

Historic Columbia River Highway Advisory Committee Meeting

MINUTES

June 4, 2009

Marine Park Pavilion
Cascade Locks, Oregon

Members Attending: Bill Pattison, Chair; Wayne Stewart, Vice-Chair; Marc Berry; Art Carroll; Jenn Cairo; Ernie Drapela; Chrissy Curran; Jerry Igo; and Rich Watanabe

HCRH AC Staff: Kristen Stallman & Sara Morrissey

Others Attending: Jeanette Kloos, Gary Brannan, Dick Weber, Marge Dryden, Susan Hanson, Sam Wilkins, Matt Joerin, Bernard Seeger, Tim Lee and Anna Tompkins

Pre-Meeting

Historic Columbia River Highway (HCRH) members, HCRH AC staff and additional attendees visited the proposed site for the Cascade Locks Marine Park Overpass.

Call to Order

Bill Pattison, chair, called the meeting to order at 10:00 A.M.

Minutes from the March 5, 2009 Meeting

The HCRH AC approved the minutes from the March 5th meeting without corrections or comments.

Art questioned how to proceed with follow up actions that were noted in the minutes from the March 5th meeting. Kristen said that those follow up actions would be reviewed and reported on during the 'update' section of this meeting.

Wayne requested a follow up on Diana Ross's comment from the December 4th meeting. *{Excerpt from the December 4, 2008 meeting minutes, Diana has some concerns about the initiative for the HCRH reconnection strategy. She sees some possible*

contradictions between recreation and reconnection. She believes that the objective should be that the original route is maintained. This should drive the analysis. At Mitchell Point, she believes that those who are developing the project should take to heart the US Secretary of the Interior's Standards for the Treatment of Historic Properties.}

Kristen asked Marge Dryden, US Forest Service (USFS), if she had spoken to Diana about this comment. Marge stated that Diana was currently in Italy so she had not spoken to her about the comment. However, she had spoken to Bob Hadlow, Oregon Department of Transportation (ODOT) Historian, and he had stated that a 106 case was reviewed on a case by case basis.

Wayne felt if there was an issue about this matter from the USFS standpoint that there needed to be clarification and understanding of what the exact issue was.

Marge responded that as an USFS archeologist she did not find the Reconnection Projects to have an adverse affect on the Historic Columbia River Highway. As an USFS archeologist she would make the recommendation on a 106 case and she believed that Diana would defer to Marge's opinion on the matter.

Art shared that he was still unclear about what Diana was saying. He asked if this matter needed to be followed up with a review or an investigation.

Chrissy responded that while she was not at the specific meeting where Diana had made the comment, the State Historic Preservation Office (SHPO) would make the decision based on the Section of Interior Standards. The standards call for a sympathetic addition to historic properties and want to ensure that projects do not create a false sense of history. A design for a specific section of a project should be compatible with the design of the project district as a whole. SHPO would evaluate a HCRH project as a whole. Chrissy shared that SHPO referred to Bob Hadlow's decisions about the highway and what was compatible and appropriate in terms of projects and designs. If Bob approved a project and Marge supported his decision then SHPO would have a hard time disagreeing with their decisions. Chrissy believed that Diana was just requesting that the HCRH AC adhere to the necessary standards.

Ernie stated that as a committee the HCRH AC had the charge to follow the standard of diligence and integrity and he felt comfortable that the group would adhere to this.

Public Comment and Non-Agenda Items

There were no public comments.

City of Cascade Locks Underground Power Lines Presentation

Bernard Seegar, Cascade Locks City Administrator, announced that the project of undergrounding the utility lines was close to going to bid. In the utility line project the city had encountered a 'hiccup' with the ODOT environmental specialists as the city had not acquired a biological agreement (BA) for the project. Thus, because they did not have the BA in time, the city missed the first bid cycle for the project and would now award the bid on 7/16/09.

Bernard then discussed how it took multiple weeks to start construction once the contract was awarded and if the project construction got pushed into the rainy season, late fall, then there was a chance that project would not be able to be completed by winter. Bernard would prefer if the project were completed before winter 2009 to help reduce power outages that communities (such as Bridal Veil & Multnomah Falls) would have when winter storms knocked over power lines. Bernard stated that he was committed to pushing the contract process from 6 weeks to 2 weeks in order to begin construction 4 weeks from when the contract would be awarded on 7/16/2009.

The underground power line project would only affect the HCRH near Ainsworth where the project would run along the highway for 3,000 lineal feet. Bernard was not worried about traffic issues as project construction would hopefully occur in October when traffic levels were low. Bernard would like to get crews out on the road to begin work by August 15th and hopefully have the project complete and all of the power line put underground by Jan. 1st. The power line poles would be torn down during the first half of 2010. The contract that Cascade Locks would be awarding did not include pulling the wire through the constructed system, setting transformers or tearing down the old power line poles as this work would be done by the Cascade Locks city maintenance crew.

Bernard would like to have a large ground breaking ceremony for this project at Multnomah Falls because it was a Gorge project that did not have opponents. The ceremony would celebrate the support between organizations and celebrate the partnerships that worked together to deliver the project.

Wayne inquired about the total cost of the project. Bernard stated that the 110% of the cost was \$1.8 million. However, due to economic circumstances, bids were coming in low and the city was expecting the final costs to be \$1.5 – 1.6 million.

Kristen then introduced Susan Hanson, a new addition to ODOT Community Affairs, to the committee. Susan introduced herself to the HCRH AC. She has had over 20 years of experience working with transportation and libraries and she was excited to help with public involvement in HCRH AC projects.

Bill then announced the election of officers. Ernie commended Bill and Wayne on the work that they had been doing. Ernie then nominated Bill as HCRH Chair and Wayne as HCRH Vice-Chair. The motion received a second and the motion carried.

Bill then spoke about the proposed Cascade Locks Marine Park Overpass that the committee had visited prior to this HCRH AC meeting. The committee was onsite, along with the Mayor of Cascade Locks, and heard a presentation from the Port about the project. Kristen announced that Tim Lee, the President of the Port of Cascade Locks, was currently in attendance and asked if any committee members had questions about the project.

Bill inquired if Tim could share the current status of the project and proposal. Tim replied that the project was still in the engineering phase and that they were also working on access issues. There were still negotiations occurring in regards to acquiring the property from the city in regards to the location of the old firehouse. Kristen encouraged the Port of Cascade Locks to talk and work with SHPO on the project. Tim stated that there would be communication between SHPO and the Port on the project. It was also decided that when access was decided that a project representative would come speak to the HCRH regarding the connection between the proposed overpass and the HCRH.

Cascade Locks Mountain Bike Trails

Anna Tompkins, with the City of Cascade Locks, presented the work that had been done so far on the Cascade Locks mountain bike trails. Anna shared that Jill Van Winkle from the International Mountain Biking Association (IMBA) and Chris Bernhardt from Alta Planning & Design had been flagging the core of the trail and gathering GPS coordinates and were nearly complete with that phase of

the project. This work could be seen on a map that was at the HCRH AC meeting and was divided into east and west and showed what the engineers and trail crew had flagged so far. A walking tour of the project for interested parties had also been held in April. Next steps for the project would be reviewing the work with the USFS and a consultant and establishing management guidelines and ownership. Anna also emphasized the partnership between the Port, the City and the County on the project since it began in 2007. All invested parties believed that the trails provide a great potential for tourism in Cascade Locks.

Kristen stated that the mountain bike project had good synergy with the HCRH trail proposal especially with the Wyeth Bench Road and interacting with Cascade Locks. Whether mountain bikes or road bikes users rode on the Historic Highway this project would provide additional trail access around the Wyeth Bench area and was therefore a good compliment to the HCRH project.

Jenn inquired who would be designated as maintenance providers for the trail or if any parties or individuals had been discussed as potential maintenance people. Anna replied that this had yet to be decided and that a maintenance party had not been identified.

Jenn asked about the trail design and Anna replied that the entire network of trails would be unpaved single track.

Jerry requested that Anna address the topic of the trail system being a mixed use trail. Anna replied that the entire bike/trail system would be mixed use for non-motorized vehicles but geared towards mountain bikes. As mixed use it would also be open to equestrians and hikers. Jerry wondered if mountain bikers would be comfortable encountering a horse.

Tim shared that while he could not speak for the exact equestrian group, they had been notified and were active members of the partnership in the development of the trails. This project cultivated a partnership between the equestrians and the County, City and Port, all of whom are behind this project as well as the USFS. Dan Harkenrider and Stan Hiatus, from the USFS, were a part of the walking tour and were excited about the project. Tim spoke about how the USFS believed that the project would be a real benefit to the economic growth of the community and the USFS requested that Cascade Locks follow their trail building directions and policies. Tim stated that they had agreed to follow the

USFS trail building parameters. Tim also stated that an environmental impact statement would be completed for the project.

Bernard, an avid mountain biker, made a comment that it was not the horses that they were worried about, it was just what the horses left behind. He did not believe there would be enough trail traffic to have any problems between mountain bikers and equestrians. For Bernard horses on the trail were dealt with the same as pedestrians where the biker slows down, figures out how to get around them and continues on.

Tim wanted to comment that Hood River was always overused and overrun by the amount of mountain bikers that wanted to utilize their facilities. Cascade Locks would be right in the middle of Hood River and Portland and that it was just an undeveloped area in terms of mountain biking. He believed that the trail network would generate economic growth. Already, with IMBA involved, they were receiving requests from individuals in Germany, Italy and France wondering if the trails were already built because they were ready to come and ride. Tim stated that the City of Cascade Locks was excited about the project as being an economic driver for the community.

Marc requested that somebody explain what some of the differences were between a bike only trail and one that was mixed use, including equestrian. Anna was not entirely sure of the difference, however Jenn was able to answer Marc's question. Trail clearance areas would be larger than a sole mountain bike trail because a horse rider would need more space as they would be taller than a bike rider. Depending on how the amount of traffic expected the trail width could also change, as single track for bikers tended to be narrower than horse paths. However, in terms of trail damage, there was not much of a difference in pounds per square inch between a bicycle and a horse. There was also a difference in the speed riders could go around turns as a bicycle could go faster than a horse, so turn designs could vary. Jenn also mentioned that while horses do not always react well to shiny spinning wheels coming towards them, in her experience IMBA had proven to be good at recognizing horse and biker needs when building trails. Jenn was pleased to hear there was a good partnership between all invested parties and that the equestrians were involved in the project.

Kristen mentioned that she had attended the walking tour and thought it was incredible how fast a person could go from downtown Cascade Locks out to the

woods and the Gorge and experience the beauty of it. Anna explained that the ability to go from Cascade Locks into the woods quickly was being incorporated into the trail design plan as the main parking area and facilities for trail users would be in Cascade Locks.

Anna also shared that the city of Cascade Locks tourism division had awarded the project \$9,000 to help complete the master plan. The County had also given the okay for in-kind contributions toward the project.

Pro Bono Discussion and Update

Kristen updated the committee on the progress of the pro bono draft document that Sara had put together. She first described the draft document and the thoughts behind some of the elements that it incorporated. Pro bono work, while great as it is a free service, would need to be completed in a correct manner. If a group were to work with ODOT on pro bono work they would need to develop a statement of work, a timeline, a scope of work, etc. even though the work was free. This would help outline the work that would be completed and establish a deadline for when ODOT could expect to receive work. After looking at documents from Oregon State Parks and Recreation (OPRD), pro bono work for ODOT would have to be done at the research and conceptual level and could not be stamped engineering work or be any work requiring special licenses. Also, once the research had been completed, the work had been given to ODOT and the project was out to bid, the relationship between ODOT and the organization providing the pro bono work would be terminated as this would help deal with competition issues. Project administrators would need to be defined from all involved parties. If volunteers were involved, working on site, then a release form for liability would be included. Also, it would be important to state that the pro bono work completed would be considered a gift. ODOT could choose not to accept it or to only accept part of it. Also, ODOT could terminate the gift at any point. Once the product was delivered to ODOT it would transfer ownership to ODOT and be solely owned by ODOT. The checkboxes on the draft form were to ensure that everything would be reviewed up front.

Kristen then shared that while this pro bono draft agreement had not been approved by ODOT staff that it was a good starting ground for discussion. The draft was cycling through ODOT permit staff and Kristen was also working with Jenn at OPRD and their contracting staff to determine how to proceed. Kristen

stated that the pro bono agreement may be larger than the HCRH and develop into a statewide policy which would take time and a lot of review.

By taking the first steps and creating a draft for a pro bono agreement the Department of Justice and ODOT agreement writers would have the opportunity to react to something and develop the agreement further. Kristen then spoke about trying to move the pro bono agreement forward and trying to set up a meeting with Rich Watanabe about the agreement so that he could talk to the procurement staff to have them try and push the agreement along.

Rich stated that he had already started the discussion of the pro bono agreement with ODOT procurement staff.

Wayne requested to see an agreement that would work for all three bodies that shared ownership of the Historic Highway State Trail: ODOT, OPRD and the USFS.

Wayne then asked if the Department of Justice had reviewed this pro bono agreement with the Oregon revised statutes. Kristen replied that ODOT was working on getting the draft to the Department of Justice.

Wayne requested to hear from the Friends of the HCRH as the pro bono agreement was initiated based on some issues that were brought up earlier with the Friends.

Jeanette responded that she would need some time to review the draft as the meeting was the first time she was seeing it. She also replied that it did sound like a real possibility. Jeanette then expressed her concern for the pro bono material that had already been produced and how this material would be incorporated into the pro bono agreement process. She questioned if the issues surrounding the pro bono work that was gathered for Mitchell Point and Warrendale to Moffett Creek would ever be resolved.

Kristen spoke in reference to the pro bono work received on the Warrendale to Moffett project. As the trail developed the trail alignment shifted so the pro bono information received would most likely not be relevant or valuable to the project. Wayne also added that as ODOT resurveyed the area, the ODOT survey data would supersede the pro bono survey that was done by the Friends of the HCRH. However, Wayne regarded Mitchell Point as a different question due to

the fact that a substantial amount of money was invested for the study and the information was just waiting to be exchanged.

Jeanette was glad to hear that progress was occurring with the pro bono agreement and would be taking the information to share with the Friends of the HCRH.

Kristen stated that establishing this pro bono plan would give the opportunity to review the role of the Friends of the HCRH. The Friends of the HCRH would still be encouraged to request pro bono work from agencies, establishing relationships and working in public relations but they should not sponsor engineering work. Mixing engineering pro bono work and ODOT engineering with the element of competition could get complicated.

Rich stated that this pro bono agreement would be beneficial in strengthening coordination and communication between the invested parties. It would also assist in developing a better scope of work for the pro bono work and could be seen as an opportunity to work on improving some of the processes associated with pro bono work.

Bill asked if pro bono issues had come up before in the different agencies.

Kristen shared that she had spoken with Jenn at OPRD, who dealt with a lot of pro bono work. Jenn reported that OPRD had a spectrum of agreement types that could be used for any type of pro bono work. The spectrum ranged from a letter of understanding to a full blown contract. All of the agreement types had certain elements in common; similar to those that Kristen had put in the pro bono agreement draft. Elements included: who was responsible, what were timelines, what the deliverables would be, etc. This allowed small non-profits or volunteers to work with OPRD without having to go through a full contract but also allowed OPRD to have some control on the work being completed in terms of knowing what work was being done and when it would be finished. Jenn then shared the example of the Friends of the HCRH working with OPRD to do the 'Adopt-A-Park' agreement.

Kristen shared that a difference between OPRD and ODOT was that OPRD was able to accept pro bono work at an engineering level and Jenn added that this was acceptable at certain levels.

Kristen then stated that while the ODOT pro bono agreement was not completed it was getting to the right group of people and being reviewed. Rich added that in his experience at ODOT he had only worked twice with matters involving pro bono work and that the first time he had, the work that was received had to be redone by ODOT. Kristen added that while the pro bono work on the project that Rich was addressing did have to be redone by ODOT, it was useful for securing the funding for ODOT, thus illustrating that pro bono work done at the concept level was useful and helpful to projects. Rich agreed that pro bono work done at a conceptual level was beneficial to projects.

Kristen then explained what the next steps in developing the pro bono agreement would be. First ODOT procurement had to review the document and it would then be taken to Salem and reviewed by the Department of Justice.

Art shared that he was confused about how the OPRD pro bono agreement and ODOT's agreement could be at such different levels of development considering they had the same Department of Justice. He felt that there was a lot of overlapping work being done to reach the same point. While he acknowledged that work had been done on the agreement he did not feel that actual progress was being made. Art also expressed concern that the HCRH AC would lose volunteers and pro bono efforts because the agreement was yet to be developed.

Kristen responded that ODOT wanted to make sure that the pro bono work that was donated would be useful and implemented. It would be necessary to know exactly what to ask for through the pro bono agreement because it was important to value the work done by volunteers and to be able to use it in the HCRH projects.

Art agreed with Kristen's thought and also asked about if there was process in place to help implement projects. He asked how money would be dealt with if it were donated for the implementation of a project. He asked Jenn if OPRD had a process in place where individuals could help implement projects and if so, if such a document could be integrated in the pro bono agreement process.

Bill shared that the pro bono agreement was a wonderful resource that could be used by the Friends to initiate connections and work with other interested parties. Also, this opened the door in taking advantage of pro bono offers. He then requested to hear from Gary and Jeanette regarding the agreement.

Gary stated that he felt it was good to have guidelines for the work being done. The people who were doing the work and the people who were receiving the work would need a legal relationship in terms of liability. Gary shared that he had a concern regarding pro bono work and competition in order to avoid favoritism. Also, Gary felt that the project timeline and scope of work should be reviewed throughout the course of the project periodically so that all parties were on the same page and had the most up-to-date information regarding the project. He also inquired if the people turning in the pro bono work had the right to terminate the project at anytime. Kristen responded that they did have that right and both parties involved could terminate the project at any time.

Jenn complimented Gary on his thoughts and shared that she felt one of the harder issues that the committee would face would be deciding who would be the project manager for certain pro bono projects. Having the project scope defined at the beginning would definitely help the whole process. Jenn then asked Art to clarify his question regarding implementation.

Art clarified his question and asked if OPRD had agreements or documents that provided pro bono implementation. For example, could a volunteer group or company sponsor and build a trail segment? Jenn replied that while this would be possible at OPRD, it was different then the work that was currently being discussed and would not be in the OPRD pro bono agreement that had been explained. This responsibility was usually delegated to the OPRD engineers and that they used a project management guidebook to direct the work.

Marc asked what the differences in the pro bono agreement were between ODOT and OPRD. Kristen responded that OPRD had its agreement people and contract people in the same group while ODOT had then in separate groups which made coordination and communication more difficult.

Wayne stated that this ODOT pro bono agreement had been in progress for seven months and that it seemed to be getting complicated and would perhaps scare away potential volunteers. He then asked if there was a way to take the OPRD approach to pro bono work and make it work with ODOT, at least in terms of a framework. He shared that the HCRH was looking to work with volunteers and should want to nourish the relationship, not discourage the volunteers with paperwork.

Jenn expressed her empathy for ODOT as ODOT had most likely not had a need for this process before as volunteers do not participate in building interstates and bridges, whilst OPRD worked with volunteers regularly. While she acknowledged that ODOT and OPRD shared the same Department of Justice all of the steps and processes had to be covered so, while the process of development was slow, it had to be done. Jenn also suggested having OPRD procurement people and ODOT procurement people hold a meeting to discuss the pro bono agreement.

Rich agreed with Jenn and emphasized that while ODOT did not usually work with volunteers this would be established statewide. Therefore, it would have to go through both the procurement office and the Department of Justice. Rich also stated that ODOT would work with OPRD on the pro bono agreement.

Wayne asked if it would be possible to take an adaptive management approach in order to move the agreement forward. The agreement could be based on the OPRD's approach and then adapted for ODOT.

Matt stated that this was an opportunity to focus volunteer work to do the most good. While pro bono work could be valuable there was a risk associated with funding a project where the initial work was completed by a group outside of the agency. It would be important to decide whether to accept the volunteer work, what should be done with it and what risk the agency would take on with accepting the work. This was a chance to focus on what pro bono work could be done to reach the end goal the fastest without having to encounter any re-work.

Jenn inquired if there was a timeline attached with this agreement. Kristen replied that at ODOT the procurement team only met quarterly but that the agreement would continue being worked on.

In closing comments about the pro bono agreement Gary stated that one of the most important items that needed to be discussed in the initial states of the agreement were the deliverables. The parties would need to decide on what deliverables would be produced and then have all involved parties meet throughout the course of the project. He then suggested that ODOT and OPRD procurement staff have a meeting regarding the pro bono agreement.

Sam also added that ODOT does have the ability to do an 'adopt the highway' or 'adopt a landscape at an interchange' program and suggested reviewing those

documents as they had already gone through the approval process and had been reviewed by the Department of Justice.

Warrendale to Moffett Creek Updates

Rich provided an update on the HCRH trail between Warrendale to Moffett Creek. He shared that ODOT survey crews were on site and would have all of the survey data collected by the end of the month. Roadway designers were also assigned to the project and once the survey data had been collected it could be incorporated into a base map used for design. The environmental team had also been in the area conducting surveys.

Kristen added that Larry Olson had met with the Union Pacific Railroad (UPRR) and they had discussed the pinch point between McCord Creek and the railroad on the north side of I-84. While the railroad did not say 'no' to the proposal they were very far from agreeing to the project. Therefore, the south side of I-84 was reviewed for the trail and visited by ODOT geotechnical staff, Sara and Wayne.

Sara stated that the geotechnical staff had evaluated the rock fall area and had decided that it would be possible to build a trail on the south side. There would be high costs as controlled blasts and grids of rock bolts would be needed but that a trail could be built.

Kristen continued providing project updates and shared that the results from the geotechnical team regarding the south side was good news as it would then neatly link with the John Yeon Trailhead. Also, a new trail alignment on top of an artificial berm had been found by Magnus where the trail went back into the woods after crossing McCord Creek and running along the highway. This new alignment was helpful as it avoided the wetlands which are prime for salamander habitat. There was also a meeting with the USFS and Dan Harkenrider and Stan Hiatus stated that they okay with having Trail 400 and the HCRH overlap on this trail segment so that allowed for more design flexibility. Also, a plant survey had been conducted by the ODOT environmental team and Jerry Igo and no rare or endangered plants were found. Jerry confirmed Kristen's statement and reiterated that there were not any plants on the trail segment that would hinder the construction of the trail.

Wayne requested if Rich had additional information as he had expected Kyle to present a schedule and tasks regarding Warrendale to Moffett Creek. Rich

replied that the project was collecting survey data now and would then proceed to the roadway division. He stated that the project was in the early conceptual levels until the final alignment was decided. The project would then be developed until reaching Mylar levels but not fully printing Mylar as that included high costs. He shared that Kyle was looking to shelve plans towards the end of next summer. Art asked if that meant the end of summer 2010. Rich confirmed that it did.

Art then asked if getting the plans ready for Mylar would occur in August and Rich responded that it would be done somewhere in that time frame. He also reiterated that there was a lot of geotechnical work to be done if the trail was going to be on the south side of I-84.

Kristen added that Kyle had done a PowerPoint presentation at an agreement meeting where all of the managers at ODOT were and that it had gone well as the managers had assigned daytime staff and their time estimates to the project. This had also made the project a priority which was impressive at ODOT as the project still did not have construction funds. Rich confirmed that he understood that this was a priority project.

Art then suggested working with a geotechnical person that he had met before who had a lot of background on working with talus slopes. Kristen asked if it was John Gent and Art confirmed that it was. Kristen also shared that ODOT had a great geotechnical staff. When there was a question of the Moffett Creek wall Sara and an ODOT geotechnical person went out to visit the site the same day the question was posed.

Jeanette asked Rich when ODOT would start meeting with outside parties who were interested in the project, such as OPRD. Rich responded that the plan was to hold a number of stakeholder meetings that Kyle and the appropriate technical staff would attend. Since Kyle was on vacation Rich had not spoken to him regarding when he wanted to start holding the stakeholder meetings but he guessed that the meetings would occur in the next couple months.

Wayne inquired into the status of the trail project in terms of environmental, cultural and historical surveys. Sara responded that the plant survey had been submitted and accepted. As Jerry had stated there were not any rare or endangered plants but there were noxious weeds that would need to be removed. In terms of wetlands Sara had spoken to the wetlands specialist, Claire

Carder, who was going to visit the site again in the summer. Kristen shared that Bob Hadlow had conducted his first initial review and did not think that historical surveys needed to be conducted. Kristen was unsure about the status of the archeological work.

Art inquired if the project required an EIS. Kristen responded that the trail would most likely receive a categorical exclusion and that it was in part 3 of the project.

Art then requested, on behalf of the committee, to have an 8 x 11" schedule with all of the tasks and steps that needed to be completed along with either a project timeline or a targeted timeline. The targeted timeline would be helpful to see if the work was being done. Rich responded that Kyle was still working on the schedule as they had just had the agreement meeting and were refining the schedule. Rich stated that he would have Kyle put together a schedule with acronyms that were spelled out to explain what the tasks actually meant and to see what tasks would be accomplished in what time period. Wayne asked how soon the committee could expect to receive those materials and Rich stated that he would try to have them out in a month.

HCRH Trail Design Guidelines

Wayne asked who the trail design guideline had been sent to for review. Sara responded that she had sent the guidelines to ODOT, OPRD and Alta and had heard back from everyone except Alta. The changes that were suggested in the review process were now incorporated into the design guidelines.

Wayne then asked Sam when chip seal would be appropriate to use on the trail. Sam responded that chip seal could be appropriate for the portions of the trail where it was actually the highway, such as the area between Mosier and The Dalles instead of Hood River to Mosier, but not on the state trail.

Wayne then commented on the concrete depth where it read 4". He asked if Sam if those would be 2" lifts. Sam confirmed that 2" lifts were correct. Wayne then suggested adding 2" lifts to the concrete depth of 4". Additionally, Wayne suggested changing the left hand side where it read 'when grade is greater than 5%' to 'when grades greater than 5% are necessary'. He asked Sara what the numbers in 'vertical clearance' meant and Sara responded that it was a computer glitch and she would return it to the original vertical clearance.

Wayne then asked Sam about pavement loading. Originally the pavement loaded had read 'at least a 10,000 lb. vehicle' which would include pickup trucks and emergency vehicles but that somebody had changed that to 80,000 lbs. and that seemed excessive for a trail.

Sara commented that the change had come from Sheila Lyons and Rocky Houston who had both stated that 'the AC reference is a 10,000 lb. load however the ODOT bike / ped plan references a 4" asphaltic concrete depth which is an 80,000 lb. load standard. Basically they said that with an asphaltic concrete depth of 2 1/2" an insufficient design would result in a rapid deterioration of the path. In 20 years of street reconstruction it would also not stand up to emergency vehicle loadings and with just one fire truck the pavement would be destroyed.

Kristen also reiterated what they meant because they were recommending a 4" depth and while the AC reference was 10,000 lb., a 4" depth would actually hold 80,000 lbs. She asked if perhaps vehicle loading be removed. Bill asked if it would be possible to write a 10,000 lb. minimum. Jenn shared it might be a good idea to keep the 'vehicle loading' in for places that did not use a 4" asphaltic concrete depth such as bridges or structures. Sam responded that it was most likely the fire marshal's call because of firefighting capabilities. Kristen responded that she and Sara would double check with the USFS standards.

Art stated that the trail bridge design would have to be reviewed by an engineer and that the load of the bridge would need to be identified for loading.

Jeanette added that she thought that emergency and service vehicles should be included in the trail design guidelines.

Marge then shared with the HCRH AC a time in 2003 when there was a train derailment in The Dalles and emergency vehicles drove to the railroad tracks on the trail from the Discovery Center and ruined the trail. She commented that sometimes it was not possible to know what type of vehicle would be driving on the trail and under what conditions. Marge also believed that large emergency vehicles would definitely be on the trail in certain sections.

Rich suggested that the pavement loading be removed and a section regarding emergency vehicle access be added. That would give guidance on width and what the structure would be built for. If it were possible to have access on both sides to a structure or bridge then the vehicle would not have to cross the

structure. Rich did not think that large vehicles would be on the trail for maintenance. He suggested that he, Sam and Jenn talk to their staff regarding emergency vehicle suggestions.

Wayne the discussed railing heights and questioned where the 58" recommendation came from. Sara stated that it was a recommendation from Sheila Lyons. Wayne responded that he had never seen a railing height of 58". Sara replied that it was what Shelia recommended and that she would check again with Sheila to confirm the railing height.

Gary asked Wayne if the trail would be chip seal or asphalt and Wayne responded that the trail would asphalt.

Bill then asked if there was a movement for an action to adopt the changes. Jerry moved the action, Marc seconded the action and the motion carried.

LUNCH BREAK

Western Federal Lands Highway Division Updates

Matt Joerin began his updates by thanking everyone for their involvement in the Oneonta Tunnel Opening as the event was something that many people would remember for years to come. Matt was also very pleased that both the community and the press were involved in the end result and that the project did not go unnoticed. In terms of the project itself Matt stated that some signage was still missing on the project but that it was mainly complete.

The next project Matt provided an update on was the off ramp at Eagle Creek which would include the paving and striping of the bike lane. Matt had spoken with the USFS and that the project was being put out to bid. The USFS had also received additional funds to do more paving so the full project would be completed.

Matt also provided updates regarding Latourell Falls and Mitchell Point. He shared that Kristen had the original vision of combining the two projects as they included similar elements and that Jenn had taken a big part of working with the engineering group to deliver the two projects together in the same year. Matt stated that the project was now in the final signature process that would free up

all the dollars to continue the design work. He then thanked OPRD for taking the real initiative and making the project happen.

Jenn requested that Matt remind her of the project completion date and Matt replied that he believed it was a 2010 construction year and that construction would hopefully be completed in 2010 as well. The work would not occur during tourist season and the actual dates of construction would have to be refined but it would most likely occur in 2010.

Kristen asked that Matt consult the HCRH AC when the project plans developed into real design plans. Jenn stated that she agreed with Kristen's statement. Matt agreed and stated that the HCRH AC would see these two projects on future agendas.

Matt also provided an update on Wakeena Falls and shared that funding had been put aside and that work would most likely take place in 2012 although he was not certain about the date. There were still discussions with the USFS about whether the USFS would deliver the project as they had control of the site.

Another project that Matt updated the committee on was the Crown Point Viaduct. Mike Odem would be the project manager; he had worked with the historic gutters project that was delivered about two years ago. WFLHD would be delivering the project and Mike would be utilizing consultants to assist in the delivery. Kristen added that WFLHD would be designing, delivering and devoting \$6 million in funding to restore the Crown Point Viaduct.

Matt believed that the roadway improvements would most likely be limited to right in the vicinity of the viaduct to ensure that the initial project was done correctly. He thought that part of the project would be to restore the gutter height to its historic height going around the viaduct because the asphalt pavement in the viaduct itself had been overlaid so many times.

Jeanette spoke on behalf of the Friends of Vista House and the Friends of the Historic Highway and stated that both groups would appreciate a briefing of the project at the appropriate time. Matt responded that he would make sure that Mike Odem was aware of that request.

Art asked how long the viaduct was and Matt assumed that it was around 300 feet long. Bill then asked if the project would affect traffic at Crown Point. Matt

replied that traffic issues had yet to be addressed. There would obviously be impacts to traffic as asphalt was being replaced but that every effort would be made to minimize the impacts to traffic. Most of the work would be done on the underside, around the sides and underneath the viaduct. However exact details had not been discussed as there were still examinations taking place of what was happening behind the hand placed rock wall.

Bill asked if the rock wall would be removed and then rebuilt. Matt was unsure as to what the plans were. However he was confident that there would be research conducted to determine the structural soundness of the structure to understand what had happened and what was happening to the structure in order to find the solution that would hopefully last for an additional 80 years.

Jeanette suggested that Mike speak to a Multnomah County archivist who worked in the area and was cataloguing the area all around Crown Point. Matt thanked Jeanette for the suggestion and stated that he would pass the information on to Mike.

Kristen asked Matt if there was any news about the re-designation of the Historic Highway as a Forest Highway. Matt did not have an update on that matter but did know that that matter had been examined. Additional information had been requested and Kristen had submitted a lot of material and answered all of the questions that were asked. Matt then shared that he assumed that any actual Forest Highway Route designation would take the entire tri-agency meeting to take action on and that the tri-agency meeting only occurred in Oregon twice a year. The next meeting would be in fall so the HCRH AC would most likely have an official yes or no answer by then.

Marc inquired if there were any stimulus packages in the projects that Matt had spoken about. Matt replied that there was a great deal of stimulus money that WFLHD was currently working with on various projects. Matt believed that the Crown Point Viaduct project was actually becoming a reality due to the indirect effect of stimulus dollars. While the project did not receive direct stimulus funds, other WFLHD projects received funding from stimulus funds which opened up WFLHD funds to use on the Historic Highway.

ODOT Updates

Kristen provided an update for the work that she and Sara had been doing at ODOT. The presentation took the form of a PowerPoint slideshow that encompassed various projects that were ongoing at ODOT. The presentation was titled 'Historic Columbia River Highway Projects Staff Updates' and covered the time period of March - May 2009. Included in the presentations were updates on: Meetings & Presentation Attended, Reconnection Strategy, Warrendale to Moffett Creek, Crown Point, Westcliff Drive, Ruthton Point, Mosier Triangle, HCRH Wayfinding Enhancement Project, HCRH Guardrail Replacement, Chenoweth Creek Bridge Restoration, Chenoweth Pit Restoration Project, HCRH DVD Presentation, Mitchell Point Overlook, Oral History Project, Cultural Landscape Inventory, Brochures and Mt. Hood Scenic Byway. The Oral History Project was discussed more in detail and included various attachments that were located in the HCRH AC meeting packet. The full list of updates and project descriptions were included in the HCRH AC meeting packet.

In response to the cultural inventory presentation that Kristen spoke about in her updates, Art told the HCRH AC that when John Yeon, the son, passed he left a significant donation to the University of Oregon which was now part of the university's architectural landscape program. Art encouraged Kristen to do research about John Yeon through the University of Oregon. Kristen also added that the Lancaster family in Portland had been contacted through the Oral History Project but that they had yet to meet.

Bill asked Kristen if the guardrail at Viento could be painted. Kristen responded that the guardrail would be painted and that a few finishing touches would be done at Viento before the celebration.

Kristen also mentioned that she had spoken to Larry Olsen about sealing the historic Oneonta Tunnel to preserve it from graffiti and that they were now working together with the small business program to get the interior of the tunnel sealed. Larry was not sure how the seal would work but that he was working with Miller Paints to determine the right type of product. Dick Weber stated that Miller did not carry the correct project and that the company that specialized in dealing with graffiti was actually out of California. Kristen suggested that Dick contact Larry to give him the name of the appropriate company.

Kristen also complimented Sam on how nice the guardrails looked at the Hood River Loops. Sam shared that the snowplow had gotten into the guardrails in the

winter so they had needed to be repaired. Bill stated that the newly repaired railings looked nice and crisp.

ODOT Maintenance Updates

Sam provided the ODOT maintenance update. Rocks had begun to fall out of the rock guardrail around the Rowena Loops in 5 different places so those would be getting repaired in the summer. Also, a dead tree had been removed inside the city limits of Mosier that was along the highway. Much progress had been made on the barrier replacement between Hood River and Mosier on the Interstate. Initially many questions had been asked regarding the project but after an article that explained the project and its goals appeared in both the Hood River paper and The Dalles Chronicle the number of phone calls regarding the barrier decreased. Jeanette asked if the full median barrier would be painted brown and Sam replied that it would be and that painting had begun today.

Bill also wanted to compliment whoever was keeping the Mosier Twin Tunnels trail clean and Jenn said that she would tell the trail ranger, Matt, that he was doing a good job.

Oregon State Parks and Recreation Updates

Jenn first shared that Kevin Price apologized for being unable to attend the meeting. Jenn then said that at a work session in the Oregon Parks Department Commission meeting, after the presentation about the Historic Columbia River Highway made by Wayne, Ernie and Kevin, a commissioner said 'we should think about giving money to them' which was a good sign and that they had given a great presentation. Jenn then provided the committee with general park updates. The OPRD in the Gorge were busy as there had been nice weather every weekend. However, budget restrictions were being felt as OPRD had to wait until mid-June to bring on the full summer staff. Signs stating 'pardon our appearance while we're short on funds' were being hung around parks as the department had cut back and relaxed maintenance a bit.

Jenn also updated the committee that there had been a greater need for law enforcement in the Gorge. Multiple thefts had occurred and local law enforcement agencies had been alerted. There had also been multiple rattle snake reports and signage had been put out on trails such as the Mosier Twin Tunnels trail. As Latourell Falls and Mitchell Point projects were discussed Jenn

did not provide updates on these. Instead Jenn spoke of the project for the parking area for the Lewis and Clark State Park, near the Sandy River. OPRD was working on a site development plan and working with ODOT as well. The baseline of the natural resource plan was expected to be completed by December of 2009. Once finished the project would move into the concept phase and those plans and ideas would be brought to the HCRH AC for review.

Art inquired about the particular objective of this project and Jenn replied it was to clean up the area around I-84 as OPRD wanted a more cohesive message for people who came to the Gorge as the location of the site acted as a gateway to the Historic Highway and the Gorge. The project would also address defining and improving the parking lot and hopefully controlling pedestrian access and pathways.

Art stated that preliminary work had been done on the project many years ago. Jenn replied that OPRD had some of those plans. Kristen also shared that she had some of the plans that had been developed as they had been a part of the Sandy River Connections Work and that she would pass them along to Jenn. Multnomah County had also applied for funds to do improvements on the east side of the Sandy River and Metro put in appropriations for a trail on the west side and ODOT had appropriations to do a bicycle / pedestrian connections in between.

Art also shared that building an ADA access for boat launching on the Sandy was also explored in the past. Jenn replied that there was now a boat ramp between Dabney and the Interstate and that the OPRD was trying to change the entry level. Finally, Jenn stated that she would share the HCRH AC comments regarding this project with Kate Shuck who was the head of planning the project for the Lewis and Clark State Park parking site.

Jenn also shared that the OPRD '09 - '11 budget was in committee and had taken some hit, mostly in acquisitions. In good news the government was talking about job stimulus package and OPRD would be in line for receiving some of those funds.

US Forest Service Updates

Marge did not have any updates to share for the US Forest Service.

Friends of the Historic Columbia River Highway Updates

Jeanette provided the update from the Friends of the HCRH. She first shared that the Friends of the HCRH had now officially adopted the entire HCRH state trail through the Adopt-A-Park program run by OPRD. On May 9th, for the "Take Care of Oregon" work party, 5 people had come out to participate and cleared ivy off of 60 trees. Jeanette then thanked everyone who had participated in coming out to talk about the highway on the spring tour that was held on April 18th. Attendance was low, around 40 people, so the Friends of the HCRH were discussing whether or not to repeat the tour in the future. The HCRH Display was getting a lot of use and being taken to many events, including the concerts at the McMenamins Edgefield, the Oregon Bike Summit and was currently at the Portland Women's Forum. Also, a new hotel near the Portland airport called Aloft had held a raffle for a bicycle and donated the proceeds of \$1,000 to the Friends.

Jeanette also provided the HCRH AC with an update on the Gorge Ride. More volunteers were needed as registration was high. 200 people were already registered and they were expecting a total of 500 people at the event. Also, popcorn would be handed out at the Rooster Rock Star Parties. Jeanette shared that the Friends was still looking for funding to reprint the historic highway driving brochure and that the Friends would be willing to put some money into the reprinting as well. The price for copies would be 2,000 copies for \$5,000 or 100,000 copies for \$20,000. Gary was also working on revising and reprinting the display to have multiple displays for events. Also, Jeanette stated that she was attending the National Scenic Byways Conference in Denver in August.

Kristen asked if she could borrow the HCRH display to put at her house on July 19th for a Sunday Parkway event. Jeanette said that it would be possible if there were two copies of the display but as there was an Edgefield concert in the evening, if there was only one copy the exchange would need to be discussed.

Gary stated that he would get the revised display to Kristen as soon as possible for printing in Salem. Kristen responded that she was going to inquire to see if Salem would print the display and what the costs would be.

Committee Round Table

Ernie Drapela was recently elected as President of the Vista House Board as the current President, Henry Kunowski, was stepping down for health reasons, and Ernie was Vice-President. He also stated that the HCRH would have strong support from the Vista House as both he was an officer and Jeanette Kloos was a board member.

Jerry Igo would like to remind the committee that weeds are growing in the Columbia Gorge and someone needs to address this problem because otherwise the weeds will win. Jerry highlighted the ripgut weed that was growing in the Rowena Loop area and needed to be controlled. He would like to see volunteer groups or any funding go towards weed removal in the Gorge, especially in high visibility areas.

Marc Berry attended the Oregon Bike Summit and spoke to Tim Blumenthal about the HCRH. Also, the Mt. Hood Cycling Classic would be going from The Discovery Center through Mosier tomorrow. Gary Brannan added that the race was an 18 mile time trial. Marc complimented ODOT for being a good partner in flagging and partitioning off a section of the highway for the bicycle race.

Wayne Stewart first commended Kristen and Sara for the work that they had done on the HCRH. He then shared that he and Ernie had attended the State Parks Commission meeting and had spoken to David Bragdon from Metro. Ernie had suggested that the HCRH connection project be added to Metro's 'greenway' trails project. David thanked them for the suggestion and apologized that they had overlooked the project when establishing the greenways. Kristen added that the Sandy River Delta project was a model connection for the Metro Blue Ribbon Committee.

Bill Pattison shared that he, Kristen and Lewis McArthur had attended the University of Oregon George McMath award ceremony for James Hamrick. 80 people attended and Chrissy was there as well. HCRH was highlighted as the main project for historic preservation in the Pacific Northwest.

Kristen Stallman spoke about the 3 interchange agreement management plans in Hood River (Exit 62, 63 and 64). As Hood River develops to the south there will be a lot of impact on traffic, especially on Exit 62, which affects the HCRH. Kristen warned the committee to be prepared to review alternatives for this exit in the future.

Jenn Cairo did not have any closing remarks.

Rich Watanabe wanted to highlight that there would be a large amount of construction in the Gorge in the summer on I-84. Kristen added that I-84 would be paved from Multnomah Falls to Cascade Locks and that there would be a fencing project that would fence the right of way on I-84 from Troutdale to The Dalles. Bill inquired about the timeline for the bridge construction projects to be complete. Sam replied that the goal had been to finish them all on Dec. 12, 2012, but that this goal would not be met. Kristen added that the Sandy River Bridge would be the last bridge to be constructed as they were still reviewing plans and had decided to change the material from concrete to steel. Rich also added that they were looking for the steel to be painted.

Art Carroll did not have any specific comments as he had interacted throughout the meeting.

Kristen thanked everyone for coming.

Adjourn

The meeting was adjourned. The next Historic Columbia River Highway Advisory Committee meeting will be on September 10, 2009, at The Columbia Gorge Discovery Center in The Dalles.