

Historic Columbia River Highway Advisory Committee

**July 31, 2001
Hood River Expo Center
Hood River, Oregon**

Members Present:	Bill Pattison, Carolyn Wood Jerry Igo, Jeffrey Plummer, Jack Wiles, Kay Van Sickel, Wayne Stewart, Nancy Niedernhofer
Staff Present:	Jeanette Kloos, Robert Hadlow, Kevin Bracy, Adam Markell
Others Attending:	Brian Bainnson, Tiffany Newton, Friends of Columbia Gorge, Carroll Davis

The HCRH AC reviewed the Starvation Creek to Viento project in the field in the morning.

Bill Pattison, chair, called the meeting to order.

Minutes were approved.

HOOD RIVER TO MOSIER NARRATIVE AND WARRENDALE TO MOFFETT CREEK UPDATE

Kevin Bracy presented the HCRH AC with copies of the Hood River to Mosier Narrative, an 81-page book describing the construction of the six contracts, including "lessons learned". It will be available in pdf format on the web site (<http://www.odot.state.or.us/hcrh>).

Kevin Bracy also presented the current design for the Warrendale to Moffett Creek project on the Historic Columbia River Highway State Trail. This project is at the "concept plans" level of development. ODOT is currently working on the resource reports needed for the CRGNSA development review, including biology, visual resources and wetlands. Kevin described the choice required on this project between the cheapest option (immediately north of I-84 westbound shoulder) and the optimum route (mid-way between I-84 and the Union Pacific Railroad tracks).

A new bridge is required over McCord Creek. It will need significant retaining walls. Previously a GeoWeb vegetated retaining wall was proposed on either side of the bridge (and all other required retaining walls on the project). At the bridge, concrete retaining walls are now proposed, because the area is too shaded to grow plants and vertical (rather than 4:1 batter) walls are required to keep the minimum required 25-foot clearance from the UPRR tracks. The wall is proposed to have a

concrete form-liner to resemble basalt and to be covered with Permeon (the walls at Chenoweth Interchange had a similar treatment).

Four wetlands have been identified along the UPRR tracks. Within the SMA of the CRGNSA no wetland impact is allowed and there is a 200-foot buffer zone surrounding the wetlands where all impacts need to be mitigated. On-site mitigation is proposed. Robin Dobson, Forest Service biologist, has reviewed the sites in the field and agrees that these wetlands are regulated by the CRGNSA Management Plan and that the proposed mitigation will meet the requirements. (Wetland report in preparation.)

The cost of the project is now estimated at approximately \$9 million, up from the previous estimate of about \$5 million. More information is now known about the walls, landscaping, wetland mitigation requirements, and need for railroad flagging during construction. The project length is 1.9 miles.

The City of Cascade Locks has an overhead electric line in the project area. They had requested funding to underground the line, but the project was not selected for Forest Highway Enhancement funding. Additional requests for funding are expected. The railroad communication lines are no longer in use and will be removed as part of the project.

Kevin Bracy said that the project is being developed with the intent of taking it to bid in September 2002. Since the project currently has minimal construction funding, the proposal is to extend the State Trail west from Moffett Creek as far as funding allows. (Applications for Public Lands Highway Discretionary funds and Forest Highway funds have been submitted, but decisions on these funding sources are pending.)

Kevin Bracy invited the HCRH AC to review the project in the field. The centerline is currently staked. Decisions on the alignment need to be made at this time. Jeffrey Plummer, Wayne Stewart, Bill Pattison, Jack Wiles and Kevin Price indicated that they would like to participate in the field review.

Carroll Davis said that lots of cars are parking at the gate east of Moffett Creek. He asked if a parking area was proposed at the Moffett Creek Bridge. Jack Wiles said that Federal Highway Administration will not allow an access point at this location. Any access point would need to be a standard exit and entrance ramp configuration; there is not sufficient room for this here. It is also too close to the ramps from Bonneville Dam Exit 40. Kay Van Sickel said she had learned from Charlie Sciscione that fishermen in this area are tenacious folk. ODOT cannot do much because cars must be tagged for 24 hours before they can be towed and the cars do not usually remain overnight. All of the Interstate has complete access

control; legal access cannot be granted at this site. Perhaps more or larger mounds could be added to deter parking. Jeffrey Plummer mentioned that this situation was discussed at the beginning of project development for the Moffett Creek to Tanner Creek project. There was a conscious decision made to try to deter parking, not to make it better, since the parking is not legal.

MOSIER WATERFRONT PARK PLANS

Brian Bainnson displayed and discussed the Mosier Waterfront Master Plan. He hopes to complete the Plan by the end of August. Mosier wants to connect the City with the Columbia River. This project will prioritize the spending of the current \$500,000 grant for waterfront improvements. The two main areas discussed are Rock Creek and Mosier Creek.

Rock Creek is a popular windsurfing parking area. Mosier owns a small part of the area on the east side of the creek, with additional areas owned by the Union Pacific Railroad and ODOT. Previously, people using the site had driven vehicles through the dry creek bed (even parking in the streambed). This is a violation of the Endangered Species Act. So one of the primary focuses will be to move the vehicles away from the creek and restore vegetation along the creek. National Marine Fisheries Service has responded positively to the proposals so far.

North of the HCRH in downtown Mosier several potential uses have been proposed including a skateboard park and new buildings for commercial uses and/or services. The City is hoping to have an additional grant to plan uses along the HCRH. One proposal would include a sidewalk, with a gravel shoulder between the HCRH pavement.

Access points on the HCRH include at the sewage treatment plant (for the windsurfing parking at Rock Creek) and at Mosier Creek. Parking may be located near the Fruit Growers building. A new building could include restrooms and a visitor center. A design similar to the Twin Tunnels Visitor Center is being considered. This building might also become a city hall. The Graphic Signing System will be used for signing.

Enhancements to the lake are proposed for fishing and wildlife viewing. A trail is proposed between Rock Creek and Mosier Creek along the Columbia River.

Two-rail, steel-backed, wooden guardrail is proposed along the HCRH near Rock Creek.

Jack Wiles asked if a skateboard park was appropriate in this area. Would it be more appropriate at the school. Brian Bainnson said that the community wants youth recreation and the Fruit Growers building parking

area is already used by skateboarders.

The lake options could favor either carp or trout; currently the planning effort is leaning toward carp, plus enhancement of turtle habitat.

PORTLAND WOMEN'S FORUM BENCH PROPOSAL

Jack Wiles presented a proposal for a bench at Portland Women's Forum State Scenic Viewpoint (see attachment). Two alternative locations are depicted on the drawing - near the north viewpoint or at the wall with the "View and a Vision" interpretive sign. There are no existing benches; people sit or (mostly) stand on the rock wall. The bench could be recycled wood plank, either curved or flat.

Wayne Stewart asked about the HCRH policy on memorials. Jack Wiles said that HCRH has recently adopted guidelines. Bill Pattison asked if the design was standardized. Jack said that the bench could be designed with masonry posts, with or without a back.

Wayne Stewart said that the design shown does not fit the 1920's era of the HCRH. He also said that Lewis and Clark College requests \$2,500 for placement of a bench on the campus - \$1,000 for the bench itself and \$1,500 for future maintenance.

Jack Wiles said there is a need for a bench. Kevin Price agreed that a bench would be used if one were placed here. He also noted that the bench at Vista House was stolen. The potential donors want to be able to see Beacon Rock from the bench location. Nancy Niedernhofer said that James Hamrick thought there is a need for a bench here.

Nancy Russell suggested that a landscape architect be hired to design a bench that would fit the area. John Yeon had referred to the area as "plaque park". This is a very important viewpoint; do not give up on the area. People can and do sit on the rock walls.

Jerry Igo believed that the proposal should follow the monument guidelines that the HCRH AC recently approved.

Wayne Stewart suggested that the bench be designed for the area, but he questioned the appropriateness of the proposed plaque. Robert Hadlow also asked if the plaque needed to meet the plaque policy guidelines.

Nancy Russell proposed that OPRD plan for where future benches are desirable; Jack agreed to work on this.

Carolyn Wood requested a more natural form. Jerry Igo said he thought

the quote from Sam Lancaster's book dedication was appropriate.

Carolyn Wood moved (and the HCRH AC unanimously approved) that OPRD proceed with a bench with stone elements with real wood (not recycled plastic), with the proposed quote, but not as depicted in the proposal. Jerry Igo noted that you could not steal a rock bench.

Robert Hadlow said he would send copies of the City of Portland policy to the HCRH AC.

WARM SPRINGS CASINO, HOOD RIVER, UPDATE

June Carlson provided a summary of activities to date on the proposal by the Confederated Tribes of the Warm Springs Reservation to construct a casino on the Trust lands east of Hood River and south of the Senator Mark O. Hatfield West Trailhead. On May 4, some ODOT representatives met with consultants working for the Tribes. They discussed property ownership, including the original 80 acres that was divided by a strip dedicated to the State, with reserved access and 175 acres of recently purchased properties.

The casino at Kah-Nee-Ta is a small "temporary" one. For a casino at a new site, a tribal compact is needed with the Governor's office. The Tribes first looked at land within the City of Hood River, then the site on Government Rock in Cascade Locks, which was rejected by the Governor. The new proposal is to locate the casino on Tribal Trust land located east of Hood River and south of the Senator Mark O. Hatfield West Trailhead (see attached maps). Subject to a Compact with the Governor's office, the Tribes proposed to locate a gaming facility on Tribal Trust land, with support facilities on newly purchased lands. Support facilities include 6-level parking garage with 150 spaces. The casino would be a two-story facility of about 60,000 square feet.

Slope stability is a potential fatal flaw. Drilling needs to occur to complete a stability analysis. After that analysis is complete, the project would need to go to a Tribal vote.

On July 31 there was a meeting with representatives from ODOT, OPRD, Forest Service, Governor's Office and Tribal members. They agreed to visit the site next week.

Access to the site is a big issue (see map for alternatives proposed). The proposals would have varying effects on the HCRH State Trail and West Trailhead operations.

Someone had questioned whether the Trust land was actually in Trust. June Carlson reported that Sam Wilkins has a copy of the deed signed by

Calvin Coolidge; it is Trust land.

No action was requested of the HCRH AC. [Note: later it was learned that a request for comment on a proposal to convert the newly purchased lands to Trust status had been sent. A special meeting of the HCRH AC was called to discuss their recommendation to ODOT Director Bruce Warner. See minutes of that special meeting on August 13.]

BYWAY CORRIDOR MANAGEMENT PLAN IMPLEMENTATION

Jeanette Kloos provided the attached summary of the action items included in the Historic Columbia River Highway Byway Corridor Management Plan. It indicates that there has been a lot of progress on many items. Jeanette requested that the HCRH AC review the action items and come prepared at the next meeting to discuss items to be added to the plan.

PROJECT UPDATES

Visitor Contact Station Interpretive Plan

The Interpretive Plan and Docent Guide are complete. No construction funding has been secured.

Starvation Creek to Viento

This project was reviewed in the field earlier in the day. The rockfall mitigation wall and fence are complete and the GeoWeb retaining wall is taking shape.

HCRH Interpretive Sites and Signs

One team meeting, including representatives from the three cities, was held on March 22. This project is funded for construction in 2006.

Toothrock Trailhead Access Road

No additional information available.

Vista House Restoration

Underway.

ACTIVITY STATUS REPORTS

ODOT

Charlie Sciscione reported a sight-distance problem with the new wall at the Angel's Rest Trailhead. The proposed solution is to add pavement to the north to the access road from I-84 (complete) and shift the travel lanes to the north (scheduled).

OPRD

Jack Wiles reported that the major activity underway is the restoration of

Vista House. Kevin Price reported that demolition of the burned OPRD office at Rooster Rock has begun. Larry Cotton has resigned as the director of the Friends of Vista House. The Safeway HCRH Celebration donor board has been produced and should be installed next week.

USDA - Forest Service

Someone asked when the ADA work at Multnomah Falls would begin.

DEVELOPMENT REVIEWS

See attached chart. The Roberts proposal is right at the ramps from I-84 in Rowena. While this is a difficult place to locate an access, no particular comments were requested to be submitted to Wasco County Planning on this proposal.

MEMBERS ISSUES

None.

NEXT MEETING DATE AND LOCATION

October 31, 2001, Columbia Gorge Discovery Center, The Dalles.

Short field review of the new "tunnel" under the railroad for the Riverfront Trail will precede the formal meeting. Sam Wilkins indicated that this project used an interesting construction technique - freezing the ground to stabilize it. Once the process was started, it had to be continued uninterrupted until the tunnel was complete.