

**Historic Columbia River Highway Advisory Committee**

**March 20, 2001**

**Columbia Gorge Discovery Center**

**The Dalles, Oregon**

Members Present:	Bill Pattison, Carolyn Wood, Sally Donovan, Jerry Igo, Jack Wiles, Janice Newton, Kevin Price, and Charlie Sciscione
Staff Present:	Jeanette Kloos, Robert Hadlow, June Carlson, Dawn McClure, and Ed Moore
Others Attending::	Diane McClay Oregon Parks and Recreation; Nancy Russell, Friends of the Columbia Gorge; Diana Ross, Forest Service; and Norman Dallas.
Bill Pattison, chair, called the meeting to order..	
<b>APPROVAL OF MINUTES</b>	
<p>Jeanette Kloos reported that Russ Jolley provided additional information on the two plaques mentioned in the last minutes. Robert Ellis left his estate in part to the Oregon Roadside Council. Some of these funds were used to re-landscape the Rowena Crest area with native plants. The plaque is in recognition of his contribution to the area. The Rose Lenske plaque recognizes the wife or mother of Rueben Lenske who donated that property. Jerry Igo added that the Portland Garden Club worked on the plantings at Rowena Crest, growing the plants and planting them. Nancy Russell said that the Robert Ellis estate went to three entities; The Nature Conservancy was another. Berta Utey of The Nature Conservancy helped organize the work at Rowena Crest.</p> <p>Two typing corrections to the minutes were mentioned. On page 6 "police" should be "policy" and "Dobbins" should be "Dobson."</p> <p>Jack Wiles said that the discussion on cultural and visual resources appeared to be missing the conclusion of what next steps would be taken. This statement (that Sally Donovan, James Hamrick and Jeanette Kloos would organize additional discussions) was at the end of the minutes and should have been at the end of the discussion.</p> <p><b>Minutes were approved as amended.</b></p>	
<b>STIP DRAFT</b>	

Jeanette Kloos discussed the draft STIP; the Forest Highway Enhancement projects will be added to the published draft. There was one change to the Forest Highway Enhancement project list: the Toothrock Access Road paving project, scheduled for this year, will be delayed until next year. This change allowed this year's money to be transferred to the Vista House project.

Other projects in the Forest Highway Enhancement program included the HCRH Interpretive Sites and Signs project and the Multnomah Falls handicapped access (see attachment). The Visitor Contact Station (Interpretive Plan) is on the list of alternate projects, not currently funded.

### **PRIORITIZATION OF NATIONAL SCENIC BYWAY GRANT PROPOSALS**

Jeanette Kloos received a call from the Gorge Visitors Association; they decided not to apply this year for the grant. They are trying to find funding for a director and have decided to put their energy into that rather than project funding.

The two proposals include: 1) Rowena Pit Restoration and Rowena Crest fence replacement and 2) Chenoweth Creek Bridge restoration and Shooting Range Pit.

Jack Wiles presented a photo of the Rowena Pit and one photo simulation to show how it could look after restoration. He has refined his cost estimates by reviewing the cost spent to restore other pits. The new estimate is \$238,000, plus the cost of the fence. The Rowena Crest Viewpoint is the trailhead for the trail to Tom McCall Point. Currently the trail is not ADA accessible.

Carolyn Wood asked if this is the trail that has been described to her as a narrow ridge, infested with ticks, where pets should not be taken? Jack said that it is the same trail, but that the description is of the part that is farther up the trail. The upper part is Nature Conservancy property, while the lower is OPRD. Nancy Russell asked Jack to check on ownership; she believes that federal funds for this property came through The Nature Conservancy, but she thought that the land passed on to OPRD.

This project ranked #3 in the state last year. Jack thinks it has a good chance of funding this year.

Ed Moore presented the attached information about projects at the eastern end of the HCRH.

1. Restoration to Chenoweth Creek Bridge - it needs to be widened and new railing installed. The railing was designed based on the original

HCRH bridge rail. This project is important because it is the eastern end of the National Scenic Byway and is highly visible. Cost is estimated at \$300,000.

2. Shooters Pit- Options include:

a. Build a 6 ft (2 meter) rock berm to control parking, litter, and trespassing - \$29,000

b. Install wooden guardrails to prohibit parking - \$42,000.

c. Some restoration of the pit, including smoothing the rough edges and seeding with native grasses. This is estimated to cost \$50,000 plus planning and plants.

\$379,000 for the two projects

Carolyn Wood liked the berm idea and cleaning up the area. She asked how future restoration would occur with the berm in place. Ed Moore said that it would be easy to remove a portion of the berm to access the area for future restoration.

Jerry Igo asked what rock would be used as planting material? He said that the sweepings at Chicken Charlie Flats that Russ Jolley has been planting have worked well. Also, the plants used need to be "rock pit plants," such as Barrett's Penstemon.

Charlie Sciscione mentioned that there is another pull out west of the pit. Charlie asked if it would be possible for people to hide behind the tall berm? Maybe a smaller one would be better.

Ed Moore discussed the long-term plan developed previously that would have changed the use to a picnic area. Research shows that the best way to stop trespassing is to have other people present. If this were a park with interpretation, it could be a nice gateway to the HCRH.

Carolyn stated the Sheriff reported that, after taking license plates numbers, it seems to be the same 16 or so people using the pit. There should be an alternative area for the shooters to sight their guns or practice and this area should have a sign directing people to the other area. Charlie Sciscione said that this was difficult since many people do not want the noise created by such uses near their properties. It was difficult to find a replacement site for the Hood River Sheriff, to replace the former use at the East Pit; one was eventually found near Hwy 281.

Diane McClay asked if Dale Young had asked ODOT about use of this

site for his explosives storage. Dale Young had mentioned to Diane that he was working with Munson concerning the quarry at the top of the hill, but there was some "state property" nearby. If the site were to be an explosive storage site, ATF would want assurance that there was no shooting nearby. Jerry Igo asked why ODOT has not put up a "No Shooting" sign, then ask the Sheriff to enforce it.

Carolyn Wood suggested we start by adding a berm and explore alternative shooting areas. This would create better public relations with the community and we need public support to be successful. She asked if the shooters could work with the trap shooters across the river on the airport property?

The Committee discussed the old restoration plan. Diana Ross thought that this might be acceptable as part of a "Reclamation Plan", rather than being characterized as "mining". Ed Moore said that the reclamation plan could produce enough valuable rock that it would cover the cost of the reclamation work. Diana Ross also thought that making the place attractive would decrease the trespassing, litter and shooting.

Nancy Russell said that the work Russ Jolley has done at Chicken Charlie Flats has provided a good example of local wildflowers, but that this site would have safer access.

Jeanette Kloos noted that the bridge railing proposed on the Chenoweth Creek Bridge is a re-creation of the original design. This is an important point to include on the grant application. Restoration of a component of a National Historic Landmark will be rated well. Also, the berm at Moffett Creek has been criticized as not meeting visual subordination requirements because of its constructed appearance. It is probable that the proposed berm at the Shooters Pit would also have this problem and would not be likely to be approved.

Ed Moore said that he would take the issues of the Shooters Pit back for discussion. He will not submit it for this National Scenic Byway grant cycle. It looks like the full restoration option needs to be explored further.

Carolyn Wood asked what the bridge rating is for the Chenoweth Creek Bridge. Ed Moore will look this up and include it in the application package. Ed was asked if bridge funds could possibly be used for this work. Ed did not think bridge funds were available.

Jack Wiles asked if CARA funds might be available? This source is possible, but eligibility is unknown at this time.

Robert Hadlow suggested that the accident history, if any, should be

included in the application. The narrow bridge would appear to be a potential safety problem.

The HCRH AC unanimously agreed to rank the Rowena project above the Chenoweth Creek Bridge project. The letter on the ranking will reflect the Committee's conclusion that both projects have about equal value, but that the Rowena one was previously considered and should therefore rank higher.

A second motion also passed unanimously to support the restoration of the Shooter's Pit with landscaping. Ed Moore will return to the HCRH AC with a restoration plan in the future.

### **CULTURAL DEVELOPMENT PLAN**

Some of the HCRH AC members had received copies of the Cultural Development Plan, but none in attendance knew enough about it to lead the discussion in James Hamrick's absence. The Committee requested that copies be sent to each member (except Carolyn, who has a copy).

### **NEW AWARDS--AASHTO**

The American Association of State Highway and Transportation Officials (AASHTO) is sponsoring a new award program for scenic byways called "The Road Beckons: Best Practices for Byways". The awards will be presented at the 2001 National Scenic Byway Conference in Portland. Jeanette Kloos proposes to submit two applications - one for Hood River to Mosier and the second for the HCRH Interpretive Panel and HCRH Brochure projects. Applications are due April 30. Projects must have been constructed in the 1995 to 2000 time frame. Other applications are encouraged, particularly the Graphic Signing System and Thematic Site Signs.

### **MONUMENT GUIDELINES**

Robert Hadlow presented the revised Guidelines for Commemorative Monuments (Attached).

Nancy Russell asked who would be giving the awards? Does the language on who can give an award need to be more restrictive to avoid commercialization?

Charlie Sciscione suggested that the policy might allow commercial names, but not logos, on plaques.

Kevin Price said that OPRD receives many requests and the customers want to place the plaque where OPRD does not want them. So, Oregon State Parks has designated a special park area just for memorial rose

bushes.

The Guidelines were unanimously approved.

## **PROJECT UPDATES**

### Starvation Creek to Viento

Construction has begun. There have been a few bumps in the road with funding, but the project should be finished this summer. The planting will be done later this fall.

The stone monument with the replacement plaque will be moved today. Recently ODOT staff met on site with Hood River County Planning and Diana Ross to discuss the project. Several changes to the project were proposed. One involves the area just north of the vegetated retaining wall and southwest of the restroom. Part of this is a paved path that will be replaced by the new path. This asphalt should be removed and turned into a landscape area. While all parties agreed this is desirable, we need to find a way to pay for the work.

### Visitor Contact Station (Interpretive Plan)

The 2nd draft of the docent guide is out for review. The Advance Plans will be sent for review soon.

### Interpretive Sites and Signs

The first meeting for this project will be March 22 at the Expo Center in Hood River. The project includes design of improvements at the intersection of WaNaPa and Forest Lane in Cascade Locks and at the intersection of OR 35 and the HCRH in Hood River. Approximately 12 signs will be designed. The group will brainstorm potential stories for the signs at this meeting.

### Warrendale to Moffett Creek

Still in beginning design stages. ODOT has found a piece of HCRH: a stone culvert in poor condition. The beams are cracked and it is currently supporting the fill from I-84. It is a different design from the others (it is haunched) so that makes it unique. We are looking to see if we can do the fiber wrap, but the Bridge engineers think is too damaged already for that method. It looks like a cave with a lot of water running through it. There is a metal culvert that carries most of the volume of water from the south, under I-84.

### Toothrock Trailhead Access Road

The Forest Service will design and construct this project. ODOT maintenance staff has raised an issue about how to handle drainage down to freeway; there is concern about erosion. Construction begins next summer.

### West Oneonta and John Yeon Trailheads

Jeanette Kloos gave the construction plans to Jack Wiles. The Forest Service will construct this project this summer. A Memorandum of Agreement is in the signature process to move the Beacon Rock Heritage Marker over to Bonneville Dam, where visitors can read it and see Beacon Rock at the same time. The Travel Information Council will restore the sign during the move.

### Vista House

The restoration project for the exterior is now fully funded, because Forest Highway Enhancement dollars were shifted into this fiscal year. Vista House will be open from April 15 until construction begins in July. All contractors must be pre-qualified.

### Millennium Legacy Trail Art Project

Recently a National Endowment for Arts grant has been approved for a total of \$27,000 (\$9,000 each from NEA, Oregon Arts Commission and OPRD). A Request for Proposals will be advertised soon to select an artist.

### 2001 National Scenic Byway Conference

Mobile Workshops through the Gorge are planned for August 28.

## **ACTIVITY STATUS REPORTS**

### **ODOT**

Charlie Sciscione noted that it was time for brush cutting. Charlie's maintenance crews have been receiving complaints. The brush whacker that they use splinters branches, which look awful for a short time and then the ends get overgrown and look natural. If the maintenance crews use chainsaws, it looks neat and sculptured and does not over grow and does not look natural.

Jeanette Kloos reported a complaint from Jean Hepburn about cutting near Grange Hall Hill. Jean complained that ODOT is not following the agreement concerning maintenance of some plants that were donated by a nurseryman. Charlie Sciscione said that he has not been able to find any agreement, but this is the second person that has mentioned these plants.

Ed Moore said that Sam Wilkins and his crews are doing winter cleanup and minor patching. Durable striping is being used on I-84. Work is continuing on the Shogren Bridge replacement and pavement between Shogren and Rowena.

Charlie Sciscione mentioned that the Farley Slide (east of Cascade Locks) has been removed from the STIP and a project to repair the embankment

between Rooster Rock and Corbett has been added. Jerry Igo asked if riprap would be used. Charlie said that bioengineering has been proposed, but it has not been tested in this large a river. ODOT does not want to experiment on I-84 and the Columbia River, so we expect to use riprap below the 50-year flood-plus 4-foot line, and bio-engineering above that line.

June Carlson announced public meetings concerning the I-84 overlay projects (Marine Drive to Corbett and Cascade Locks to Hood River) on April 4 in Troutdale, April 5 in Cascade Locks and April 11 at the Hood River Senior Center.

## **OPRD**

Kevin Price reported that campgrounds at Ainsworth, Memaloose, and Viento opened Friday, through October.

OPRD is considering purchase of a chipper to chop up woody debris, instead of burning it.

The Sandy River Steelhead season is opening. The Dabney boat ramp has been expanded to serve three boats and to be year-round rather than seasonal. A new entrance overlay at Rooster Rock will provide 3 access lanes. This will enable annual permit holders to bypass the ticket booth.

Jack Wiles asked if there were any corrections to the list of names that will be in time capsule.

"The Hunted" (a movie filming in area) paid OPRD \$100.00 for some ivy.

The West Trailhead water line was installed poorly and has leaked. OPRD has spent two weeks of staff time repairing it again.

The HCRH State Trail sections have been swept. OPRD has almost completed its first year of operating the HCRH State Trail from Hood River to Mosier. People are using the East Trailhead more, because the trail access to the tunnel is much shorter than from the West Trailhead. Because of this, parking is becoming a problem at the East Trailhead on busy days, with people parking along Rock Creek Road and on the path between the parking area and the Trail. Diane McClay presented information on users of the HCRH State Trail (attached). The use shifted dramatically from local to regional (and even international) after the grand opening Celebration in July.

Diane McClay has made 150 keys to the gates so far. This is too many; the locks will be changed again soon and the new keys only given to those with definite need. Each agency will be asked to create a check out

system, so that there are fewer people with keys and better control on who has access. Any agency that needs access needs to work with OPRD to get a key. Non-OPRD locks will be removed.

The Third Annual Columbia Classic run/walk will be July 3. This year a bike component will be added, but it will be mostly on county roads west of Larch Mountain Road.

Nancy Russell questioned Kevin Price about the policy for allowing filming on the HCRH State Trail, particularly how fees collected will be used. OPRD has a fee schedule for any type of commercial use. On the HCRH State Trail, money goes into an entrepreneurial account that is associated with the Trail. It is not dispersed though out the rest of the State Park system. Kevin Price expects to use the money for school outreach programs or purchases that would actually benefit the site itself.

Nancy Russell asked how OPRD insures that filming activities do not interfere with visitor recreation. Kevin Price believes that any special event is going to affect visitors. State Parks tries to accommodate the film crews, but Kevin also seeks to minimize the inconvenience to the visitors. Recently, a company wanted to close Vista House so that it could film. Kevin said it was possible if the company paid OPRD \$15,000, with the money going toward Vista House's restoration. At that point the dollars might outweigh the inconvenience to the public.

Diane McClay noted that OPRD places a 10-minute time limit on how long film companies can hold up traffic or the visitor. But on-site staff is needed to enforce it. The restrictions are included in contracts between OPRD and the film companies. These even include clauses stating that the film companies will pay for OPRD staff to monitor contract compliance. This money is deposited in the special fund noted above.

Nancy Russell acknowledges that it is good to have the money and that the accumulated funds benefit the public, but there may come a time when there are too many filming companies on the Trail.

Charlie noted that there is a lot of filming that goes on the highway portions of the HCRH. The film companies are politically connected and for us to say NO is hard. His crews try to keep them in a time frame that does not inconvenience the public. He agreed with Diane that you really have to watch them. He also realizes that using the HCRH as a film venue is free advertisement in a sense.

Nancy believes that ODOT and OPRD need to consider the visitors. For instance, if someone had come all the way from New York and wanted to see Vista House they might be quite disappointed to find it closed for

filming.

Diane mentioned that some Trail users would like portable toilets placed somewhere between the West Trailhead and the Tunnels. Customer comments about the portable toilets were recorded but no decision has been made about their placement.

Kevin stated that the other 22 trails that OPRD manages in the CRGNSA do not have restrooms along the trails. It is not possible to satisfy all needs. Some requests are contrary to preservation of resources.

Diane McClay noted that people have also requested benches along the trail. She wondered if they mean a wooden bench or a cluster of rocks flat enough to sit on and have lunch.

Kevin Price, Diane McClay and Jack Wiles will further discuss the placement of benches along the HCRH State Trail. They will look at different materials and designs, as well as locations. They will ask James Hamrick what a historically acceptable solution might be. After gathering additional information on options, they may come back to the HCRH AC with a proposal.

#### **USDA - Forest Service**

Diana Ross said that the Forest Service will celebrate the 75th anniversary of Multnomah Falls Lodge on June 16-17. (Note: this is also Friends of the Gorge Hiking Weekend. Both Jeanette Kloos and Bill Pattison will lead hikes on the HCRH State Trail during the weekend.) The Forest Service is also working on the design of ADA access at Multnomah Falls.

Charlie Sciscione asked Diana Ross about the white tarp at the Angel's Rest Overflow parking area. Jute mesh was there originally, but it was not tied down properly. Plastic was then placed there to keep the hill dry. Diana Ross will look into this to determine the time line for removal of the white plastic and replanting.

#### **DEVELOPMENT REVIEWS**

Very few were on the HCRH.

#### **MEMBERS ISSUES**

Carolyn Wood wondered about whether a schedule has been set for antique cars drive through the tunnels. Kevin Price noted that OPRD has one event scheduled for May 19th. ODOT and OPRD need to set a policy for how to determine the 5 events for each year. Sally Donovan asked that the agencies involve the car clubs because they have policies they already follow.

Kevin sees many challenges. For instance, if a car club organizes a tour, will OPRD allow them to exclude non-club members? How will the five events be distributed (first come first serve, lottery, highest bidder)? How many cars will be allowed in an event? Can they accommodate senior citizens and others who cannot walk 0.8 mile into the Tunnels?

Kevin and Diane will develop both a short term and long term antique car policy and bring it back to the HCRH AC. They asked AC members to send additional comments and concerns to them.

Carolyn Wood also sees the antique car events also as an economic development issue because they bring more tourists to the community. The community wanted the car clubs to come and to use the local services. Economic development impact on the East End of the Gorge is one of the goals of the CRGNSA.

Charlie Sciscione announced that on Thursday, March 27, 7:30 p.m. at Multnomah Falls Lodge, landslide specialist and geologist Scott Burns will give a slide show of Gorge geology, including the Missoula floods.

Charlie Sciscione suggested that, before all the rock pits in the Gorge are landscaped to cover the scars, one should be kept to show the importance of the pits to the HCRH. It may even warrant an interpretive sign. Children and students could get a lot of information from looking at a scarred pit and talking about the process of quarrying building materials for road.

Kevin Price described a problem at Rooster Rock. Oversize loads cannot fit under the overcrossing structure at the interchange. They enter Rooster Rock, where it is nearly impossible for them to turnaround and return to I-84. They usually run over and break curbs and irrigation pipes. In the future, oversized trucks should be routed over US 26.

Jerry Igo is gratified that the weed control is going forward at Tanner Creek.

Sally Donovan noted that the Hood River Museum is opening on May 5. It also needs more photographs for its travel corner. Diane McClay suggested that she contact Paul Kolas of Hood River, who likes to share his photography.

Carolyn Wood noted that the Columbia Gorge Discovery Center/Wasco County Museum just hired Ken Kasmiresky as its new director for history and curatorship. He comes from Butte, Montana, and is a good resource for Lewis and Clark Expedition studies, with extensive excavation

experience at Fort Mandan and Fort Clatsop.

**NEXT MEETING DATE AND LOCATION**

Date-Tuesday, June 26, 2001

½-day tour of construction projects beginning at Viento

½-day meeting at EXPO Center in Hood River