

**Historic Columbia River Highway Advisory Committee
January 29, 2003
Best Western Columbia River Inn
Cascade Locks, Oregon**

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| Members Attending: | Bill Pattison, Carolyn Wood, Charlie Sciscione, Jerry Igo, Wayne Stewart, Jack Wiles, Jeffrey Plummer, Ernie Drapela, Mandy Cole. |
| Staff Present: | Jeanette Kloos, Robert Hadlow. |
| Others Attending: | Sam Wilkins, ODOT; Gay Jervey, Mosier Alliance; Diana Ross, CRGNSA Forest Service; Carroll Davis; Nancy Russell, Friends of the Columbia Gorge, JoAnn Wittenberg; Ken Wittenberg, Ann Putnam, NEMCA. |

Bill Pattison, chair, called the meeting to order. The Advisory Committee approved the minutes of the November 6 meeting as mailed.

WESTCLIFF DRIVE PROPOSALS

Jack Wiles presented information about ideas generated by two field trips looking for potential locations for memorials. It is desirable to prepare a list of potential sites with a wide range of cost requirements, rather than react to proposals as they are received. According to the previously adopted policy (attached) any memorial needs to have an association with the Historic Columbia River Highway and be related to some significant contribution. Is there a need for benches, which could have a small nameplate? If so, how many, where and what design?

One criterion was preservation of the historic fabric – it would be difficult to add or change important historic features. For new features, something could be built-in during the design process. Jack discussed the following sites:

Lewis and Clark State Park – the existing interpretive botanical trail has lost the plants it was to interpret; it could be re-created. If the Jordan Road Interchange is rebuilt, then a Sandy River viewing platform could be constructed.

Dabney – A bench could be added near the interpretive sign. The Disk Golf course has benches at the Tee boxes. There might be some opportunities along the riverside trail.

Sandy River Bridge – two opportunities for picnic tables and/or benches.

Portland Women’s Forum - The walls were built in the 1980s and there are lots of plaques here already. Jeff Plummer said that, if more plaques

are added, the area could be plaqued “to death”. Nancy Russell said that John Yeon called it “Plaque Park” meaning that it was already “overkill”. Nancy said that the natural features should be the primary focus of the area. Bill Pattison said that the plaques are not displayed consistently; design needs to be coordinated more.

Vista House – a “wall of giving” is proposed downstairs.

Guy Talbot – water fountain needs to be repaired. There may be an opportunity for a bench along the trail to the waterfall.

Latourell – The area with an interpretive sign and a view of the waterfall could be redesigned and might be a place for a bench. Nancy Russell cautioned that there are often busloads of people here, so there needs to be a reasonably large unobstructed area. The upper viewing area needs to be designed to try to restrain people that climb up the sides; it could include benches and walls.

Shepperds Dell – nothing identified.

Bridal Veil – The existing viewing deck could be redesigned. The nature trail has a couple of viewpoints that could accommodate a bench or picnic table (we saw a picnic table had been brought to one viewpoint). A recently cleared area could be redesigned. Nancy Russell said that this area was proposed to reintroduce camas, so design of a hard surface would be inappropriate.

Angels Rest Trailhead – recognition could be added to the kiosk.

Benson – could add some benches overlooking the lake near the restroom.

Multnomah Lodge site – could have “right sized rocks” in the turnout.

Yeon Trailhead – could have recognition on kiosk.

Toothrock Trailhead – could add picnic table.

Cascade Locks Trailhead – have Safeway recognition on kiosk; could redesign.

Ruckel Creek – could add some “right sized rocks”.

Starvation Creek – could add to 1912 plaque area; could “finish” trail to waterfall.

Mitchell Point – needs a new design; need to connect to future

reconnection trail.

Twin Tunnels Visitor Station – could have a “wall of giving” inside.

Near overflow parking area – could add picnic table

Water fountain – could rebuild.

East Pit – bench?

County Line Overlook – need to keep relatively open for antique car turn-around.

Ellipse – nothing identified within, but could put a picnic table near the tree.

Rowena Crest – Diana Ross said that the entry area to the trail to McCall Point needs definition.

Mayer State Park – Some bench sites are possible at the riverfront.

Nancy Russell said that we need to keep the integrity of the road. Benches along the road make it more like a city park. Carolyn Wood said that there is no obligation to put in any of these ideas if we determine we do not want them. Ernie Drapela asked if we can refer people to more appropriate places, such as Riverfront Park in The Dalles or the Mosier Pocket Park. He noted that benches often attract litter. The top of Larch Mountain could use a bench. Jack Wiles noted that Larch Mountain is a Forest Service site.

Bus Gibson said that the HCRH did not have benches except at viewpoints because it was a driving route. Now that parts are a hiking route, more people need places to rest. Right sized rocks and rock walls may be appropriate.

Bill Pattison asked where we would go from here.” Jack said that he would type up the report and lay out the options. What he will take back from today’s discussion is that “less is better”; that design elements are important and “wall of giving” ideas (on kiosks) should be explored.

Carolyn Wood said that she believes there are three or four places where just a bench might be appropriate. Wayne Stewart agreed, but said that most requests for memorials should be deflected from the HCRH to other locations. If there is no need, then the answer should be “no”. If any memorial is accepted, an endowment for maintenance should be included. Ernie Drapela agreed; honoring or recognizing that is not part of the

historic designation belongs elsewhere.

FUNDING UPDATE

Jeanette Kloos described the information in the funding update memo (attached). ODOT Region 4 will complete an application for Transportation Enhancement funds for the Chenoweth Creek Bridge Railing. OPRD does not have matching funds and will not submit any HCRH projects (Viento was #3 on their list and they only had enough funds for #1 and #2). ODOT Bridge does not have the matching funds available, so Crown Point Viaduct will not be submitted. ODOT will complete information for the eastern half of Warrendale to Moffett Creek for potential earmarking in the next Transportation bill.

Charlie Sciscione said that he thinks the \$500,000 estimate for the Crown Point Viaduct may be low and trying to get it to construction in 2004 would be a very ambitious schedule. Repair or replacement needs to be discussed with SHPO. The antique lights would need to be addressed and would add to the cost. The emergency work is expected to be sufficient for about 5 years, when a full replacement would be required. Jeff Plummer asked how much of the viaduct had a hollow sound, indicating damage. Charlie said that the whole length has damage. Almost all of the columns have section loss. The bottom of the sidewalk has spalled. There are lots of voids.

TRIATHLON ALONG THE HCRH

Jeanette Kloos described the information available about the proposed Triathlon (attached). Charlie Sciscione said that the proponent had been sent to the Corbett community for their input. Ernie Drapela said that it is okay to encourage touring events, but that he was skeptical of competitive events. Charlie said that bikes are a legal use of the roadway and other competitive events have been allowed. Anne Putnam, a resident of Corbett, said that bicyclists interfere with the citizens who live there (some use people's front yards as bathrooms). She asked if there are any guidelines for bicyclists. Charlie said that such issues are why he asked the promoter to get NEMCCA approval. The Hood to Coast run had been very disruptive to locals, but there has been great improvement recently. Working with the promoters to make the event safe has been the best way to improve the event for both the participants and adjacent landowners.

Anne Putnam asked if the moonlight run was going to happen again in 2003. She said that many people fell down. The emergency responders were drunk. Charlie said that there is a debriefing before and after each event, focusing on what needs to change or improve. Anne asked that someone from the Corbett area be part of the meetings on events.

The Springdale Job Corps curve was mentioned as a conflict point

between bicyclists and local drivers. It was suggested that it should be widened. Charlie said that he does not think we have the ability to widen because of the rail on one side and the cut slope on the other. Jeff Plummer said that local bicyclists, such as himself, use Neilson Road, rather than the HCRH. Charlie said that directing bicyclists to use Neilson had been discussed before, but Neilson is steeper and bicyclist would have to cross the HCRH twice eastbound. Charlie said that he would review this option again.

VISTA HOUSE INTERPRETATION

Jack Wiles presented large color panels of the proposed interpretation at Vista House, produced by Mayer Reed. The concept is that the upper rotunda contain an overview and that the lower level discuss the construction of Vista House, its architecture and its association with the HCRH and the Columbia River Gorge. This second piece has not yet been developed and will be a later stage.

Each of the eight columns will have a panel on the interior, all with a green background. Four additional panels will be on the outside of the columns with a shelf for botanical exhibits. There will be quotes, giving a sense of place and encouraging introspection. Materials will be embedded fiberglass. Ernie Drapela asked about fading and vandalism. Jack said that the new fiberglass is much better than previous. Since these are inside, there will be very little solar radiation. These are also much less expensive than other materials.

Robert Hadlow asked if the text was final. Jack said that some corrections had already been made to the samples shown; he welcomed information that would correct any remaining errors. Nancy Russell asked why the Barlow Road was shown, rather than the Oregon Trail route down the Columbia River. Nancy had previously sent some corrections to Henry Kunowski (including that the reverence should be to the Columbia River Gorge National Scenic Area – the two bold words were not included). Nancy said that the text skips over the last 20 years of history, including the acquisition of 37,000 acres, much of which helps preserve the view from Vista House. She noted that Oregon State Parks Trust and OPRD should also be listed as major fundraiser for the restoration.

Mandy Cole asked if the Native American-related information had been reviewed by the Tribes.

Jack said that fundraising for production will occur soon and they hope to have the panels in place in spring 2004.

PROJECT UPDATES

Warrendale to Moffett Creek--The project narrative is being developed.

As discussed previously, ODOT has determined that the remaining High Priority Project funds will be used to continue design work on the eastern 0.6 miles of the project, with the goal of having this portion of the project ready for construction in June 2004 (if construction funding is secured). Wayne Stewart presented four options for the bridge railing (attached). All incorporate 6-foot tall concrete pillars at the bridge ends, with similar 4-foot tall pillars throughout. The pillars could be 24-inches square or 16-inches square; Wayne prefers the larger one. Jeanette Kloos asked how the concrete posts could be used in the GeoWeb wall sections. Wayne said that it would be possible to pre-cast the concrete pillars and slip them over a steel post, which would be anchored in the wall, as was the previous design. Jerry Igo expressed concern that 42-inch height might be too low for bicyclists. Robert Hadlow said this is a standard height and is being used on the approaches to the Broadway Bridge in Portland. Mandy Cole said that the designs were very nice; she also prefers the 24-inch columns. Jeff Plummer asked if an arch element could be added to the metal part of the rail. Jack Wiles said that he liked Jeff's sketch. Jeff asked how many variations there should be on the "theme" of the family of railing designs. Diana Ross said that cost should not be the determining factor on the design; find the right design and then find the money to implement it. Diana said that previous HCRH State Trail projects have not honored the HCRH enough. Continuity is a concern, since some parts are already built; there may need to be a transition between the two designs. Diana likes the second option. Jeanette Kloos asked if the concrete pillars would meet the visual resources requirements. Diana said that the main scenic question would be whether the design harmonized with the HCRH; that is more important than the view of the trail from I-84. Wayne said that the ODOT designers need to give more emphasis to aesthetics of the design. Charlie Sciscione said that the original construction was variations on a theme. For example, the Shepperds Dell and Latourell railings look similar, but the spindles are different sizes and the rings are in different locations. Also, the rock walls are not all the same. It is okay to be a bit different. Gay Jervey also voiced her support, indicating that the original work was hand work and reflected the individual masons working on each. Wayne Stewart requested that he work directly with the designers on details.

Interpretive Sites and Signs--This project has been inactive while a new scope of work and contract is approved.

Toothrock Trailhead Access Road--The Completeness Review document is available. The Forest Service is working to provide additional information to Multnomah County.

Vista House--Exterior restoration is complete. \$1.3 million is available for interior restoration and fundraising continues. Jeanette Kloos will speak on April 5 for the Friends of Vista House training

Millennium Legacy Trail Art Project--Nothing new to report.

Casino--ODOT and OPRD have been asked to permit access for project development through the overflow parking area at the West Trailhead. Jack Wiles described a proposal received from the Tribes' consultant for an future access road that would bypass the Hood River Loops and cross over the HCRH just west of the George Quarry, continuing behind the hill and up near the existing gravel road to the Tribal Trust land. Jack also mentioned that the consultant had said that the Tribal Trust lands could be excavated down to the level of the overflow parking area

Mosier TGM--A proposal for keeping the current 24-foot pavement width on the HCRH and adding landscape strips and a multi-use path has been developed (attached). Gay Jervy said that the Totem should be ready by June. She presented a recreation and restoration proposal (attached) and requested that it be the subject of a future discussion. Gay said that the CGWA "Hook" is a good example of what can be done with volunteer labor

Cascade Locks TGM--Drawings from the Cascade Locks TGM grant study were distributed (attached). They offered several options for altering WaNaPa Street (the HCRH) in downtown Cascade Locks. The options maintain the existing roadway width, but introduce gateway and visual markers at cross walks to make the street more pedestrian-friendly. Many who attended a recent open house expressed dislike for the historic-style fluted luminaire poles and acorn globes that the HCRH AC recommended last year. They prefer something with a warehouse look that they believe is more in keeping with the city's business architecture and feeling. Jeanette has advised the consultant that the city will need to reinitiate the review process with the Advisory Committee if it wishes to explore other lighting options

ACTIVITY STATUS UPDATES

ODOT

Charlie Sciscione said that a recent storm caused the HCRH to be closed between Latourell and Vista House for one weekend, due to fallen trees. ODOT is working with Dave Sell, FHWA on the gutter restoration project. The pavement overlay may be able to extend from Alex Barr Road to Horsetail Falls. The Union Pacific Railroad is planning to replace its Oneonta bridge. They propose to bring in a large crane (seven truckloads for all the pieces) and lift the new and old bridges up and over all existing trees. Variable message signs will alert the traveling public to the short (less than one week) closure of the HCRH.

Sam Wilkins said that a rockfall had closed the HCRH below Rowena Crest for three hours. He noted that there had been more significant rockfalls on the old highway alignment between Biggs and Rufus (in an area referred to as "Matties Hump") which closed the road for 10 hours

each time. Tree trimming is occurring between Rowena and Mosier; these are pine trees that are dying. Trees that are leaning towards the roadway are being removed. On January 9 there was a 57-car train derailment near the Gorge Discovery Center that spilled soybean oil. During the initial cleanup, the HCRH was a good vantage point for observers and ODOT had to encourage people to move on. A rockfall project is beginning project development near milepost 81 on I-84. The HCRH is above this area and some guardrail is hanging in mid-air. Diana Ross requested to be involved in development of this project.

Forest Service

Diana Ross said that the Forest Service is monitoring the recently completed ramp at Multnomah Falls. Also, alternatives to dredging of Multnomah Creek are being explored. Charlie Sciscione explained that a multi-year Biological Opinion had previously been developed to allow material to be removed from the stream. Material has been removed three times, including the original emergency removal. The idea was to have a threshold level that would trigger removal down to a target level. Equipment was in the stream, which caused turbidity downstream for about an hour. New people are now at the regulatory agencies and consultation was reinitiated in 2000. The new draft proposal includes trying to remove material from two locations where the rock can be removed by equipment on the shore, rather than in the stream. Work would occur during the in-water work period (August) when there are many visitors. There is concern about silt in the gravels.

Diana Ross said that the Forest Service is looking at a project to retrofit the railing on the Benson Footbridge to keep small children and animals from falling through the gaps between the balusters. Members of the HCRH AC asked if this is needed.

Friends of Multnomah Falls are proposing an interpretive sign for the creek.

Allen Morresette is working to have the Mosier to The Dalles section of the HCRH added to the Forest Highway system. This would allow projects on this section to compete for Forest Highway funds.

Jerry Igo asked about the Forest Service noxious weed program, particularly at Tanner Creek. Diana said that Robin Dobson has \$3000/year to target noxious weeds. Jerry indicated that he is involving the Oregon weed control.

OPRD

Jack Wiles said that the user statistics circulated need additional work; he will bring revised statistics back to the Committee

MEMBERS ISSUES

Ernie Drapela asked if there was a way to extend the life of the Crown Point Viaduct by discouraging RVs on the HCRH. He noted that Mackenzie Pass has signs that discourage RVs. This topic will be on the next agenda.

Ernie Drapela said that there appears to be honor and respect for the HCRH and its bridges, but not as much for the masonry. Ivy and trees are growing and the masonry seems neglected.

Ernie Drapela provided a copy of the 1897 Oregon Bike Guide. Route 34 is a Portland to Boise route.

Jack Wiles said that Nancy Russell sent a letter requesting signs on I-84 directing people to use Corbett Hill road to reach Vista House. It was requested that this be discussed at the next HCRH AC, to see if the Advisory Committee wanted to make a recommendation to ODOT and/or the Oregon Parks and Recreation Commission. Nancy said that there is some confusion with exiting signs; most say "Crown Point" rather than "Vista House". She asked if all of the signs should say "Vista House".

Sam Wilkins mentioned that the size of signs is increasing as the population ages. This requires larger signs. There are strict rules on signing on Interstate highways.

The next meeting is March 18, 2003.