

HISTORIC COLUMBIA RIVER HIGHWAY  
ADVISORY COMMITTEE

Minutes  
February 27, 1991

Members Present: Lewis L. McArthur, Chairman, Don Adams, James Hamrick, Dave Jensen, Ken Jernstedt, John Lundell, Lorna Stickel, Carolyn Wood.

Members Absent: Julie Curtis, Jack Wiles.

Staff Present: Jeanette Kloos, Bill Whitacre.

Public Present: Nancy Goss Duran, Maggie Bendicksen, Northwest Strategies, Inc.; Gayle Rothrock, Columbia River Gorge Commission; Patti Ann Monzie, Mike Ferris, Mike Abbate, Doris Tai, Forest Service; Ollie Lash, Clifford Smith, Mid-Columbia Car Collectors; Julia Ferreira, Friends of the Columbia Gorge; Lynne LaFountaine, Columbia Gorge Hotel; Ed Robertson, Chinook Trail Association; Jack Bryant, J. Arlie Bryant, Inc.; Sue Jensen, Barbara Kurr, Only in Oregon; Richard Ross, Linda Maddox, Sherry Grove, SuAnn Reddick, citizens.

No changes were requested to the minutes from the previous meeting.

Richard Ross provided copies of letters to jurisdictions concerning the Historic Columbia River Highway (HCRH) and inclusion of connection projects in the Draft Management Plans (DMP) for the Columbia River Gorge. He stated two concerns: 1) the DMP does not include all of the projects in the 1987 Study and 2) recreation and historic preservation issues are getting lost in land use issues. He requested that the Committee members support inclusion of all of the HCRH projects in the DMP, both in writing and in person at the March 12 Gorge Commission hearing, and that they contact their respective local officials to request that they also show their support. Ross said that Troutdale and Gresham are sending support letters.

Don Adams request that the Forest Service state in writing why the projects were not included in their DMP and whether they will be included in the next document. Mike Ferris agreed to look into this.

### **75th Anniversary**

Nancy Goss Duran provided information about the Diamond Jubilee (attached). She noted that the Columbia Gorge Hotel has agreed to co-sponsor the time capsule event on Sunday, June 16. She brought the Committee up to date on the Highway closure issue, indicating that the current proposal was to make the portion of the Highway between Larch Mountain and Dodson one-way between 8 and 2 on Saturday. She had just received information from Hal Meyerdierk concerning the Friends of Multnomah Falls proposal for the recreation at that site (attached). The Committee discussed the pros and cons of having the Multnomah Falls re-creation on Friday. The Committee unanimously agreed to endorse having the Multnomah Falls portion of the event on Friday. Details of the event, such as the exact time of day, are to be worked out with the Friends of Multnomah Falls and the Forest Service.

The Committee discussed having the Highway one-way on Saturday. Don Adams suggested that the ending time for the closure should be based on the time needed for people to leave the Crown Point event, perhaps 3 pm rather than 2. Doris Tai suggested that the closure would take people as well as cones. Don Adams agreed, saying that providing more information at the beginning of the

one-way area would decrease the number of cones needed. He also said that wands may be less obtrusive than cones or barrels. Gayle Rothrock suggested that the Friday event might appeal to senior citizens, since it would be less crowded. Dave Jensen asked if the VIP could travel in the antique cars. Jeanette Kloos said that one car club had already offered to do this. The Committee unanimously recommended that Northwest Strategies and ODOT proceed with the concept of having the Highway one-way from Larch Mountain to Dodson from 8 to 3 on Saturday, June 25, with additional details to be worked out.

Julia Ferreira said that this would help the Volkswalk, which had tentatively been scheduled for 8 to 4 on Saturday from Waukeena to Ainsworth with a return on Trail 400, and the bike ride from Lewis and Clark to Ainsworth on Saturday. A second bike ride is planned from Latourell to Horsetail and return on Sunday. A second Volkswalk is planned for the Hood River to Mosier Tunnel area on Sunday. Ferreira suggested that the parking for this walk be at the gravel pit near the gate. The Committee suggested that there may be difficulty getting approval from the private property owners in the area. Another possibility would be to shuttle people from the United Telephone or Port parking areas. She also asked if the archery club should be asked to refrain from shooting towards the highway on this day. She discussed the need for port-a-potties, in particular, handicapped accessible ones, for this area since SOAR will be participating in this walk. Other hikes are included in her master list (attached). Ferreira asked if information would be available at Mitchell Point describing the Highway and Mitchell Point Tunnel, and if similar information would be available about the Mosier Twin Tunnels. Lewis McArthur said that the HPLO map should be available. Ferreira said to expect about 1000 people for the Volkswalks.

The representatives from the Mid-Columbia Car Club asked if a decision had been made on the age of the cars to be allowed in the antique car rally. Duran said this had not yet been determined. Dave Jensen suggested that the classic Thunderbird car owners and the classic Mustang owners might want to participate.

Nancy Goss Duran discussed the logo designs. The Committee agreed that they preferred the first design. Don Adams asked if the border could be tighter, the letter size decreased and the diamond shape increased. Lorna Stickel asked if the date or dates could be added. Ken Jernstedt asked if it would be a real diamond shape. The Committee also agreed that, of the two representations of the Shepperd's Dell Bridge, that the top one was preferable. SuAnn Reddick asked if the most famous silhouette of the Gorge, Crown Point, could be used. Gayle Rothrock said that eastern residents of the Gorge do not think that it is representative enough. Don Adams said that he likes the symbolism of the bridge, tying people and parts of the state together.

Nancy Goss Duran requested that the Committee members send their proposals for people to be invited to the different events to her or Jeanette by March 7. The different events will have varying size invitation lists. While the Multnomah Falls and Crown Point events can accommodate most people (1000 approximate limit at Multnomah Falls), the Saturday evening affair will only accommodate 150 to 200. The Sunday time capsule luncheon will only accommodate about 300. Names, addresses and zip codes are needed. Someone reminded us that former Governors Vic Atyeh, and Neil Goldschmidt should be invited. It has not been determined whether spouse could/should be invited. Another item that has not been finalized is what time of give-away there will be for the VIPs.

Lorna Stickel said that Multnomah County would like to play a more active role in the event. Three boxes of the original records from Roadmaster are now at the Oregon Historical Society; additional information may be at the Yeon shops. Some of these may be useful for the exhibit. Multnomah County may be able to help with signing and traffic control. They may also have some old

equipment that could be displayed.

Lewis McArthur described the planning for the display. Dottie Harrington of the Oregon Historical Society is working on a display that would include 16 panels. Four of these would be early history, including geology. Eight would be specifically about the HCRH and its construction. The last four would discuss current conditions and plans.

Nancy Goss Duran said that she had contacted Maryhill Museum. While it does not seem to fit in the schedule for many people to visit Maryhill during the weekend, it may be possible for an exhibit of photos and artifacts from Maryhill to be on display at Vista House for the weekend.

### **Only in Oregon**

Sue Jensen and Barbara Kurr discussed their proposal for an event to be held August 9-10. It will include sailing, skiing, mountain biking, wind surfing and a road rally. Sue Jensen assured the Committee that the event would only have a maximum of 50 cars spaced over a two hour period. The cars would have to obey all traffic laws or they would be eliminated from the competition. Winners of the road rally portion would be based on the number of questions about historic sites they were able to answer. There would be no time factor involved. They requested permission to use the Diamond Jubilee logo and have their event included in a list of things occurring during the 75th Anniversary year. This was unanimously approved by the Committee.

### **George Quarry**

The Committee discussed the response to the Gorge Commission on the George Quarry. A copy of the letter was given to Jack Bryant. Lewis McArthur read a letter from Frank Schnitzer, Department of Geology and Mineral Industries, concerning another Bryant property, the Hannel Quarry near the gate. Jack Bryant complained about the short notice for the previous meeting. While he had received a notice of the meeting, the draft agenda did not include any item affecting him. This was not added until the day before the meeting, and he was notified by phone. The Committee agreed to keep the issue on future agendas. Jack Bryant may call before the meeting to confirm whether or not the Committee actually expects to have any discussion about the quarry area. There was considerable discussion about the different operations and ownerships in the area. Lewis McArthur will attempt to get a map showing ownership and the George, Koberg and Hannel quarries for the next meeting.

### **Multnomah Falls Site Plan**

Mike Abbate gave an update on the alternatives being considered for the Multnomah Falls site (attached). The Committee discussed alternatives E and F. The Committee was not asked to take any action and they did not want their concerns to force the Forest Service to choose one or the other.

### **Activity Reports**

Brian Litt said that there is one more Gorge Commission hearing scheduled for March 12. He urged the Committee to comment at that time.

Don Adams said that Gary Kennen was planning to use the Multnomah County Corrections work release crews to clean the Moffett Creek Bridge and to do other projects along the HCRH. Lorna Stickel asked if the crew would be able to replace the spindles also. Adams said that the work

release crew would not have the skills to do this; Highway crews would need to do that work. The milepost should be placed this summer. Internal work is proceeding based on the discussion at the last Committee meeting concerning the Cascade Locks Motel proposal. Adams mentioned that there had been a request for a vacation of the road by Meredith Motel, which could be the access to Ruthton Point.

The two-rail wooden guardrail project is proceeding. Lewis McArthur asked if it would be possible to have 20 -30 feet of the rail at Portland Women's Forum State Park by June 15. Adams will investigate this idea. Lorna Stickel asked why the posts for the single-rail guardrail were not painted. She said that we need to make sure that the post for the double rail are painted.

Adams mentioned that Gorge work was taking more than half of Jeanette Kloos' time. Last year it was closer to 2/3 time (see attachment). This is a problem, but no solution was available at this time. Lorna Stickel said that perhaps it should be a full time rather than a half time position. Adams said that it would require a presentation to Bob Bothmann to get a full time position.

Bill Whitacre said that the mileposts between Mosier and Chenoweth Creek should be in place within two months. Sherry Grove said that she knows where one of the original mile posts is (in private ownership). She will work with Lewis McArthur and Ken Allmer to see if it could be used in the Display.

John Lundell gave an update on the Chenoweth Interchange. Jeanette Kloos provided the two attachments, from Dwight Smith and Friends of the Columbia Gorge. A second alternative has been developed that would be located with the Urban Area and would not impact the HCRH. This alternative has not yet been discussed with the people who were participating in funding the project. The second alternative would avoid Section 4(f) property (the HCRH); such property must be avoided unless it can be proved that there is "no feasible and prudent alternative" that does not impact the property and that all measures to minimize harm have been included in the project. The second alternative may involve a hazardous materials "Super Fund" site.

The next meeting was scheduled for March 28 in The Dalles (Cousin's Restaurant).

#### Attachments

Richard Ross

Diamond Jubilee

Friends of Multnomah Falls

FOCG Hiking Weekend List

Only In Oregon

Multnomah Falls Site Plan

Friends of The Columbia Gorge

Dwight Smith - Chenoweth Interchange