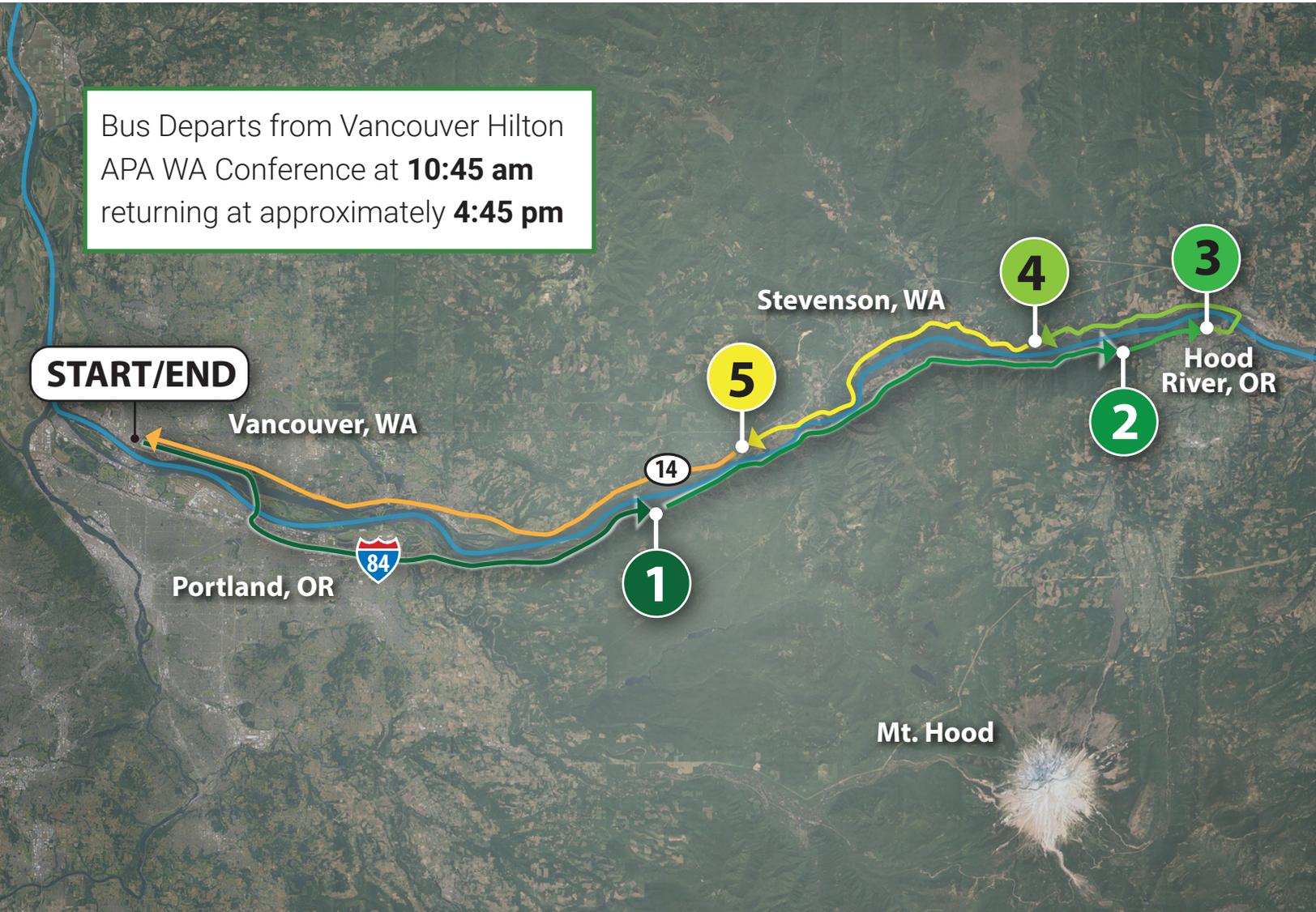


Join our Gorge Tour!

Five scenic stops featuring access upgrades for this national treasure.

OCTOBER 11, 2022
APA WA Columbia River Gorge
Mobile Workshop



THE GORGE

The Columbia River Gorge is one of Oregon's seven wonders – home to the first highway in the Pacific Northwest, sweeping vistas and rich history. And for more than 100 years, it's been an important corridor for freight movements, both in the water and on the road, including two railroad lines, two busy highways (I-84 in Oregon and SR 14 in Washington) and the Historic Columbia River Highway. In 1986 Congress enacted the Columbia River Gorge National Scenic Area Act to protect scenic, natural, cultural and recreational resources and to support economic development within urban areas.

Current and planned improvements will increase safety, extend the lifespans of the highways or enhance walking and biking infrastructure. Join us to learn more about maintaining and enhancing access to the western half of the NSA for all users, including the nearly 2 million tourists each year.

PRESENTERS:

Terra Lingley, Oregon Department of Transportation (ODOT); Katelyn Jackson, ODOT; Scott Keillor, WSP; Stan Hinatsu, United States Forest Service (USFS); Lorelei Haukness, USFS; Kevin Greenwood, Port of Hood River; Heath Yeats, Washington State Parks; Sam Jones, WSP



Multnomah Falls is owned and operated by the U.S. Forest Service and is one of the most-visited natural areas within the state of Oregon, hosting more than 2 million visitors a year. Vehicle parking is limited, and does not accommodate existing demand. The USFS, ODOT, Multnomah County, CAT, and OPRD have been working for three years to determine how to better accommodate visitor demand at this scenic destination in the Gorge.

Approximate stop time: 11:45 am -12:15 pm



Mitchell Point Tunnel was the site of an iconic tunnel with its five arched windows overlooking the Columbia River. Constructed in 1915, the tunnel was closed in 1953 because it could no longer accommodate high traffic volumes and car sizes. It was destroyed in 1966 to widen the water-level highway, now Interstate 84. The historic tunnel was 390-feet long. Mitchell Point is a formidable mountain that requires a new crossing to connect the western segments of the Historic Columbia River Highway State Trail to Hood River and The Dalles. The new tunnel is reminiscent of the historic tunnel, in that it has five openings, or adits to provide light for cyclists and pedestrians within the tunnel. The tour will view the under-construction modern tunnel and see how ODOT and project partners continue to connect the Historic Highway as a State Trail.

Approximate stop time: 12:45-1:45 pm



Plans to replace the **Hood River Bridge** started in the late 90s but picked up speed in 2018 when the project contracted to complete the Final Environmental Impact Statement (FEIS). The original bridge, built in 1924, allowed farmers to move livestock across the Columbia River. The new bridge will include a bike/pedestrian facility that will tie in to the Historic US30 trail, remove the lift, increase the clearances for the barge operators, increase the travel lane widths, add shoulders, storm water collection systems while staying visually unobtrusive so as not to take away from the Gorge's natural beauty.

Approximate stop time: 2:00-2:30 pm



The **Dog Mountain Trail System** receives high visitation during the spring wildflower season. The trailhead parking lot reaches full capacity on weekends, causing visitors to park and walk along State Route 14 to access the trail. High-speed traffic, narrow shoulders, and limited site distances made it unsafe for pedestrians and creates a serious public safety concern. In 2018, the Forest Service partnered with Western Federal Lands, Skamania County, Washington State Patrol, and the Washington Department of Transportation to implement a permit system and shuttle service that together have alleviated safety concerns while allowing for continued public access. The Forest Service is also partnering with Western Federal Lands and the Department of Transportation to explore alternative trailhead locations. *Approximate stop time: 3:00-3:20 pm*



The **Beacon Rock Entry Relocation Project** plans to improve safety, access, and the visitor experience within a highly constrained environment. The area of potential effect is within the Columbia Gorge National Scenic Area and contains impressive topography, habitats, wetlands and historic structures. The planning effort included a new highway alignment, off street parking, a pedestrian underpass, trails, and a roundabout design along State Route 14. Washington State Parks coordinated with WSDOT, CRGC, Freight Associations and park neighbors through stakeholder meeting, open houses and other public outreach.

Approximate stop time: 3:45-4:00 pm

Workshop Discussion Stops: Note all stops are ADA accessible except the Mitchell Point Tunnel tour that requires the ability to walk 1 mile (optional bus side lunch and presentation offered).