

Historic Columbia River Highway Advisory Committee Meeting

MINUTES

September 10, 2009
The Discovery Center
The Dalles, Oregon

Members Attending: William Pattison, Chair; Wayne Stewart, Vice-Chair; Marc Berry; Jenn Cairo; Ernie Drapela; Jerry Igo; and Rich Watanabe

HCRH AC Staff: Kristen Stallman & Sara Morrissey

Others Attending: Jeanette Kloos; Gary Brannan; Kyle Crate; Michael William Tenney; Christine L Plourde; Brad DeHart; Sam Wilkins; Bibi Gaston; Matt Joerin; Mark Devoney; Anna Jovanovic; Mark Davison; Carolyn Wood; Diane McClay

Pre-Meeting

Historic Columbia River Highway (HCRH) members, HCRH AC staff and additional attendees visited the Mosier Twin Tunnels Trail with Diane McClay (OPRD) to examine the damage from the Microwave Fire.

Call to Order

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

Minutes from the June 4, 2009 Meeting

The HCRH AC approved the minutes as written from the June 4th meeting.

Public Comment

No public comments. The Advisory Committee had no additions to the agenda.

Staff Report of Action Items

Kristen Stallman updated the advisory committee with a report that summarized the progress on action items that were identified at the June 4, 2009 advisory committee meeting.

Donation of Services Agreement

Rich Watanabe shared that the ODOT procurement office was reviewing the donation of services agreement that Kristen Stallman and Sara Morrissey drafted. Rich reported that he had also requested a meeting with the Department of Justice to review the agreement.

Kristen Stallman added that Sam Wilkins had suggested the 'adopt the highway' agreement as a template for the donation of services agreement. The 'adopt a highway' agreement outlined responsibilities for both parties, identified key contact persons, discussed maintenance and permit to access right of way and was similar to the Oregon State Parks and Recreation (OPRD) department 'adopt a park' program.

Wayne Stewart asked about the status of ODOT and OPRD working together on the donation of services agreement. Wayne inquired if Jenn Cairo or anyone else from OPRD had been working on the donation of services agreement with ODOT. Wayne felt that this partnership was important as ODOT typically builds the trail and OPRD is responsible for maintaining the trail and the facilities. Jenn replied that she was ready to work on this matter with ODOT. Rich Watanabe added that he would bring Jenn into the discussion of the donation of services agreement at ODOT.

William Pattison asked that the Friends of the Historic Columbia River Highway (HCRH) be included in the discussion as well as they would play a large part in the donation of services. Jeanette Kloos asked what the role of the Friends of the HCRH would be when the trail had yet to be constructed. There was already a relationship established for the built trail through the 'adopt a park' program but the real question was how the Friends of the HCRH would interact with the HCRH before the trail was built.

Jenn Cairo asked Rich Watanabe if he wanted to set a date to discuss the donation of services agreement. Rich replied that he had been playing phone tag

with the ODOT Department of Justice representative and that as soon as he heard from them he would contact Jenn to set up a meeting.

William Pattison requested that Wayne Stewart be kept up-to-date regarding the donation of services status. Both Jenn Cairo and Rich Watanabe agreed to comply with this request.

Forest Highway Designation

In July 2009 ODOT made a formal request to designate additional sections of the HCRH and I-84 as a Forest Highway. Presently, the current Forest Highway Designation begins at Larch Mountain Road and continues east to Ainsworth State Park. The recommended designation would start at Jordan Road near Troutdale and continue east to Larch Mountain Road where it would join the section already designated. From Ainsworth State Park the proposed route will follow I-84 to Cascade Locks where it will terminate at the city limits. The proposed route would begin again at the Forest Lane overcrossing and continue on the Wyeth Bench to Wyeth where it rejoins I-84, terminating in Hood River at Exit 62. Kristen participated on a tour of this proposed designation with George Fekaris, Western Federal Lands Highway Division, Pat Fisher, ODOT, Susan Musser Wilson USFS and John Oshel, Association of Counties, in late August. The group felt that the section of the HCRH between Hood River and The Dalles should be disqualified to receive the Forest Highway designation due to the lack of Forest Service managed land adjacent to the route. The designation from Jordan Road to Hood River will be forwarded to the Tri Agency Committee in October.

HCRH State Trail: Warrendale to Moffett Creek

Kyle Crate, the project leader for this project, presented a PowerPoint regarding the HCRH trail construction between Warrendale to Moffett. Kyle explained that the trail would begin from the east side of John B. Yeon State Park and head east along the shoulder of I-84. At this section there would be a slight side slope that would be cut into to make the trail, however the impact would be minimal. Further east the trail would incur a hazardous rock fall area. Geologists surveyed and inventoried the area and provided recommendations about how to mitigate the rock fall. Sections of the rock wall that were hazardous would need to be removed and rock bolts would need to be installed. It was unclear if rock

staining would be need. Gabion baskets would be installed at the toe of the slope. These baskets would be filled with the rocks that were removed from the wall and the trail would sit on top of the baskets. This would also create a rock catchment area alongside the trail.

Once exiting the rock fall area the trail would cross over McCord Creek on a newly constructed bridge. The trail would then head uphill along an existing access road that would be landscaped to have grades of 5 – 8%. Then the trail would run along the shoulder of I-84 and pass a minor rock fall area where rock nets would need to be installed. The trail would then cross over a culvert and rise up onto an artificial berm to avoid the wetland area to the south of the berm.

Descending from the berm the trail would cross a wetland which would need to be addressed by the ODOT environmental team. The trail would then meet with the US Forest Service (USFS) Trail 400 and continue west to reach a large clearing (the picnic spot). A hazmat study had been conducted in this clearing and no significant impacts were found.

The trail would head west back into the trees, running parallel to Trail 400. Trees would have to be removed in this section. A tree survey had been conducted and trees were marked according to their diameter. The trail would then have to span two incised drainages, perhaps on a bridge to avoid the installation of culverts. The trail would then head northwest and go downhill approaching I-84. There the trail would rise on top of the wall that is currently being constructed as part of OTIA, Moffett Creek Bridge Replacement Project, Bundle 209. Kyle then informed the advisory committee that a slide had recently occurred on top of the wall and that the soldier pile would need to be extended. Geologists studied the area and believed that the slide was actually part of a larger problem that will need to be addressed in the trail project.

Marc Berry asked for additional details regarding the larger problem. Kyle responded that when Oregon Bridge Delivery Partners (OBDP) built the wall into the slope a natural spring was loosened. Kyle informed the advisory committee that a soldier pile wall on top of the OBDP wall would most likely be needed for a short length. Rich Watanabe added that ODOT was working with OBDP to see what would be needed in the future to avoid destabilizing the walls that are under construction today.

The trail would leave the wall and head downhill towards Moffett Creek and then cross beneath the east then west bound Moffett Creek Bridges on top of a structure. Design work in this section of trail would not occur until the Bundle 209 project was completed.

Gary Brannan inquired if it was possible to use the OBDP equipment that was in the landing area under the Moffett Creek I-84 bridges to build the trail in that section. Kyle Crate replied that building part of the trail with equipment from the Bundle 209 project would not be possible as the projects need to be discreet project for contracting purposes. Kyle noted a benefit to having the Bundle 209 construction occur was that the access area under the Moffett Creek bridges would already be created and the HCRH project could use that same access area. Rich Watanabe added that ODOT would be working with its OBDP partners and would request them to leave whatever was out there for the HCRH construction (ie: access areas and roads).

Kyle Crate then handed out the project milestones with a list of tasks and proposed dates. Kyle noted that the project did not currently have funding. The project would be developed to the advanced plans phase and then be "shelved" until funds were acquired. Once funds were acquired the project design plans would go through a review and development process and then go to bid for construction. Kyle explained that the project was currently in the middle of the design acceptance phase.

The ODOT Project Delivery Team (PDT) was currently working on right of way permits, environmental permits and design work. He complimented the Friends for that package of work that had already been completed and had been donated to the project. Kyle also noted that the botanical survey had been completed as well as part 3 with the help of Jerry Igo. The archeological reconnaissance would be completed by Dec. 1st and the project also required a National Scenic Area (NSA) permit from Multnomah County.

Jeanette Kloos inquired where the NSA Permit was located in the schedule. Kyle responded that it should have been noted in the schedule and that he would make sure to add it in. Jeanette then asked if there had been a preliminary application meeting between ODOT and Multnomah County regarding the NSA. Kyle replied that the meeting had not yet occurred. Jeanette suggested that the meeting would be beneficial to have sooner than later.

Jeanette Kloos then asked where the stakeholder involvement was located on the schedule. Kyle Crate stated that meetings between ODOT and stakeholders would occur every other month. Jeanette asked if Friends of the HCRH had been included in this discussion as she had not heard about this decision. Kyle responded that only two meetings had occurred so far, the kick-off meeting and the first PDT meeting.

Gary Brannan noted that the pro bono material that Kyle had mentioned earlier was from Friends of the HCRH and not from the Friends of the Gorge. Jeanette Kloos added that Friends of the Gorge should be involved as a stakeholder.

Jeanette Kloos asked if the design team had looked at the I-84 corridor strategy standards regarding rock fall mitigation. Kyle Crate responded that the team was in mid-phase of producing a rock fall report. Jeanette added that she was concerned about screening as it was generally frowned upon from the I-84 corridor strategy standards. Kristen Stallman said that she and Sara Morrissey had taken the Friends of the Gorge and the USFS to the trail to introduce them to some of the trail issues.

Rich Watanabe noted that ODOT staff was working on developing a plan for the rock fall area. Kyle added that the geotechnical report was in the preliminary phase. He also added that Oct. 2010 was when advanced plans would be finalized and the design element for the project would be complete. It would then be a matter of obtaining funding for construction.

Jenn Cairo complimented Kyle Crate on the presentation and then asked Kyle to provide additional details regarding the process of involving OPRD. Kyle responded that the plan was to include OPRD as a stakeholder and that Kevin Price had attended the last PDT meeting and Mark Davison had also been invited to attend. Jenn Cairo requested that Kyle send her the plans electronically so she could share the information with Rocky Houston, State Trails Coordinator. Kyle replied that he would send her the plans. Jenn then asked if Kevin had been invited to an onsite trail visit. Kristen Stallman replied that Kevin had visited the site with the advisory committee.

Rich Watanabe asked if Jenn Cairo had a list of individuals who would be good to work with as stakeholders. Jenn replied that she did have a contact list and that she would email it to Rich.

Wayne Stewart shared that he was interested in the design of the McCord Creek bridge and inquired who was working on the design. Kyle replied that Susan Kocher was the project's bridge engineer. Without any geotechnical work being completed Susan thought that the bridge would most likely be a single span bridge and concrete in nature. She was trying to design the bridge to fit the environment. Wayne Stewart requested that the bridge be designed to fit with its historic character and that a focus be placed on the aesthetics of the structure. Wayne added that he did not want to see engineering take the lead on the bridge. Instead he would like design work done first so that the geotechnical elements could develop to the design, instead of having the geotechnical elements guide the design.

Kyle Crate added that the bridge would be a single span bridge and that the foundations were set. Rich Watanabe asked Wayne Stewart if there was a bridge in particular he wanted Susan to look at for inspiration. Wayne responded that he would like the bridge to look like one of the historic bridges on the HCRH. It was necessary to be aware of the angles that trail users approached the structure so it would be important to place emphasis on the design element. Rich Watanabe added that it would be a good idea to have Susan visit the Gorge and visit all of the bridges along the HCRH.

Jenn Cairo asked if the Warrendale to Moffett Creek trail would take the HCRH trail design guidelines into account. Kyle Crate responded that the project would take them into account. He also added that the designers would design the trail to meet those standards. Kyle noted that there were some sections of the trail where the width would potentially have to be reduced due to the height of the walls but that the narrowing of the trail would only be for a short duration.

Lewis and Clark Design Development Plan

Mark Davison, representing OPRD, presented the stewardship and development plan for the Lewis and Clark Park. While handing out the scope of work Mark shared that this project had developed out of the reconnection projects. Kristen added that Tim Wood had attended the initial Sandy River Connections meeting

and urged to partners to work together to improve this area as it acted as an unofficial gateway area to the Gorge. The Lewis Clark State Park attracts high volumes of visitors due to its proximity to Portland. Mark emphasized it is important to also consider the cultural resources (Lewis and Clark visiting close to site) as well as the natural resources of site while designing the park as it had various distinguished features such as a cylinder cone (Broughton Bluff).

Mark Davison mentioned that OPRD had recently received an easement on the west bank of the Sandy River from the Port of Portland to help increase the access to the river. The west bank also had the potential to provide additional trail access to the Sandy River.

The eastern park boundary extends to Broughton Bluff and along the Sandy River, with most of the park located on the east bank of the river. An MOU (memorandum of understanding) with ODOT would need to be adopted to develop the two parking areas as there remains some confusion regarding land ownership.

A cultural resource survey of the park will be conducted and design work would refer to the HCRH trail design guidelines if appropriate to ensure consistency. The natural resource survey had recently been conducted and it found that the area around Broughton Bluff was in very good condition. The proposed vegetation enhancement plan is to use native plants and preserve the oak savannah landscape that partially remains.

From a recreational perspective the park acts as a gateway to the Gorge and was a very popular day use location due to its proximity to Portland. Mark mentioned that OPRD's recreational planner, Terry Bergerson, would be providing additional figures and data at a later date regarding recreational needed.

Kristen Stallman added that ODOT would be rebuilding the Sandy River Bridge with a cycle and pedestrian path that would be a part of the reconnection projects.

Mark Davison then referred the Advisory Committee to the opportunity area map which summarized all of the inventories that had been completed (natural, scenic, recreational, etc). OPRD was at the 30% stage in the project and the next

step would be to develop a design concept plan. Once the design concept plan was developed Mark would bring it back to the Advisory Committee for review.

Mark Davison explained the opportunity map and the different zones that were part of the Preliminary Site Program. OPRD would continue allowing beach use but would bring in natural resources as buffers to help organize the social trails into more permanent access points. Mark also addressed the need to improve certain crossings through the parking areas. The parking areas would need to be formally developed and increased in size. The area around the parking lot could also be developed into a regional trail connections area with increased trail access and an information area. Mark also shared that OPRD was exploring alternative forms of transportation for the site.

Mark requested that the advisory committee provide feed back regarding the project. Jeanette asked Mark if he had a copy of the final Sandy River Environmental Impact Statement (EIS) as a lot of background work and information regarding the area had already been gathered. Kristen Stallman said that she would send the Sandy River EIS to Mark.

Jenn Cairo added that OPRD was working on the park design but that funding for the project had yet to be acquired. Jenn was hoping to pursue funding if the area was designated as a Forest Highway.

Latourell Enhancement

Jenn Cairo shared that a few years back an application had been submitted to Western Federal Lands Highway Division (WFLHD) to enhance both the Latourell and Mitchell Point areas. Quatrefoil designed the preliminary designs for both locations. The overall amount of money awarded was just over \$600,000 for both projects. Jenn added that an additional \$200,000 would be for a restroom replacement at Latourell. OPRD would be aiming for fall or spring construction with a final completion date before the summer of 2011; however a timeline for either project had yet to be developed.

Mark Davison then shared the preliminary design for Latourell with the HCRH advisory committee. He explained that larger HCRH sites, such as Multnomah Falls, were generally in good condition due to frequent maintenance but that the smaller sites, such as Latourell, were in poor condition because they were less

likely to receive maintenance. Mark added that the design for Latourell would reflect the natural environment and be designed as a place where visitors would be encouraged to spend time and explore the area.

Mark Davison shared a photo of Multnomah Falls that had a small rock wall with an arch that reflected the larger arch in the bridge above and reflected the natural rock material located around the site. This showed how crucial details and architectural style were to retaining the site's character. In terms of ADA access Mark stated that it was important to recognize limitations and always encourage ADA access when possible. He also emphasized that the design element was important not only for the view points but also for the memories that people would capture through a photo or video camera and have forever.

Mark then explained some of the elements behind the design concept plan for Latourell. Once visitors left their cars they would have two options to immediately see the falls. The two choices were; the flat view point to the east of the parking lot or the short steep trail to the upper view point.

The restroom would need to be relocated to increase visitor access and visibility. Also, a small wall to separate the parking lot from the HCRH was also under consideration. Mark emphasized the need to have a circulation plan in order to avoid overcrowding. ADA access would be improved for the view point located to the east of the parking lot. This would be the main focus area where the falls could be viewed. From this area visitors would then have the choice to take two separate trails, one leading down towards the falls and one leading up to a higher view point.

Matt Joerin encouraged everyone to take note of financial constraints and suggested that the project's 'needs' and 'wants' be prioritized. Mark Davison agreed and added that it was important to address the reality of what could be accomplished. Mark stated that the main focus was to develop a comprehensive plan for Latourell and that the project's funding priority would be to improve the restroom and parking area.

Kristen Stallman added that these projects (Latourell and Mitchell Point) may be appropriate to showcase modern masonry techniques. Mark Davison added that a design focus would be for continuity with the Historic Highway.

Wayne Stewart asked what alternatives had been explored in regards to the steep trail to the upper view point. Wayne found the trail to be overly steep and a hazard when conditions were wet. Mark Davison responded that the problem was that in the back of the trail there was a 70 to 80% slope and it was not possible to realign the trail. It would probably be necessary to keep the trail in the same location and increase the width. Due to funding constraints Mark added that the trail would most likely remain asphalt. Railings and a rest area could be added. He also shared that the trail would most likely be closed during the winter. Mark added the long term solution to the steep trail would be the construction of steps.

Carolyn Wood, a City Councilor for The Dalles, commented that it was important to develop an ADA viewpoint. If this viewpoint was developed then she felt it was unnecessary to put a large effort into changing the steep trail to the upper view point. Carolyn also inquired if the steep trail's surface could be texturized to increase traction. Jenn Cairo replied that at the Latourell Enhancement kick off meeting everyone had agreed that the steep trail surface needed to change.

Wayne Stewart then asked about the restroom design and asked if there was an OPRD preferred restroom design. Wayne added that the restroom provided an opportunity to develop a design that blended in with the environment and reflected the historic design of the HCRH. Mark Davison agreed and felt that the restroom design needed to be explored in order to address the HCRH as a whole.

Wayne Stewart suggested hiring an architect to develop a concept for the restroom. Mark Davison replied that Stephen Smith, OPRD facility architect, was producing restroom plans and that once examples had been developed he would share them with the HCRH Advisory Committee. Jenn Cairo added that while she thought having an architect design the bathroom concept was a good idea, the project budget was very tight. She stated that the bathroom would be a CXT because of the current septic system constraints. She suggested it might be beneficial to have the HCRH Advisory Committee review design standards for the highway as a whole.

Marc Berry inquired about the type of bathroom that was being considered. Jenn Cairo replied that it was a manufactured bathroom, like the restroom located on the west side of Mitchell Point. Wayne Stewart asked if it was a flush toilet. Jenn

responded that while they were hoping to have a flush toilet it was not within the project budget.

Jeanette Kloos stated that the sign plan was not up to standards. Mark assured Jeanette that this would be corrected and that the sign plan would reflect the standards.

Gary Brannan shared a story about watching an elderly gentleman walking up the trail to the upper view point in the winter and noted that he really struggled to get up the trail. Gary suggested adding steps and platforms to the trail to the upper viewpoint.

William Pattison added that the design plan did not mention a vegetation management plan. Jenn Cairo replied that vegetation management was part of maintenance and not part of the design plan. Jenn also shared that Mark Stevenson, the OPRD Columbia Gorge Manger, was working to increase view point (vegetation) maintenance in the gorge and add the practice to the OPRD maintenance system. Gary Brannan added that Sheppard's Dell was another location where vegetation management was needed.

LUNCH

Mitchell Point Enhancement

Mark Davison presented the design concept for Mitchell Point. He expressed that the design would create a viewing area to look down into the gorge and establish more organized parking (using existing parking footprint). He also noted that presently Mitchell Point could become crowded on weekends but was not consistently full. Gary Brannan stated that the parking volume would change once the tunnel was built.

Mark Davison acknowledged Gary's comment and shard that it was difficult to consider how many people would actually visit the site once the tunnel was constructed. This presented a challenge in the design of the park because this unknown factor of the tunnel and its effect on parking. He also noted that this plan would probably not meet the carrying capacity if the tunnel were built if the demand were extremely high but that OPRD would try to meet that capacity. Mark added that this was a chance for the HCRH to give OPRD feedback

regarding Mitchell Point. Would there be interim parking until the tunnel was built? Should OPRD wait to construct the parking lot?

Wayne Stewart stated that the Mitchell Point design plan was very wrong for the site. The current parking lot included the alignment of the HCRH and the original pavement. Wayne shared that David Bainson had already done a concept plan for the site and that it was more in line with the needs of the HCRH. Wayne emphasized the need to have a design that respected that the area was part of the HCRH and not just a parking lot. There needed to be a differentiation between the highway and the parking lot – like at Latourell. Wayne suggested delaying the Mitchell Point project until the tunnel was constructed. When the tunnel was constructed there would be a lot of equipment on the site and the new parking lot could be ruined.

Matt Joerin responded to Wayne's comment and shared that he was expecting a comment like Wayne's. Matt emphasized that there was not any funding for the tunnel but that funding for the park design was currently available. Matt stated that he would focus on preserving the historic highway and on the design of the parking lot. If the tunnel received funding then the design plans for the site could be shelved until the tunnel was built. Matt suggested continuing with the design and development of Mitchell Point as the funding was available.

Mark Davison added that if the tunnel did not obtain the needed funding then the enhancement design could be a medium term solution and could be designed to respect the alignment of the HCRH.

Michael Tenney requested that the designer review the original Mitchell Point design. The surface area could be recreated and the old railings of the viaduct could be used to border the parking area. He also encouraged the designer to look at the area south of the current parking lot as this area could be restructured to incorporate additional parking.

Jeanette Kloos suggested looking at the current recreation and intensity zone to know what the NSA would allow in terms of parking. She shared that there might be a need to go through the Forest Service and the Gorge Commission to see if the intensity zone could be changed to allow for a parking lot that would incorporate future tunnel parking.

Carolyn Wood remembered that HCRH AC members said that new rock walls should be constructed instead of duplicating the old rock walls which would create a false sense of history.

Wayne Stewart emphasized that there was a lot of history on the site. Wayne encouraged OPRD to look at the whole general area to develop a conceptual master plan. Mark Davison stated that Wayne made a very good point. The park itself was deeded for 3 names so it had a rich history. Jerry Igo commented that it was actually deeded for 4 names.

Gary Brannan suggested augmenting the site planning with a tourist impact study. Gary could potentially see Mitchell Point as the second largest attraction in the Gorge. While he recognized there would not be a lodge or gift shop there would still be a lot of visitors.

Mark Davison suggested that instead of Mitchell Point just being a design concept to look at something smaller than a large master plan. Jenn Cairo added that there is a master plan for the OPRD but that it was done in 1984. Jeanette Kloos shared that the HCRH did in fact have a Master Plan.

Chenoweth IAMP

Mark Devoney and Anna Jovanovic from ODOT region 4 presented the Chenoweth Interstate Area Management Plan to the Advisory Committee. Mark began the presentation with explaining the background of the project. The Chenoweth Interchange was initially built to serve the port industrial area of The Dalles and provide access to the Discover Center. Development pressure began to increase once there was a change in zoning requiring this plan to look at the future of the interchange. Therefore, an IAMP for the Chenoweth Interchange was developed in order to manage the interchange in the long term.

The IAMP goal is to minimize the additional expensive interchange improvements but to look to develop a supporting street network first. Anna Jovanovic reviewed the preferred alternative. This is a two step plan. The first step was a twenty year plan that addressed changes that would occur in the next twenty years and the other step was a long term vision that addressed changes that would occur beyond twenty years. Projects within the twenty year plan included medians, signals, striping, a roundabout and a focus on the east/west connection. The major project in the beyond twenty year phase was the widening

of the bridge. Overall the twenty year plan would accommodate a significant amount of industrial and commercial development. Anna then asked the advisory committee if they had any concerns or questions regarding the Chenoweth IAMP.

Gary Brannan inquired if the IAMP projects would have any impact on the Chenoweth Creek Bridge. Anna Jovanovic replied that the impact on the bridge was not researched and it was not specifically addressed in the IAMP plan. The policy review of the IAMP plan would most likely cover those requirements.

Carolyn Wood stated that she had heard the IAMP presentation three times with varying degrees of detail. Carolyn recommended that the advisory committee be very aware of the IAMP and monitor its progress as it moved forward. While the process was lengthy and would most likely take years, the IAMP presented an opportunity to have the Chenoweth Creek Bridge restored. Carolyn noted that perhaps the bridge restoration could be incorporated into some of the 'fixes' regarding the IAMP. Carolyn encouraged the advisory committee to continue advocating for the restoration of the Chenoweth Creek Bridge. Anna said Carolyn had a good point and that the bridge restoration should be included in the plan.

William Pattison asked for an update on the status of the Chenoweth Creek Bridge. Sam Wilkins replied that an application for transportation enhancements had been submitted as part of the scenic byways funding. Kristen Stallman added that there was a good chance the project would receive funding.

Kristen Stallman asked if the protection of the historic national scenic area was incorporated in the IAMP recommendations. Anna responded that it was included in the policy section of the IAMP. Kristen added that moving forward the roundabout could be viewed as a gateway for the national scenic area of the Columbia River Gorge. Sam Wilkins expressed that he liked the gateway idea and that the roundabout would act as an enhancement.

Anna Jovanovic told the advisory committee that the IAMP project was a long term project and that the roundabout would probably not be developed in the next 5 years. The project team was just trying to increase awareness of the project.

Marc Berry noted that the highway had many cyclists and asked Anna and Mark if anything had been done to address the cyclists. Anna responded that bike lanes would be incorporated with the proposed changes to the road.

Marc Berry asked if Anna or Mark could provide examples of roundabouts with multiuse paths. Anna Jovanovic replied that Bond Street in Bend had a sidewalk around the roundabout that was considered a multiuse path. Jerry Igo inquired how well the multiuse path functioned with high speed cyclists. Sam Wilkins noted that there were 22 roundabouts in Bend, which is considered a large cycling community.

Anna Jovanovic also stated that roundabouts needed to include choices as some cyclists would chose to ride in the lane with traffic while others would prefer to ride on a multiuse path. Gary Brannan suggested that Anna and Mark work with the BTA to discuss cycling and roundabouts. Anna replied that she would make that suggestion and also stated that the project team was working with Kittleson, a firm that is progressive in biking planning and engineering.

Carolyn felt that the public just needed to become accustomed to roundabouts as people used them constantly in Europe.

Gary Brannan inquired if the IAMP project would have an impact on the river trail. Anna replied that none of the IAMP projects would come in contact with the river trail.

Trail Guidelines

Kristen Stallman introduced the trail design guidelines to the advisory committee and explained the need to readopt them. Sara Morrissey asked the advisory committee to review the newly updated geometry and pavement standards. Changes included new railing height measurements and the removal of pavement loading as a standard. Wayne Stewart motioned to adopt the new geometry and pavement standards. Ernie Drapela seconded the motion and the motion carried.

Sara Morrissey shared that there had been a kick off meeting for the development of the trail guidelines and explained that the next step was to work

with Magnus Bernhardt, an ODOT landscape architect, to address the flow of the guidelines and the elements of design in the guidelines.

Kristen Stallman explained that the trail design guidelines would act as a menu of choices for projects that would be developed by ODOT, USFS, OPRD, etc. It would help provide guidance and ensure that the trail was a cohesive vision between all parties involved. The trail guidelines would help answer questions about the small details of projects but also address the overall vision of the highway. It would help move projects like Latourell and Mitchell Point forward in development. Kristen encouraged Mark Davison and Christine Ploude to work on the development of the guidelines.

Jenn Cairo expressed that the development of the trail design guidelines was a great idea and that Mark would be able to help on the guideline's development.

Staff Updates

Wayfinding Project: Marc Berry asked why the area along the HCRH between Mosier and The Dalles had been excluded. Kristen replied that this section would require additional paperwork where ODOT would have to go back to AASHTO in Washington D.C. to move the current designation. However Kristen stated that this section would be signed in the future. Kristen Stallman noted that she had received an approval from the Scenic Byway Coordinator at the Federal Highway Administration (FHWA) to reprint the new driving tour brochure. The reprint will include the Friends' edits. Any additional funding would be left to produce a poster series for the HCRH, similar to the graphic posters that were created for the Lewis & Clark bicentennial celebration.

Cultural Landscape Inventory: Kristen shared that she was hoping to get a Cultural Landscape Inventory report for the abandoned HCRH trail segments and had received a tentative approval regarding the project. Kristen had also researched doing a podcast tour for the HCRH, which cost around \$3,000, and thought it could be an opportunity to raise awareness of the HCRH. Gary Brannan suggested that Kristen coordinate with Scott West regarding the podcast.

Wayne Stewart asked if the construction money that was left in the budget for Viento could be used for other HCRH preservation projects. Kristen responded that the money had to have been used on that specific project.

Carolyn Wood recommended that John Lundell be included in the next phase of the oral history project as he had memories of driving the HCRH.

Diane McClay spoke about the Viento project and asked if it would be possible to create cluster boards at the trailheads in future reconnection projects. While linear signs were a good idea, Diane would like to see the development of the projects include the cluster boards. Diane then inquired if there was any funding left over from Viento to install a cluster board on the east end of the trail. Rich Watanabe responded that he would look into the matter as he believed there was additional funding left over.

Gary Brannan commented that he thought there was going to be a sign cluster at the opening of Viento. Diane McClay replied that a sign cluster had been considered as part of the recreation management part of the process but that the funding was not available. Kristen Stallman added that signage would be addressed in the trail design guidelines.

William Pattison asked how the bicycle map reprints were being distributed and if they were going to bicycle shops in Portland and in the Columbia River Gorge. Kristen replied that they had not yet been distributed but that she would work on getting them out to the bike shops and other tourist locations.

Friends of the Historic Columbia River Highway Update

Jeanette Kloos informed the advisory committee that the Friends of the HCRH had received two donations: a post card set and a "Columbia River Highway" booklet with hand painted photos of the Historic Highway. Jeanette asked for committee members to provide ideas on how to preserve these donated items and make them available for the public.

Jeanette Kloos then asked for an update regarding the building that was being moved from Bonneville to Cascade Locks. Kristen Stallman replied that the City of Cascade Locks has put this idea on hold.

Jeanette Kloos shared that the HCRH display was being updated and that a larger HCRH logo, based off the HCRH keystone had been developed. Two final versions, one with fat trees and one with skinny trees, had been produced. Jeanette then inquired if it was possible to adopt one of the modified keystones at the advisory committee meeting. Kristen Stallman responded that the signage people at ODOT needed to be consulted and that a keystone to use on the sign posts could not be adopted until this consultation had occurred.

The Gorge Ride had been a significant success and the Friends of the HCRH made a profit of \$10,000. The Friends were also present for the Viento grand opening celebration and provided watermelon and lemonade for the picnic. The HCRH display had been at various locations throughout the summer including the Vista House and Edgefield Concerts.

Jeanette attended the National Scenic Byway conference and had given a presentation on how to organize a fundraising bike ride. At the conference she spoke to someone from Fish and Wildlife and he had suggested applying for grants through the 'Transit in Parks' program. The USFS would submit the grant and OPRD and ODOT would be the partner agencies.

Friends of Multnomah Falls had inquired what Friends of the HCRH was doing for the 100th Anniversary HCRH celebration. Jeanette put together a short summary, including price ranges, of activities that were done for previous HCRH celebrations. Jeanette encouraged the Advisory Committee to begin considering how to celebrate the HCRH's centennial.

ODOT Maintenance Update

Sam Wilkins informed the advisory committee that the Chenoweth Quarry restoration project received \$100,000 in emerging small business funds. Further testing to measure onsite lead contamination had been conducted and the levels were higher than anticipated. It would be necessary to remove the contaminated gravel. Thus, Sam and Brad were now searching for additional funding to meet this DEQ requirement. The project was still expected to go to bid in fall 2009.

Sam had received a complaint from Mr. Robert Gove regarding the amount of cyclists on the HCRH, between the east end of the Twin Tunnels trail and Mosier. Sam had responded to Mr. Gove in a letter stating that ODOT would

work in cooperation with OPRD on mitigation, such as rider education or increased signage.

Sam Wilkins noted that most of Mr. Gove's issues were with cyclists that rode in packs of 3 or 4 abreast and took up the full lane. Kristen Stallman added that the transition between trail and road could be confusing as there was a lack of signage so it was possible to understand the mentality of the cyclists but also the frustration of the drivers. Sam Wilkins shared that ODOT was exploring options and was working with OPRD to increase awareness through signage.

Jerry thought this problem of the dangers of cyclists and pedestrians on the Mosier Twin Tunnels Trail had occurred in the past. The response had been to research what could be done with signage and Bob Hadlow had developed a sign. Kevin Price had said that the signs would be installed. Jerry then inquired why the signs had yet to be installed. Diane McClay responded that the signs were ready to be posted but that OPRD was waiting for a shipment of 4" x 4" posts to put the signs on.

Sam Wilkins added that the speed zone signs would also be moved up past the trailhead. ODOT and OPRD were working together to address Mr. Gove and other people's concerns.

Sam Wilkins added that several small scale maintenance jobs had been completed on the HCRH between Mosier and The Dalles: paving the road where small rock falls had occurred, repairing the rock wall near the Rowena overlook and repairing and repainting several of the white guardrails.

OPRD Update

Jenn provided the advisory committee with an update regarding the Mosier Microwave fire. Most of the fire damage was to the fencing of the east end of the trail. 18 vertical posts and 26 rails of the white rail fence had been damaged by the fire. The post and chain link fence near the Millennium Overlook had been destroyed and less than 100 feet of the fence was deemed reusable so it would need to be replaced. Matt Davey was going to research where to purchase the materials for the new fence as soon as possible as fencing that area was a high priority.

William Pattison asked if a temporary fence would be installed prior to the full fence replacement. Diane McClay responded that it was preferable to get the materials immediately and replace the fence with a permanent fence immediately. Diane also noted that they had difficulty fully closing the trail as cyclists were fast targets and hard to stop. Other individuals working on the fire areas were archeologists to review what had happened to the burn areas and a landscape architect to discuss revegetating the area, especially near the millennium overlook. Diane was currently working on identifying the property lines for the trail.

Diane McClay also reported that Viento State Park had seen an increase in visitor use. Instead of being a quick pull out site, extended families were now using the site more and there was also an increase of visitors in the day use area.

Wayne Stewart asked if the Mosier Twin Tunnels Trail had incurred any pavement damage. Diane McClay responded that she had not seen any damage on the trail. Jenn Cairo added that there had been a FEMA declaration on the trail so OPRD would likely be reimbursed for 75% of damage that occurred.

Christine L Plourde, a landscape architect for the National Scenic Area, told the committee that Diana Ross was unable to attend the meeting but that she had brought some photographs from area that was affected by the Microwave fire. Christine mentioned that a stone guardrail had been damaged by a large boulder. Diane clarified that the damage to the stone guardrail had occurred prior to the fire. However, because there had been burning above at the Wasco County line, the rock damage could have been related to residual burning so the stone guardrail damage would be attached to the damage documentation that was submitted to FEMA.

Matt Joerin from WFLHD shared that the Oneonta Tunnel reimbursement agreement would be closed in fall 2009. The USFS's Eagle Creek Off Ramp Paving Project did not receive a contract so the USFS would be trying to get the project completed through the ESB. The USFS would be managing the project and WFLHD would be funding the project.

Matt then discussed future money to be programmed for 2011 – 2012. Matt would be recommending to the tri-agency that applicable projects be submitted in summer 2010. Projects that the tri-agency was looking to fund were scenic

viewpoints, interpretive sights, restrooms facilities, etc. An total average of \$1.8M was allocated to projects each year. The call for projects would be statewide so Matt encouraged the advisory committee to begin brainstorming projects that they would like to submit.

Committee Round Table

Marc Berry would like to promote the vista point east of Mosier Twin Tunnels where it is possible to view the change in the Oregon landscape (Millennium Overlook). At that vista point it is possible to look towards the west where Oregon has a lot of lumber and to the east where it becomes a desert landscape. Marc suggested installing a sign to emphasize the view point as he felt that people just went downhill after emerging from the tunnels and missed this dramatic vista. Jenn Cairo replied that she would have an OPRD interpretive staff examine the possibility of adding a sign to the location. Jeanette Kloos noted that there was a deed restriction between the two trailheads that was specific to interpretation. The donation that carried the restriction was a \$500,000 donation from the Russells.

Jerry Igo shared that he took many large tour groups up to the tunnels and the location that Mark was referring to provided a good place to rest and let people catch their breath. It was also a natural location for the group leader to speak to the group about the area and Oregon landscape. Jerry inquired if a handout could be made available, perhaps similar to the handout at the Discover Center where the signage had moved to numbers that were interpreted on individual brochures. Bibi Gaston asked if it was possible to revisit the deed restrictions.

Ernie Drapela shared that during the Microwave fire he went to Husky Road to see the plumes of smoke and the expanse of the burn. Ernie wondered if the cause of the fire would ever be determined. Ernie also shared that he had been in Hood River for the Saturday Market and had visited a booth where a young man produced a number of cleverly done cards, one of which was for the HCRH state trail.

Wayne Stewart felt encouraged that the Warrendale to Moffett Creek trail design work was truly underway and that there were people at ODOT working on the project. Wayne added that he appreciated all the hard work that Kristen Stallman had put into the project to keep it moving forward.

Jenn Cairo stated that OPRD would review the deed to the Russell donation to learn more about the interpretation and structure restrictions. Jeanette Kloos noted that the information may have not been added to the deed. Jenn replied that she would look into answering the question and she would include Jeanette when she began conducting the research on the deed restrictions.

Jerry Igo stated that while the Microwave fire did bring shock and destruction it also accomplished removing a lot of noxious weeds, even blackberries. This presented an opportunity for weed control that the advisory committee has never had in the past. Jerry asked if there was any funding for noxious weed control as this would be a critical time to implement some noxious weed control work.

William Pattison requested that the next agenda include a more definitive approach to the Mitchell Point Enhancement design. William emphasized the need to avoid making any mistakes on either the east or west side of the tunnel.

Adjourn

The meeting was adjourned. The next Historic Columbia River Highway Advisory Committee meeting will be on December 10, 2009, at The Community Center in the City of Fairview.