

**Historic Columbia River Highway Advisory Committee  
April 7, 2005  
Corbett Fire Hall  
Corbett, Oregon**

Members Attending:	Jerry Igo, Art Carroll, Jack Wiles, Ernie Drapela, James Hamrick, Carolyn Wood, Wayne Stewart, Patti Kileen, Matthew Garrett
Staff Attending:	Jeanette Kloos, Robert Hadlow, June Carlson.
Others Attending:	Jerry Norquist and Tara Corbin, Cycle Oregon; Sam Wilkins, ODOT; Diana Ross, USDA Forest Service; Dave Sell, WFLHD, FHWA; Jim Hessel and Louise Yarbrough, Friends of Vista House; Kevin Price, OPRD; Carroll Davis; Mike Stovall; Chuck Daughtry, Port of Cascade Locks; Mimi Morissette, Shahala Subdivision; Frank Childs, Taylor Engineering; Philip Dearixon, Fire Dist. 14; Nev Scott; Karen Schaef; and Bus Gibson.
Note taker:	Charmell Burgess Camacho, ODOT

A tour of Vista House took place immediately before the meeting, which began when Wayne Stewart, vice chair, called it to order at 10:00 A.M., The Advisory Committee approved the minutes of the January 6, 2005, meeting as mailed, without changes.

**PUBLIC COMMENTS**

Carroll Davis presented an update on ADA accessibility of the Mosier Twin Tunnels in Hood River. Mr. Davis had previously proposed a van to carry handicap people into the tunnels but this was rejected because the van was not an antique vehicle. Mr. Davis heard that Mosier had organized several occasions where antique cars carried people up to the Tunnels; he asked if this arrangement could be expanded to include people from Hood River Community Education. Jan Leininger, Gay Jervey, Kevin Price and Diane McClay accepted this proposal. The program was set up during Mosier Blossom Day (April 10, 2005). There are 28 people signed up to participate. This could be repeated with other events during the year. Mr. Davis said that this was an incredibly satisfactory resolution of this issue. Ernie Drapela suggested that Mr. Davis contact Sharon Nesbitt, of the Gresham Outlook, because she may be interested in doing a story on this topic.

Chuck Daughtry, Port of Cascade Locks, spoke about the proposed casino. Governor Kulongoski signed a compact with the Confederated Tribes of the Warm Springs on April 6th. The next steps are US Secretary

of the Interior approval of the compact and transferring of the land into Tribal Trust. This will require an Environmental Impact Statement. Approval from the FHWA will be needed for a new Interstate Interchange. There will be considerable opportunity for discussion with ODOT and the HCRH AC. The community is very excited about this project. The compact language included quite a bit of funds to be made available for projects in the Gorge. Several community meetings will be held in May regarding this project, including a May 5 open house (7:00-9:00 P.M. at the Port of Cascade Locks) and May 12 stakeholders meeting to discuss planning and other issues.

### **CYCLE OREGON 2005**

Jerry Norquist, Cycle Oregon ride director, passed out brochures for this year's event (for more information, visit the Cycle Oregon web site- <http://www.cycleoregon.com/week/index.htm>). This is the 18th year Cycle Oregon. In that time, millions of dollars have been donated to the rural Oregon communities; Vista House received a grant. This event provides opportunities for education for cyclists and motorists. The Safety Plan includes 4 ambulances from Metro West, 4 State Police on motorcycles, 6 ex-State Police on bicycles, and 12 (SAG) vehicles which will be on hand at all times. Lewis and Clark is the theme for this year's event. Several historians will be traveling along to tell the story of the Corps of Discovery. A shuttle will be available at The Dalles to take participants to the Gorge Discovery Center to view the Lewis and Clark "Cargo" exhibit. Within the Gorge, Cycle Oregon will use as much of the HCRH as possible. People will be available to assist riders at the Eagle Creek stairs on the HCRH State Trail.

Tara Corbin provided additional information about Cycle Oregon's coordination with local communities. She presented an overview of the event and the route. Kevin Price will be site manager for the Rooster Rock overnight. Last year, people from 48 states and several countries participated in this annual event. Cycle Oregon injects much money into the local economy along each year's route.

Jeanette Kloos suggested that Cycle Oregon offers several opportunities for the HCRH AC to inform the riders about the historic highway and its significance as one of the state's most important cultural resources (see attached chart).

### **SHEPPERDS DELL WALL REPAIR—HCRH Closure**

Dave Sell, Western Federal Lands Highway Division, FHWA, presented information on the HCRH Gutter project. Forest Highway funding equals \$2.3 million. ODOT agreed to contribute an additional \$300,000, which would bring ODOT's contribution to \$900,000.

The Latourell to Ainsworth portion includes gutter restoration, pavement milling, and pavement overlay. Masonry wall repairs will be made near Shepperds Dell and Oneonta. The Shepperds Dell wall work will require a full road closure for thirty days, which was originally proposed for September 2005.

Several factors make it unreasonable to think that the Shepperds Dell wall work will take place this year. The Corbett Hill Road construction happens in August, the Cycle Oregon 2005. tour takes place in September, and the National Trust for Historic Preservation Conference field workshops will occur in late September and early October. In addition, the current schedule does not expect to award the construction contract until August 1 and will need 30 days after that for the Notice of Intent.

This puts the schedule too late in the season to complete the Shepperds Dell wall before the fall rains. Road closure for this portion of the project will likely not take place until 2006. FHWA plans to use a "Best Value" negotiated contract rather than the company with the lowest bid.. The award would need to be made this fiscal year and have a notice to proceed next spring. There will be some short term road closures during milling and paving.

Jerry Igo was relieved that the closure would not happen this fall during the height of the Lewis and Clark bicentennial celebration. He mentioned that the motor coach tours could cause "bumper to bumper" traffic.

#### **BUTTON JUNCTION—HCRH @ ORE 35**

Chuck Green, Parsons Brinckerhoff, described current and projected traffic problems at this intersection (see attachments). The goal originally was to develop a long-term plan for improvements to Exit 64 on Interstate 84. The Button Junction was also investigated as part of the study.

June Carlson, ODOT Metro East Area Manager, explained that OTIA III will replace the I-84 bridge at Exit 64; this proposed project would add \$12.5 million for interchange improvements. While PB was investigating the interchange, ODOT asked them to also look at diverting traffic from I-84 between exits 63 and 64 to the HCRH and ORE 35. Two options are under review: a single-lane roundabout and traffic signals. The designs were discussed at an open house in January. The roundabout takes out space that was to be used for the interpretive site. The other option missed the interpretive area but requires more space from the lumber yard. Mr. Green said that the roundabout is more efficient than traffic signals, because vehicles do not need to stop. However, there would be backups in the northbound direction during peak periods. The traffic signal option improves movement over the existing 4-way stop.

The Advisory Committee members asked several questions and Mr.

Green provided additional information about options reviewed and the assumptions used in the study (30th highest hour volumes, etc.)..

Robert Hadlow said the signalization would not change the historic highway much. The roundabout would have a bigger impact on the highway's integrity since it would permanently change the pavement location. Dr. Hadlow reminded the Advisory Committee that any proposal would need to work through the Section 106 process to determine level of effect. In addition, the CRGNSA Management Plan does not allow a project that would have a Section 106 Adverse Effect on a historic resource.

AC members would like to see an overlay of the Interpretive site with both options. The AC members supported the signal option because it has the least impact to the Historic Columbia River Highway's integrity.

#### **BYLAWS FOR HCRH AC-DISCUSSION—June Carlson**

June discussed the proposed bylaws revisions. Additions from OPRD and Travel Oregon are pending (articles 8 and 9). June presented the draft bylaws with changes tracked (attached). Most of the proposed changes were accepted without discussion. Tenure was discussed. It was suggested that the two-term only rule be removed. Removal of non-attending members should have wording changed from "may" to "shall". Robert Hadlow asked about a provision for members who have moved or can no longer be a part of the committee due to life changing events. A bullet will be added to address this issue. A quorum vs. majority vote was discussed. Carolyn Wood moved that we needed to have a majority of the total Committee vote affirmatively to pass a motion. This motion failed.. Ernie Drapela moved that a majority of those present (four votes if a quorum of six were present) would be able to pass a motion; this motion passed, with seven votes for it and one against. The Advisory Committee discussed if a section should be added on conflicts of interest and ethics; this subject was covered in the training for Governor's appointees. Ernie noted that the Advisory Committee does not award contracts and there is little opportunity for financial conflicts of interest

#### **FOREST LANE DEVELOPMENT**

Frank Childs, Taylor Engineering, described a proposed 70-lot residential development at the former Shahala property on Forest Lane in Cascade Locks (see attached). As part of the project, the City of Cascade Locks is requiring improvements along Forest Lane, including a sidewalk. The cliff on the south side of Forest Lane makes this difficult. A 388-foot concrete block wall is proposed to elevate the sidewalk. Hood River County has required a chain link fence on the south side of the sidewalk for rockfall protection.

Diana Ross suggested moving the rockfall fence back up the slope to decrease the visual impact. Wayne Stewart relayed a message from Bill Pattison, requesting consideration of the same rock as used on the Interstate 84 undercrossing in the Eagle Creek to Cascade Locks project. Wayne Stewart wondered how the proposed wall would “fit” with other features along the HCRH and with the proposed cross section for Forest Lane, recently discussed with the City.

Mimi Morissette, the developer, said that she plans to build a subdivision regardless of whether the Warm Springs’ casino is constructed in Cascade Locks. She wants to use a mountain village theme. However, she is concerned about the rising costs of this project.

Art Carroll moved that the AC support the proposed project, with a modification that the wall be more responsive to the rock work on the HCRH, including placement and appearance similar to the underpass west of Cascade Locks. (It was noted that the underpass is concrete with a fascia of rock.). The AC passed the motion unanimously. A second motion recommended that the developer explore, through a GeoTechnical investigation, other solutions for the rockfall fence—in particular whether a the fence was necessary or if it can be moved up slope. The motion passed unanimously.

#### **ACTIVITY STATUS REPORTS**

##### *ODOT—Sam Wilkins*

Work has started on filling the Rowena Pit. Materials are being hauled from several locations. Some fencing has been done on some of the off-road trails. Boulders will be placed to prevent off-road vehicles and cutting of the fencing.

Other than a few rock slides, not been much happening along the HCRH in Wasco County in the past three months

Jeanette called the Advisory Committee’s attention to Senate Bill 905, which called for renaming the HCRH the Ronald Reagan HCRH (see attachment).

##### *OPRD—Jack Wiles*

OPRD is gearing up for Cycle Oregon 2005. Bid documents are being prepared for the Rowena Pit Restoration project landscaping contract. OPRD has awarded a contract for the inclined walkway at Vista House and expects its completion in time for a targeted opening date this summer. However, the lift that will be installed to carry visitors from the rotunda to the basement is a custom design and the contractor was not able to meet the original timeline. OPRD has applied for a temporary occupancy permit for Vista House so that the rotunda can be opened once the walkway is completed. The basement would be opened once the lift is

installed and operational.

*USDA Forest Service - Diana Ross*

Multnomah Falls again has a failing sewer line and the Forest Service will need to dig out the plaza, in front of the Lodge to fix a leaky joint. The Forest Service will be removing several structures on the Moorehead-Fisher property, but will leave the oldest structure in place. The Forest Service will begin development of the Rowena Open Space Plan this month.

*WFLHD-FHWA-Dave Sell*

Dave discussed five Forest Highway projects on the HCRH. The National Scenic Byway funds for the Vista House inclined walkway are still at the US DOT Headquarters office in Washington, DC; Dave hopes that the paperwork will arrive in Vancouver next week. The reimbursement agreement is ready to go.

Oneonta Parking and Vista project is in the PE stage. The cost estimate was higher than the funds previously available, so additional funds were requested and received. This project is scheduled for construction in 2007.

In addition, the Forest Service is developing the Eagle Creek exit ramp project. The HCRH Interpretive Sites and Signs project agreement is in progress. OPRD will develop a project to improve visitor access at Latourell Falls. An agreement should be in place in the next couple of months. It has slipped one year. The Wahkeena Falls project is waiting for the new Transportation authorization bill.

**UPDATES**

*National Trust for Historic Preservation Conference—Sept./Oct. 2005*

This will be in Portland in September and October. Dave, Bob and Jeanette put in a proposal for an all-day HCRH tour and it has been selected. There will be two buses going on the tour. Applications for registration should be out in June. OPRD and the Forest Service will help with the presentations.

*Cascade Locks Undergrounding Electric Line*

Matt Garrett said that he has had conversations with Congressman Ron Wyden's office concerning studies for undergrounding the electric line west of Cascade Locks and they have chartered course. Matt will be talking with Senator Wyden's office again.

*I-84 Mile Post 61 Rockfall*

Upon further investigation, the project solution has been modified to include mostly scaling and creating a bigger rock fall catchment area. The large boulders have been removed. The goal is to have a bid let late this spring, with construction beginning in a few months.

*I-84 Corridor Strategy Dialogue*

Design dialogue will be happening in May. Meetings will be happening on the 9th, 10th, and 11th. A charette is scheduled for the 12th, with an Open House public meeting taking place on the 13th.

*Warrendale to Moffett Creek*

There are no significant actions to report for this project. Erosion control plans are being developed.

*HCRH Interpretive Sites and Signs*

ODOT has decided to keep the proposed circulation at the Cascade Locks site.

Advanced plan review is complete and W&H Pacific is working on the final plans.

*Eagle Creek exit ramp-bike*

Shortly, survey needs will be determined for future engineering on this project.

**DEVELOPMENT REVIEWS**

Jeanette reported that Bill Pattison asked whether there were any concerns about what the city was requiring for Mt. Adams Road. Jeanette will check with Bill to see when this road will be built and who is responsible for it.

**MEMBERS ISSUES/ AGENDA BUILD/ADDITIONAL PUBLIC COMMENT**

Patti Kileen said that the Oregon Tourism office is now called "Travel Oregon." The Governor's Conference on Tourism will occur Sunday through Tuesday at the Wildhorse Casino. The Scenic Byway meeting is Tuesday afternoon at same location. The ever increasing price of gas will be hurting tourism.

Jerry Igo announced that the annual Mosier wildflower show will be held at the Legion Hall in Mosier.

Carolyn Wood has asked how many HCRH AC meetings are required per year. Jeanette stated it has to be at least four times per year; additional special sessions can be called whenever needed.

**NEXT MEETING DATE AND LOCATION**

The next meeting will be Thursday, July 7th, 2005, in Mosier.