts (attached). He praised Diane McClay's work on highway issues. On November 27th there will be a Leonides Meteor shower start party, which can be viewed from Rooster Rock.

Plans for replacing the burned office space at Rooster Rock State Park have been finalized, and they hope to start building in March 2001.

At Vista House the morning of the HCRH AC meeting, Bruce Willis and Billy Bob Thornton were filming. The film company has donated \$1,500 towards restoration of the Vista House.

The water line to the Visitor Station still has multiple leaks. Kevin Price has discussed this issue with Kevin Bracy. Some sections were laid right on rock and not cushioned before the trench was filled in. The pipe has multiple leaks.

#### **Forest Service**

***Jeanette Kloos commented that the Forest Service told her they are beginning designs for the permanent ADA access at Multnomah Falls.***

### **DEVELOPMENT REVIEWS**

A chart of development reviews was presented (attached). Jeanette Kloos said that the old Bonneville train station is gone. She does not know when it was taken down.

## **MEMBERS ISSUES**

Mike Igo, speaking for his father, AC member Jerry Igo, asked if figures were available for usage of the East Trailhead. He also noted that the logo shield on the thematic entrance sign is still missing. He wondered when it would be replaced.

Mike requested a letter from the HCRH AC to the Columbia River Gorge Commission and the CRGNSA Forest Service about the noxious weed situation discussed at the last meeting suggesting that they take action to address the issue.

Mosier received \$500,000 for its waterfront project. Construction is expected to begin in June 2001. The proposed project includes a trail under the railroad to the Columbia River, a trail around the lake and access to the river along Rock Creek. These plans affect access to Historic Highway. Jeanette would like Mike Igo to remind Mosier to discuss access to the HCRH with the Advisory Committee.

Sally Donovan said that she likes the new lights installed earlier this year in the Toothrock Tunnel. (The tunnel, completed in 1937, was along the first realigned segment of the HCRH and serves eastbound Interstate 84 today.)

James Hamrick asked the HCRH AC to consider visual compatibility issues on the HCRH projects. He asked that both the Gorge Commission staff and the Forest Service meet to discuss the issue of visual compatibility. He wondered if the visual quality requirements of the CRGNSA Management Plan being applied fairly and consistently. Jeanette said that Jurgen Hess requested a meeting to discuss visual requirements and hear James discuss cultural requirements. This could include HCRH AC members, designers, and the Forest Service. The discussion could occur during an Advisory Committee meeting, or at a special meeting. James requested that it be a major topic at the next regular meeting of the HCRH AC. One of our "calling cards" is quality and high standard of design.

James also wants this discussion in terms of consistency. He asked whether the current guidelines even deal with linear resources. Discussion followed. Jeanette said that the Gorge Commission is reviewing the *Management Plan* within the next two years, and that this is an opportune time to discuss the matter. HCRH AC members agreed that the issue should be a major topic in January.

### **Attachments**

- Draft Gorge Transportation Improvement Program
- Agency Leaders, Past and Present
- Kevin Bracy's Organizational Chart
- HCRH State Trail – OPRD 2000 Summary
- Development Reviews

## **NEXT MEETING DATE AND LOCATION**

Thursday, January 25, 2001

Hood River

**[The meeting will be at the Hood River Expo Center Boardroom, from 10 A.M. to 3 P.M.]**

**Agency Leaders—Past and Present**

**Oregon Parks and Recreation Department Director**

Dave Talbot  
Bob Meinen  
Mike Carrier

**Oregon Parks and Recreation Department Area Manager**

Ken Lucas  
Jack Wiles  
Richard Walkoski  
Jack Wiles

**Oregon Department of Transportation Region 1 Manager**

Rick Kuehn  
Don Adams  
Bruce Warner  
Don Wagner  
Ted Spence (Interim)  
Kay Van Sickle

**Oregon Department of Transportation Region 4 Manager**

Dale Allen  
Steve McNab  
Bob Bryant

**Oregon State Historic Preservation Office Deputy**

David Powers  
James Hamrick

**USDA Forest Service—Columbia River Gorge National Scenic Area Manager**

Art Dufault  
Art Carroll  
Jurgen Hess (Interim)  
Don Harkenrider

**Historic Columbia River Highway Advisory Committee Chair**

Lewis L. McArthur  
Bill Pattison