

Sullivan's Gulch Trail Concept Plan



July 2012

SULLIVAN'S GULCH CORRIDOR TRAIL

AN EAST-WEST PATHWAY THROUGH
THE HEART OF PORTLAND

sullivan gulch.org/news.asp

The Sullivan's Gulch Corridor Trail will stretch 4.3 miles from the East Bank Esplanade at the Willamette River through the historic transportation corridor of Sullivan's Gulch to Gateway and beyond. Trail users will enjoy a continuous off street biking or walking experience that is unimpeded by car traffic, red lights or stop signs. The trail will connect with the I-205 bike path and the Gateway Regional Center and will eventually continue towards the Sandy River. This commuter and recreational trail will provide a vital east-west link in the Portland Metropolitan area's bike network bringing users in and out of the city for work and recreation.

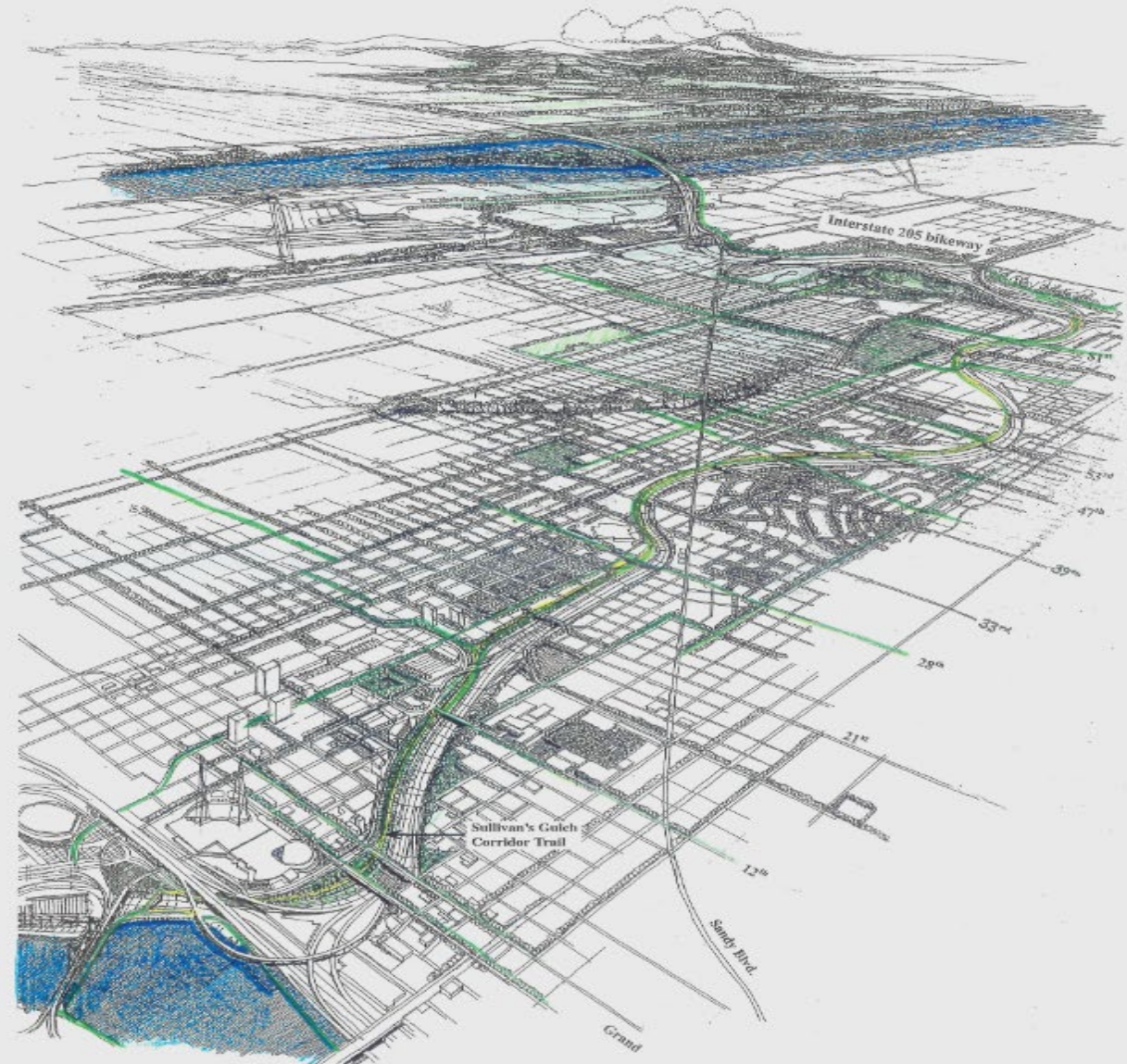
The Sullivan's Gulch Corridor Trail will be an urban right-of-way that will parallel I-84 from the Willamette River through the Convention Center area, Lloyd District, Hollywood, Providence Hospital, to Gateway, and beyond to Gresham. The Sullivan's Gulch Corridor Trail can complete the missing link of the region's multi-modal transportation systems while serving thousands of city commuters and recreational users with an east-west bikeway, running through the heart of region. The Sullivan's Gulch Corridor Trail project will consist of off street pathways for bicyclists and pedestrians, and maximize the efficiency of existing streets, arterials and transit facilities. The Sullivan's Gulch Corridor Trail will also become a stunning recreational amenity and provide citizens with opportunities for greenway experiences.

The Sullivan's Gulch Corridor Trail Committee represents neighborhoods and other interested parties that have a strong desire for an off-street bike and pedestrian trail. The project is in the Regional Transportation Plans, the updated Regional Trails and Greenway System, the Portland Bicycle Master Plan, Portland's Transportation System Plan Update. It is well known that Portland's citizens value bike/trail and greenway projects throughout the region which contribute to the quality of life.

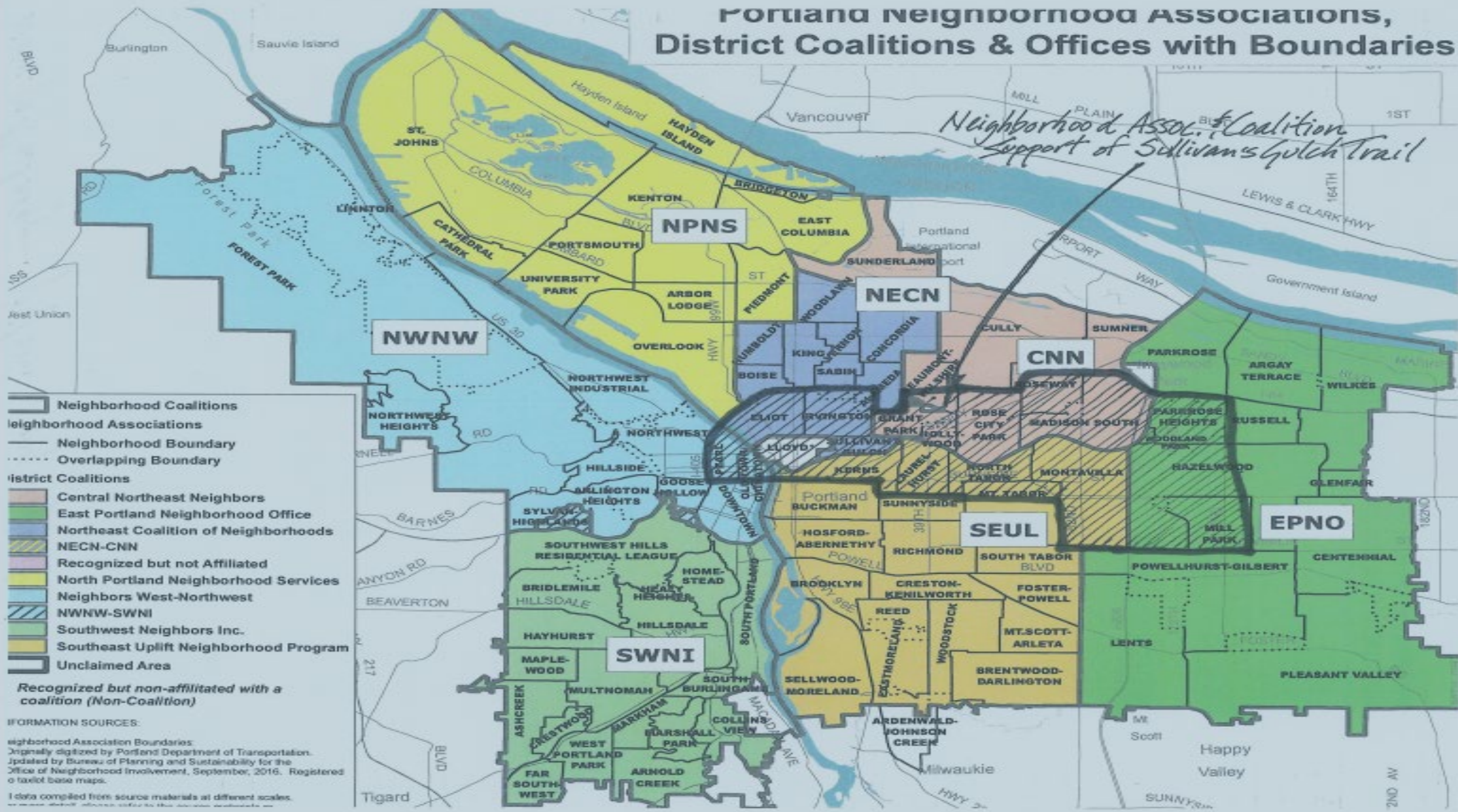


MAJOR FEATURES OF THE SULLIVAN'S GULCH CORRIDOR TRAIL

- Uninterrupted safe off street link between the Eastbank Esplanade, the Willamette River Greenway, the I-205 Trail and the Springwater Trail Corridor. Smooth accessible grade for bicyclists, walkers, skaters and physically challenged users along the entire length of trail.
- Will encourage I-84 rush hour commuters to bike to work; reducing congestion and air pollution.
- Connectivity to downtown Portland, the Rose Quarter and Convention Center, the Lloyd District, the Hollywood District, Providence Hospital, Gateway Regional Center and the new Albina Fuel Site Development Project.
- Connection to numerous bus lines and all Max light rail stations from the Rose Quarter to Gateway Regional Center
- Direct connection to fourteen neighborhoods.
- No railroad crossings
- Approximately 50 trail access points on the north side of the trail corridor.
- Encourages economic development at bridgeheads and redevelopment of under utilized industrial land.
- 17 existing bridges connect the trail to neighborhoods south of the I-84 freeway.
- Major habitat restoration and greenway potential throughout the trail corridor
- Meets numerous City, County and Metro planning goals.
- A gateway to the city of Portland!



Portland Neighborhood Associations, District Coalitions & Offices with Boundaries



Neighborhood Assoc. & Coalition Support of Sullivan's Gulch Trail

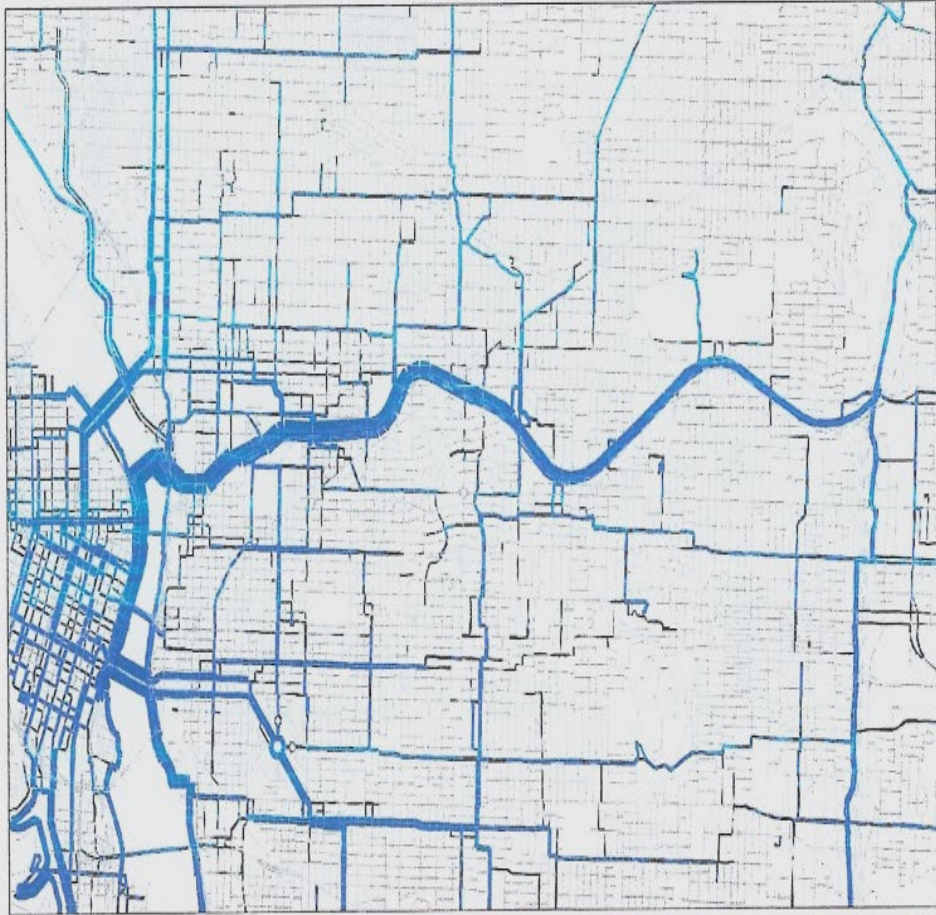
- Neighborhood Coalitions
- Neighborhood Associations
- Neighborhood Boundary
- Overlapping Boundary
- District Coalitions**
- Central Northeast Neighbors
- East Portland Neighborhood Office
- Northeast Coalition of Neighborhoods
- NECN-CNN
- Recognized but not Affiliated
- North Portland Neighborhood Services
- Neighbors West-Northwest
- NWNW-SWNI
- Southwest Neighbors Inc.
- Southeast Uplift Neighborhood Program
- Unclaimed Area

Recognized but non-affiliated with a coalition (Non-Coalition)

INFORMATION SOURCES:
 Neighborhood Association Boundaries: Originally digitized by Portland Department of Transportation. Updated by Bureau of Planning and Sustainability for the Office of Neighborhood Involvement, September, 2016. Registered on aerial base maps.
 Data compiled from source materials at different scales. Detail reflects scale of the source material.

Sullivan's Gulch Trail

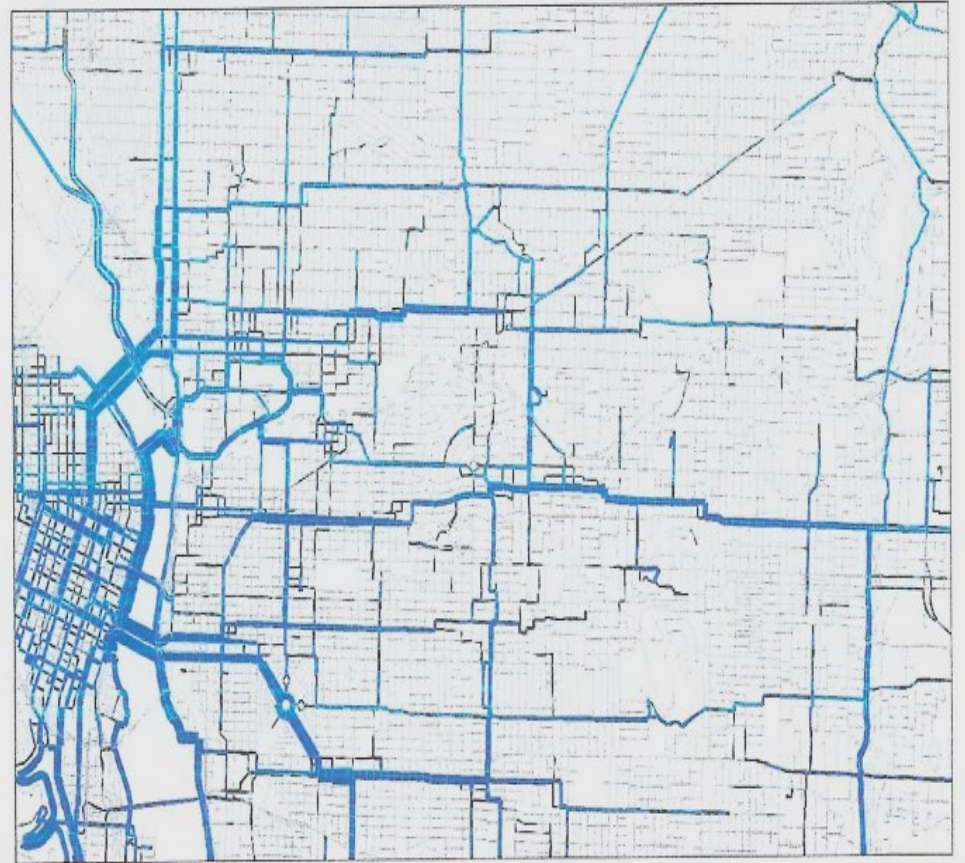
2010 Scenario Volumes – with trail



 Metro | *People places. Open spaces.*

Sullivan's Gulch Trail

2010 Base Scenario Volumes – without trail



 Metro | *People places. Open spaces.*

Adopt the recommendations contained within the Sullivan's Gulch Trail Concept Plan. (Resolution)

WHEREAS, the concept of a trail in Sullivan's Gulch has been a community priority for more than 15 years; and

WHEREAS, in 1996, Council adopted the Portland Bicycle Master Plan which was updated in 2010 with Portland Bicycle Plan for 2030; both recommend the Sullivan's Gulch Trail project along I-84; and

WHEREAS, the Sullivan's Gulch Trail is included in the City of Portland's Transportation System Plan, Portland Parks & Recreation's 2020 Vision and Portland Parks and Recreation's Recreational Trail Strategy; and

WHEREAS, the Sullivan's Gulch Trail is identified in Metro's Regional Trail Plan and the 2035 Regional Transportation Plan; and

WHEREAS, in 2007, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) awarded the City of Portland a MTIP grant in the amount of \$224,000 to complete a feasibility study for a trail through the Sullivan's Gulch; and

WHEREAS, the Sullivan's Gulch Trail Concept Plan recommends a trail alignment connecting the Eastbank Esplanade on the Willamette River to the I-205 Path, Gateway Regional Center and the future Gateway Green recreation area; and

WHEREAS, the Sullivan's Gulch Trail Concept Plan recommends trail right-of-way requirements, roadway under-crossings and neighborhood connections; and

WHEREAS, the Sullivan's Gulch Trail Project Advisory Committee recommended adoption of the Sullivan's Gulch Trail Concept Plan, attached as Exhibit A;

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the recommendations of the Sullivan's Gulch Trail Concept Plan as Non-Binding City Policy attached as Exhibit A; and

BE IT FURTHER RESOLVED, that the Sullivan's Gulch Trail Concept Plan will guide future acquisition, engineering and construction phases of trail development; and

BE IT FURTHER RESOLVED, that the City Council directs city staff to advance the implementation of the Sullivan's Gulch Trail Concept Plan by seeking funding to carry out site-specific geotechnical investigation, land survey, design, engineering and construction of trail segments; and

BE IT FURTHER RESOLVED, that the City Council directs city staff to continue consulting the private property owners impacted by the right-of-way requirements of the recommended trail alignment, including the Union Pacific Railroad; and

BE IT FURTHER RESOLVED, that the City Council directs city staff to amend the recreational trail map to incorporate the trail alignment and neighborhood connections recommended in the Sullivan's Gulch Trail Concept Plan as part of the next update of the City's Comprehensive Plan or Zoning Code Map; and

BE IT FURTHER RESOLVED, that the City Council directs city staff to amend the City's Transportation System Plan, (as outlined in Exhibit B), to be consistent with recommendations of the Sullivan's Gulch Concept Plan, including adding the trail project to the major transportation system improvements list; and

BE IT FURTHER RESOLVED, that the City Council gratefully acknowledges the excellent work and dedication of the members of the Sullivan's Gulch Trail Project Advisory Committee, community groups and residents who helped shape the plan through participation in the planning process.

Adopted by the Council, JUL 25 2012

Mayor Sam Adams and Commissioner Nick Fish
Prepared by: Paul Smith and Denver Igarta:slg
Date Prepared: July 9, 2012

LaVonne Griffin-Valade
AUDITOR OF THE CITY OF PORTLAND

By *Gayla Jennings*

Deputy

Bob Currey-Wilson
Real Estate Director
3800 SE 22nd Avenue
Portland, OR 97202

Fred Meyer

bob.currey-wilson@fredmeyer.com
(503) 797-3507 Phone
(503) 784-7307 Cell
(503) 797-3539 Fax

 **CAPSTONE**
Partners LLC

To: Mayor Sam Adams and City Council

Re: Sullivan's Gulch Hiking, Biking, and Walking Trail

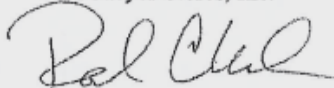
Dear Mayor Adams and City Council,

As an adjoining business owner/operator, Fred Meyer Stores supports the Sullivan's Gulch Trail Project. This proposed trail is adjacent to the busiest Fred Meyer store in the city of Portland.

The continuing growth of alternative transportation infrastructure in Portland benefits both residents and businesses in the area, and this project would benefit our Customers and our Associates who walk or bike to shop or work.

Respectfully submitted,

Fred Meyer Stores, Inc.



Robert Currey-Wilson
Real Estate Director

July 23, 2012

Mayor Sam Adams
Commissioner Nick Fish
Commissioner Amada Fritz
Commissioner Randy Leonard
Commissioner Dan Saltzman
1221 SW 4th Avenue
Portland, Oregon 97204

Re: Sullivan's Gulch Trail

Dear Mayor Adams and Commissioners:

I am writing in support of the Sullivan's Gulch Trail project. The city and stakeholders recently completed the draft Sullivan's Gulch Trail Plan. Capstone Partners LLC encourages the City of Portland to continue investing in the trail planning process and to pursue available funding to do so.

Capstone Partners LLC is currently in the pre-development stages for Grant Park Village, a mixed-use project with approximately 200 apartment units and 45,000 SF of commercial space at the former Albina Fuel site at NE 33rd Avenue and Broadway. The Grant Park Village site abuts the future Sullivan's Gulch Trail alignment. The future trail provides an important and safe multi-modal option for both Grant Park Village residents and customers and greater inner North and Northeast Portland.

I welcome the opportunity to provide you with more information about Grant Park Village and how the Sullivan's Gulch Trail relates to the project. Thank you for your consideration.

Sincerely,



Lauren Golden Jones
Development Manager
Capstone Partners LLC

Cc: Paul Smith, Portland Bureau of Transportation



NORTHEAST COALITION
OF NEIGHBORHOODS

May 1st, 2012

To: Mayor Sam Adams and City Council

Re: Sullivan's Gulch Hiking, Biking, and Walking Trail

Dear Mayor Adams and City Council,

The Northeast Coalition of Neighborhoods supports the Sullivan's Gulch Trail Project. Preliminary planning has been completed for this project; however, NECN would like to keep the project momentum moving forward and encourage the City of Portland to pursue all available funding in order to do so.

The Sullivan's Gulch Trail is a necessary addition to the Rose Quarter, Lloyd District, and Sullivan's Gulch areas and provides an opportunity to enhance existing infrastructure investment. Adjacent to regional private and public investment, the Sullivan's Gulch Trail provides an opportunity to complete an ideal multi-modal network of transit related options necessary to support and sustain regional economic areas. Therefore we believe this project is a priority for inner North and Northeast Portland and encourage funding be identified and secured as soon as possible.

We welcome the opportunity to provide you with additional information. Thank you for your consideration of this matter.

Sincerely,
Chris Lopez
President, Northeast Coalition of Neighborhoods

3 69 47



SULLIVAN'S GULCH
NEIGHBORHOOD ASSOCIATION

Sullivan's Gulch Neighborhood Association, c/o Holladay Park Plaza, 1300 NE 16th Ave., Portland, Oregon 97232

www.sullivansgulch.net

Land Use and Transportation Committee
Carol Gossett, Chairperson

July 25, 2012

City of Portland
Mayor Sam Adams and City Council
City Hall
1221 SW 4th Avenue, Room 340
Portland, Oregon, 97204
Attention: Mr. Chris Caruso, City Planner

Re: Sullivan's Gulch Hiking, Biking, and Walking Trail

Dear Mayor Adams and City Council,

The Sullivan's Gulch Neighborhood Association (SGNA) supports the Sullivan's Gulch Trail Project (the Trail). Preliminary planning by the City of Portland has been completed for the Trail project; and SGNA has participated in the N/NE Quadrant Planning process and various other planning efforts related to new investment around our neighborhood. We would like to follow this planning with implementation efforts that will keep the Trail project moving forward.

To this end we recommend that the portion of the Trail within the N/NE Quadrant Plan boundaries be included along with any infrastructure projects proposed including improvements at I-5 and Broadway/Weidler, secondary and tertiary corridor improvements within the Lloyd District area, and any other infrastructure improvement planning and funding available for the implementation of the N/NE Quadrant Plan.

Further, we encourage the City of Portland to allocate funding for staff to pursue public and public/private partnerships. Adjacent to the Lloyd District and Sullivan's Gulch, areas of significant private and public investment, the Sullivan's Gulch Trail provides an opportunity to complete an ideal multi-modal network of transit options necessary to support and sustain regional economic growth. Therefore we believe this project is a priority for inner North and Northeast Portland and encourage funding be identified and secured as soon as possible.

We welcome the opportunity to work with the City of Portland and others to plan and finance this project.

Sincerely,
Sullivan's Gulch Neighborhood Association
Land Use and Transportation Committee

Carol Gossett, Chairperson
(503) 49-1253
gossett.carol@gmail.com

cc: file; Dave Brook, SGNA Chairperson

3 69 47

Dream of eastside bike path gains steam

Metro money | The idea of a Sullivan's Gulch trail has been afloat for years

By **JACOWI CAMPBELL**
THE OREGONIAN

Brad Perkins has long envisioned a bike path stretching 4.3 miles from Portland Peace Memorial Park beside the Steel Bridge to Northeast 122nd Avenue along Sullivan's Gulch, giving eastside bicycle commuters a direct — and safe — route downtown.

Because of the unstinting efforts of dreamers like him, the proposed Sullivan's Gulch Corridor Trail is a quarter of a million dollars closer to reality. In March, Metro, through the Metropolitan Transportation Improvement Program, contributed \$224,000 to study the engineering problems, legal obstacles and construction costs. The city donated an additional \$26,000.

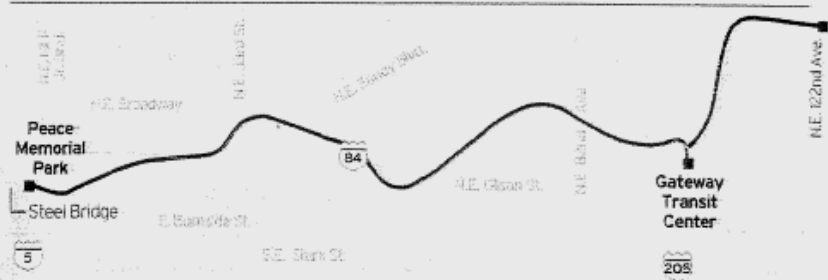
Perkins, an Irvington resident, hopes the future trail will encourage more Portlanders to ride their bikes. He says many would-be riders are frankly afraid to share the street with cars and trucks, even in marked bike lanes. The Sullivan's Gulch trail would give bicyclists their own thoroughfare.

The proposed route will follow the north slope of Sullivan's Gulch above Interstate 84 and the eastside MAX line and stitch together such parcels as vacant property under overpasses.

Some day, Perkins sees bicyclists jumping on the trail near the Lloyd District, riding past Hollywood and landing at the Gateway Transit Center. The path passes under more than 17 overpasses and by 10 neighborhoods.

Perkins said the city will push

Sullivan's Gulch Path project



MICHAEL MOSE/THE OREGONIAN

New bike trail

What: Celebrating Sullivan's Gulch Corridor Trail start with food, drink and information about the project

When: Noon to 1 p.m. Tuesday

Where: Peace Memorial Park, corner of Northeast Oregon Street and Lloyd Boulevard

Information: Brad Perkins at 503-317-6455 or perkinsreality@comcast.net

for easements through areas that are densely covered with parking lots, warehouses and railroad tracks.

Decade of dreaming

Bicycling advocates have long eyed a Sullivan's Gulch corridor as a possible off-street bikeway. In 1996, the route was included in Portland's Bicycle Master Plan, but it remained an unpaved idea. A group of Portland State University students designed an engineering plan for the Sullivan's Gulch Corridor Trail as a class project. Again, nothing happened.

And finally one day, Perkins peered out of a MAX train window and saw the "industrial

wasteland" below him as a biker's dream. Amid freight trains and a barren landscape, he saw the possibilities for a bike path that was safe and convenient.

So he organized a seven-member Sullivan's Gulch Corridor Trail Committee, which met once a week for 18 months to do the grass-roots organization. They notified 23 neighborhood associations, designed brochures and recruited local officials such as Metro Councilor Rex Burkholder to support the program.

In March, all the work paid off when Metro approved the study grant. Perkins' committee had turned a PSU class assignment into a city project.

"You can make what you visualize a reality," Perkins said. "You just have to do a lot of work."

Now Portland Parks & Recreation, with Metro as a partner, is taking the lead on the project and will start the study in fall 2009. Perkins said he hopes the city completes the plan within that year because he hopes to see commuters on the trail in five.

Avid Portland biker Chris Achterman is ready to test the trail on his lime green Trek bicycle, but he said the proposed bike trail can offer more than

recreation. Achterman said the 16- to 20-foot wide path will nudge property owners to give abandoned areas under overpasses a face-lift, so MAX riders coming from the airport can peer down at more pleasing views than discarded shopping carts and dead auto parts.

"The overpass at Sullivan's Gulch is ugly and full of junk, you don't necessarily see our best side," he said. With the trail "visitors will see Portland as this bike crazy town."

Property payoff

Perkins said the bikeway will serve property owners, too. As more people pass through the area, he predicts that property values will rise. "It's all this land not being used to its full potential," he said.

Guy Kyle of the Sullivan's Gulch Neighborhood Association said the trail might entice some Portlanders to switch from a car to a bike.

"When you're on the bicycle you can feel threatened by the traffic," Kyle said. Until that day, Perkins will ride around in his candy red Toyota Camry Hybrid while his bike collects dust in the garage.

Jacqui Campbell: 503-294-5946;
jacquicampbell
@news.oregonian.com



Rose Quarter to Gorge Trail

A Livable Corridor between Willamette River and Multnomah Falls

- The 30-mile Rose Quarter to Gorge Trail (RQGT) is an extension to the 5.6-mile Sullivans Gulch Trail (SGT). The RQGT is a relatively flat off-street bike/pedestrian corridor that connects the Peace Memorial Park/Rose Quarter to the Columbia River Highway Trail at Multnomah Falls. It will provide access to all north/south bike/pedestrian corridors over I-84 and nearby parks, businesses, housing, and transit.
- The RQGT creates an exciting opportunity for densely built affordable and market-rate housing opportunities along the I- 84 bridgeheads. With its proximity to transit, the 5.6-mile section between the Willamette River and Gateway Green is exceptionally beneficial to developers and future tenants who wish not to own a car to get to their destination.
- The RQGT corridor has been designed to avoid 95% of the Union Pacific Railroad right-of-way.
- The RQGT will be well-lit and patrolled with security cameras and bicycle-riding officials.
- The landscape will be cleaned and replanted to beautify the area.

The Portland East Bike and Pedestrian Way_21

Designed by Rudy Niederer and Brad Perkins

Note that this is an addendum to the Sullivan's Gulch Trail – designed by others






Rose Quarter to Gorge Trail Built in 3 Phases

1 between Willamette River and 33rd Ave

2 between 33rd Ave and 181st Ave

3 between 181st Ave and Multnomah Falls

Legend

	Underpass
	UPRR freight track and MAX
	Flyover or bridge
	Existing Bikeway
	Existing UPRR freight track
	New RQGT trail on ground

Des by R.N./B.P.
HSR_Legend-Bike



Willamette River

Multnomah St

Steel Bridge

Peace Memorial Park

NE Lloyd Blvd

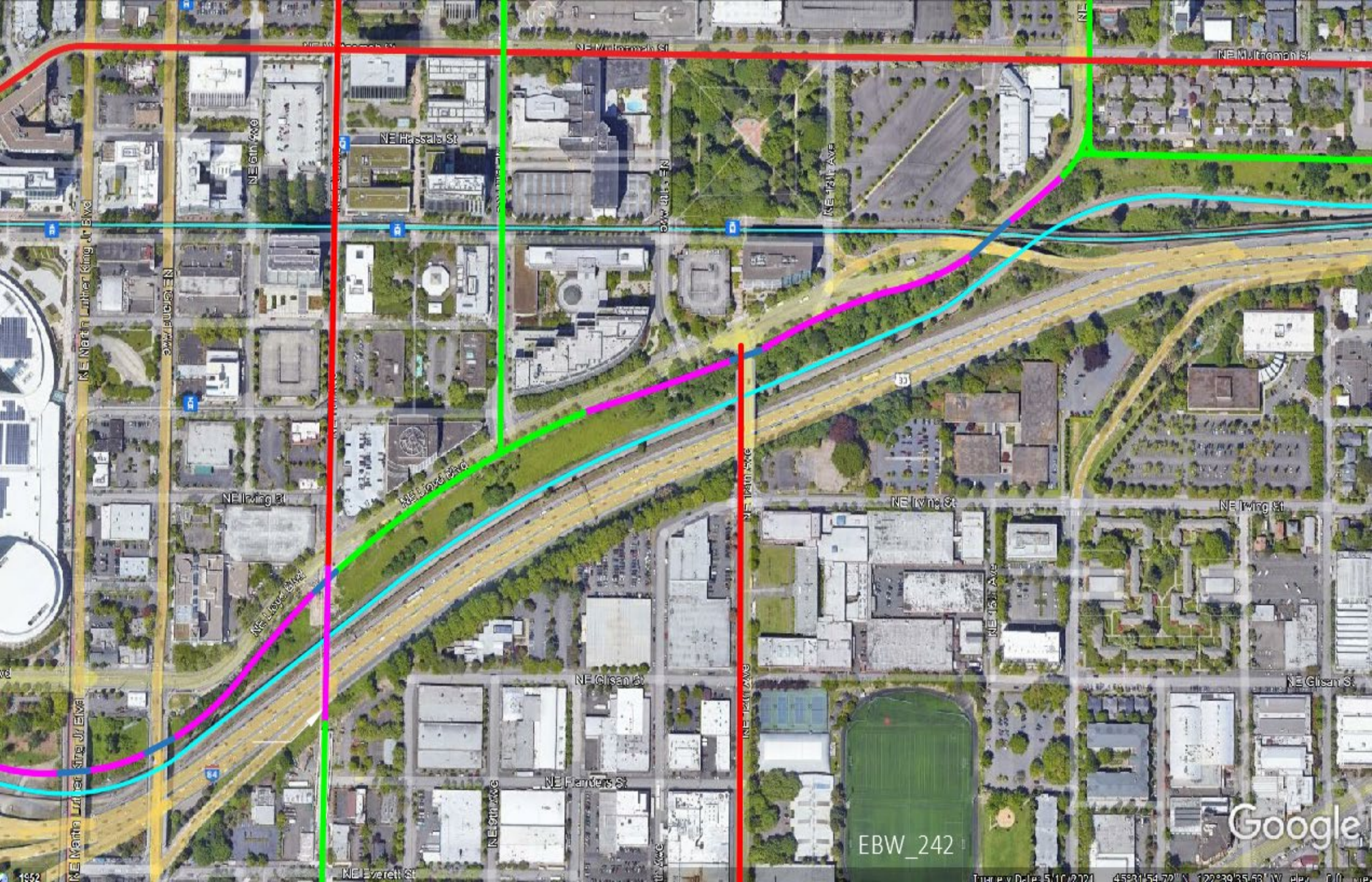
MLK Jr Blvd

Grand Ave

EBW_241

Google E

The RQGT between Willamette River and NE MLK Jr Blvd



The RQGT
between MLK
Jr Blvd and
West of
NE 21st Ave

The RQGT is a
distance away
from the UPRR
right-of-way
and then
connects to NE
16th Dr.

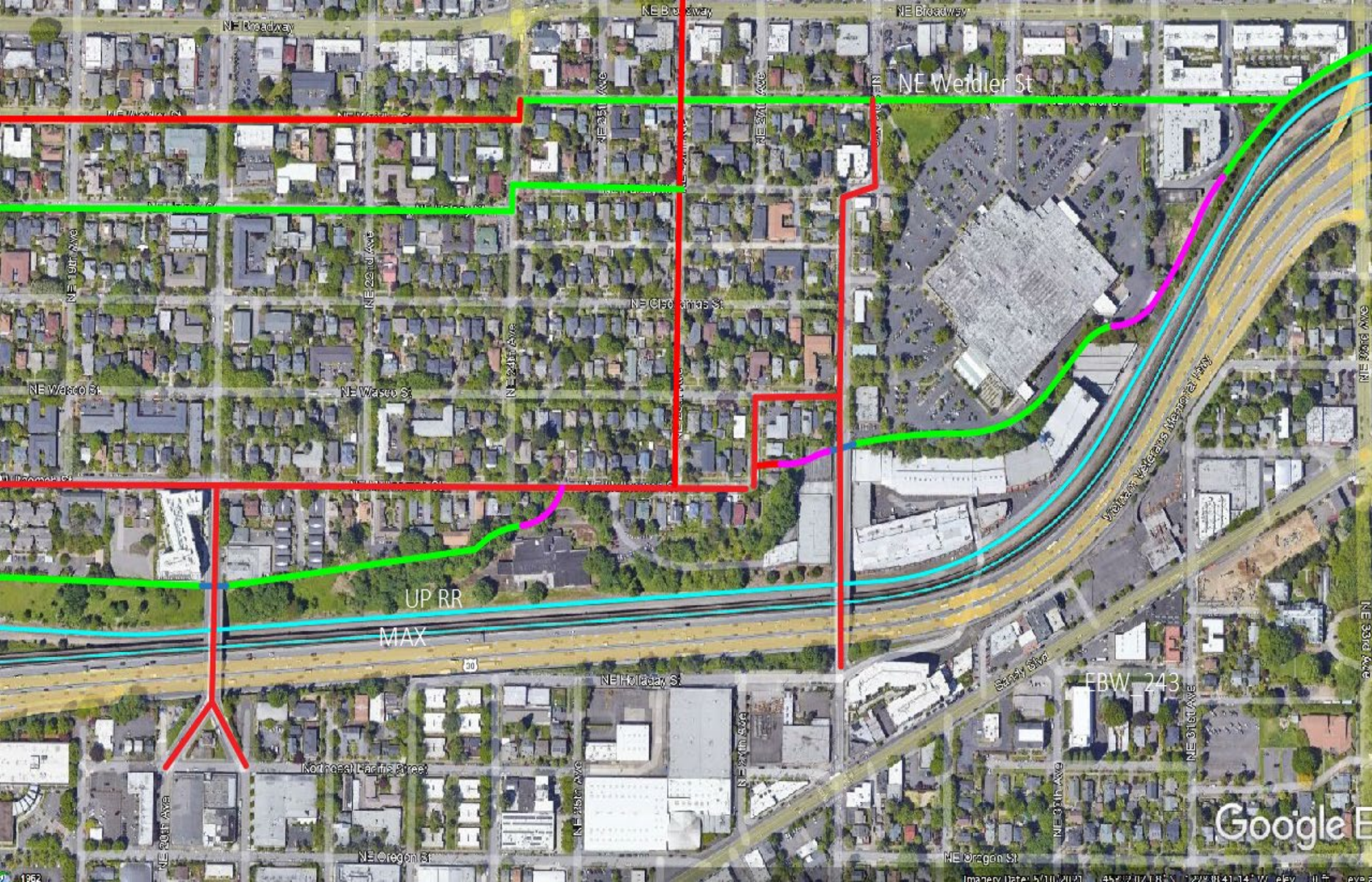
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Google

Time v Date: 5/10/2021 4:58:11 54.72' N 122:39:35.93' W elev 0.0'



New
Congressman
E. Blumenauer
Bicycle and
Pedestrian
Bridge in line
with NE 7th Ave
over I-84 Hwy.

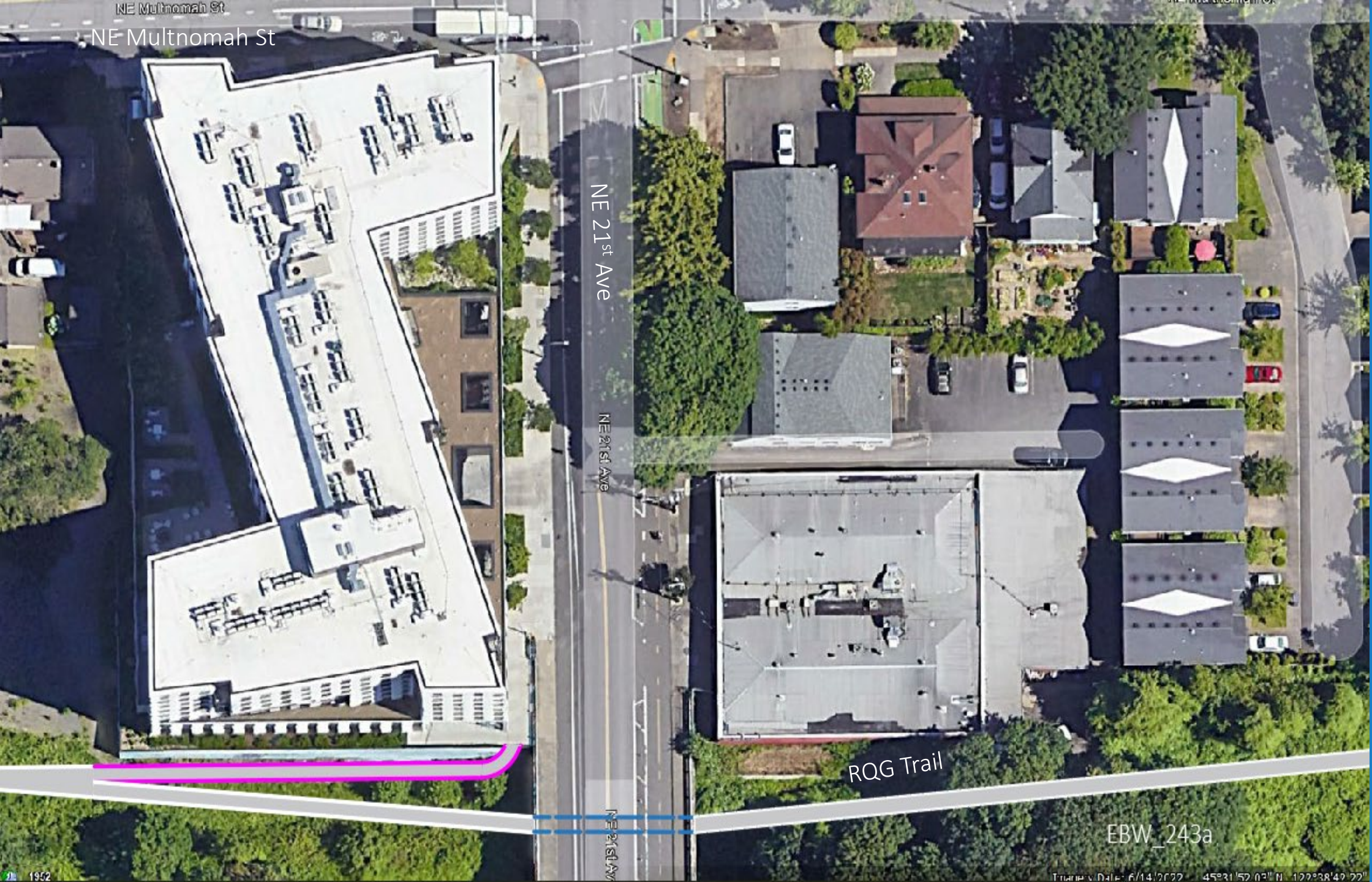


The RQGT between NE 21st Ave and 33rd Ave

The RQGT will go under NE 21st and NE 28th Avenues, goes behind the Fred Meyer store and under NE 33rd Ave.

All north/south Avenues over I-84 will have connecting ramps to the RQGT.

Google E



NE Multnomah St

NE 21st Ave

NE 21st Ave

NE 21st Ave

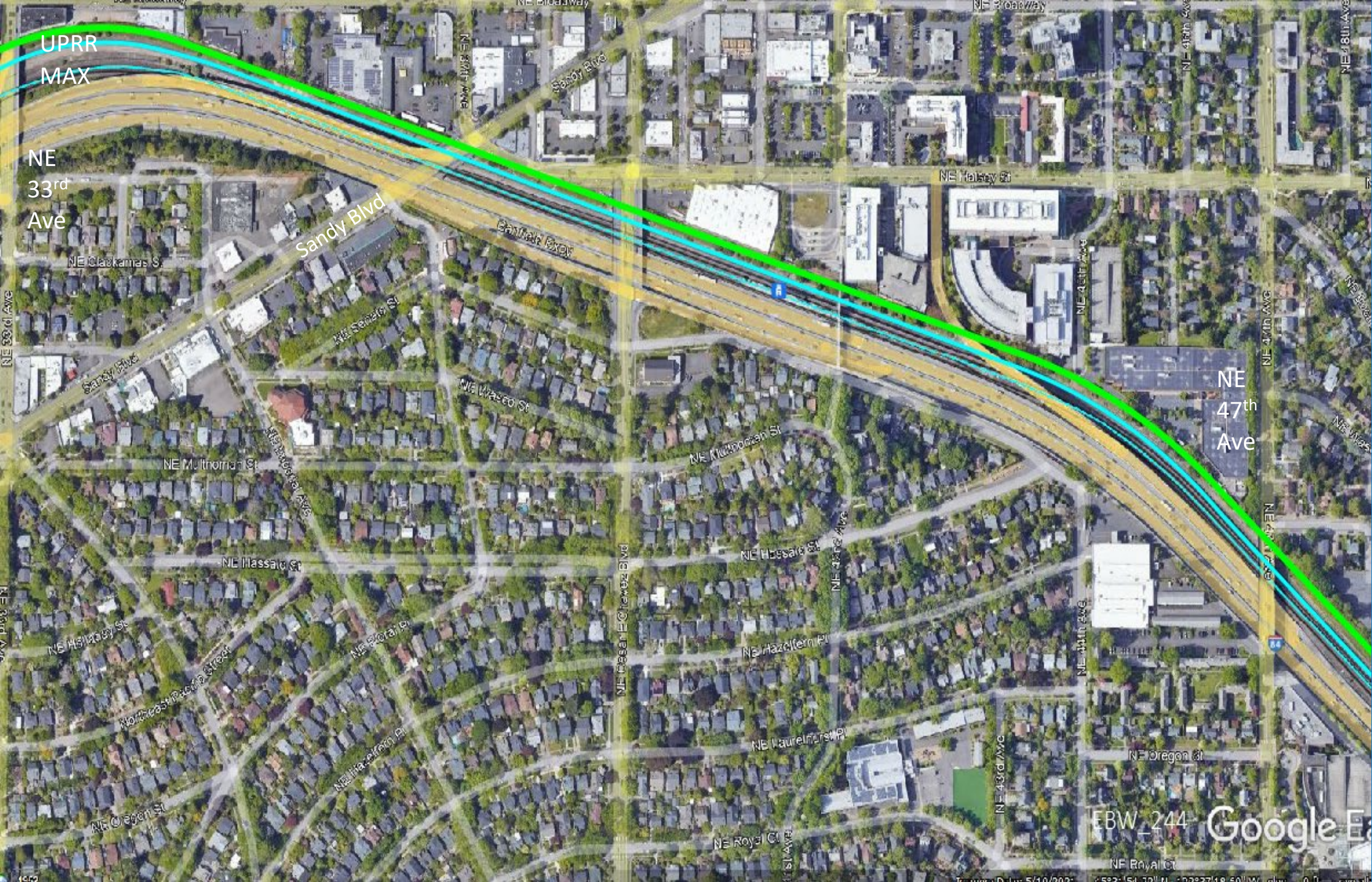
RQG Trail

EBW_243a

The RQGT at NE 21st Ave North of I-84

The ramp from the main RQG Trail goes up to the 21st Ave. bridge.

The main trail goes under the NE 21st Ave. bridge.



UPRR
MAX

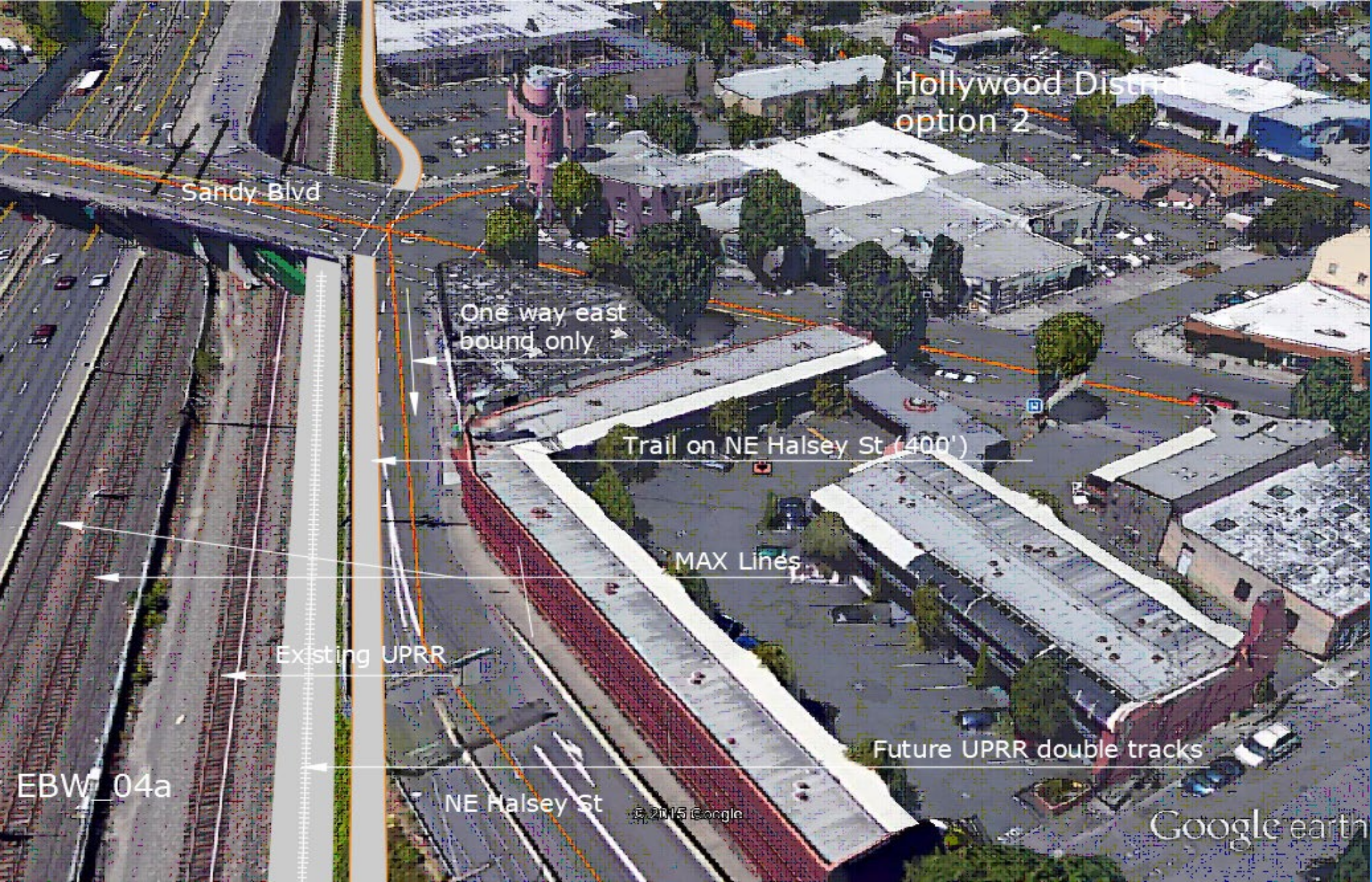
NE
33rd
Ave

Sandy Blvd

NE
47th
Ave

EBW_244 Google Earth

The RQGT
between
NE 33rd Ave
and 47th Ave



Hollywood District option 2

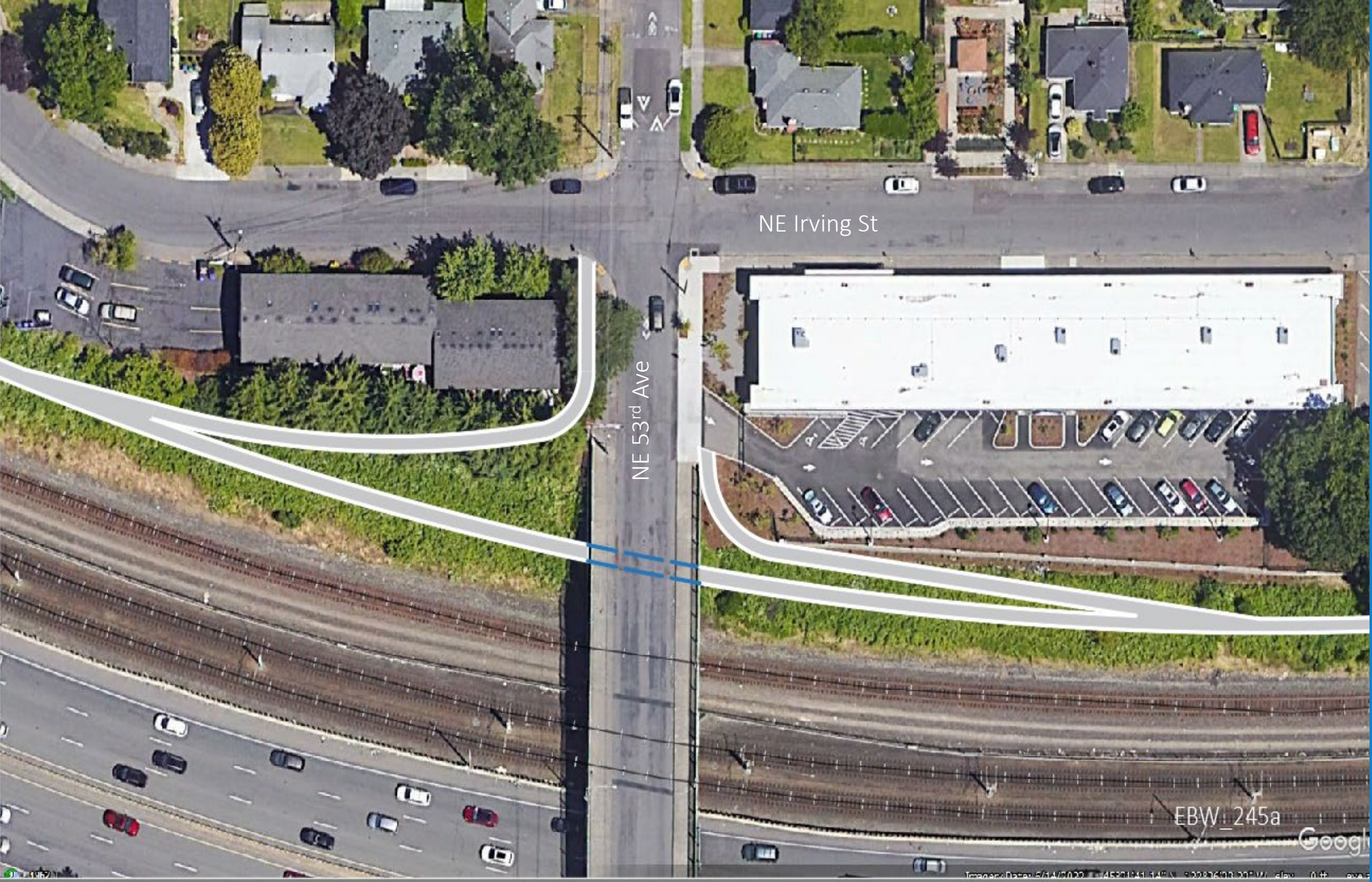
RQGT at NE Halsey St and Sandy Blvd. in the Hollywood District.

The RQG Trail is in cut and cover along Halsey St with daylight along the south side.

EBW 04a

© 2015 Google

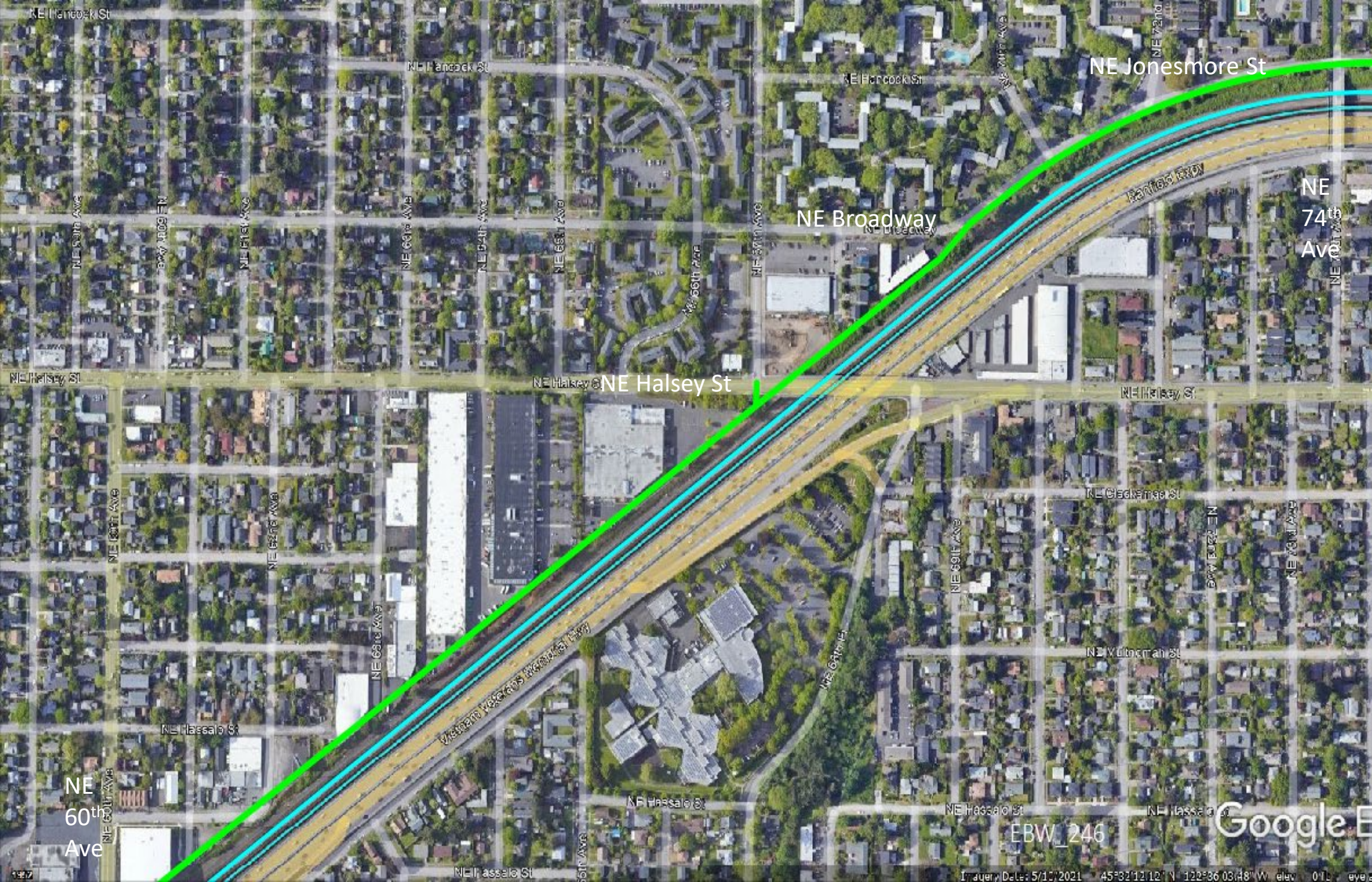
Google earth



RQGT at NE 53rd Ave and NE Irving St.

The main RQGT ramps up to NE Irving St. and from the east and west sides.

EBW_245a
Google



The RQGT between NE 60th Ave and NE 74th Ave

The RQGT will connect Jonesmore St, Broadway, and Schuyler St.

NE 60th Ave

NE Broadway

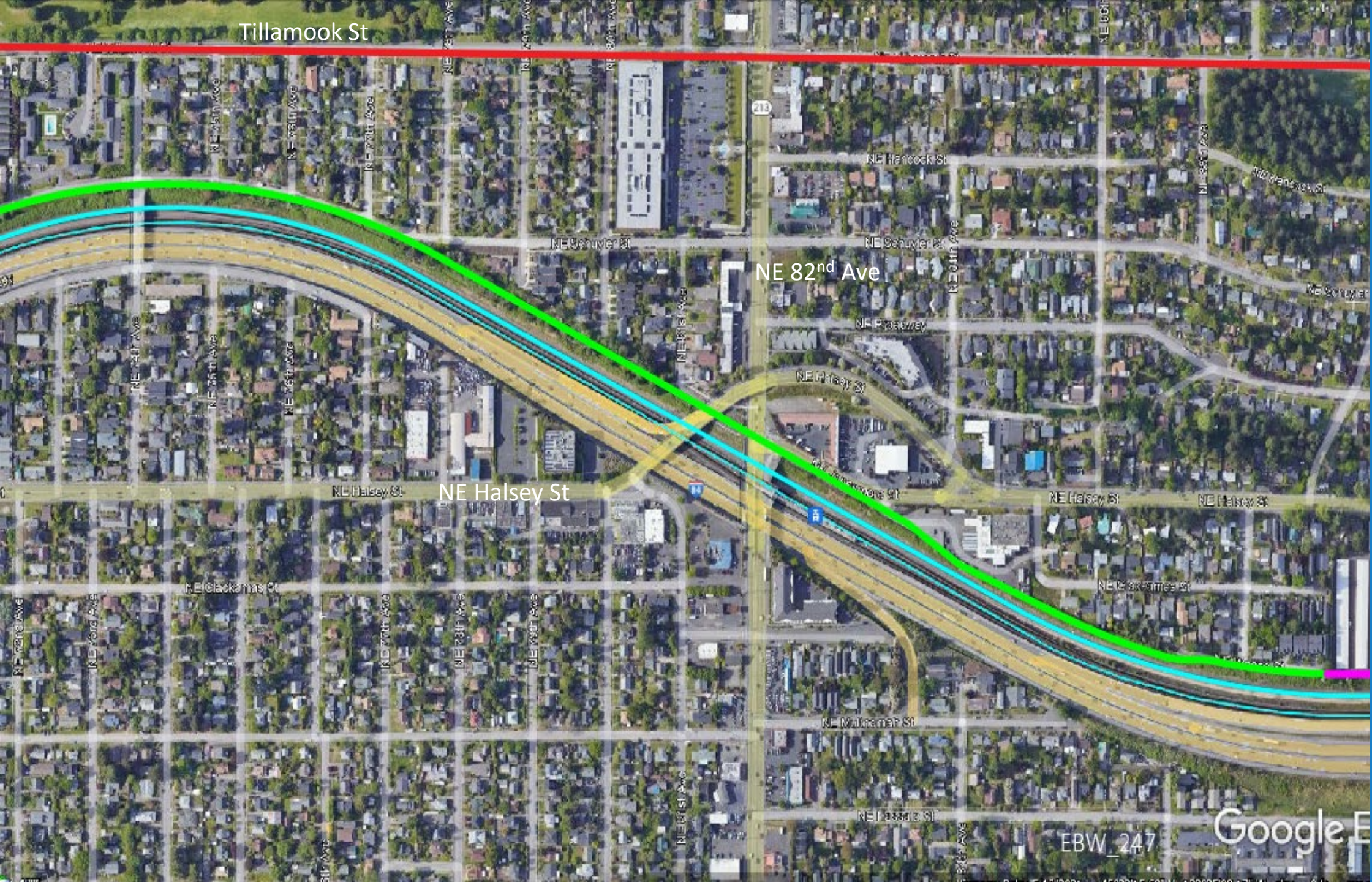
NE Jonesmore St

NE 74th Ave

NE Halsey St

Google Earth

EBW_246



Tillamook St

NE 82nd Ave

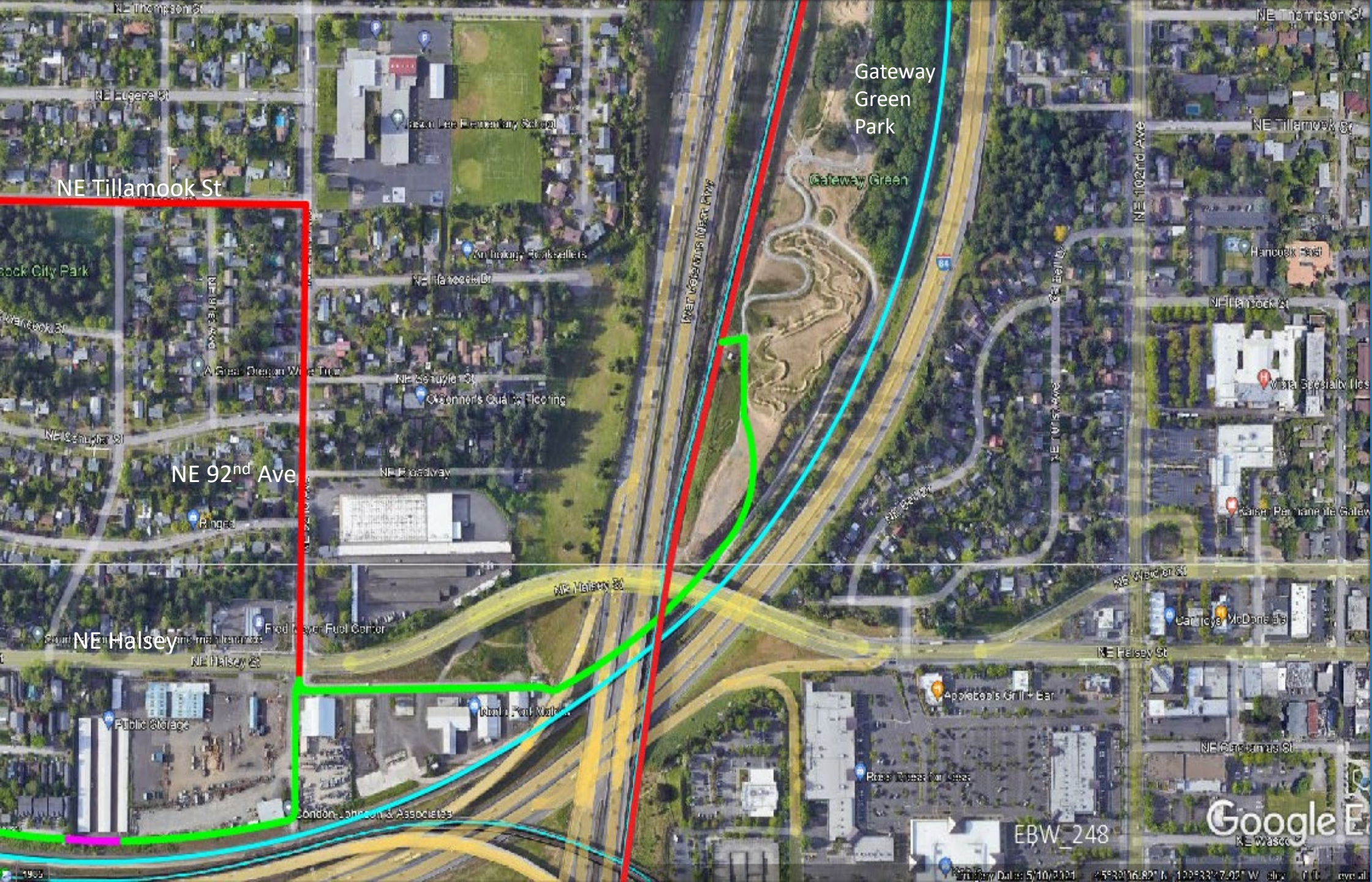
NE Halsey St

The RQGT between NE 74th Ave and West of NE 92nd Ave

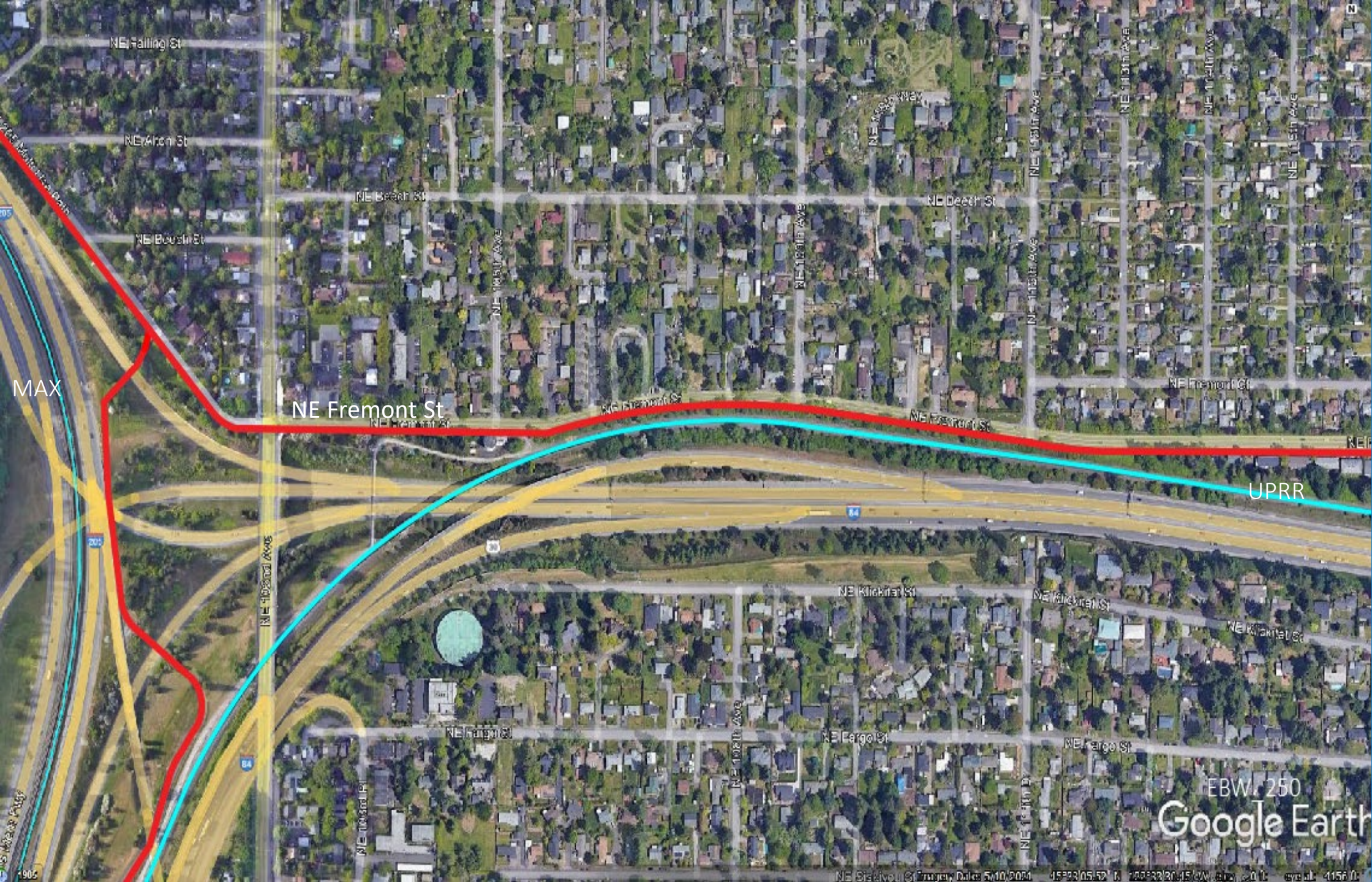
The RQGT will leave NE Jonesmore St at Schuyler St and go under NE 82nd St and connect with NE Wasco St.

EBW_247

Google Earth



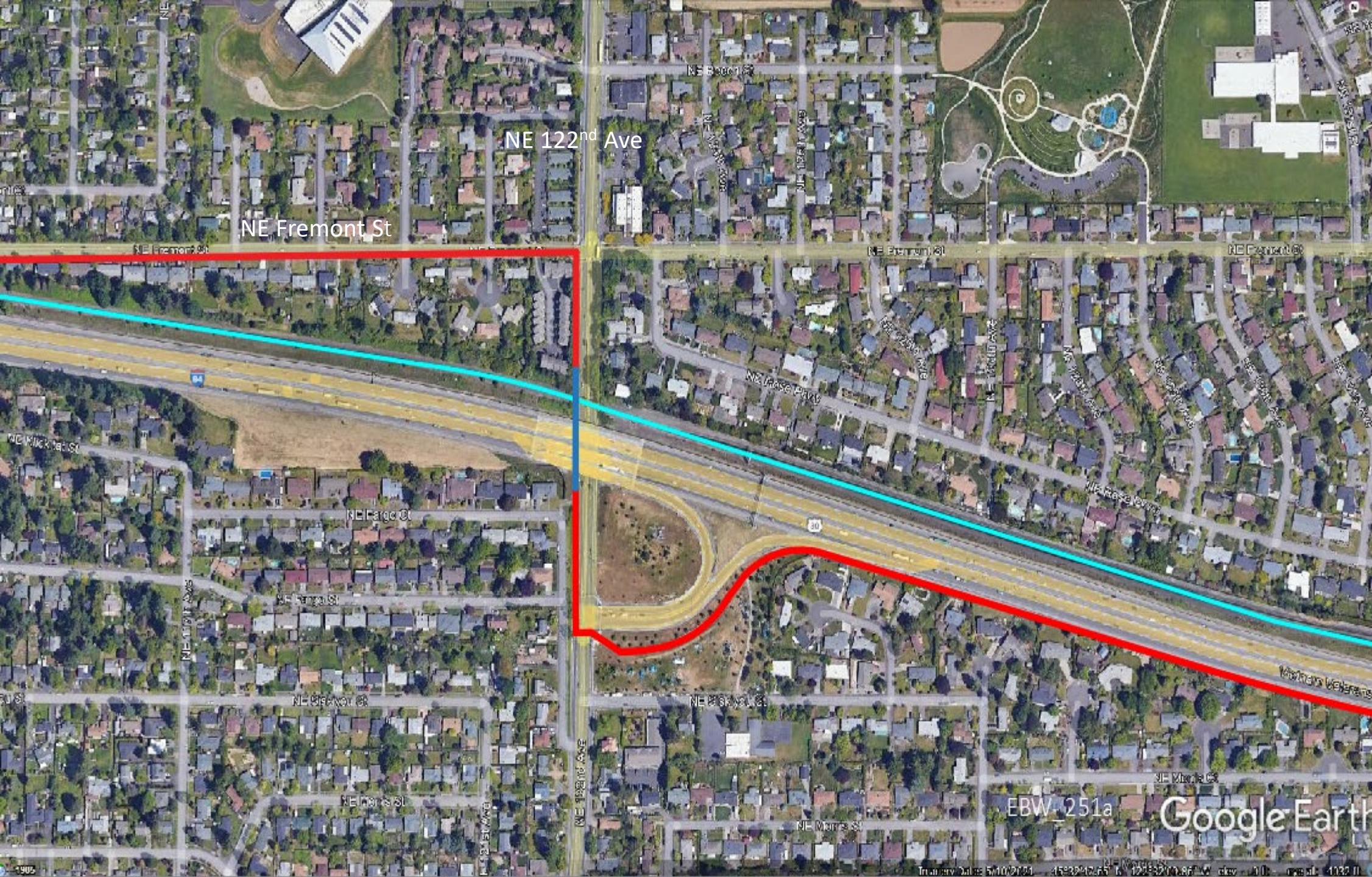
RQGT
between NE
Wasco St and
Gateway
Green Park



RQGT
between
Gateway
Green and
116th Ave

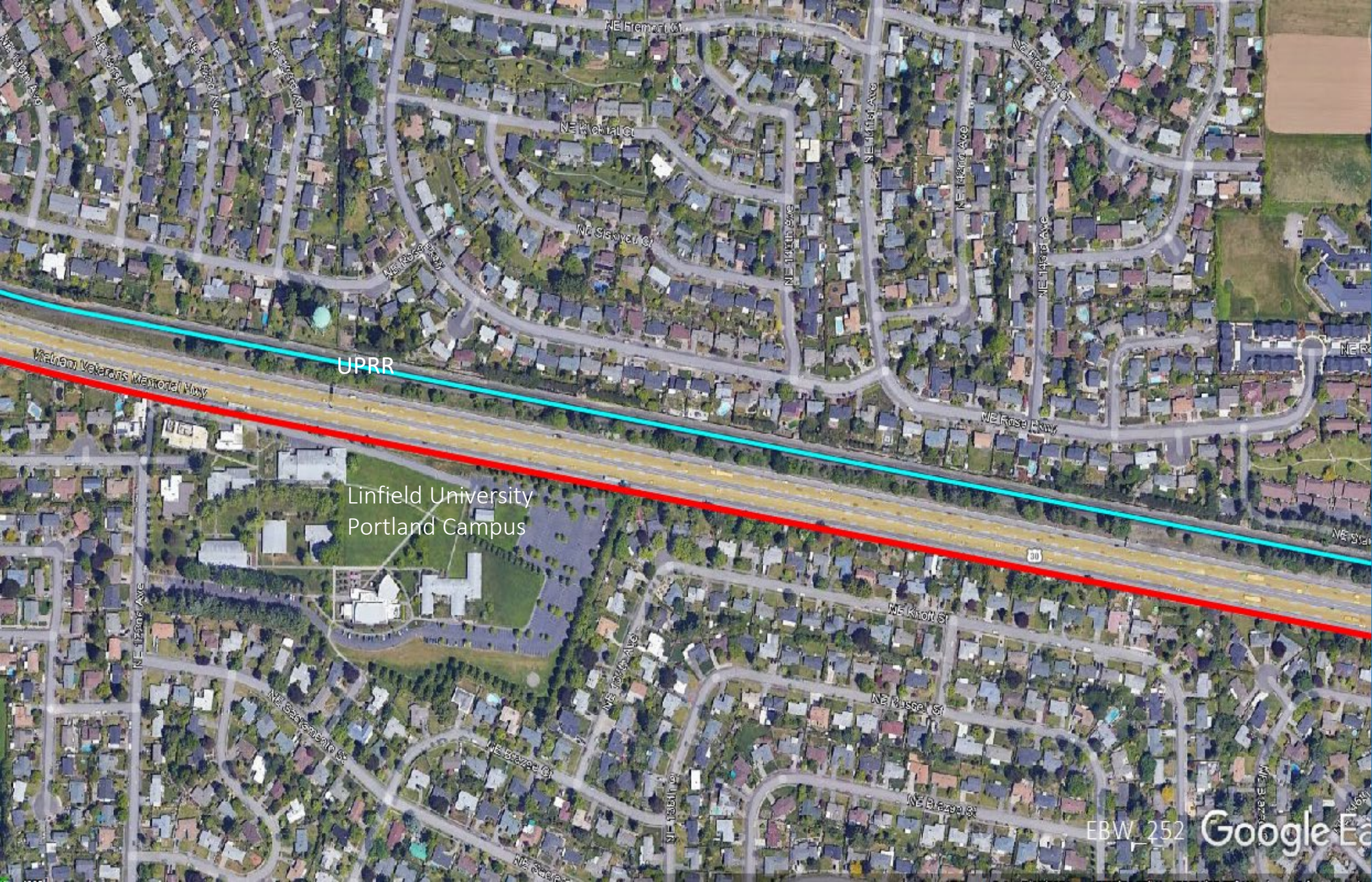
The RQGT is on
the south side
of NE Fremont
Street and a
distance away
from the UP
Railroad.

EBW 250
Google Earth



RQGT at NE 122nd Ave

The RQGT will use the existing bikeway along the south side of NE Fremont St. to 122nd Ave, goes under I-84, and then it connects to the existing bikeway at 181st Ave.

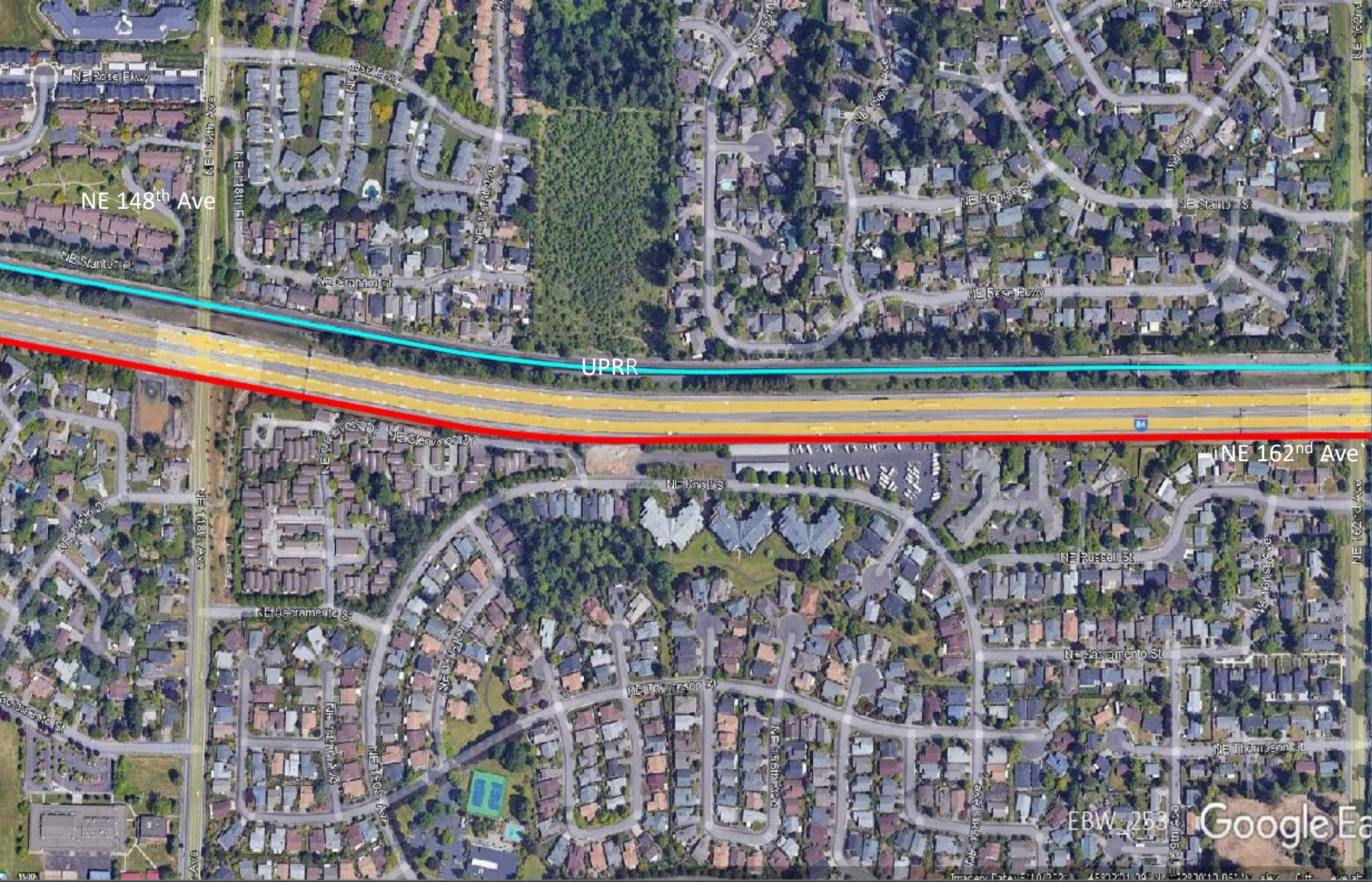


RQGT between
NE 122nd Ave
and 148th Ave

The RQGT is on
the existing
NE Bicycle and
Pedestrian Trail.

UPRR

Linfield University
Portland Campus



RQGT between
NE 148th Ave
and 162nd Ave

NE 148th Ave

UPRR

NE 162nd Ave

Google Earth

EBW_253



UPRR

RQGT
between east
of NE 162nd
Ave and
NE 181st Ave

The NE Bike
and Pedestrian
Trail will end at
NE 181st Ave
and the new
RQGT will
continue east.

NE
162nd
Ave

NE
181st
Ave

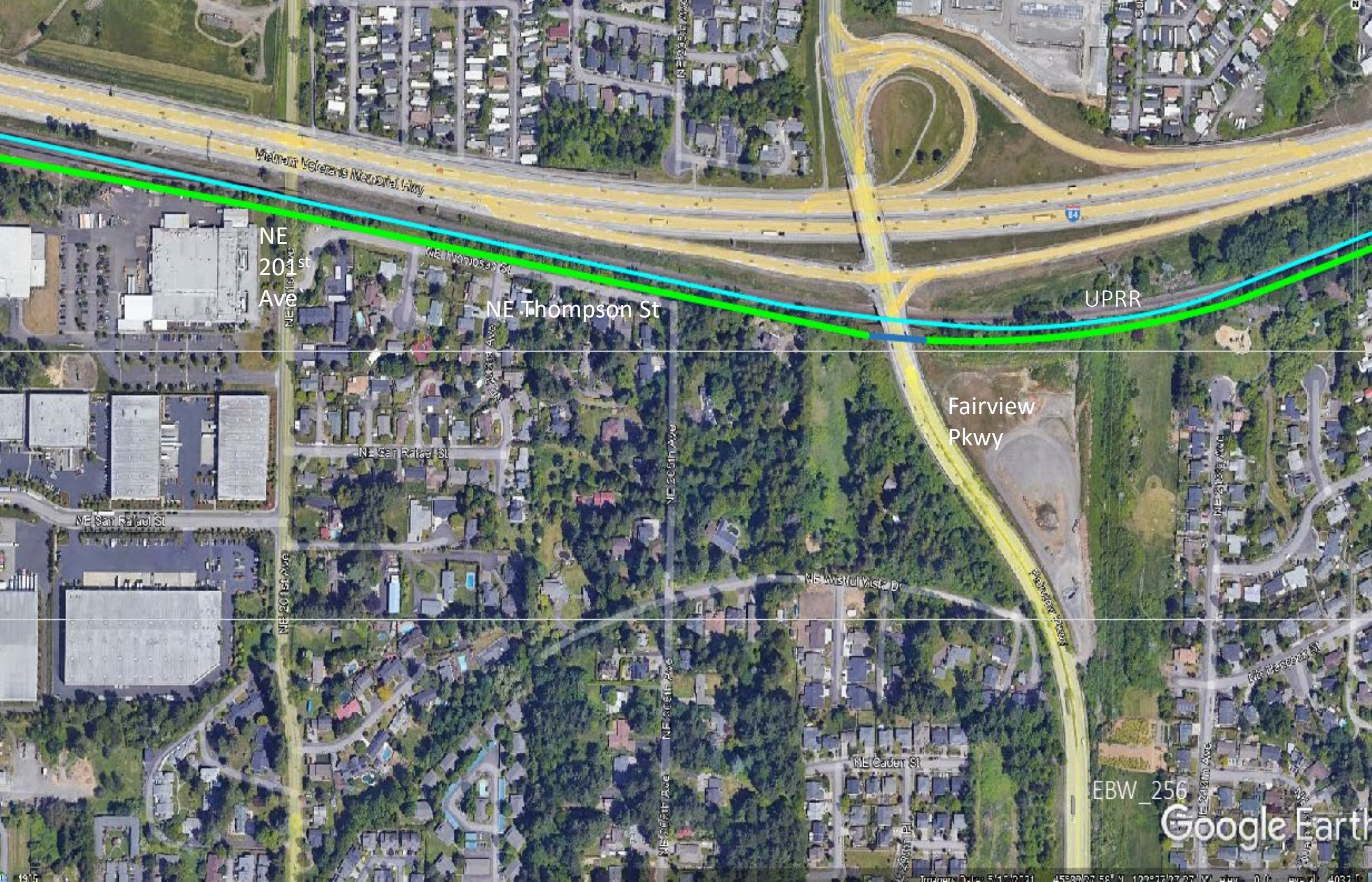
Google Earth

EBW 254



RQGT between
NE 181st Ave
and 192nd Ave

The RQGT uses
Wilkes Rd,
between 181st
Ave and 192nd
Ave, crosses over
a seldomly used
railroad spur,
then follows
along the
northern
property line of
Precision
Transportation
Company.



RQGT between 201st Ave and Beyond Fairview Parkway

The RQGT will underpass Fairview Pkwy. A possible connection to the Pkwy may be made.

The RQGT is just south of the UPRR right-of-way.



RQGT
between
Fairview
Parkway and
Bridge St Lane

The new RQGT
is just outside
the UPRR right-
of-way.

NE
223rd
Ave

Bridge St
Lane

EBW_257

Google Earth

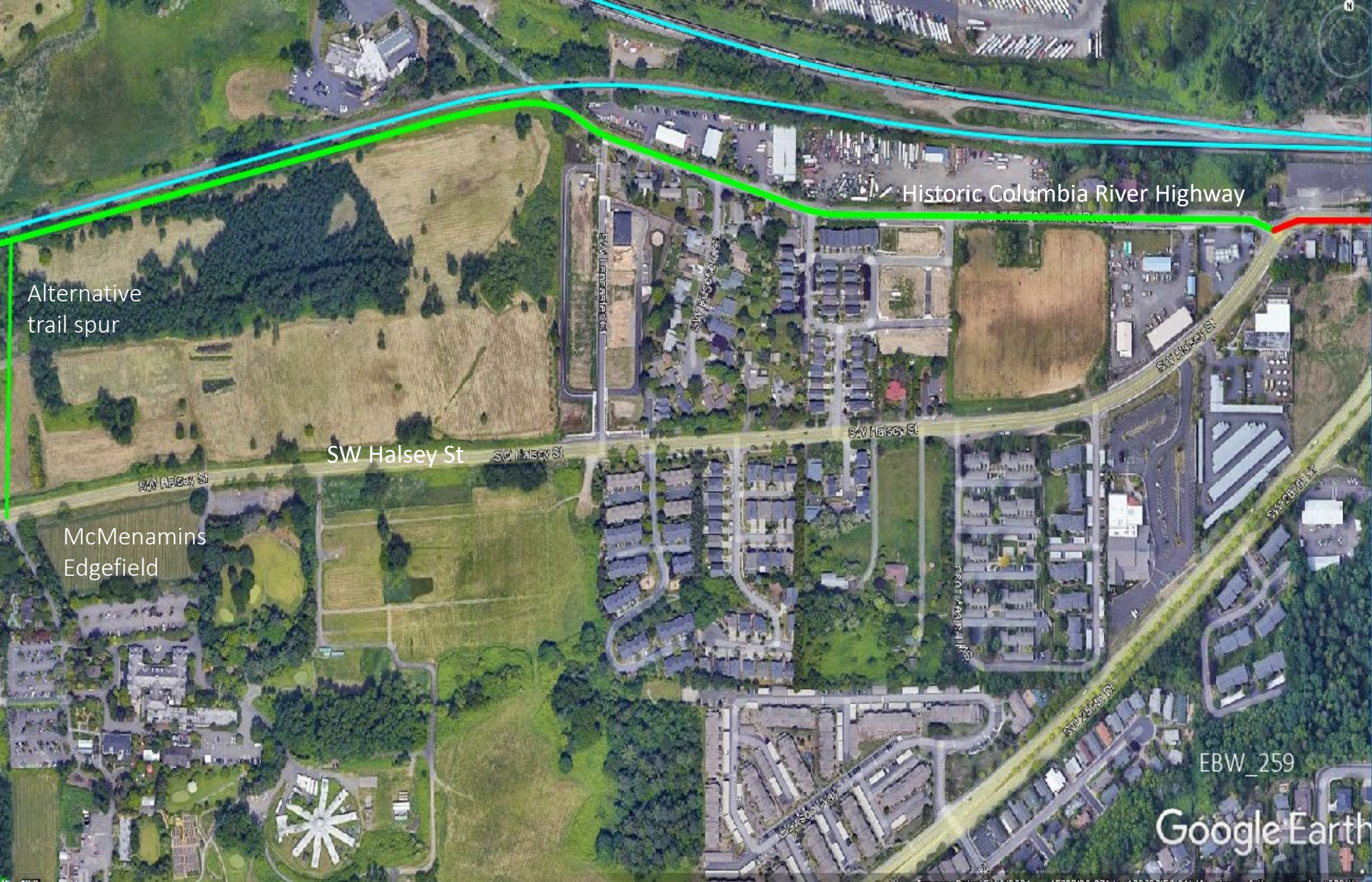


RQGT
between
Bridge St
Plaza and NE
244th Ave

The RQGT will
cross over
Bridge St and
connect with
NE Halsey St,
then follow
NE Halsey St
and connect to
NE 244th Ave,
then follow the
UPRR line and
the Historic
Columbia River
Highway.

EBW 258a

Goog



Alternative trail spur

McMenamins Edgefield

SW Halsey St

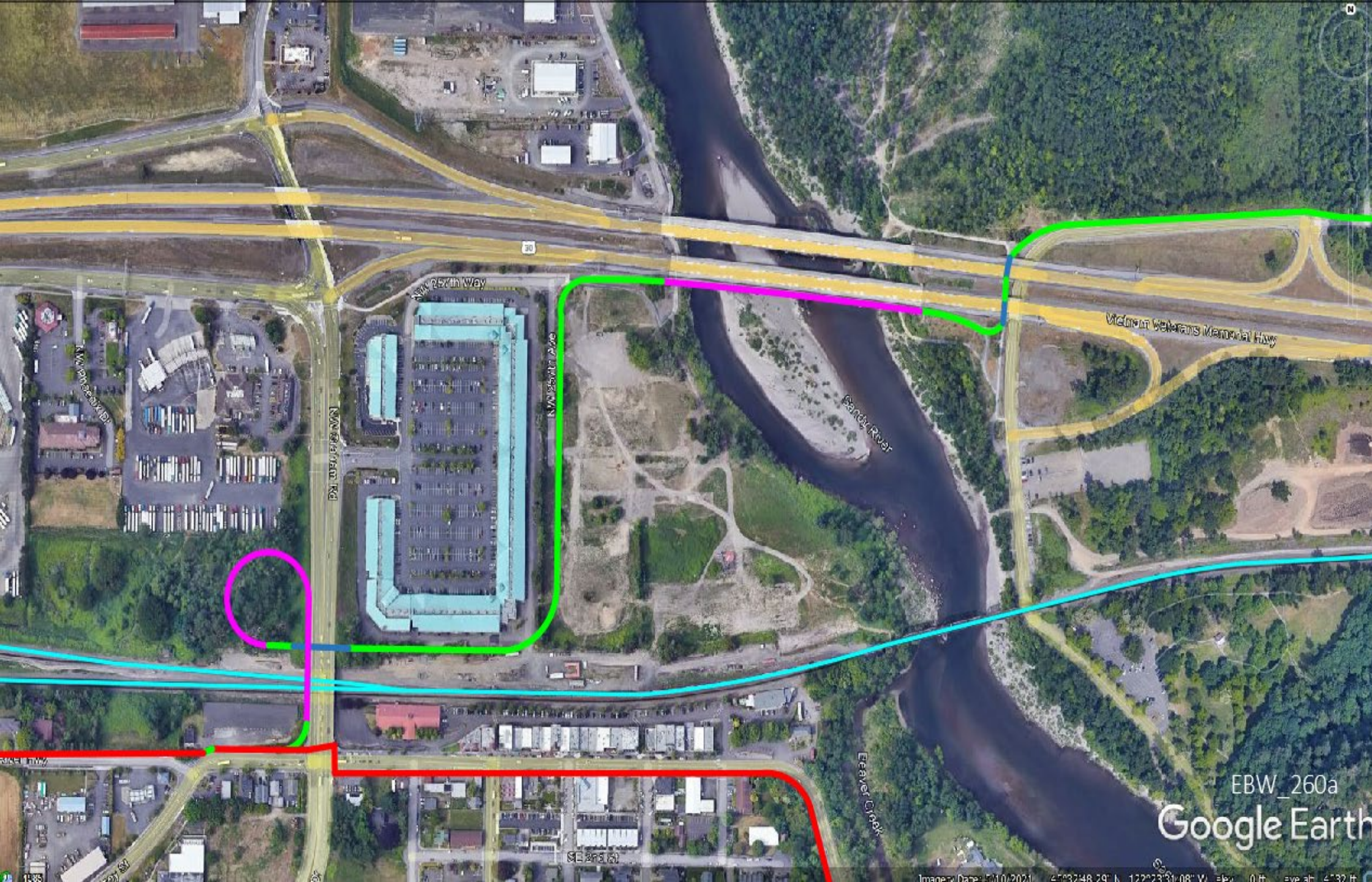
Historic Columbia River Highway

EBW_259

Google Earth

RQGT between McMenamins and Downtown Troutdale

The RQGT will use part of the existing Historic Columbia River Hwy through Troutdale.



RQGT at Downtown Troutdale

The RQGT will use the Historic Columbia River Hwy through downtown Troutdale, pass under the UPRR rail bridge, and then connect to the existing I-84 bridge over the Sandy River.

EBW_260a
Google Earth



Friends of
Sandy River
Delta Park

The Trail to Multnomah Falls

UP RR

RQGT at
Friends of
Sandy River
Delta Park

The trail route
may vary in this
area due to
ground surface
conditions, i.e.,
water tables.



Flag Island

Columbia River

Columbia River

Chatham Island

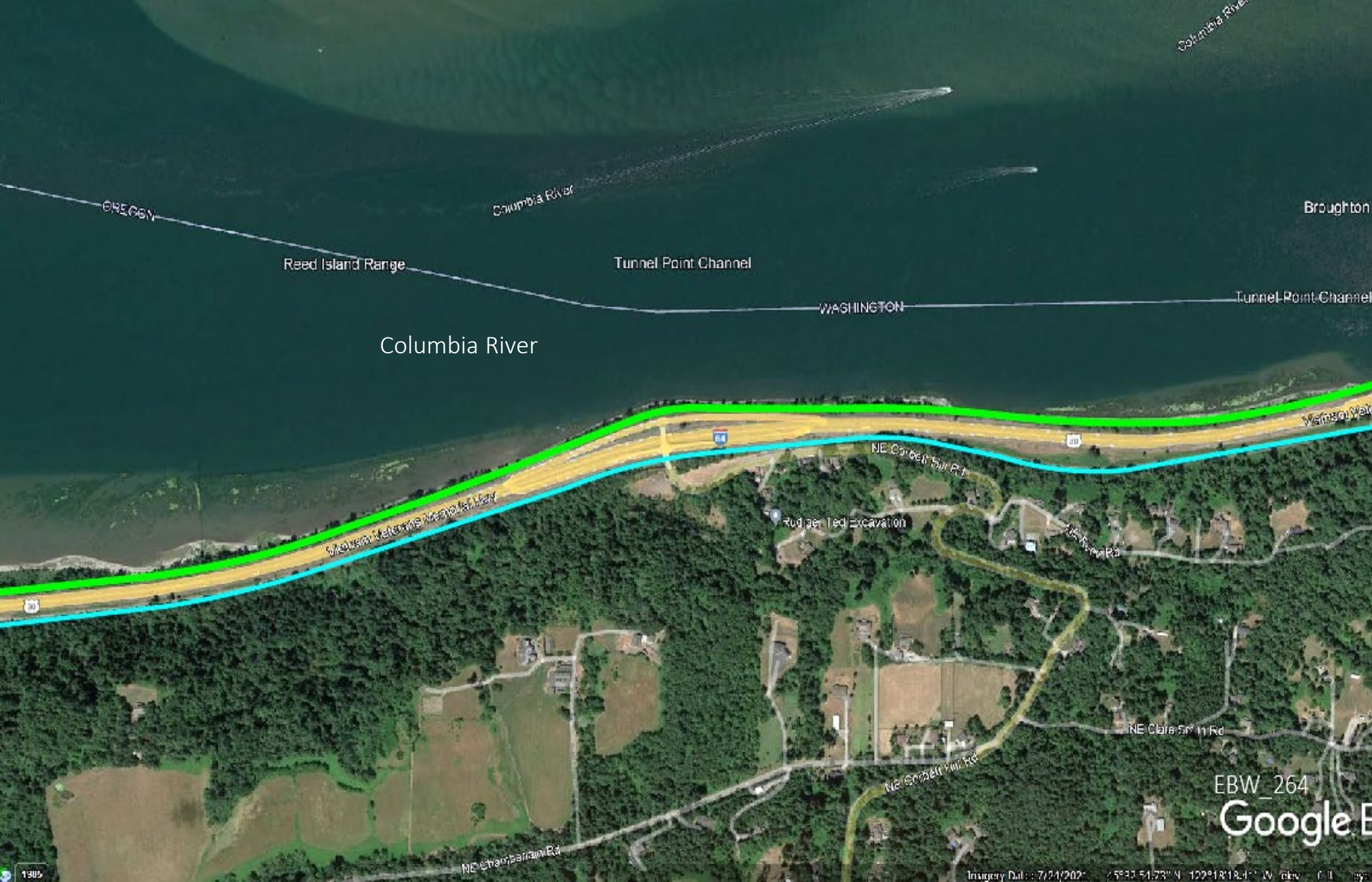
Wolfram Veterans Memorial Hwy

UPRR

EBW_263

Google Earth

RQGT between
Columbia River
and I-84

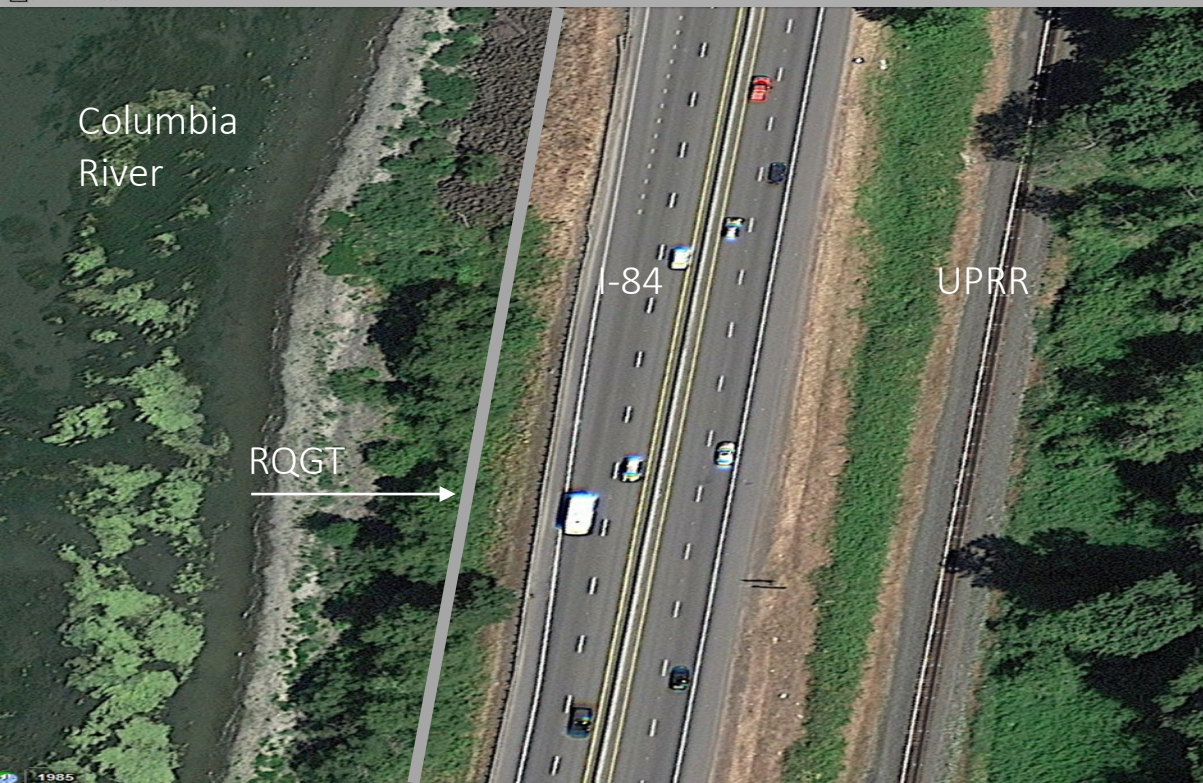
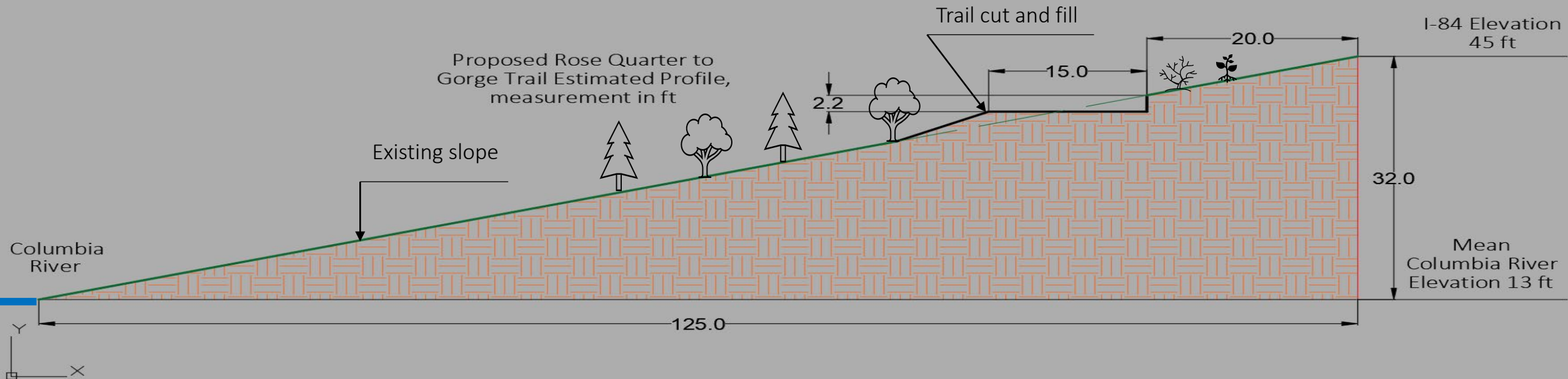


Columbia River

RQGT
between
Columbia
River and
I-84 Hwy

EBW_264
Google E

Imagery Date: 7/21/2021 45°31'51.573" N 122°18'18.41" W



Rose Quarter to Gorge Trail North of I-84

The RQGT will go through the wooded area with minimal tree removal and plant vegetation along the upper bank of the trail to lessen I-84 traffic noise. Remove logs via barges, chip all branches, and blow material into the existing woods for natural decay.

The RQGT is at least 20 feet from I-84 to reduce exhaust fume exposure to trail users.

The guardrail on the north side of the trail, which is closest to the river, is to match the Historic Columbia River Gorge Area design.

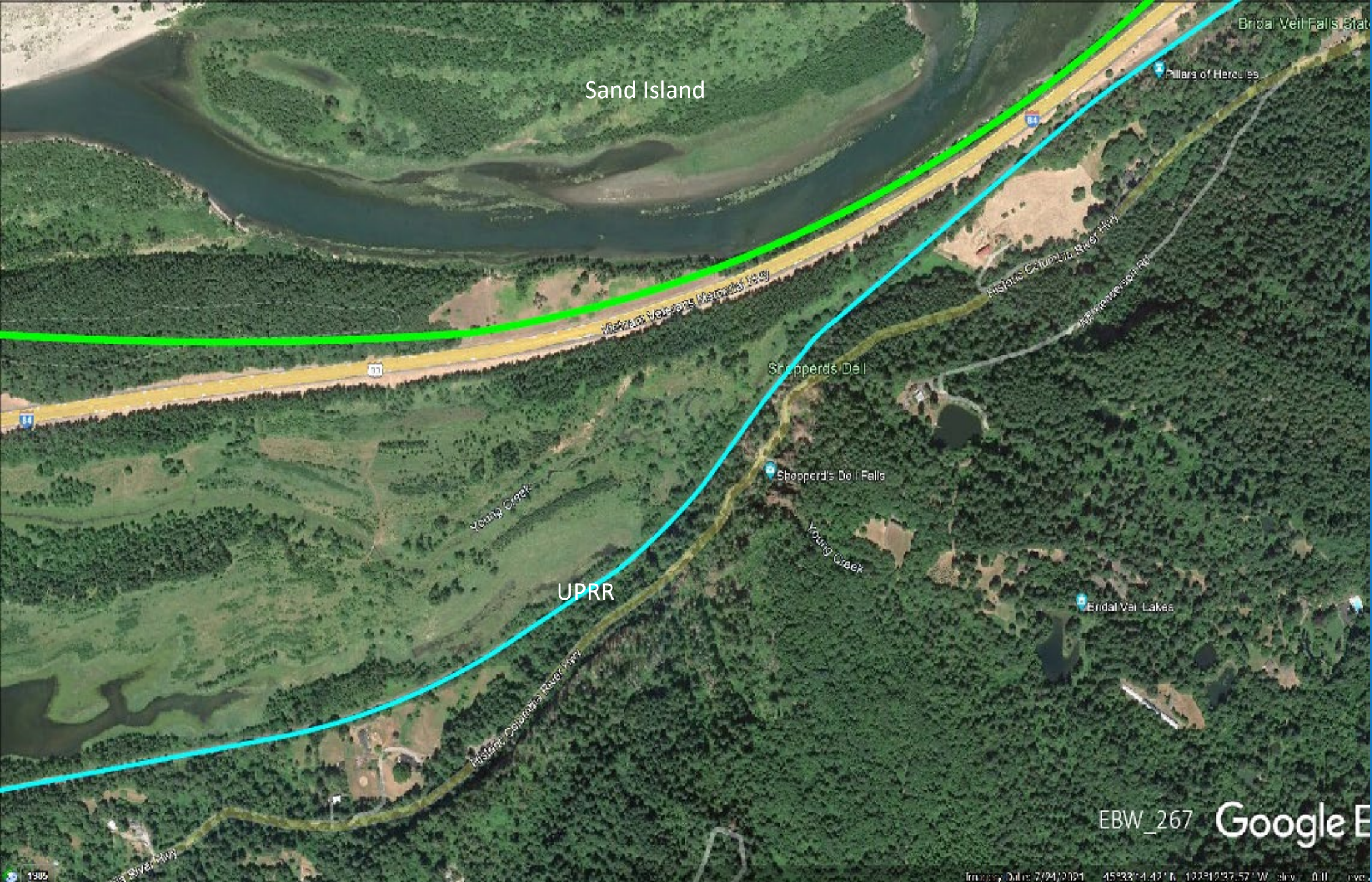


The RQGT at Rooster Rock State Park

The RQGT has a bridge crossing at Mirror Lake.



RQGT at
Rooster Rock
State Park



Sand Island

UPRR

The RQGT
South of Sand
Island and
Columbia
River

EBW_267 Google E

Imagery Date: 7/24/2021 45°23'4.42"N 122°10'27.57"W elev: 0.01



Columbia River

Bridal Veil Rd exit

Bridal Veil
Bridal Veil

Franciscan Sisters of the Eucharist
Coopey Falls

Coopey Creek

Angel's Rest Trailhead

Bridal Veil Falls

Bridal Veil Falls State Scenic Viewpoint

Hills of Hereina

EBW_268

Google E

The RQGT at
the Bridal Veil
Road Exit



Columbia River

Dalton Point

Dalton Point Boat Launch

Dalton Point

Harlan Pond

Historic Colum

Historic Columbia River Hwy

Historic Veterans Memorial Hwy

Historic Columbia River Hwy

Historic Dalton Hwy

EBW_269 Google E

RQGT at Dalton Point Boat Landing from I-84



RQGT at Multnomah Falls Park

The RQGT goes through a new tunnel under east and west-bound I-84 to Benson State Recreation Area, then travels 0.7 miles between eastbound I-84 and Benson Lake to Multnomah Falls, where it connects to the existing Historic Columbia River Highway Trail. The walking time is ± 15 minutes.