

Historic Columbia River Highway



Advisory Committee Meeting

Meeting will be Hybrid
Hood River County Library: 502 State St
Hood River, OR 97031
Thursday, June 20, 2024
10 AM – 2 PM
Login online: <https://tinyurl.com/AC-June2024>

Meeting ID: 847 3183 2859
Password: HCRHAC

Call in (does not require internet): 1 (253) 215-8782
Meeting ID: # 847 3183 2859

Members

Arthur Babitz, Chair

Vacant

Ernie Drapela, Vice-Chair

Tricia Forsi

Judy Davis

Lisa Farquharson

Clay Courtright

Rian Windsheimer

Kate Baumgartner

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

- 10:00 AM Call to Order
Arthur Babitz
- 10:05 AM Opportunity for the public to comment on any item not on the agenda
- 10:10 AM Approval of Minutes
Arthur Babitz
- 10:15 AM Mid-Summer Congestion Report

Terra Lingley, ODOT, Stephen Elgart, USFS, Clay Courtright, OPRD
Update on congestion mitigation activities at Multnomah Falls.

11:00 AM Historic Highway State Trail Updates

Mitchell Point Tunnel

Taeyong Lee, WFLHD
Update on current construction activities.

Perham to Mitchell (Option Y)

Terra Lingley and Matt Miller, WFLHD
Permitting, obligation year, schedule

Mitchell to Ruthton Point

Terra Lingley, ODOT, Matt Miller WFLHD
Funding update, schedule, and next steps

Eagle Creek Stairs

Stephen Elgart, USFS

12:00 PM Lunch

12:45 PM State Trail Consistency Review

All
Consider formal acknowledgement, final modifications.

1:00 PM Multnomah Falls Viaducts Construction Update

Jack Carlson, WFLHD

1:15 PM Updates

ODOT, Friends of the Historic Highway, OPRD, Travel Oregon, USFS, and WFLHD

1:30 PM Committee Round Table

All

2:00 PM Adjourn

Future Meetings

- September 5, 2024 **9am-12pm** (NOTE NEW TIME!) Troutdale or Corbett Area
- December 12, 2024

Topics:

- Congestion Season Recap
- Multnomah Falls Viaducts Update
- State Trail Mile Markers

Historic Columbia River Highway

Advisory Committee Meeting

Summary

March 21, 2024

Hybrid – Zoom and The Dalles

Members Attending:	Ernie Drapela, Vice Chair Arthur Babitz, chair Judy Davis Tricia Forsi Wayne Stewart, Member Emeritus Chris Ford, ODOT Kate Baumgartner, Travel Oregon (Second half) Lisa Farquharson
Historic Highway AC Staff:	Terra Lingley (ODOT) Katelyn Jackson (ODOT)
Others Attending:	Bob Hadlow (ODOT) Kent Kalsch (ODOT) Richard Alfieri Bonnie Clark Kaylee Crosby Jennifer O’Donnell Lynn Burditt Kevin Bracy, DEA Belmont Casey Gatz, ISFS Austin Armstrong, WFL Stephen Elgart, USFS Jack Carlson, WFL AJ Zelada Kent Krumpschmidt, Sasquatch Shuttles Chris Stillman, USFS Dave Henne Marlee Boxler, City of Troutdale Mike Francisco Racin Jeremiah Blue, Port of Cascade Locks Nicolas Granum, USFS Kathy Fitzpatrick, MCEDD Carolyn Woods

Call to Order

Arthur called to order the meeting at 10:03.

Public Comment

Carolyn Wood (former Advisory Committee member) welcomed the committee to The Dalles

Approval of minutes

Jeanette had provided potential edits via email. Terra will find them and share with the committee shortly. Will circle back to approval.

State Trail Enhancement Report

Terra and Wayne had reviewed the enhancement report with OPRD, and they have some tweaks prior to making any formal movement on the recommendations within the report. We're close – there were some concerns. Will need to loop back in the next meeting to hash out the details, and we'll loop around next meeting to make sure everyone is on board before making a formal recommendation on path forward.

"When money is available" – in the report. Working together to apply for grants, do the right thing moving forward. Not a problem, need to work out the details. The burden is not entirely on OPRD or ODOT to pay for these elements.

Summer 2024 Congestion Preview

Looking to have Multnomah Falls I-84 timed use permits at exit 31 starting May 24th-September 2nd – just before Memorial Day through Labor Day. Still working to gather full funding to support the permit checkers. We have funding to support flaggers at the crosswalk on the Historic Highway State Trail – will be every day during the May 17th -September 8th due to historic issues with congestion on either side of the permit system.

Will still have the day-of, non-fee permits at Cascade Locks and Troutdale. CAT will increase service for the summer season to help folks continue to choose a transit as an option to visit Multnomah Falls.

Sasquatch Historic Highway Lot Changes

Kent Krumpschmidt presented the Sasquatch Shuttle-led changes in the Historic Highway lot at Multnomah Falls. He shared the Sasquatch Shuttle business, who the company is, what the goal of the service is, etc. Last year the re-orientation of the lot and management greatly reduced congestion.

Goal to charge for parking is to continue to improve upon the reduced congestion. Paid parking is new this year, the shuttle from Bridal Veil to Multnomah Falls is free, with a \$5 parking fee per vehicle.

Looked at the 2019 Congestion and Safety Plan, reviewed goals and how to meet the issues laid out in the plan. Data gathering, flagger at Multnomah Falls (had the contract last year, intending to re-bid again this year), coordinate with partners, have a place to park large vehicles without having them drive on the Historic Highway, they have a satellite lot 7 minutes away. Using the shuttle – don't have to worry about parking or being stuck in congestion. Visitors are almost guaranteed a parking spot, and then have a nice ride to the Falls. In the future, Sasquatch is aiming to expand transit from Troutdale to Cascade Locks to ensure that folks don't bring their cars into the Gorge.

Monitored parking lots – staffing to provide information to visitors, and to deter car prowls. Have had no car prowls at both of the lots when they're staffed. Provides a level of certainty and deterrence at the busiest sites.

Running the waterfall loop shuttle to disperse visitors throughout the corridor – long term goal is to reduced pressure on Multnomah Falls parking areas. Working with CAT to provide a discount to CAT CGE riders beyond the one stop at Multnomah Falls. Working with the City of Troutdale to develop a park and ride hub to operate parking and a bus. This is a long-term opportunity.

ADA accessible lot - \$5 parking fee per vehicle. Shuttle is free.

Last year switched the flow of the parking lot, and were hoping to continue that this summer, however, the viaducts project has taken some of the lot for contractor staging. On hold for 2 years to make long-term modifications due to the construction project. Working to make updates to make things more aesthetic (remove concrete barrier with a more appropriate aesthetic railing). Open entrance is not a good management system.

In future will save some spot for commercial operators to park while guiding tours. Talking mostly about the vans, etc. That will have to wait until after construction. Looking at bike parking opportunities – intend to have an area for commercial e-bike operators to allow safe, appropriate parking.

Working with the Lodge to provide employee parking, and employees can also park at Bridal Veil and take the shuttle for no fee to allow staff at the Lodge to access work.

Weekend service from Troutdale with a pre-booking. Expanding the number of shuttles for frequent service. Hiring staff and running more shuttles, since there is a concern that there will be increased demand due to charging at the Lodge lot.

Working with TKO to provide volunteer parking when trail work is happening.

Judy – how do people learn about all of these options?

Kent – work with ODOT/USFS. ODOT is providing information on the informational websites, hired a social media person to push information out. Will have a media preview day in May to get local news in the loop. Advertising at the Airport through Travel Oregon.

Lisa – Local chambers are also in the loop – will be helping to push out information, share information on websites in the office. Chambers are a great conduit to sharing information to visitors.

Richard – how much is the parking at Multnomah Falls vs. Bridal Veil?

Kent - Bridal veil is \$5 per day for a regular vehicle, \$20 for a RV. Multnomah Falls will be surge pricing – peak summer day, peak time maximum is \$20 per vehicle, will drop off at the lower demand times and off-season. Pricing is on the website. Working to push visitation to off hours and to ride the shuttle instead of driving.

Richard – no longer parking at Rooster Rock?

Kent – shuttle hasn't run from Rooster Rock for a few years. It was almost too successful – saw congestion at Rooster Rock.

Richard – is there a restroom at Bridal Veil?

Kent – Yes, porta-potties brought in every season, there are paved areas for ADA folks.

Tricia – worth reaching out to PDX Parent – big on social media. Is there an age minimum?

Kent - No age requirement on the shuttle, though no ability to accommodate car seat attachments. Also allow pets. The goal is to be accessible to all.

Arthur – Do you charge for bike parking?

Kent – no charge there. Working with the two larger e-bike vendors. Working with the bike community – access to secure parking, shade, etc.

Wayne – What is the car capacity at Bridal Veil?

Kent – 250 is the limit based on NSA restrictions. Not concerned about being over-capacity. They have never filled up the entire lot. Have the space/capacity.

Wayne – Shuttle stops from Vista House to Ainsworth – are they adequate?

Kent – ODOT is a great partner providing burn-downs and loading zones. Biggest issue is enforcement for folks parking improperly in these areas. They've been misused in the past.

Arthur – How would you make it more apparent?

Kent – It's more enforcement rather than making it apparent. It's well-signed and obvious. Biggest thing that parking enforcement in the Gorge would help everything work more smoothly.

Carolyn – Does all of this pertain to the peak season or year-round?

Kent – we run May-September, but our goal is to extend. The parking will be charged year-round – but greatly reduced in the off-peak.

Kent Kalsch – Congestion mitigation pilot – shuttle loading is something we're trying to see if it works. We used what we had. If this is a long-term solution, we should probably look at re-design. Would need to look at something different that is acceptable in the corridor.

Arthur – When should we look into making changes? When is it permanent? When should we be thinking about design standards and operations to make it more permanent?

Kent Krumpschmidt – Maybe a few years, every year in the past three, there has been a pivot – things change every year and there is not stable conditions. Look and tweak. Once things stabilize, we could look at more permanent changes.

Arthur – Are you involved in the Mitchell Point Tunnel access discussion?

Kent – Have heard information, but not directly involved.

Arthur – where is your merchandise?

Kent – working on it this year, developing and will have stuff available. Please get ahold of Kent if you'd like a tour to see how it all works. Lots of residents have avoided Multnomah Falls due to parking/congestion, so happy to have people be in the know.

Mitchell Point Tunnel Update

Austin Armstrong.

Working on three areas the last several months: the East Meadow, west portal of the tunnel, and the parking lot.

The tunnel is complete – paved, etc. The only thing left is to add railings at the adits, and to add shotcrete on the one small area of exposed rock since it's continuing to crumble.

Grading the east meadow and trail – the whole east meadow area was a gravel quarry – so there was not a lot of elevation variation and undulations. Work is to create some restoration and habitat for the Larch Mountain Salamanders, which could be there, but have not been observed to date. Creating vernal pools to provide differing terrain. Landscape architects came out to visualize the work – not creating a typical roadside ditch – there is a more meandering drainage area. Not looking to drain completely – ecological benefit to having water hang around. There are boulders (~3 foot) interspersed throughout. The disturbed earth will be seeded and mulched, USFS Restoration Services will come back and plant trees and shrubs in addition to the seeding. Incorporating root balls to provide undulation and interest, similar to the Wyeth pollinator habitat area. Eventually this should look natural.

West Portal – Haven't completed the masonry fascia yet – since the overlook has been under construction and there's not been room for both activities. Formed the footing of the retaining wall – workers have to cable/rope up due to the cliff/fall hazard. This is slow work due to the safety requirements and tight space. The concrete wall comes up to trail level, and then arched masonry guard rail will be what folks experience on the trail.

Parking lot area – There are two concrete pads with picnic tables, bottom part plaza around the toilet. The toilet has been in place for a while, now working on the plaza. MSE wall has been in place along the driveway for a while but getting ready to install the guardrail. Plaza now has aggregate concrete installed along with the bike parking. Graded access to Mitchell Point trail. Gabian baskets as rockfall mitigation for the parking lot and picnic area. Some of the baskets are exposed, and some are buried with topsoil. Makes the baskets disappear. Two picnic tables and concrete pads are installed. In between the picnic areas, will have topsoil – seeded and mulched, and then restored by USFS.

West Bench is more complicated than originally anticipated – finished up the design and are now moving forward with construction. No current update on when the opening will occur. Crestline has been doing all the work they can in advance so they're ready to go once the design is done.

Wayne – Do you have a guess on completion date?

Austin – June 4th is the contract completion date now, but further negotiations with the contractor may push that back due to the extra time on the west bench. Will have a date/time at the next meeting.

Arthur – what happens to the interpretive signage that used to be at Mitchell Point? Are we putting it back? How does interpretation happen today? Thematic signs and interpretive signs – they are two different pieces. There is guidance on interpretation and thematic signs.

Bob Hadlow – Talked through it with the design of this project a few years ago. Placed about 40 signs years ago, as a partnership with other agencies. They are expensive, vandal resistant, but not vandal proof. They are also much more expensive. Are there better ways to do interpretation today? QR codes? Something to sort out a bit more. Mitchell Point has a rich story – Parker family with a house there, roadhouse managed by Babe, then Parks acquired the land, and the latest chapter of the tunnel. Have a lot of layers to talk about, but something to sort out. We've been removing the interpretive signs, but how do we move forward? Interpretation is important – need to think about a plan and where the information is stored.

AJ – museums are going to QR codes – can deliver podcasts, other media. Supportive of a QR code at the beginning of a trail. Could select the information that interests folks – ecology, geology, history, ADA information, etc.

Stephen – QR codes – USFS has been in discussion with CGTA to do a pilot program on the Washington side of the river to connect folks to information in different languages, addressing disabilities such as hearing, etc. Hope to expand after the Washington side and share lessons learned.

Judy – Friends of the Gorge put up QR codes at the Lyle Cherry orchard.

Arthur – Need history, geology and bathrooms.

Wayne – Does AJ has an update from the DC Bike Summit?

AJ – Funding for Eagle Creek staircase. Super happy, want to thank the Oregon Trails Coalition for finding the funding. Bike and hike event cross-country. Ben at Bike the Gorge directs people to bike to Wahclella, hike to the waterfall, have lunch, hike out and bike back to Cascade Locks. Will do the same on the Washington side of the Gorge – biking to Lyle, and then hiking Catherine Creek. This may expand who is biking, etc. Back to bike, families, friends etc. Issue of bike parking – some jurisdictions have prohibitions on e-bikes at locations. Oregon is ahead of the curve for having bike facilities at State Parks – Viento is the gold standard.

Stephen – Forest Service worked with AJ, Ben, other bicycle providers. Looking into the concept of what bike parking looks like in the Waterfall corridor and the future of that. More in future meetings. Working with the e-bike vendors to share information about e-bikes – motorized vehicles and new technologies. USFS considers them motorized vehicles – will need further discussion about what that looks like. Moving forward with changing bike parking at the Multnomah Falls Plaza. Specifically at the Multnomah Falls site, and more generally what does e-bike parking look like into the future.

Richard – not everyone has a cell phone to access QR codes, and service is not always available.

Temporary Trail Connection

Terra walked through the temporary connection opportunity. It will be put in concurrent with the Mitchell Point Tunnel opening. This will be a pedestrian only connection; cyclists will not be allowed.

For the Viento to Mitchell Project, construction bids came in higher than the engineer's estimate and the funding available. Broke the project into three "phases:" Base Option, Option X and Option Y. The Base and Option X project opened last year – that was Viento trailhead, all the rockfall, and the trail surface approximately two miles west of Viento State Park. Option Y includes two bridges over Perham and Mitchell Creeks, two walls, and 0.7 miles of trail surface.

When the Mitchell Point Tunnel opens this summer, there will be a 0.7 mile gap in the State Trail between what opened last year and the western end of Mitchell Point Tunnel. Wayne, AJ, WFLHD, OPRD and ODOT walked the gap. There is a pretty straightforward connection, with three specific challenges: Perham Creek, Mitchell Creek, and the gap in the guardrail next to I-84. Really only one opportunity to create a temporary trail connection in the interim. In 2026, we'll have FLAP funding to complete this connection. We submitted a Congressionally Directed Spending request for \$4M, and we were awarded \$850,000 of the \$4M request. We're looking at opportunities to spending that money – it has to go into this segment of State Trail. Looking at opportunities to pre-buy materials, stockpile them until construction. We may be able to work from one end or the other, however, since the total cost for this work is \$7.9M, and so it's hard to do anything meaningful with 10% of the project cost.

Instead of turning to following where the trail ends, pedestrians will walk straight on the back of the concrete barrier to head east. There is a gap in guardrail, where there is a very wide shoulder. Need to work on delineation. The concept is to add black plastic fencing on metal posts a bit north of the existing wire fence. The gap is approximately 450-500 feet. There will still be space on the shoulder for emergency parking for vehicles when the temporary fence is included.

The direction we had to create this trail is: temporary, not expensive, and quick and easy. This is the option. The temporary connection will utilize OPRD's Wygant Trail to cross Mitchell Creek. The Historic Highway will be used for this temporary connection for about 80% of the trail – Mitchell Creek is the exception, to get users across – will use the existing Wygant Trail.

Richard – there are off-road bicycles that tend to go everywhere that they shouldn't be. What's the plan to keep them off this temporary trail connection?

Terra – there will be very clear signage that the temporary trail is not suitable for bicyclists, and then it's an enforcement issue.

Judy – when will this temporary trail connection be available?

Terra – When the Mitchell Point Tunnel project opens. Currently working to amend the existing NSA permit to Hood River County, since temporary impacts are important to capture.

[Mitchell to Ruthton State Trail Update](#)

Kevin Bracy presented an update on the Mitchell to Ruthton State Trail design.

Refresher on design – last November reached the 50% design phase.

Working on design exceptions for the City and the County – narrow roadway, will need an exception. County suggested a potential for a viaduct over the narrowest part of the roadway – there isn't space in

the ROW and the private property to the north. Continuing to pursue the design exception for the narrow roadway.

Exception #2 – Driveway spacing for Hood River County – the entrance/exit are too close (50) feet in between the driveway entrances. We're talking with both the City and the County since this area is within the County and urban growth boundary, but outside of the current city limits. The County and City agree that this area is likely to be annexed into the City at some point in the future, so there is an agreement to apply City's designs as they will likely be the eventual authority in this area.

Challenges in the design currently - 50,000 cubic yards of hauling/disposal of materials associated with the State Trail project currently designed. It is a large project cost ~\$1-2 million, started to look at the property just north of the underpass (known as the Baumann Property) to see if the project could be modified from a Mechanically Stabilized Earth wall (Forest Wall) to a slope. Would remove the Forest Wall – build a fill slope to dispose of ~40,000 cubic yards of material. This concept would spill out onto the property. May save ~\$5M to the project but doesn't include the cost to purchase or use the property. Property has been for sale, is currently for sale for \$1.3 million, but could purchase for a lower cost. The project would then donate the remaining property to USFS who could then own the rest of the property once the project is complete.

Wayne – Willing to sell for \$870k, but for the USFS to take over, would need to have the house and buildings removed. Total is likely close to \$915,000. Met with Rian to see if there are funds to buy the property – there is no ODOT funds available. Opportunity – the Foundation is not in a hurry to sell the property but would like a commitment of some sort. Triple win – chance to lower the construction cost, foundation has a chance to divest of the property, but keep it in public ownership, USFS has opportunity to keep frontage on the river (bisected by UPRR). Opportunity to donate an existing triangular piece of ODOT property. Lots of opportunities and no cash. Are there grants or other funding sources to pursue. If anyone have any ideas, it would help move the project forward.

Arthur – Worked with Aubrey 10 years ago, OPRD is not interested in the property due to the UPRR line between most of the property and the waterfront. Could it be used for parking?

Wayne – Could potentially but would need grading since there is 15% grade down to the river. Very scenic area, issue with the visibility. There is very limited access to I-84, vehicles would need to use the undercrossing, but could add issues.

Kent – We removed the larger tunnel concept to save around \$5M, could we do a larger tunnel and expand the interchange to make it work better?

Wayne – Also looked into adding a complete interchange. Due to FHWA rules, and the proximity to the Morton Road exit. If those have to be combined, the cost quickly escalates to \$25M. Also a possibility of applying to FLAP if there is funding available.

Terra – the next call for projects will not likely be until 2026.

Wayne – should we approach the Project Decision Committee (PDC) to get into the front of the line when projects re-open.

Kathy [In chat]:

I'm sure Terra has already looked at this NOFO: Applications now open for the Active Transportation Infrastructure Investment Program (ATIIP), a new Bipartisan Infrastructure Law discretionary grant. Grants will also fund projects to plan, design, and construct active transportation spines, facilities that connect between communities, metropolitan regions, or States. I think FHWA has some internal funds to help applicants with the process--not sure what they have decided to do.

Terra – again, all the Federal grant programs, including Congressionally Directed Spending (CDS) requests require a match, which must be State funds, and there are no state funds available.

ODOT

Mitchell Point opening celebration planning underway. We'll be celebrating the tunnel throughout the day. The celebration will be shuttle-only and will have celebration events in Hood River and Viento where folks will be catching the shuttles.

CDS clarification on Eagle Creek Stair project – alternatives analysis, but not any engineering.

Viaducts project – underway. Won't significantly impact traffic until October 2024 when the west viaduct closes completely.

Bridal Veil Bridge project will rehabilitate the bridge to repair concrete. Will construct during the west viaduct closure, either fall this year or spring next year.

Maintenance situation is tough – down staff and funding. Delaying Historic Highway railing work near Multnomah Falls due to lack of funds until July.

Still trying to mow by 4th of July on I-84 or Historic Highway. Will likely reduce hazard trees, ditching requirements are reduced.

Arthur - Joint transportation committee is doing a listening tour regarding the long session regarding a transportation package. Thought or discussion getting the Historic Highway project into the agenda to understand the lack of maintenance funding.

Chris – not sure if this is town halls or invite only – we do not work directly for the legislature, but the Advisory Committee could absolutely lobby for increased funding and education on the importance of maintenance funds. Keep an eye out for the schedule, and work to approach them directly.

Arthur – could we coordinate the three counties to deliver the message about the Historic Highway and need for maintenance funds. Terra can help pull together materials/information?

Chris - Focus on programmatic issues, as opposed to specific projects.

Ernie and Wayne should take the lead on coordinating counties, since Arthur is already lobbying on behalf of the Hood River/White Salmon Bridge replacement.

Terra is out of town for the September meeting (9/12), pushing it later won't work since there won't be time to prep. Is everyone ok with moving the meeting earlier, likely September 5th?

Arthur – Have we talked about switching our meetings to some zoom only?

Terra – we’ve been considering modifying the timing of the meetings, recognize that not everyone has an entire day to devote to the Advisory Committee meeting – they don’t always have to be 4 hours. Terra will send out a poll for a different day that week. Lisa isn’t available on that Thursday.

Friends of the Historic Highway

Jeanette in DC but provided an update in the packet – she’s looking for volunteers for the Gorge Ride June 15.

Travel Oregon

Got to say thank you to the Federal delegation for the funding. Focusing on the Hood Gorge Region for spring. Blog post on accessible areas in the Gorge. There’s a blog post up currently on accessibility in the Gorge. <https://traveloregon.com/things-to-do/trip-ideas/accessible-travel/accessible-waterfall-road-trip-in-the-columbia-gorge/>

Arthur – would like to get folks with different lived experiences out in the State Trail to see how we’re providing accessible access on the newer segments of the State Trail as opposed to how we originally did the work.

Kathy [in chat]:

A plug for the Columbia Gorge Tourism Alliance. Their Accessible Gorge project has really grown since the first Multnomah Fall tour with our accessibility experts. Go to [Accessiblegorge.com](https://accessiblegorge.com) to see great videos and all the work that has been done to make sure that the information is out there for people with disabilities to be able to access Gorge businesses and recreational opportunities.

OPRD

The valleys region had a staff tour and looked at the Gorge. OPRD thanked ODOT and partners for meeting with staff and providing project updates. Parks are preparing for Spring Break; Viento, Memaloose and Ainsworth are open, and parks have been busy with the nice weather.

USFS

Introduced Nicolas Granum as the new Forest Deputy and Chris Stillman, new Landscape architect.

Looking at ways to address e-bikes and growth, also bike racks.

Doing a lot of work at Multnomah Falls – upgrading the electrical system, small patches for the restrooms, and updating the visitor center.

The Multnomah Falls Lodge turns 100 in October 2025. Working on planning the celebration and talking through the opportunities for celebrating the building. Lots of upgrades happening at the lodge ahead of the 100-year celebration. Permits conversation, other parks in the nation are taking notice and learning from our lessons.

Committee roundtable

Wayne – Staff time to focus on Studies and master plans:

- Shuttle stops, pedestrian crossings, Multnomah Creek ramp (not ADA accessible), replacing concrete barriers, parking prohibition, bike parking, trail between Wahkeena Falls and

Multnomah Falls – narrow trail and increasing in popularity, Oneonta Creek fencing, ADA crossing routes – Horsetail, etc.

Arthur – During the lack of funding, should focus on planning?

Judy – the Mosier Hub is going in – good to see this moving forward.

Ernie – Enhancements – Really enjoy the Mossy Road bench off the Wyeth-Lindsey Creek segment. So charming. Where did that come from? How much did it cost?

Wayne – Cost about \$30k paid for by the Portland Bicycle Club, Friends of the Historic Highway, with OPRD labor.

Ernie – other favorite enhancement is a bench at the top of Angel's Rest. Is it still there? We should look to continue to add these elements.

Lisa – NW Cherry festival April 19-21st downtown, looking to add self-rental paddleboards and kayaks in riverfront parks. Writing grants to support adding these rental places.

Tricia – No updates but talking about lack of funding – don't want to spin our wheels on studies that then sit on the shelf – narrow in on and provide directives about what we're hoping to tackle – emphasis on DEI and access.

Arthur – spending a lot of time on the Hood River/White Salmon bridge project. Got \$200M in Federal funding for the \$520M total project. Developing plans, focusing on the non-motorized facility on the bridge, expecting heavy use, and connectivity to the State Trail. Would love to see both these projects at the same time in 2029....

Meeting adjourned.

Multnomah Falls (I-84) Timed Use Permit

Timed Use Permits required at I-84/Exit 31

9 a.m. to 6 p.m. Memorial Day to Labor Day

A Timed Use Permit is required for each personal vehicle accessing Multnomah Falls from Exit 31 from 9 a.m. to 6 p.m. Memorial Day to Labor Day.

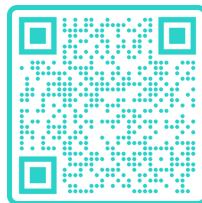
The most reliable way to see Multnomah Falls continues to be transit (www.rideCATbus.org), by bicycle, or by tour/shuttle. Avoid the congestion by planning your trip in advance. Permits are only needed if you arrive by personal vehicle at I-84 Exit 31 for Multnomah Falls.

If you want to visit Multnomah Falls by personal vehicle, the best way is to take I-84 to Exit 31.

- Permits are available on recreation.gov two weeks in advance of your visit date.
- \$2 transaction fee per vehicle.
- Parking is extremely limited at the small lot along the Historic Highway/U.S. 30 at Multnomah Falls. A concessionaire is operating this lot on a first-come, first served basis and charging for parking.
- A limited number of permits are be available for pickup without a fee at the Gateway to the Gorge Visitor Center in Troutdale and the Cascade Locks Historical Museum.
- Arrive before 9 a.m. or after 6 p.m. and no permit is needed. Once you arrive, you can stay as long as you want.



Contact: 541-308-1700



Reserve a permit: www.rec.gov/timed-entry/10089144



May 31, 2024

Historic Columbia River Highway State Trail - Mitchell Point Crossing

Project Scope: tunneling, grading, masonry, asphalt paving, concrete paving, sign systems, striping, landscaping, structures, and rockfall protection. Current construction activities are highlighted below:

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 Dept

Contractor:

Crestline Construction Co. LLC

The Dalles, Oregon

Work Hours:

Mon-Fri: 7:00 am– 3:30 pm

Notice to Proceed:

January 13, 2021

Approx. Completion:

June 4, 2024



U.S. Department
of Transportation

**Federal Highway
Administration**

Concrete Pouring at Basalt Band in West Trail



Thematic Sign Footing and Rebar Work



Skim Coat in East Portal



Source of Photos: FHWA



The lookout exit
at Mitchell Point is closed
until further notice.

Source: Google Maps

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

Western Federal Lands Highway Division



June 7, 2024

Historic Columbia River Highway State Trail - Mitchell Point Crossing

Project Scope: tunneling, grading, masonry, asphalt paving, concrete paving, sign systems, striping, landscaping, structures, and rockfall protection. Current construction activities are highlighted below:

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 Dept

Contractor:

Crestline Construction Co. LLC

The Dalles, Oregon

Work Hours:

Mon-Fri: 7:00 am– 3:30 pm

Notice to Proceed:

January 13, 2021

Approx. Completion:

June 4, 2024



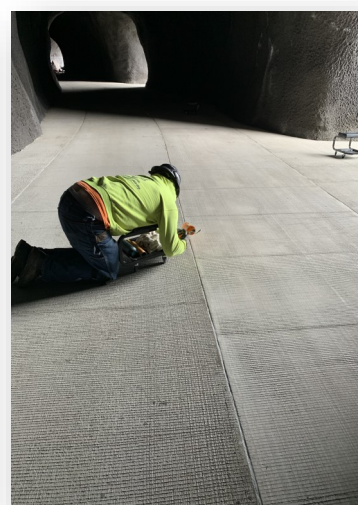
U.S. Department
of Transportation

**Federal Highway
Administration**

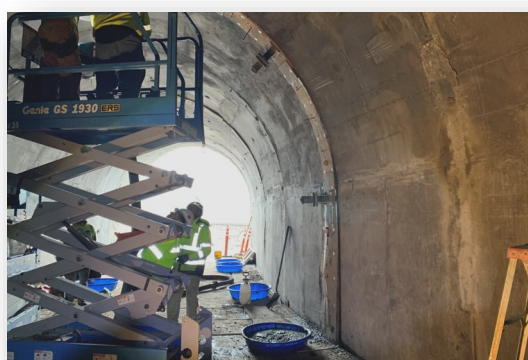
**Stone Veneer Work
at West Overlook**



**Concrete Joint Sealing
in Tunnel**



**Joint Repair, Concrete Placement
in West Portal**



Source of Photos: FHWA

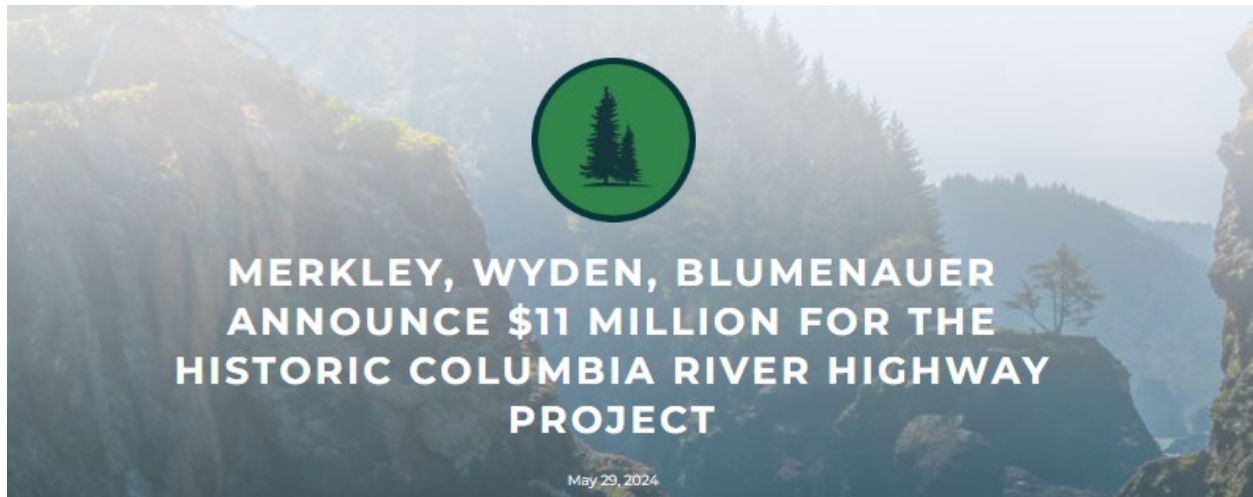


The lookout exit
at Mitchell Point is closed
until further notice.

Source: Google Maps

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

Western Federal Lands Highway Division



Washington, D.C. – Oregon’s U.S. Senators Jeff Merkley and Ron Wyden and U.S. Representative Earl Blumenauer (OR-03) announced today the U.S. Department of Transportation’s Federal Highway Administration (FHWA) is awarding the Oregon Department of Transportation (ODOT) \$11 million to make further progress on the final segment of its sweeping project to reconnect the Historic Columbia River Highway.

The federal funding comes through a Fiscal Year 2024 Nationally Significant Federal Lands and Tribal Projects Program grant, which will bring the project closer than ever to completion to support greater access for cyclists and pedestrians along the iconic corridor in the Columbia River Gorge, while also creating a multitude of recreation and economic opportunities in the region.

“The Columbia River Gorge is one of the most beautiful and breathtaking landscapes in our country,” Merkley said. “The decades-long determination to restore the iconic Historic Columbia River Highway is a testament to the vision and tenacity of many Oregonians—a vision I share and continue to push to secure federal funding for along the way. When this marvelous project is complete, it will not only be a win for our recreation and economy, but the trail will fill Oregonians and visitors alike with wonder for generations to come.”

“Oregonians have been seeking respite in the grandeur of the Columbia River Gorge for centuries,” Wyden said. “Blending the classic infrastructure of the Historic Columbia River Highway with a need for car-free exploration options gives Oregonians and visitors a safe path to experience one of Oregon’s Seven Wonders firsthand, creating positive personal and economic impacts. I will continue to support projects like this that improve livability for Oregonians now and generations to come.”

“This is the latest installment of our ongoing effort to recover the treasure of the Historic Columbia River Highway,” Blumenauer said. “I have long championed federal funding to realize the vision of this project, from clearing the Mosier Tunnels to extending the trail on several occasions. That includes from Perham Creek to Mitchell Creek and between Starvation Creek and Viento State Park. Today’s investment brings us one step further to completing our task.”

The Historic Columbia River Highway—dubbed “The King of Roads”—was constructed over a century ago through the Columbia River Gorge but was severed by and abandoned after the construction of Interstate 84. ODOT, the Oregon Parks and Recreation Department, the United States Forest Service, and a number of other federal, state, and local partners have been working for decades to reconnect the Historic Columbia River Highway as a trail for non-motorized uses and restore this natural wonder in Oregon.

The \$11 million in federal funding announced today will specifically support construction of a section of the remaining portion of the project, which is a 1.7-mile bicycle- and pedestrian-only hard-surface trail between Mitchell Point and Ruthton Trailhead in Hood River. Expected to be complete in 2027, the result of the entire project will be a 73-mile pedestrian and cyclist trail corridor.

The full Historic Columbia River Highway will be a world-class bicycle and pedestrian experience, attracting large numbers of visitors from across the country and around the world, strengthening the economies of Gorge communities.

“It’s been amazing to watch the progress on this historic trail and mark each milestone along the way,” said Rian Windsheimer, who manages ODOT’s Region 1. “This funding will help us take the next step toward completing the Historic Columbia River Highway State Trail. Once we finish connecting these segments, folks from around the world will be able to explore and experience the natural beauty of the Columbia River Gorge National Scenic Area by walking and biking the route as never before. We’re proud to partner with our federal partners and the community to make this dream a reality.”

2024 NORTHWEST OREGON CONSTRUCTION MAP



**Oregon
Department
of Transportation**

DRIVE SOBER. THE WAY TO GO.

TAKE A STAND TO KEEP OREGON ROADS SAFE



It's up to all of us to get impaired drivers off the road. If you spot a car that you think may have an impaired driver, call this toll-free number to report it:

1-800-24-DRUNK (1-800-243-7865)

HOW TO SPOT AN IMPAIRED DRIVER

In person:

- Lack of coordination.
- Difficulty walking.
- Rambling conversation.
- Slurred speech.
- Bloodshot eyes.
- Loud speech.
- Aggressive behavior.
- Overly friendly/annoying.

On the road:

- Driving too fast or too slow.
- Unusually wide turns.
- Driving at night without lights.
- Driving too close to shoulders or curbs.
- Straddling the center line.
- Weaving, swerving or drifting.
- Windows down in cold, wet weather.

More than a third of all traffic deaths in Oregon are alcohol related.

For more information on the hazards of impaired driving contact the Oregon Department of Transportation Safety Division at 1-800-922-2022 or visit www.oregon.gov/odot/ts.

Drive Sober. The Way to Go.
Transportation Safety – ODOT

TIPS FOR DRIVING SAFELY THROUGH WORK ZONES



- **Pay complete attention to your driving**, especially in the transition zone before the work zone. An inattentive driver is the most common cause of work zone crashes.
- **Orange is your clue!** Pay attention when you see orange signs, barrels, cones and barricades.
- **Obey all speed signs.** Speed may be reduced in work zones for your safety and the safety of workers.
- **Double your following distance.** Don't tailgate.
- **Get in the correct lane** well in advance.
- Remember, **work zone traffic lanes are often narrow, without shoulders or emergency lanes.**
- When possible, **move over to give workers more room** between them and your vehicle.
- **Be aware of temporary construction accesses** on either side of the road.
- **Watch for construction vehicles and law enforcement** and don't follow them as they move in and out of the work zone.
- **Expect delays — plan for them —** and leave early so you can drive safely through the work zone.
- **Know before you go!** Visit www.TripCheck.com or call 5-1-1 to check routes, work zones and road and weather conditions before you head out.
- **Avoid work zones.** When you can, use an alternate route.

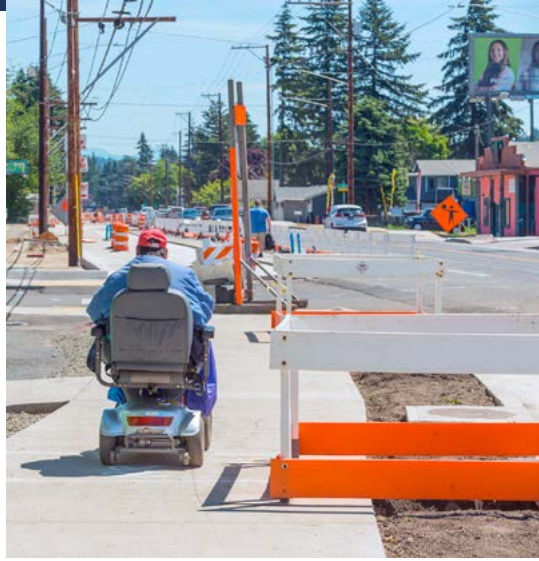


TIPS FOR PEOPLE WALKING, BIKING AND ROLLING THROUGH WORK ZONES

Work zones always provide accommodations or accessible detour routes for people walking, biking or rolling through a construction zone.

These simple guidelines can help make the trip safer and less stressful:

1. Plan your trip.
2. Visit www.TripCheck.com or dial 5-1-1 to determine if construction is occurring along your route.
3. When possible, use an alternate route to avoid work zones.



WHEN BIKING, WALKING or ROLLING THROUGH A WORK ZONE:

- Be alert. Be visible. Be patient.
- Follow direction given by flaggers. Flaggers often provide specific instructions for bicyclists and pedestrians.
- Look for marked detour routes, signs and devices that may change your normal route.
- Follow signs for motor vehicles if you are a bicyclist sharing the road.
- Stay out of the work area! Don't walk or ride behind cones, barricades or barrier, unless directed by a flagger.
- Ride carefully over rough, uneven terrain. You may need to walk your bike across gravel or unpaved surfaces. Use caution when riding over pavement markers and reflectors.
- Watch for steel plates in the road. They may be slippery, especially if wet.
- Report unsafe conditions to a flagger or construction official. Contact AskODOT with any questions or concerns at 1-888-Ask-ODOT or visit www.oregon.gov/odot/ts.



IMPROVING ACCESSIBILITY FOR THOSE WALKING, ROLLING AND RIDING IN OREGON



THE ODOT ADA PROGRAM is working to improve access by reconfiguring more than 25,000 curb ramps throughout Oregon into compliance with Americans with Disabilities Act (ADA) standards. We are committed to making our system accessible through work zones, outreach and addressing public concerns. Everyone who uses sidewalks along our highways will benefit from this commitment and the improvements we make to the curb ramps.

These improvements mean increased safety and more seamless access for people who walk, bike or roll.

These benefits include:

- Upgrades to existing curb ramps and pedestrian signals.
- New ADA-compliant curb ramps and pedestrian signals where there are none.

For more information about projects specific to improving ADA ramps in Region 1/ Portland metro area visit R1ada.org

Newly-poured concrete for new ADA accessible curb ramps at a signalized intersection on SW Hall Boulevard and SW Scholls Ferry Road.



Crews form and smooth out concrete for new ADA curb ramps on N Lombard Street.

PROJECT HIGHLIGHT: OR 217 Auxiliary Lanes & I-5 Over SW 26th Avenue

OR 217 AUXILIARY LANES

This important safety project's completion timeline for the end of 2025 remains on track

Over the past two and a half years, our crews have completed over 80% of the excavation for new auxiliary lanes, opened a frontage road connecting the SW Allen Boulevard and SW Denney Road interchanges to ease crashes and congestion, reconfigured several ramps, built five new sound walls and made significant progress on new bicycle and pedestrian connections.

March marked the start of a nine-month closure of SW Hall Boulevard at OR 217 in Tigard to rebuild the overpass to accommodate new auxiliary lanes and safety shoulders on the highway below. In the meantime, there's a temporary pedestrian bridge to keep people walking, rolling, and biking across OR 217.

Look out for lane closures on OR 217, the on- and off-ramps and on adjacent streets as we enter the final year of construction.

To keep up with the project schedule as construction progresses, visit the project website: www.hw217.org

I-5 OVER SW 26TH AVE IMPROVEMENTS

This project improves the I-5 bridge over SW 26th Avenue in Southwest Portland with a new structure and upgrades SW 26th Avenue with better lighting, bike lanes and sidewalks.

Crews are now building a new, improved structure from underneath I-5 and in just one full weekend this summer will replace the bridge deck on top. **Traffic impacts include a full weekend closure of four miles of I-5 through Southwest Portland June 28 to July 1**, up to five southbound and five northbound I-5 nighttime closures and single and double lane closures.

The I-5 bridge over SW 26th Avenue was built in 1959 and widened in the 1980s. It carries over 100,000 vehicles per day. Its deck is heavily worn and near the end of its useful life. The project will maintain this important freeway connection and create a smoother ride for travelers while bringing it up to current seismic standards.

For more information visit the project website: bit.ly/swi-5repair



Crews demolish the SW Hall Boulevard overpass in Tigard during a weekend highway closure.



Crews work under I-5 to build a new structure over SW 26th Avenue in Portland.

PROJECT HIGHLIGHT: MULTNOMAH FALLS VIADUCTS REPAIRS

Preserving access to the falls with U.S. 30/Historic Columbia River Highway viaduct restoration

Over 100 years ago, engineers constructed two elevated roadways – called viaducts – that provide access to Multnomah Falls from the Historic Columbia River Highway (U.S. 30). With a railroad on one side and a steep rock face on the other, viaducts were the solution to bring the first scenic highway in America to Multnomah Falls – one of Oregon’s most iconic sites.

Now, these structures are showing their age and need repairs and restoration efforts consistent with their 1914 design. The viaducts on the east and west side of Multnomah Falls will be closed, one at a time, for construction.

- **West viaduct closure:** Fall 2024 through spring 2025
- **East viaduct closures:** Fall 2025 through spring 2026
- **Nighttime lane closures:** Intermittently 2024 through 2026

VISITING DURING CONSTRUCTION? TAKE TRANSIT!

The Gorge has multiple public and private bus options.

Visit [RideCATBus.org](https://www.ridecatbus.org) and [ReadySetGorge.Com](https://www.readysetgorge.com) for information on routes, schedules and tickets.

Construction is underway for multiple projects in the Columbia River Gorge between I-205 and Hood River to improve Interstate 84 and extend the Historic Columbia River Highway State Trail.



Historic view of the west viaduct, soon after opening in 1914.



Current view of the west viaduct on the Historic Columbia River Highway.

For more information about projects in the Columbia River Gorge visit [i84GorgeConstruction.org](https://www.i84gorgeconstruction.org)

KNOW BEFORE YOU GO

ODOT is committed to developing a modern, reliable transportation system that serves all Oregonians, and that means infrastructure improvements are throughout Northwest Oregon this year.



This map shows where major road construction projects are planned along ODOT's Northwest Oregon highways during the summer 2024 construction season and help you avoid delays.

Use these resources so you "Know Before You Go."
We will help you get there.

Follow us on X:

[@OregonDOT](https://twitter.com/OregonDOT)

and Instagram:

[@OregonDot](https://www.instagram.com/OregonDot)

Like us on Facebook:

[www.fb.com/OregonDOT](https://www.facebook.com/OregonDOT)



For up-to-date
information on
what's happening in
construction zones
throughout
Oregon, visit:



**In-state Travel Information
Updated 24/7:**

Call 5-1-1 or

1-800-977-6368

www.TripCheck.com

ODOT's Website
www.oregon.gov/ODOT

INTERSTATE HIGHWAYS
INTERSTATE 5
(Pacific Highway)

1 I-5 Over SW 26 Avenue Improvements
SW Portland – Improves the I-5 crossing over SW 26th Avenue in Southwest Portland with a new structure. **Expect a full weekend closure of I-5 in SW Portland from June 28 to July 1, up to ten nighttime directional closures of I-5 and occasional nighttime single and double lane closures on I-5. SW 26th Avenue will close during the full weekend closure of I-5.** Estimated completion: 2024. www.bit.ly/swi-5repair

2 I-5 Aurora-Donald Interchange Phase 2
Aurora-Donald interchange, Exit 278 – Constructs a full diverging diamond interchange to address capacity issues. **Expect delays, lane shifts, flaggers helping direct traffic, lane and ramp closures with detours as needed.*** Estimated completion: 2027. <https://direc.to/jkQW>

INTERSTATE 84
(Columbia River Highway)

3 Ruckel Creek Culvert
West of Cascade Locks – Repairs a culvert that carries Ruckel Creek under I-84 to better manage water flow and minimize flooding and erosion. **Periodic shoulder and lane closures.** Estimated completion: 2024. i84GorgeConstruction.org

4 Historic Highway State Trail: Mitchell Point Tunnel
Columbia River Gorge – Reconnects a segment of the Historic Columbia River Highway State Trail by constructing a new tunnel for use by pedestrians and bicyclists at Mitchell Point. **Expect periodic lane closures on I-84 east and closure of I-84 east at Exit 58.** Estimated completion: 2024 i84GorgeConstruction.org

INTERSTATE 205
(War Veterans Memorial Highway)

5 I-205 Abernethy Bridge
West A Street in West Linn to Main Street in Oregon City – Widens and seismically upgrades the bridge, makes additional improvements to on- and off-ramps adjacent to the bridge, improves multi-use paths and built a new roundabout (opened August 2023). **Expect periodic overnight single lane and/or on- and off-ramp closures with temporary detours at times within the construction zone through 2024.** Estimated completion: 2025. i205corridor.org

U.S. HIGHWAYS
U.S. 26
(Mt. Hood Highway)

6 U.S. 26 at 92nd Avenue ADA Ramps
SE Powell Boulevard – Upgrades existing sidewalk curb ramps and pedestrian push button signals at the intersection to meet current Americans with Disabilities Act (ADA) accessibility standards. **Expect daytime single-lane closures, nighttime multi-lane closures, temporary sidewalk and crosswalk closures.*** Estimated completion: 2025. tinyurl.com/SEPowellandSE92ndAve

U.S. 26
(Sunset Highway)

7 U.S. 26 Paving Project: Cornelius Pass Road to Glencoe Road Hillsboro, North Plains – Repaves six miles of U.S. 26 between Cornelius Pass Road and Glencoe Road, repairs two bridges, replaces one culvert and installs new ramp meters. **Nighttime lane and ramp closures, shoulder closures, up to seven nights of detours onto local streets from U.S. 26 (one direction at a time) between Cornelius Pass Road and Brookwood Parkway.** Estimated completion: 2024. bit.ly/US26paving

8 U.S. 26 Little Humbug Creek Bridge Replacement
Necanicum – Replaces the existing bridge with a new single span bridge, replaces guardrail, paves and applies new striping to the bridge surface. **Expect delays and lane closures as needed. A single lane closure estimated for 24 days in September. Flaggers will help direct traffic during the closures.*** Estimated completion: 2024. <https://direc.to/jkQW>

U.S. 30
(Lower Columbia River Highway)

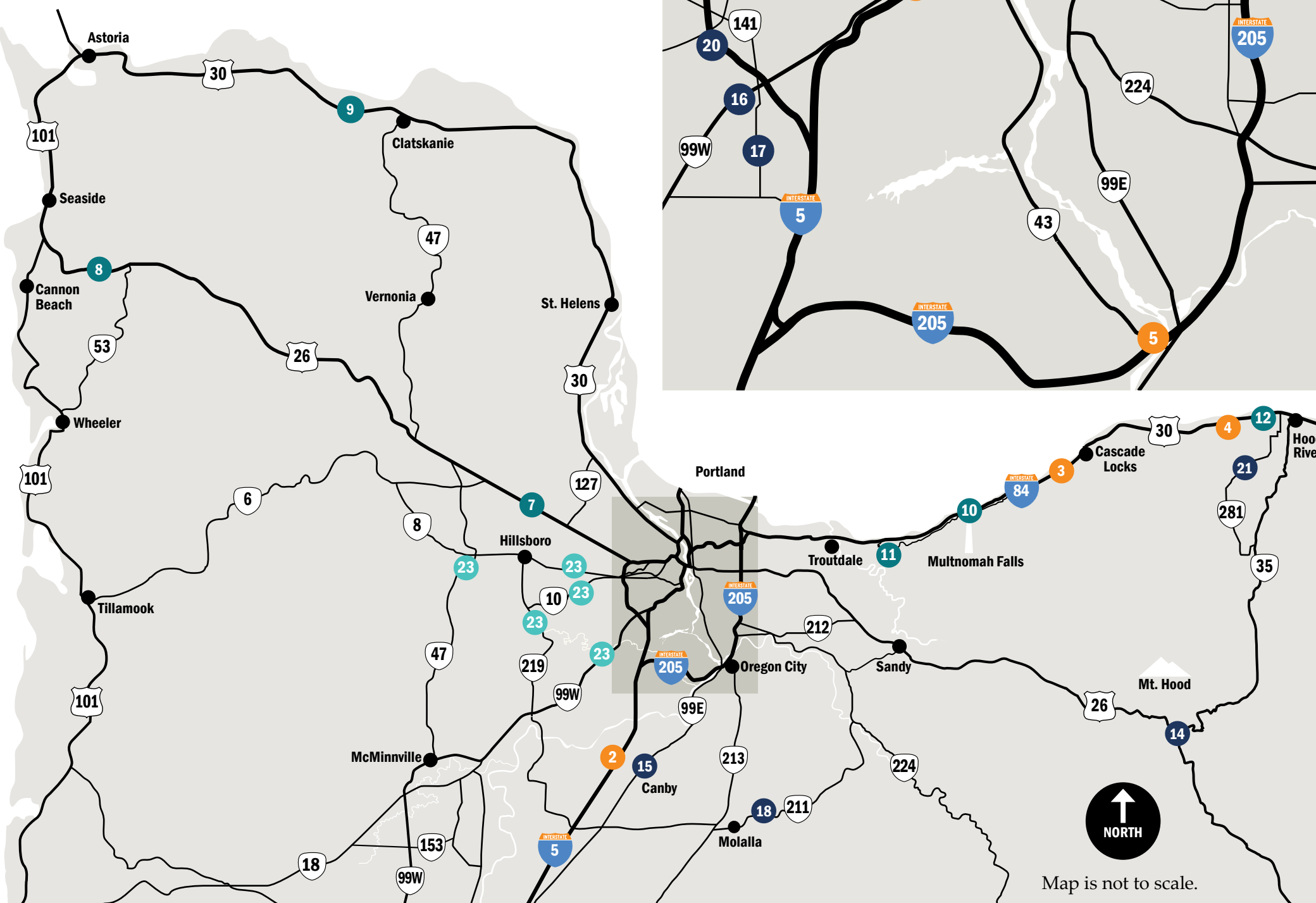
9 U.S. 30 Graham Creek Fish Passage
Marshland – Replaces existing culvert with a new culvert, reconstructs the streambed to encourage native fish migration, repairs roadway, guardrails and striping. **Expect delays and lane closures with flaggers helping direct traffic.*** Estimated completion: 2024. <https://direc.to/jkQW>

2024

CONSTRUCTION PROJECTS

Northwest Oregon

For project information, visit:
ODOTconstructionPDX.com



U.S. 30
(Historic Columbia River Highway)

10 Multnomah Falls Viaducts Repair
Old Highway at Multnomah Falls – Repairs and restores the historic elevated roadways east and west of the falls. **The west viaduct will be closed to all users, fall 2024 to spring 2025. Periodic nighttime single lane closures throughout 2024.** No impacts to I-84. Estimated completion: 2026. i84GorgeConstruction.org

11 U.S. 30 Sign Upgrades
Troutdale to Hood River – Installs curve warning signs, removes old signs and upgrades existing signs in 50 locations along U.S. 30. **Periodic shoulder and lane closures.** Estimated completion: 2024. i84GorgeConstruction.org

12 U.S. 30 at Rand Road Intersection Improvements
Hood River – Realigns the intersection, installs a new traffic signal, sidewalks, curb ramps, lighting and improved drainage. **Expect lane closures on U.S. 30 and Rand Road/Wasco Street and turning restrictions.*** Estimated completion: 2024. i84GorgeConstruction.org

U.S. 30 BYPASS
(Lombard Street)

13 St. Johns Bridge Repairs
North Portland, Cathedral Park – Repairs the concrete pier columns and arches under the St. Johns Bridge to protect the bridge's internal frame and reinforcements from corrosion. **Expect pedestrian impacts and visual impacts at Cathedral Park.*** Estimated completion: 2025. bit.ly/stjohnsbridgerepair

STATE HIGHWAYS
OR 35
(Mt. Hood Highway)

14 OR 35 at U.S. 26 Overcrossing Bridge
Government Camp – Replaces bridge rail, resurfaces the existing bridge deck, paves and installs new striping. **Temporary traffic signal on OR 35 allows single lane one-way traffic through the work zone. Nightly single lane closures on U.S. 26 controlled by flaggers for set up and removal of temporary work access and containment.*** Estimated completion: 2025. tinyurl.com/OR35atUS26

OR 99E
(Pacific Highway East)

15 OR 99E Paving and Improvements
Canby – Repaves OR 99E through downtown Canby and adds bike lanes, traffic signal upgrades, sidewalk curb ramps and other improvements. **Expect lane closures and traffic shifts on OR 99E.*** Estimated completion: 2024. bit.ly/canbypaving

OR 99W
(Pacific Highway West)

16 OR 99W Paving and Sidewalk Improvement
I-5 to SW McDonald Street – Constructs a fully connected sidewalk network in the project area, builds new bike lanes, upgrades 150 sidewalk curb ramps to meet current American with Disabilities Act (ADA) standards, repairs and repaves a 3-mile section of OR 99W, repairs two bridges, improves intersection of SW Main/Johnson streets with an upgraded traffic signal and new dedicated left turn lane. **Expect lane and shoulder closures on OR 99W and side streets, ramp closures to/from I-5 and OR 217, signed detours for people walking and rolling.*** Estimated completion: 2024. tinyurl.com/OR99WPaving

OR 141
(SW Hall Boulevard)

17 Hall Boulevard Pedestrian Improvements
SW Locust Street to SW Durham Road (Tigard) – Adds new pedestrian and bicycle safety improvements on Hall Boulevard in Tigard including an enhanced crosswalk at SW Ashford Street, lighting, speed feedback signs, green bicycle striping and traffic signal modifications. **Expect lane and shoulder closures on Hall Boulevard and side streets.*** Estimated completion: 2025. tinyurl.com/Hallimprovements

OR 211
(Woodburn-Estacada Highway)

18 OR 211 Safety Corridor
Molalla to Colton – Builds safety improvements to reduce crashes by adding new signs, striping, lighting and rumble strips along eight miles of the new OR 211 safety corridor. **Expect some lane closures and flagging on OR 211 through September 2024.*** Estimated completion: 2024. tinyurl.com/OR211SafetyCorridor

OR 213
(Cascade Highway South)

19 OR 213 82 Avenue Paving and Safety Improvements
SE Foster Road to SE Thompson Road – Repaves SE 82nd Avenue and installs pedestrian safety improvements including four new pedestrian activated beacons (RRFBs), upgrades existing sidewalk curb ramps and new sidewalks in two locations. **Expect daytime and nighttime lane closures, periodic side street closures.*** Estimated completion: 2025. tinyurl.com/82ndAveFosterToThompson

OR 217
(Beaverton-Tigard Highway)

20 OR 217 Auxiliary Lanes Project
Beaverton and Tigard – Adds auxiliary lanes to OR 217 between Beaverton-Hillsdale Highway and OR 99W and enhances the nearby bicycle and pedestrian network to improve safety and reduce bottlenecks. **Expect lane closures on OR 217 and adjacent local roads, ramp closures. The Hall Boulevard overpass in Tigard is closed through fall 2024 with a temporary bike/pedestrian bridge over 217 in place to keep communities connected during the closure.*** Estimated completion: 2025. www.hwy217.org

OR 281
(Tucker Road)

21 OR 281 at Orchard Road Project
Hood River – Widens and reshapes the intersection of OR 281 (Tucker Road) and Orchard Road in Hood River County for safer turning movements. **Expect lane closures and flagging on OR 281.*** Estimated completion: 2024. tinyurl.com/OR281-Orchard-Road

VARIOUS REGION 1 HIGHWAYS OR LOCAL ROADS

22 ADA Ramps Improvement Project
Throughout the Portland Metro area – Installs upgraded sidewalk curb ramps that meet accessibility standards in approximately 400 locations throughout the Portland area, making travel easier for those who use these sidewalks. **Expect short-term lane and sidewalk closures with pedestrian detours.*** Estimated completion: 2025. r1ADA.org

23 All Roads Transportation Safety Program – Portland Metro Area
Multnomah, Washington Counties – Installs new safety features at over 130 intersections of ODOT highways and city or county roads all around the Portland metro area. Improvements include tree trimming, advance warning signs, traffic signal head upgrades, stop sign improvements and intersection lighting. **Expect daytime and nighttime single lane closures.*** Estimated completion: 2025. bit.ly/ARTSPProgram

Podemos proveer la información en esta publicación en español. Para recibir la información en español, por favor llámame al 503-731-4128. Если вы хотите, чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128. 如果您想瞭解這個項目翻譯成 繁體中文的相關資訊，請致電 503-731-4128. 이 프로젝트에 관한 한국어로 된 자료 신청방법 전화: 503-731-4128. Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128

*During construction, pedestrians will have access through and around work zones. Pedestrian detours will be accessible to people with disabilities. For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.