

**Historic Columbia River Highway Advisory Committee  
September 2, 2004  
Best Western—Columbia River Inn  
Cascade Locks, Oregon**

Members Attending:	Jerry Igo, Art Carroll, Jack Wiles, Ernie Drapela, James Hamrick, Carolyn Wood, Wayne Stewart, Patti Kileen, Bill Pattison, Charlie Sciscione
Staff Attending:	Jeanette Kloos; Robert Hadlow
Others Attending:	Bob Willoughby, and Richard McCulley, City of Cascade Locks; Sam Wilkins, ODOT; Diana Ross and Kim Titus, CRGNSA Forest Service; , David Sell, FHWA; JoAnn Wittenberg; Ralph Hesgard, Mayor of Cascade Locks; Chuck Daughtry, Port of Cascade Locks; Louise Yarbrough, Friends of Vista House.
Note taker:	Charmell Burgess Camacho, ODOT

Bill Pattison, chair, called the meeting to order. The Advisory Committee approved the minutes of the July 1, 2004, meeting without changes.

**PUBLIC COMMENTS**

None.

**CASCADE LOCKS-WA NA PA STREET AND FOREST LANE**

Bob Willoughby, City of Cascade Locks, reviewed the presentation made during the July 1 HCRH AC meeting, in Hood River, about its Downtown Economic Development Plan. The City sent the attached letter with requests regarding WaNaPa and Forest Lane.

1. To reaffirm the statement in the plan to make visual narrowing with curb extensions.
2. To ask that the Committee table amendments to the HCRH Master Plan that would define this district with existing curbs.
3. To obtain an endorsement for the transportation enhancement proposal at the intersection of the access to Marine Park and the HCRH that would implement the Downtown Revitalization Plan with curb extensions and landscaping.
4. Support the Port of Cascade Locks' proposal for the undercrossing of the UPRR to Marine Park.
5. Define the Forest Lane cross section.

The City likes the concept drawings that were distributed in the mailings, prepared by Wayne Stewart (attached). The two cross sections described would be a great improvement. They would like to see these adopted.

Richard McCulley raised concern with sand and gravel being deposited in the landscape strip. He wondered if plants would survive. Bob Willoughby said that the City would propose a sidewalk behind the curb, but no planting strip along Forest Lane. Wayne Stewart said that, in business areas, having the sidewalk immediately behind the curb is usual, but in residential areas, it is more pedestrian friendly to have a landscaped parking strip. Jack Wiles agreed that a landscape strip is important for a residential feel. Patti Kileen discussed that Salem has a 1½ to 2 foot concrete strip adjacent to the curb, then a landscape strip, then the sidewalk; this works well with on-street parallel parking.

James Hamrick asked what bikes would do when the bike lane disappears. Wayne Stewart said that the bikes would merge into the travel lane when there was not sufficient width for a separate marked bike lane. Extensions should slow traffic sufficiently to make it work with bikes merging periodically where there is no bike lane.

Jack Wiles asked if the proposal will be incorporated into a revised draft Programmatic Agreement. James Hamrick said that this proposal will get the Programmatic Agreement process moving again, with a signed document the proposed future outcome. Art Carroll asked if the sketches summarized the discussions at the August 10 workshop. Bob Willoughby said that the sketches reflect the discussion and are what the City is trying to accomplish.

Carolyn Wood proposed a motion to endorse/approve the sketches in concept for WaNaPa and Forest Lane and to endorse the concept for an additional underpass for Marine Park and to pursue a revised Programmatic Agreement. The motion was passed unanimously.

## **VISION FOR HCRH 100TH ANNIVERSARY OF DEDICATION - 2016**

### **JEANETTE KLOOS**

At the last meeting the Advisory Committee requested to reprioritize projects, during the discussion of the 100th Anniversary of the HCRH. Proposals were summarized on background information sent August 24 (attached). Proposed projects were placed in one of three main categories: enhancement, reconnection, or restorations/repair projects.

Jeanette Kloos gave a brief overview of each of the proposed projects. Questions, answers, and comments were given on each.

Jeanette proposed that the AC members rank the projects, as presented on large charts, with colored dots, numbered 1-19 for the Enhancement chart and with the following color scheme for the Reconnection and

Restoration/Repair charts - 1—Green, 2—Blue, 3 & 4—Yellow, 5—Orange, and 6—Red. The results will be tabulated and presented after the meeting and discussed at the next meeting.

**PROJECT IDENTIFICATION REPORT-HISTORIC FEATURES RESTORATION--LARCH MT. ROAD TO DODSON DAVID SELL**

Dave Sell reported that the Project Identification Report was distributed to the Advisory Committee for review. A limited amount of funding was given the HCRH Gutter project. This Report identifies engineering features (guard rocks, culverts, parapet walls, bridges) that need additional restoration. It is unusual to have a Project Identification Report completed before a project is funded. This Report proposes \$3.2 million worth of work. This entire project would be historic preservation. There are some safety issues and structural pieces. Someone needs to submit this project during the next call for Forest Highway Projects (exact timing unknown, but probably 2005-2007). Carolyn Wood feels this is an opportunity we cannot pass up. She moved to make it one of our major goals for the 100th Anniversary and to submit the project for funding during the next call for Forest Highway projects. The Committee passed motion unanimously.

**VISTA HOUSE ADA PROPOSAL--JAMES HAMRICK**

James Hamrick distributed a draft drawing of the current proposal (attached) for an access ramp for Vista House. He said that OPRD has been struggling with the issue of ADA access to Vista House for a long time. He would like to see a design that is simple, transparent and has a low visual profile.

A “completeness review” letter was received from Multnomah County regarding application; OPRD expects to respond by about September 7.

This proposal includes a cable railing, so it would appear to “disappear”. There are no bollards. There is a slight curb. Under lighting is proposed. Jerry Igo said the cables are an excellent idea.

The National Park Service has also reviewed these concepts and agreed to a “No Adverse Effect” determination.

Ernie Drapela believed that this was reaching a level of acceptability. He liked the idea that it could be removed and that it would not require modifying the concentric steps leading up to Vista House. There was a question as to whether the first few stairs were along the edge of the basement and would mean digging down into it. Jack Wiles was concerned about the 8 percent slope; however, there is not enough distance to do a 5 percent grade. Wayne Stewart confirmed that all the grades would meet code.

Carolyn Wood liked that the newest design was minimalist and there was not a huge slab of concrete that would need to be laid down as in previous submittals. Charlie Sciscione was concerned about whether people would drive into it. Carolyn suggested reflectors or a safety sign as a solution. Bill Pattison talked about the view when you drive up to Vista House; can it be moved to the east or west side of the building

Wayne Stewart said there are several things that bother him. The ADA request is not just to get in but to get to the restrooms. This plan does not deal with how to get to the restrooms. This would be an incomplete plan. When you approach by vehicle, your view is to the door on the south side of the building. If ramp is added, the views would now be of the ramp. It would be intruding on the view line. Wayne warned that we need to look at the significance of this building. He suggested looking for a different solution. He came up with some ideas (see attachment). He suggested using an elevator outside to take visitors to both levels. This would get rid of the ramp that would be in the view line. Patti Kileen said that she liked the cables and has seen them used in several projects. She likes Wayne's concept and believed that it enhanced the circular plan around the building. Jerry Igo said we would still need a fence to prevent people from falling if we did the elevator outside. Wayne said that his proposal would stay out of the area that has recently been waterproofed.

Many other options were discussed briefly. James Hamrick explained that most of the ideas had been previously discussed and rejected. He requested a vote on his proposal.

Diana Ross stated that the USDA Forest Service commented on the project as part of the NSA review process and because of the important decisions on how the proposed action could affect this very significant historic resource (see attached letter and report). Diana stated that the Forest Service does not agree that this project has "No Adverse Effect" on Vista House, though they understand the need to comply with ADA. The Report gives a summary of compliance with the CRGNSA Management Plan scenic requirements. Designers need to try to blend the scenic highway with the changes with the landscaping. The current proposal will be visible and not meet Partial Retention; in fact, it calls attention to itself and breaks the circular look. She agrees that the proposal needs more work. Natural building materials are required by the Management Plan. The intersection of the linear ramp and the circular steps needs to be solved.

Jerry Igo asked if there are time constraints; James said that something needs to be submitted to Multnomah County soon, so that it can be constructed in time to open next spring.

Dave Sell personally believes that the ramp will have an adverse effect on the building. He suggested looking at alternate technologies to get handicapped people into the building. FHWA's opinion is that any access that does not affect the restoration previously completed with their funds, would be supported.

Jim Hessel, president of the Friends of Vista House, stated that his organization is mostly concerned about getting back into the building but also to preserve it for the public. They would prefer having a separate handicapped restroom outside. If we have to have an elevator and ramp, it needs to proceed so that the building can be used.

Kim Titus, CRGNSA Forest Service, said that this is an important decision, because temporary solutions have a tendency to become permanent. The Forest Service wants to assist in finding a solution.

Patti Kileen asked how access is handled at other circular buildings, for example, the Jefferson monument. The discussion went to different types of lifts and Evacutrac type solutions.

Louise Yarbrough, executive director of the Friends of Vista House, stated that her organization has a financial interest in getting this place open for visitors. But she was concerned about compromising the building. The historic preservation laws protect the historic building; we should look at the value of this historic building when making the decision. She did not like the idea of either the elevator or the idea of cutting into the stairs. She also brought up the point of a catastrophic event that would require evacuating several disabled persons quickly.

The HCRH AC passed a motion to support a project to create a ramp as a temporary solution, but to continue efforts to find a more permanent solution (seven votes for the motion, two against, with one person abstaining).

Ernie Drapela suggested that the AC appeal the City of Gresham building inspector decision to Multnomah County.

Art Carroll suggested additional consultation with people with disabilities.

## **UPDATES**

See attached Update Chart. Due to time constraints, projects were not discussed in detail.

*Oneonta*—Opening the Oneonta Tunnel is feasible, but some additional funds will be needed. The Oneonta Tunnel is actually on an easement on railroad right-of-way. The “abandonment” clause in the easement is being

reviewed.

**ACTIVITY STATUS**

*ODOT--Bill Barnhart & Sam Wilkins*  
No report.

*OPRD--Jack Wiles*  
Rowena pit update. There are concerns with the propose 8-10-year timeline to fill the deep pit. May not begin construction by this fall.

**DEVELOPMENT REVIEWS**

See attached chart.

**MEMBERS ISSUES**

Carolyn Wood asked why there is not a sign for the HCRH at Mosier (I-84 eastbound) like the sign at Bridal Veil. Jerry Igo said that the Ford people could not find the Mosier Twin Tunnels, because they could not see a sign

**NEXT MEETING DATE AND PLACE**

The next meeting will be November 16, 2004, from 9:00 A.M. to 3:00 P.M. It will be held at Lake House at Blue Lake Park, near Portland