

Historic Columbia River Highway Advisory Committee Meeting

Meeting will be Hybrid

Hood River County Library Community Room
502 State St, Hood River, OR 97031

Online Information below

Login online: <https://tinyurl.com/AC-Mar2023>

Meeting ID: 835 7341 3976

Password: HCRHAC

Call in (does not require internet): 1 (253) 215-8782

Meeting ID: # 835 7341 3976



Thursday, March 16th, 2023

10 AM – 2:00 PM Advisory Committee Meeting

MEMBERS:

Arthur Babitz, Chair

Leti Valle Moretti

Ernie Drapela, Vice-Chair

Tricia Forsi

Judy Davis

Lisa Farquharson

Clay Courtright

Rian Windsheimer

Staj Olson

Chrissy Curran

Hood River County Representative

Hood River County Governor's Representative

Multnomah County Governor's Representative

Multnomah County Representative

Wasco County Representative

Wasco County Governor's Representative

Oregon Parks and Recreation Department

Oregon Department of Transportation

Travel Oregon

State Historic Preservation Office

AGENDA:

Time	Agenda Topics	Presenter
10:00 AM	Call to Order	Arthur Babitz, Chair
10:05 AM	Opportunity for the public to comment on any item not on the agenda*	
10:10 AM	Approval of Minutes	Arthur Babitz, Chair
10:15 AM	Viento to Mitchell Pt State Trail Update Funding Option Y updates	Jack Carlson, FHWA
10:35 AM	Mitchell Point Tunnel Update	Austin Armstrong, FHWA
10:55 AM	Summer 2023 Congestion Pilot	Terra/Stephen Elgart, USFS
11:15 AM	Historic Highway Mile Markers	Bob Hadlow and Dan Shanahan
12:00 PM	Lunch Break	

12:45 PM	Columbia Gorge Tourism Alliance Overview	Emily Reed, Executive Director
1:05 PM	Waterfall Corridor Accessibility Audit	AJ Zelada and Kent Krumpshmidt
1:45 PM	Updates <ul style="list-style-type: none"> • Next meetings: <ul style="list-style-type: none"> ○ June 15, 2023 ○ September 21, 2023 ○ December 14, 2023 • Friends of the Historic Highway • OPRD • Travel Oregon • USFS • WFLHD 	Terra, Jeanette, Clay, Staj, Donna, Matt
1:55 PM	Committee Round Table	All
2:00 PM	Adjourn	

June Agenda items

- Portland Women's Forum Design updates
- Transit/Shuttle updates

Historic Columbia River Highway Advisory Committee 2023 Work Plan

1. **The Final 1.5 Miles of Engineering – in process**
2. **Mitchell Point to Hood River State Trail funding**
3. **Multnomah Falls Viaducts Railroad Coordination – in process**
4. **Columbia Gorge Express –Year 5**
5. **Eagle Creek Stairway Replacement**
6. **Waterfall Corridor Visitor Experience Management**
7. Congestion and Safety Plan Implementation Projects
8. Twin Tunnels Safety Improvements Implementation
9. Historic Guardrail Research/Analysis
10. Larch Mountain Slide – Funding

Historic Columbia River Highway Advisory Committee Meeting Summary

Dec. 15, 2022

Hybrid – Zoom and Kellogg Room (Troutdale)

Members Attending:	Arthur Babitz, Chair Ernie Drapela, Vice Chair Judy Davis Tricia Forsi Clay Courtright, OPRD Rian Windsheimer, ODOT Wayne Stewart, Member Emeritus
Historic Highway AC Staff:	Terra Lingley (ODOT) Katelyn Jackson (ODOT)
Others Attending:	Jeanette Kloos Bonnie Clark Richard Alfieri AJ Zelada Austin Armstrong, WFL Jack Carlson, WFL Kevin Bracy, DEA Jennifer O'Donnell Paul Wilcox Mike Standley Jenny Hebert Dave Henne Bob Hadlow, ODOT Peter Belmont Dick Weber Kathy Fitzpatrick, MCEDD Kent Kalsch, ODOT Lynn Burditt Jim Morgan, Gorge Commission

Call to Order

Arthur called to order the meeting at 10:05

Public Comment

Holding Wayne's letter until later.

Approval of Minutes

Minutes approved.

Ernie shared a comment about the field trip to Morton Road, however, a summary was not included about the field trip.

Arthur: can Kevin summarize the field trip?

Terra: Mosier Bike Hub preliminary design memo included in packet after the presenter for September was unable to attend. There's a description of what they have budget for, what they hope to do with partner and volunteer work and next steps.

Terra: The other packet item is comments came in from the presentation in September, from Chris.

Mitchell to Ruthton Design Update

Kevin Bracy, DEA:

We've reached our 30% preliminary design milestone at the end of October and Terra submitted the NSA permit to Hood River County.

Kevin showed the design overview video, starting at Mitchell Point Drive and heading east.

Widening Mitchell Point Drive doesn't meet 5% grade, so they're continuing to review options. One option is to move the trail 23 feet north with a separated roadway and trail. Requires tree removal. The second alternative puts the trail adjacent to the road. Requires tree removal and cutting through a berm.

Depending on how we stage the construction for this segment, there may be a period of time where bikes and traffic have to share the tunnel. A temporary signal and pedestrian button could be installed in the interim.

The first wall, Forest Wall is over a thousand feet, then the Ruthton Wall before a viaduct.

At Morton Road Crossing, we had a site visit here after the last committee meeting. We looked at earlier options of going straight across. We've moved the crossing up to the intersection's existing island that will be rebuilt.

Rian: The other thing was making sure we have treatments on the off-ramp to make sure people know there's a trail there.

Ernie: We also had some discussion about trying to discourage truck parking just west.

Arthur: I recall ODOT said that was an existing discussion they are planning to do something about.

Continuing east to West Orchard Wall at over 1,000 feet with a pedestrian wall and a private irrigation crossing. The east Orchard Wall at 690-feet and second irrigation system.

Restroom, bike features and asphalt parking lot with concrete driveway at Ruthton Trailhead. Transit turnaround included. Signing, striping included in next phase.

We have multiple meetings coming up after the first of the year.

Tricia (in chat) If the trail has already be submitted for permit, what kind of delays can we expect for examining alternatives in the new year?

Terra: We usually submit our NSA permits at 30% design and inevitably there are changes. It's a pretty easy process to submit a modification. We're typically required to submit our 100% plans and highlight the differences. Very little delay generally.

Tricia (in chat) And on the ADA note, how long does the ped/bike signal stop traffic?

Kevin: It would be a programmable controller that can be field adjusted. We could start with the time it takes for a wheelchair.

Tricia (in chat) Could you please explain the decision process for which barriers (stone/wood/steel) were used in the various locations?

We have experience from previous projects on the styling of rail to use on the concrete barrier at 22-inch steel. At the Orchard walls, these railings are in snowplow throwing distance to the highway so need to be more robust. For the wood railing, where it will be installed on the original, historic location, that will be white to match the historic. In other cases, such as the railing on the viaduct, we have not designed. That location is a challenge because it's next to the historic rail. If we're far enough from the highway, we prefer to have a more natural wood or stone railing.

Arthur: Which railing is the one that has to resist the snow plow? Both orchard walls are within 16 feet of the shoulder of I-84. Snow will be impacting these. When we have the 22-inch railing on the concrete barrier, we've matched that on both sides of the trail.

Arthur: If you find anything indicating where the flume coming down from Belmont may have crossed, please let me know.

Arthur: How do you clean up after the snow plow?

Clay: With a broom or a bob cat, which leads to my question. From Ruthton Trailhead to the undercross signal, what's the distance?

Kevin: The entire project is 1.6 miles, so roughly a mile. You'd probably come in on Morton Road so that's even closer.

Austin Armstrong, WFL: Wouldn't the service road exit be easier to service the signal?

Clay: Will it truly be temporary?

Terra: until we build the new undercrossing.

Dick Webber: At the Orchard Steel wall, you have the cinders that go over onto the trail. Is it open enough to self-clean?

Kevin: The slope drains to the north over the face of the wall.

Clay: we get it cleaned off in the winter, then we clean it off with a broom in the spring.

AJ Zelada: Anytime you can have something that creates an audio barrier, it's great. The one that's further away on Mitchell Point, it's really great. At Forest Wall, I'm wondering if you can do what was done at Wyeth with pollinator bumps that were taller than the trail and helped mitigate noise. The Morton Crossing portrayed in the video is great and allows sightlines for people coming off the highway.

Kevin: We want to prohibit trail user parking on the side of the road, but we need to allow trail maintenance parking, neighbors and school bus access. It's still on our to-do list. Our project does have a revegetation and planting plan that includes trees and screening from the highway. At Morton Road, this area will be planted with more of an oak habitat with pollinators.

Arthur: I think he was talking about Forest Wall and putting some bumps in to elevate it further.

Kevin: That is a challenge. We're on a steep slope so trying to add mounds of soil we've looked at it and it's on too steep a slope to do that.

Arthur: Is it far enough down there will be some respite from the freeway noise?

Kevin: Oh absolutely. We had two options. We looked at putting it right next to the highway, but it was 7-8% grade. If we can get the trail down, it's a nicer user experience and uses the existing terrain climbing up.

Richard Alfieri: Study about tunnel use and how long the temporary would be?

Terra: It's funding dependent – if we get the entire funding all at once, we wouldn't need the signal, but if we get smaller chunks of funding. We do have traffic volumes for Morton Road.

Kevin: the traffic volumes were super low, around 100 a day. Essentially only the Morton Road community and residents along Mitchell Point Drive use the undercrossing.

[Viento State Park to Mitchell Point construction update](#)

Jack Carlson, WFL

Since Sept. 15, we have a lot of high impact activities on the project site. At Hackley Cut, we scaled the slope and are placing mid-slope attenuators with rockfall mesh draped over top. We've also placed rock dowels to hold the rock together.

The contractor recycled the blasting material from Mitchell Point on the haul roads and permanent roads. There are two reinforced Soil Slope walls at Viento Creek with a box culvert. The second wall is at the Viento Maintenance facility visible from I-84. They put in layers of 1.5-foot-tall mesh to build the wall.

They're building the fifth and final rockery wall at the Viento Trailhead Parking Lot.

They've placed the septic tanks for the maintenance facility and the restroom. The footings are in for the maintenance facility and restroom.

They have started remodeling the maintenance facility and reframed walls. They have placed the trusses and roofing for the new addition and poured the concrete.

In early October, they had the opportunity to close the right lane of I-84 east around-the-clock. They had to repave the shoulder to reopen the lane for winter. They also poured the bottom concrete pieces of the MSE walls

Since September, scaling at Stepcut's 200-foot cliff. They used a rockfall containment net, which is 100-foot wide and 150-feet tall wire mesh to protect the public. We've had up to 4 people working in unison. We used two rolling slowdowns on Nov. 3 to take a large rock over 100-feet high. We have a 20-minute window to get this operation done. When that time came, they use an air bladder to open the crevice and trigger the rock. We had to safety scale the rest of it before opening the roadway again. There's a lot of energy in these rocks that come down.

AJ: What kind of rock is this?

Kevin: This is all volcanic.

We were able to pull that whole section off and make it safe. After the scaling, we put in rock bolts 25-30 feet into the rock. The contractor used a crane to raise the wire mesh. It's over 100-feet tall and is attached to cables on the top of the hill. They lace up the mesh and then contour it to the slope.

Dick: Are the bolts epoxied?

Jack: They're grouted and tension tested, then re-grouted.

Richard: do the drills ever break?

Jack: not very often. There's a technique to feather it and get the most production. We have close to 50 bolts at step cut.

Wayne: What's the schedule for completion of rock work and the whole thing?

Jack: They would like to continue working on rock work through the winter and be complete early next year. At Hackley Cut, we're only two feet of the asphalt. For the project, it could go into October 2024, but the contractor is hoping to get done in 2023.

[Mitchell Point Tunnel](#)

Austin Armstrong, WFL

The tunnel itself is completed. We need to pave through the tunnel. We're working on the east portal and they just started on the west masonry wall. At the east portal, the steel rebar will be encased in cast-in-place concrete with masonry. The first few stones of the stone arch are placed. This is pretty complicated layout because it's in a spiral. We're verifying proper placement before continuing. The first of the cast-in-place concrete is in place. We will likely come in with some tinted shotcrete to make a seamless transition. The current plan is a rubbed finished using concrete on the cast-in-place concrete. There are some concerns we will not get a smooth transition between panels. We're looking at a light sand-blasted finish.

An engineered arch in place to hold the concrete. There are about four stones in place on each side of the east portal.

The east bench retaining wall goes from the portal and extends east. They place the concrete section and rebar before masonry. Some sections are about 90% complete. We had some difficulty fitting the straight rebar into the curves of the arches at the overlook. The majority of the inside face is done, but the outside face still has to be placed, which has to be done from a lift.

On the west bench, they have excavated the area, removing the old wall and pouring the footing for the new wall. They are looking at options to construct the wall in areas where there are rock outcrops where excavation is planned. The rockfall protection on site is planned for much smaller rock.

Current completion date is January 2024, but we're looking at April/May 2024 for completion. 61% of work is complete and 62% of time used.

Dick: where did the stone you're placing come from?

Austin: There's a local quarry we've used on the previous phases.

Wayne's proposal

Wayne Stewart: We haven't met with the Oregon Transportation Commission (OTC) since pre-COVID and membership has changed. I talked to Lisa, the OTC executive assistant and she indicated if we're interested in asking for time on a future agenda, we should send a letter to the OTC chair via Terra and it's up to the chair.

I've drafted a letter and I think it's appropriate. I propose we ask for time on the agenda.

The National Landscape Architects published an 18-page article on the Wyeth to Starvation Creek section. I'd offer to purchase 7-8 for the OTC members, director and Rian.

Rian: I agree that we need to be communicating with the OTC and we haven't in a while. We want to make sure we know what we want to do and ask for. To me, the things we need to focus on are 1. where are we and our status, the other is what else do we still need (funding)? Are we going to ask for a liaison or other things? I'd like to spend more time thinking about how we want to engage them and get them excited. I think we need an advocate there. Tour?

Arthur: presented previously for Wyeth to Lindsey Creek to ask for funding. Rian is suggesting we spend some time figuring out our ask and how to split our time between an update and an ask.

Wayne: We've had an ask in the past. Maybe it would be nice to offer an update or a tour. Maybe we will have an ask in the future.

Arthur: I think it depends on how quickly we get on an agenda.

Ernie: I think it does have merit. New members need to be brought up to speed. Agenda thoughts could be significant accomplishments to be brought to their attention and if there's a target we want to aim for (a next accomplishment for them to track).

Arthur: Former Director Garrett presented it as a legacy project and we have the chance to see it completed. That's the way I see it. In politics, I usually look for an individual champion also. Are there any individual members that make sense?

Rian: We're getting a new member and we also will have a vacancy. I do think it's useful. If we can get a couple of them out on the tour, ideally before the meeting, they can say how awesome it was. Maybe somebody from that area would be more appropriate. We will keep working on it.

Arthur: when we did the last one, it was at the Columbia Gorge Hotel, which was great. Maybe we can beg for a spot on the agenda when they're in the neighborhood.

Ernie: does the OTC have a schedule or regular interval?

Wayne: next few meetings are in person in Salem.

Second Thursday of every other month.

Wayne: We've also met with the OPRD board previously but haven't in a while. Would it be appropriate, Clay?

Clay: timing could be good. The Oregon State Parks Commission is figuring out where they will host their next meeting and it could be in the gorge. Do we want to see about getting on that agenda?

Arthur: yes.

Terra: the charter is advisory to ODOT, OTC and the Parks commission. I'd like an advisory committee member to speak, but I'm happy to help prepare the presentation.

[Waterfall Corridor Evaluation Strategy](#)

Clay: Leadership met in November. There were a lot of successes and challenges. Parks has concerns with us operating the access point because we don't have extra staff. With OSHA requirements, lunch, breaks, etc. it becomes much more involved than 4-5 people running the points.

The visitor experience was very successful I would say. It's the staffing piece without dedicated funding that's going to get tricky. With the absence of a booth, which can be a pro/con for the impression of tolling, it's pretty tricky.

Terra: I promised I would be pulling information into a compressive evaluation report. A draft will be available for public review.

Goals: improve safety, reduce congestion and improve visitor experience.

As a reminder, from 9 a.m. to 6 p.m. to use your personal vehicle to access federal lands along the Historic Highway between Bridal Veil and Ainsworth State Park, you needed a permit. There was a separate permit for I-84 Exit 31.

We had ongoing monitoring, snapshot in time traffic counts and longitudinal data to check them against. We modified the flagger configuration at Bridal Veil to create a more consolidated point. We also consolidated flaggers at Ainsworth to reduce the number of staff and improve the flow of traffic.

We had a number of crashes that impacted I-84, including on June 27 that closed I-84. We suspended the pilot project that day. A crash on July 14 pushed traffic onto the Historic Highway and disrupted the traffic counts. July 24 we also had an I-84 closure.

Visitation patterns saw Friday-Monday peak visitation and 10 a.m. to 2 p.m.

Monthly visitation at Latourell, outside of the pilot area, is where we saw the biggest change, including at Guy Talbot below, with a huge increase in July and August – maybe due to the ebike business operating out of Guy Talbot.

A Year in Review

In January, we submitted the Nationally Significant Federal and Tribal Lands grant (not successful), EDA grant submittal for funding shortage for Viento-Mitchell (not successful), and Mosquito Creek slide permit.

February Mitchell Point rock blasting.

In March, we did site visits for the road closure gates, pilot planning (presentation to residents and site visits), Mitchell Point to Ruthton webinar with residents.

In April, we resubmitted the Federal Lands Access Program applications for Ruthton Point to Ruthton Park and Viento to Mitchell Option Y. Gateway to the Gorge Grand opening, Mitchell Point final blast.

In May, pre-pilot congestion and launch of the pilot, Mitchell Point Tour.

In June, Congressman Blumenauer Tour, Viento to Mitchell and Mitchell Point Tunnel construction continues, gave a tour to society for industrial archeology and witnessed transit and tours using the shuttle loading zones.

In July, Congressman DeFazio visited Mitchell Point, and regular Viento State Park to Mitchell Point tour.

In August, The Dalles murals were created.

In September, we concluded the pilot, visited Morton Road, took the R1 active transportation liaison to the Gorge, and checked on post-Eagle Creek Fire mitigation at Eagle Creek.

In October, we submitted again to NSFLTP, celebrated the paving centennial, and the Vista House masonry wall was damaged.

In November, we had a boulder fall on I-84 and the Historic Highway State Trail near Starvation Creek.

In December, snow fell on Multnomah Falls, Stan Hinatsu had his retirement party and additional landslides near Vista House and destroyed another section of guardrail. Sense of Place hosted a Mitchell Point Tunnel presentation.

2023 Work Plan Priorities

Highest priority is completing the State Trail. Green is construction fully funded, polka dot is unfunded, blue is planning/design.

Terra walked through the rest of the work plan.

Arthur: For the programmatic agreements item, I think that's a bigger item because Hood River is doing a bigger effort. In 2024, the tunnel is complete. What do we do to manage traffic before the trail connects east? There's no place to park. I'd like to know there's been conversation between ODOT and OPRD.

18:58

Jeanette: to the programmatic agreements, the existing ones were spearheaded by SHPO so we need to make sure they're involved. Staffing has changed.

Arthur: Bob Hadlow has been involved and in discussion. We've talked about Hood River.

Terra: ODOT has already transferred a section to the city. Having an agreement in place before more is transferred would be ideal.

Arthur: The section of Oak Street in downtown was transferred to allow for parklets.

Wayne: Waterfall Corridor Visitor Experience Management from 2022. We've got a number of situations exacerbated by the fire, concrete barriers, temporary signage, that are not historic and don't match the character, especially between Oneonta and Wahkeena. The temporary fencing at Oneonta has been in place since 2017. There are sandbags next to Multnomah Creek. The whole area needs to be brought up to date. I think it's an area the committee should be taking a look at since you have three agencies. I'd like to see it moved up higher than No. 11 on the list.

Arthur: It's visitor experience but it's also viewshed. The Gorge and the highway is so different and so choked with trees and the views. I'd like to tag that on to the discussion. When you run into plastic, etc. or into a viewpoint without a view, it takes you out of the moment. We can advocate for the public.

Wayne: ODOT and OPRD did some work a few years ago on opening the views. I don't think it was completed and it has probably regrown.

Ernie: I strongly feel view shed management should be an ongoing thing. I used to ride through and say "I wish it were" about the views. We have a duty to restore those.

Clay: I agree. It's been a while. It's something ODOT and OPRD would need to collaborate on. If Terra can help with the permits, we have tree fellers, etc. We received a national award for Women's Forum but that was 10-12 years ago.

Arthur: there were far fewer trees. The city of Hood River is probably 10 times as vegetated as it was in 1900. It's a very different experience.

Jeanette: I was out with a volunteer and he really wants to reopen the view for the rockslide viaduct.

Tricia: The challenge of view shed management is a lot of players involved and approaches to land management.

Terra: what comes down if we move No. 11 up?

Wayne: I would like to see No. 11 moved up and become bold (priority item)

Arthur: I want to see planning happening for view sheds, but I wouldn't expect action to open views this year.

AJ: I think Wayne's view is a greater umbrella than the able-bodied experience. AJ and Kent had done an audit for the Waterfall Corridor. The visitor experience is not necessarily a person in a vehicle anymore.

Arthur: Visitor experience isn't the right term because there's so much to it. Equity and Inclusion is its own thing.

Kent: The temporary control measures are a long time for us, but not for nature. We had a tree take down all historic rail from the Multnomah Falls Bridge. We still have rockfall. As slopes become stable, we review and remove. We assess it each year. We have liability for safety.

Arthur: Past a certain point, the temporary isn't a temporary measure so we have to think about what it looks like. If it may not stabilize for 10-15 years, maybe we're looking at a more historically compatible mitigation.

Kent: past fires show 5-15 years is when the tree roots die. Balance of the scales: rarity of incident vs. safety.

Terra: The USFS has an application in to improve some of the aesthetic elements, like replacing the concrete barrier.

Lynn Burditt (in chat): A great coordination opportunity. there remain some safety issues - so it may be more about how to improve the visual impacts rather than how to go back to pre-2017. Around 5 years is when you will experience more loss of roots and more trees coming down as well as rock fall as Kent is mentioning

Updates

Discussion of Dec. 21, 2022 scheduled meeting. Move forward a week to Dec. 14.

ODOT

Kent: We lost about 65-feet of historic rail between Vista House and Larch Mountain. The historic rail is starting to dry rot a little and doesn't have the strength it used to. We also had 80-feet of rail at Multnomah Falls. Current work near Vista House for 40 feet of rail replacement.

At the Mosquito Debris flow, we're working to put a pipe under the freeway and railroad track to manage the flow. We had a chance of losing the interstate because of the saturation. When we finish the work at Mosquito Creek, we will replace the white rail.

We will be taking concrete rail out at Exit 41. The slides are smaller and more stable.

Arthur: when you replace the masonry rail, is there a new model with longer life?

Kent: we have 3-4 masons that do the quality work we want. Every piece of rail is different and unique. The upgrades are in kind with like materials. We had a section next to a recently repaired section get

taken out but the new section held. We're doing like kind because there are often rock walls stacked below.

Arthur: do you go after insurance?

Kent: yes, if they're caught. We're running \$1,000-1,100 a foot. That comes out of my budget that I can't use to replace other things.

Terra: we're still working on the fix for the gabion basket hit on the state trail.

Kent: I think we will be moving forward on that.

Wayne: Where was that?

Terra: The Wyeth to Lindsey Creek section.

Friends of the Historic Columbia River Highway

Jeanette: Planning to compare the State Trail Inventory to the guidelines. We did a \$10,000 donation to Hood River County for the developmental review of Mitchell Point Drive to Ruthton Trailhead.

Vista House displays, and concerts resume in 2023. Attendance of the National Bike Summit in March. Gorge Ride June 24, 2023. Antique Car Tour July 8, 2023. Seeking board members and volunteers.

OPRD

Nothing additional.

USFS

Jenny Hebert: Internal conversations about clutter and mitigation

Travel Oregon: N/A

Committee Roundtable

Ernie: Very successful year. We've been very resourceful in the way we've managed our funding. I hope no additional funding doesn't mean funding is getting tighter.

Wayne: In the landscape architect magazine, there's a new photo of the side trail that Friends paid for and OPRD cleared.

Tricia: Eager to hear more about permits and funding.

Arthur: We have a certificate for Ernie for his last official day on the committee. Ernie: It's been an honor. I think back to when I traveled the highway with my parents. Now I can do it by foot, on bicycle. I had a new great grandson born in Idaho yesterday and we'll make sure he gets here one of these days.

Adjourned.

Type of construction includes: Building improvements, excavation, grading, walls, and rockfall mitigation

August 30, 2024

A photograph showing two construction workers in safety vests and hard hats operating a large drilling rig. One worker is on the ground, and the other is on a platform above a large hole in the ground. The rig is a large, red and black machine with a long vertical drill bit. The background shows a wooded area with trees.

A wide-angle shot of a bright, empty room. The walls are a light cream color, and the ceiling is white with four rectangular recessed light fixtures. Two large, square windows with dark frames are positioned side-by-side on the back wall. Through the windows, a red car is visible outside. To the right of the windows, a large whiteboard is mounted on the wall. The floor is a light-colored wood or laminate. There are two electrical outlets on the back wall between the windows and two on the right wall. A small, dark object is visible on the ceiling between the windows.

Project Website: [Historic Columbia River Highway State Trail, Viento to Mitchell Point Crossing | FHWA \(dot.gov\)](#)





March 3, 2023

Historic Columbia River Highway State Trail, Mitchell Point Crossing

Type of construction includes: tunneling, grading, asphalt paving, concrete paving, signing, striping, landscaping, structures, and rockfall protection

West tunnel structure concrete forming below springline



Left: West tunnel

Below: East tunnel

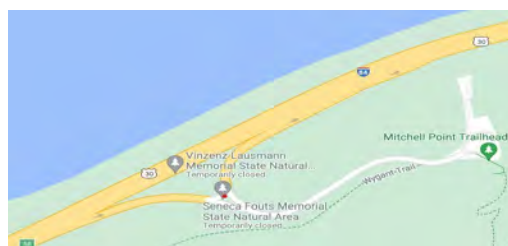


(All images) Source: FHWA

The lookout exit will be closed at Mitchell Point until further notice, see Google Map left, for location.



Source:
Google Maps



The Contractors' work hours are: Monday - Friday from 7:00 am - 3:30 pm.

Project Website: <https://highways.dot.gov/federal-lands/projects/or/dot-crgnsa-100-4>

Western Federal Lands Highway Division

Project Number:

OR DOT CRGNSA 100(4)

FHWA Contact:

Austin Armstrong
Project Engineer
Austin.armstrong@dot.gov
(360) 216-9631
Hood River Field Office
700 E. Port Marina Way
Suite 201
Hood River, OR 97031

Project Partners:

Oregon DOT
Forest Service
Oregon Parks & Recreation
Department

Contractor:

Crestline Construction Co. LLC
The Dalles, Oregon

Notice to Proceed:

January 13, 2021

Approx. Completion:

July 13, 2023



U.S. Department
of Transportation

**Federal Highway
Administration**



March 9, 2023

Historic Columbia River Highway State Trail, Mitchell Point Crossing

Type of construction includes: tunneling, grading, asphalt paving, concrete paving, signing, striping, landscaping, structures, and rockfall protection

Project Number:

OR DOT CRGNSA 100(4)

FHWA Contact:

Austin Armstrong
Project Engineer
Austin.armstrong@dot.gov
(360) 216-9631
Hood River Field Office
700 E. Port Marina Way
Suite 201
Hood River, OR 97031

Project Partners:

Oregon DOT
Forest Service
Oregon Parks & Recreation
Department

Contractor:

Crestline Construction Co. LLC
The Dalles, Oregon

Notice to Proceed:

January 13, 2021

Approx. Completion:

July 13, 2023



U.S. Department
of Transportation

**Federal Highway
Administration**

Stone masonry work



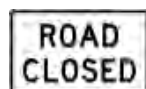
East Bench and South wing wall



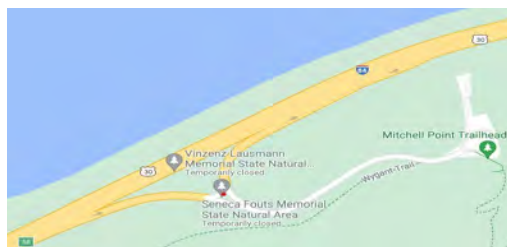
West portal wall concrete form



East portal structure frame form relocation



Source:
Google Maps



(All images) Source: FHWA

The lookout exit will be closed at Mitchell Point until further notice, see Google Map left, for location.

The Contractors' work hours are: Monday - Friday from 7:00 am - 3:30 pm.

Project Website: <https://highways.dot.gov/federal-lands/projects/or/dot-crgnsa-100-4>

Western Federal Lands Highway Division

Statement of Intent

The Columbia Gorge Tourism Alliance is committed to developing the region as a world-class sustainable tourism economy. This implicitly includes protecting and enhancing the scenic, natural, cultural and recreation resources of the Columbia River Gorge and neighboring Cascades, while highlighting our local communities off the beaten path.

Our strategies include:

- Spread seasonality of visitation
 - Reduce congestion during peak seasons and in high-use areas
 - Spread the benefits and increase the economic impact of tourism throughout the Gorge
 - Integrate cultural heritage into the visitor experience, authentically and respectfully
 - Connect resources to optimize destination marketing; and support the continued development of unique and compatible product offerings
 - Capitalize upon the visionary projects already underway in the Gorge to ensure this place remains a world-class destination
-

Waterfall Corridor Guide *for Visitors With Disabilities*

General Information

ADA- Accessible Restrooms

- Latourell Falls
- Multnomah Falls
- (Bridal Veil Falls)

Non-accessible restroom at Wahkeena Falls.

People of varying abilities can enjoy the Waterfall Corridor. To ensure you have a safe and enjoyable trip, make sure you read this information carefully.

- The road is quite uneven which can lead to a **bumpy ride**.
- You should bring enough **snacks and drinks** to get you through most of the day as only Multnomah Falls offers dining options.
- For safety reasons, we recommend wearing a **safety vest** since you will have to cross the highway at times.
- Check readyssetgorge.com for any **trail closures**.

How To Get There

**No car,
no permit
needed**



Car

If you plan to tour the Historic Columbia River Highway **during the summer**, then you will need a permit. This \$2 fee **does not ensure parking** but will be needed for driving on the Highway. Find out more at:

oregon.gov/odot/waterfall-corridor-permits/pages/default.aspx

Private Shuttle Services

There are two private Hop-On-Hop-Off shuttle providers along the waterfall corridor. Both of them operate wheelchair-accessible vehicles. Let them know you will need extra accommodation ahead of time for their scheduling.

Sasquatch Shuttle

The parking lot is gravel with some paved areas. Currently, they cannot offer any designated ADA-accessible parking. The benches are temporarily out of order but the staff will happily bring out chairs to accommodate you. Restrooms are presently not ADA-accessible.

Contact:

1 W Mill Rd, Bridal Veil, OR 97010
sasquatchshuttle.com
info@sasquatchshuttle.com



(Sasquatch Shuttle
Parking Lot)

Public Bus

Instead of driving to the meeting points, you might also take the **public bus system** from Portland's Gateway Transit Center to Multnomah Falls. From there, you can hop on either shuttle service.

Find the schedule for the Columbia Gorge Express at:
ridecatbus.org/columbia-gorge-express

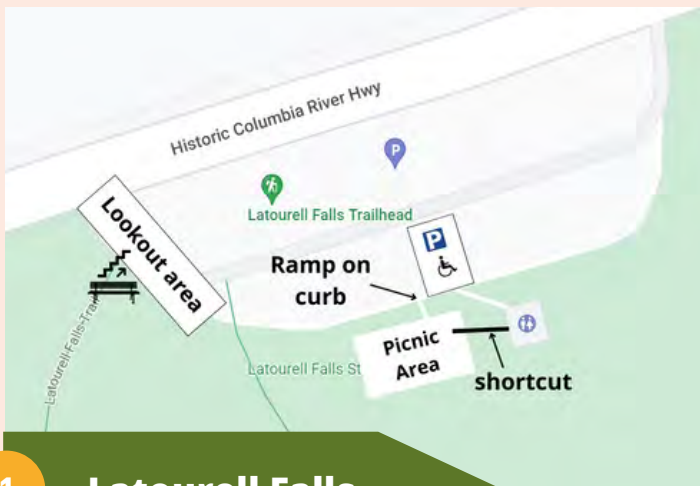


Waterfall Trolley

The parking lot where the shuttle starts is gravel but even. Benches on grass offer resting spots. There are no ADA-accessible restrooms.

Contact

36901 E. Historic Columbia River Highway, Corbett, OR, 97019
waterfalltrolley.com
503-241-7474



1 Latourell Falls

The Latourell Falls stop offers a spacious viewpoint of the 224 feet plunge of the waterfall. People using mobility devices can access signs about their history and background information without trouble.

The ADA-accessible parking spot is located next to the ramp onto the sidewalk, close to the accessible restrooms and picnic tables. Sidewalks are covered in even concrete except for the shortcut between the picnic tables and restrooms (pictured to the right).

None of the hiking trails are paved. The bench at the trailhead is below a flight of stairs but picnic tables are available. One of the tables is set on concrete and offers space for people using mobility devices.



2 Shepperd's Dell Falls

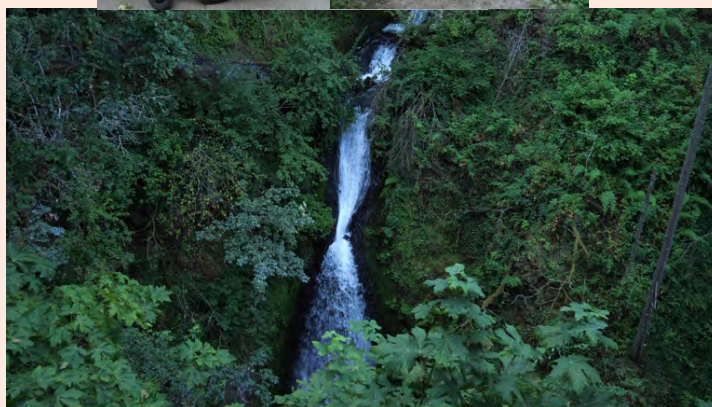
Shepperd's Dell doesn't have a transit stop. You might be able to glimpse the falls that go under the original 1914 bridge you are driving over, though.

When traveling east, they will be behind you. Keep a look out the rear window if possible.



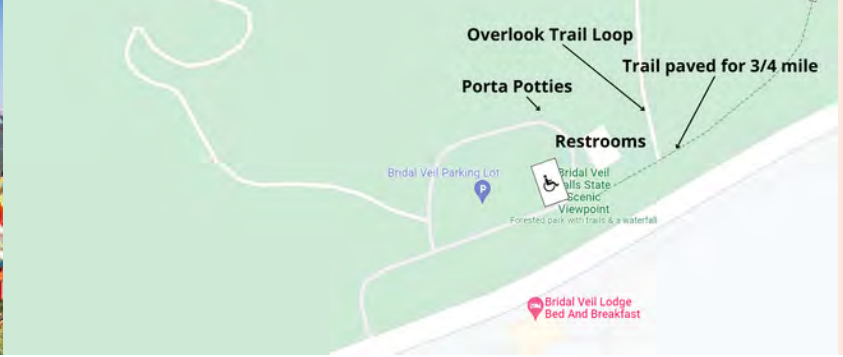
CHECKLIST

Waterfall View:	Yes, from viewpoint to the left of parking lot (250 ft.)
Transit Stop:	Separate safe stop close to ramp on curb, driver needs to be alerted
Parking:	ADA-accessible parking spot available
Restrooms:	ADA-accessible except for sink area
Picnic Area:	Picnic table usable for people using mobility devices
Seating:	Picnic tables, bench at trailhead



CHECKLIST

Waterfall View:	Drive-by from street
Transit Stop:	No stop
Parking:	None
Restrooms:	None
Picnic Area:	None
Seating:	None

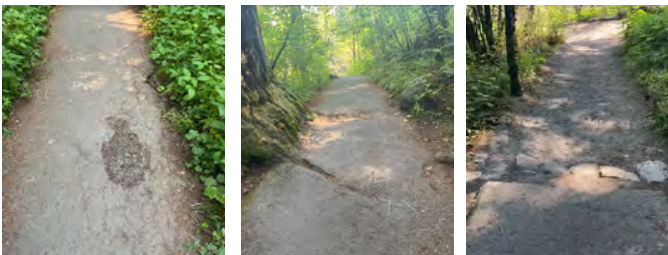


3 Bridal Veil Falls

Bridal Veil Falls counts among the most beautiful waterfalls along the corridor. Bridal Veil Falls is two-tiered and flows under another original highway bridge. For safety reasons, you should not try to view it from the highway. Instead, the fairly-sized parking lot is connected to two trails with breathtaking views:

Waterfall Trail

If you want to experience the waterfall up close, you will want to follow the Bridal Veil Falls trail. The first 3/4 mile is paved but the pavement has eroded considerably (pictures below). The asphalt stops before the lookout.



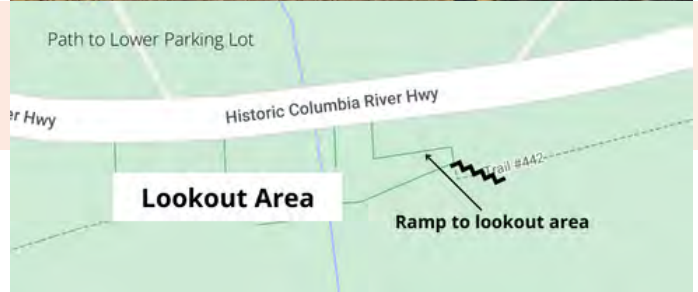
The path to the lookout is fairly steep and includes two wooden bridges. The stairs to the lookout are uneven and well-trodden.

CHECKLIST

Waterfall View:	Yes, but from unpaved hiking trail (0.3 mi)
Transit Stop:	Safe exit
Parking:	Incomplete marking on designated parking spot
Restrooms:	Closed, Porta Potties with ledge
Picnic Area:	Not accessible for people using mobility devices
Seating:	No, except along Waterfall Trail

Overlook Trail

A paved path leads to some gorgeous views over the Columbia River. Catch a glimpse of Beacon Rock, Archer Mountain, and the Pillars of Hercules. The loop is 1/2 mile long and fully paved. people using mobility devices may be able to enjoy some of the views from the path. However, it has experienced some erosion. Some lookout points are missing pavement (see below). You will find a picnic area that is located off the pavement.



Checklist

Waterfall View:	Yes, there is a viewing area (0.2 mi)
Transit Stop:	Safe exit
Parking:	ADA-accessible parking spot
Restrooms:	Yes but not ADA-accessible
Picnic Area:	Not usable for everyone
Seating:	Potentially on low walls

4 Wahkeena Falls

The Wahkeena Falls stop was remodeled in 2014 to be more accessible by the US Forest Service. You will not want to miss the view from this lookout.

Expert Tip

There is a 3/4 miles Return Trail that you can use to get to Multnomah Falls and leave your car in the extra parking lot. Keep in mind that it is not accessible for people using mobility devices.

From the accessible parking spot, you will find a ramp to your left that will lead you up to the viewing platform.

There is a spacious lookout platform right next to the waterfall. You will be able to feel the spray of the water on your skin. The low walls surrounding the lookout point offer potential seating.

There is a lower parking lot connected by a paved path, however, it is fairly steep. You will find restrooms and a picnic area at the bottom.

The trails starting here are steep and only accessible through stairs.



5 Multnomah Falls

Multnomah Falls counts among the most famous waterfalls in the world.

The accessible parking spots via the Historic Highway are located to the side of the Multnomah Falls Lodge, right next to a small ramp onto the curb. The space in front of the lodge and gift shop has several benches and there is a picnic area at the creek. You can reach it through a ramp.

The gift shop is accessible although it can get crowded. The restrooms are accessible and an elevator will also allow you access to the upper levels of the lodge where you will find a restaurant. Alternatively, you can find an accessible picnic area at the creek.

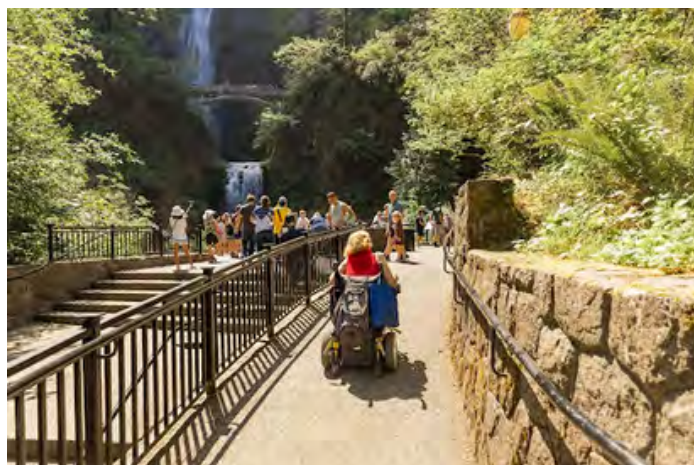
The ramp leading up to the viewing area is a little steep but you will have enough space to meander your way up. We recommend going early during the summer months to avoid big crowds.

The path up to the Benson bridge is paved and offers seating along the way. However, you will have to take a flight of stairs to access it.



CHECKLIST

Waterfall View:	Yes, there is a viewing area (0.25 mi)
Transit Stop:	Safe exit
Parking:	ADA-accessible parking spots
Restrooms:	Yes
Picnic Area:	Usable
Seating:	Yes



Video

Even though this video of the US Forest Service is a little older, the information holds true. The video will give you a good impression.



Horsetail Falls has another accessible lookout area that you will not want to miss. This waterfall is named after its form since it keeps close to the rock and barely fans out, it looks a little like a horsetail.

The parking lot is located across the highway so be careful when crossing the highway, especially considering that the ramp onto the curb is diagonal from the ramp onto the highway.



The lookout area to your right is partially paved, partially covered in loose fine gravel. It offers a nice close-up view of the waterfall. There are picnic tables but keep in mind that they are set on loose gravel.

Stairs lead to the pool at the bottom. In summer, it is a good spot to cool down. You will be able to sit on the boulders that pepper the shore.



CHECKLIST

Waterfall View:	Yes, from shuttle and viewing area (0.2 mi)
Transit Stop:	Safe exit, highway crossing necessary
Parking:	ADA-accessible parking available
Restrooms:	Not available
Picnic Area:	Not usable for people using mobility devices
Seating:	Yes



This guide was created by the Columbia Gorge Tourism Alliance Accessibility Action Team and made possible with the help of the disability and mobility experts Annadiana Johnson, Jan Campbell, and AJ Zelada. *Photos by Marlee Boxler, Joel Roth and AJ Zelada. Text by Nicole Wahner.*