

Table is sorted by Barriers

Table contains Barriers and their respective Locations

Barrier Classes	Barrier	Barrier Location	Barrier Notes
Signage	No low vision fonts used	Multiple Sites	No large print details used in signage; next available restroom information
ADA Paring Compliance	Missing Parking Aisle for Disembarking Transit	Bridal Veil	Single vehicle space for parked van; no accessory space to unfold Van platform to provide for lift & exit of van by mobility device
ADA Paring Compliance	There is a ramp on the south side of the highway but no ramp directly across on the parking lot side.	Horsetail Falls	Highway Design and Bike/Pedestrian Design require two ADA ramps directly across from one another to provide the shorted distance and time to cross a roadway/street. This exit from the parking lot requires a diagonal line of crossing. There are no highway signs indicating pedestrian crossings.
ADA Paring Compliance	Parking space for Transit requires bumper to protrude into the travel lane.	Wahkeena Falls	Parking stalls are not full depth to all Transit vehicles; Vehicles extend into the travel lane requiring two passing vehicles to share adequate passing space.
Incomplete Path	Paved path stops before fenced overlook	Bridal Veil	The path from parking lot to the Columbia River stops abruptly before allowing mobility device to be near the overlook fencing. This may be a jurisdictional issue; there was suggestion that the Union Pacific RR may own a section of the vertical bluff and prohibited completion of the pathway to the overlook.
Incomplete Path	Interrupted path	Latourell Falls	Path from parking lot to Restroom has missing pavement/rocky terrain
Incomplete Path	Mult Gift shop has narrow aisles that causes difficulty for mobility users	Multnomah Falls	Gift shop is very tight for browsing from a mobility device users
Incomplete waterfall view	Trail to waterfall in not accessible by mobility device	Bridal Veil	No path that allow mobility devices to follow to a viewing platform for Bridal Veil Falls.
Incomplete waterfall view	No place to park transit	Sheppard's Dell	Not able to see waterfall stop other than from slowing Transit/vehicle
Path Breakdown	Path pavements have tree roots, holes, and missing chunks of path material	Bridal Veil	The path from parking lot to the Columbia River receives detrimental environmental exposure and needs erosion repair.
Picnic Table Access	Picnic Table has poor access for mobility user	Horsetail Falls	Picnic tables are surrounded by dirt and loose gravel; this makes mobility device wheels function poorly
Picnic Table Access	Picnic Table	Latourell Falls	Picnic table does not allow wheel chair access near table; Picnic table cemented into concrete slab; soil erosion creates lip of concrete to ground
Transit Ramp Violation	There is a ramp on the south side of the highway but no ramp directly across on the parking lot side.	Bridal Veil	Highway Design and Bike/Pedestrian Design require two ADA ramps directly across from one another to provide the shorted distance and time to cross a roadway/street. This exit from the parking lot requires a diagonal line of crossing. There are no highway signs indicating pedestrian crossings.
Transit Ramp Violation	No cross walk indicating ramps	Multnomah Falls	Crossing space between oppositional ramps are not marked. ADA parking is at the western edge of the Mutl Falls Lodge. A single ramp at western edge of Mult Falls Lodge appears designated for vendor deliveries; its width may not accommodate all mobility devices. There is no indication of those parking on the northern side of the highway where to cross the highway.
Transit Ramp Violation	Ramp accessible can be covered by parking	Wahkeena Falls	Parking is on southern side of highway as is all the waterfall. Scofflaw parking can easily cover up the placement of ramp site. Example: if some exits a vehicle and uses a mobility device, they user will have to be in the travel lane adjacent to the parked vehicles searching for the ramp.
Rest Rooms	Restrooms closed; Handicapped portapottie is seated on uneven ground with physical elevated gap	Bridal Veil	Handicapped portapottie placed on uneven ground which requires front wheels of mobility device to be lifted above gap to enter portapotty. It is located off the paved path.
Rest Rooms	No Restrooms	Horsetail Falls	
Rest Rooms	Sink prohibits access	Latourell Falls	Some mobility devices cannot approach sink completely; water faucet handles are not reachable.
Rest Rooms	No Restrooms	Sheppard's Dell	No place to park Transit and allow access to non existent rest rooms.
Rest Rooms	No accessible Restrooms	Wahkeena Falls	Present restrooms constructed prior to 1990 ADA law. Stall does not allow transfer from mobility device to toilet. Stall does not allow a companion to assist helping transfer of a mobility device user within the stall.
Signage	ADA Parking Sign	Latourell Falls	Missing ORS parking enforcement details
Signage	No information RE: corridor	Sheppard's Dell	No amenities; no signage about amenities at other sites
Sitelines	Road curve has reduced sightlines	Sheppard's Dell	There is no transit stop, no parking spaces; no ramp for mobility devices; no caution of pedestrians crossing road
Waterfall Paths	Interrupted path	Latourell Falls	Path from parking lot to Restroom has missing pavement/rocky terrain

Barrier Classes

ADA Paring Compliance Ramp Violation
Incomplete Path
Incomplete waterfall view
Path Breakdown
Pcinic Table Access
Rest Rooms
Signage
Sightlines
Waterfall Paths

Table is sorted by Waterfall locations

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Columbia Gorge Tourism Alliance

Disability Audit of Water Corridor of the Historic Columbia River Highway

Summer 2022

References

1) RICs and Transit

Nov 23 2020 Management Plan: CG Natural Scenic Act
Digest : Transportation, Congestion, and Bike/Pedestrian
PAGE 184 and Page 193
RIC, Recreational Intensive Classification # 1 and 2
RIC, Recreational Intensive Classification # 3 and 4
(3) Accommodation of facilities for mass transportation (bus parking, etc.) shall be required for all new Recreation Intensity Class
(1,2,3,4) and 3 day-use recreation sites

2) Letter from HCRH advisory committee to Director Strickler, dated Sept 24, 2020

3) Nov 23 2020 Management Plan: CG Natural Scenic Act

Digest : Transportation, Congestion, and Bike/Pedestrian
PAGE 329 GMA/SMA Guidelines: Expedited Review
P. The following transportation facilities provided they are not a part of larger construction or reconstruction projects (which shall be reviewed as a whole): guardrails, detection devices, signal boxes <120 Sq ft < 12 ft height

4) https://www.oregon.gov/odot/Engineering/Documents_TrafficStandards/Pavement-Marking-Design-Guide.pdf (January 2022)

Pavement Marking Design Guidelines- Page 9 : "Crosswalk orientation aligning with new Americans with Disabilities Act (ADA) ramps." Page 11 : There are also cases where both signing and pavement markings must be used together to convey traffic regulations to motorists.

5) MUTCD <https://mutcd.fhwa.dot.gov/hdm/2003/part7/part7c.htm#:~:text=At%20nonintersec>

tion%20locations%20crosswalk%20markings,(24%20in)%20in%20width.
Chapter 7C Markings: At non-intersection locations, crosswalk markings legally establish the crosswalk. Standard: When transverse crosswalk lines are used, they shall be solid white, marking both edges of the crosswalk, except as noted in the Option.
They shall be not less than 150 mm (6 in) nor greater than 600 mm (24 in)
Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by highway traffic signals or STOP signs.

6) Accommodating People with Disabilities: https://www.oregon.gov/odot/Engineering/Documents_

RoadwayEng/HDM-L.pdf

Page I-95 Transit depends on walking to function well; most transit users walk to and from transit stops. The sidewalk network supports transit by providing walkways to bring people to and from transit stops, and by providing safe and convenient crossings at transit stops. Since there is an element of risk in crossing busy streets, safety improvements must be made at transit stops. Page L-120 On lower volume/lower speed roads (under 12,000 ADT/ 35 MPH), marking a crosswalk is not associated with increased risk to pedestrians.

7) Google Map of Horsetail Falls: https://www.google.com/maps/@45.5903419,-122.0679977,3a,75y,263.87h,55.59t/data=!3m6!1e1!3m4!1s6Hu9JkW7ygl-HSsix_sHHw!2e0!7i16384!8i8192