

SR 14 & DOG MOUNTAIN CONGESTION AND SAFETY PLAN



Agenda

- Welcome/Background
- Roles and Responsibilities
- Existing Conditions Findings
- Next Steps
- Questions/Comments



About the Plan

Background

- FLAP Applications
 - SR 14
 - Dog Mountain
- WFL in partnership with USFS and WSDOT
 - Develop a congestion and safety plan for Washington State Route 14 (SR-14) and the Dog Mountain Trailhead.
- The final plan will include concepts that can be pursued by Agencies listed above, as well as Counties, Communities and Transit Agencies

Problems to Address: SAFETY/CONGESTION

- SR 14
 - Increased population and popularity of trails has led to **increased travel delays** and related **safety** concerns.
 - **Growth** is expected to continue.
 - Multiple recreation sites experience **congestion** creating **safety concerns on adjacent County and State roadways**
- Dog Mountain
 - Popular trailhead, especially in the Spring when wildflowers are blooming.
 - Parking can **overflow onto SR 14**.
 - Current system is not sustainable.
 - As part of this project, we will explore options to improve or relocate the trailhead and address **safety and congestion** issues.

Schedule

Summer 2020

Identify needs and draft objectives for the SR 14 corridor.

Fall 2020 - Winter 2021

Develop existing and projected conditions report based on corridor analysis

**Stakeholder Meeting #1
Public Open House #1**

**Submit comments
on corridor needs
and deficiencies**

Spring 2021

Identify and evaluate each improvement option

**Stakeholder Meeting #2
Public Open House #2**

**Submit comments
on potential
improvement
options**

Summer 2021

Prepare draft feasibility study

**Stakeholder Meeting #3
Public Open House #3**

**Submit comments
on the draft report**

Fall 2021

Finalize study report after considering all comments received

Roles and Responsibilities

- Core Project Team
 - Final decision-makers
 - USFS, WFL, WSDOT, DEA
- Stakeholders

USACE, USFWS, WA State Parks, Clark Co., Klickitat Co., Skamania Co., Port of Klickitat, Port of Skamania, WA State Patrol, Skamania Co. Sheriff, Klickitat Co. Sheriff, Clark Co. Sheriff, RTC, and the CRG Commission, BPA, Cities of Lyle, North Bonneville, Stevenson, Washougal, White Salmon, Bingen, Dallesport, CRG Tourism Alliance, MCEDD, CAT, C-Tran, ODOT, Tribes, Friends of the Columbia River Gorge
- Public
- Role of stakeholders
 - **Feedback**
 - Review technical findings
 - Generate useful information for the project (potential strategies)
 - Help identify partnership/implementation opportunities
 - Lessen the potential for future conflict with early engagement

Study Goals

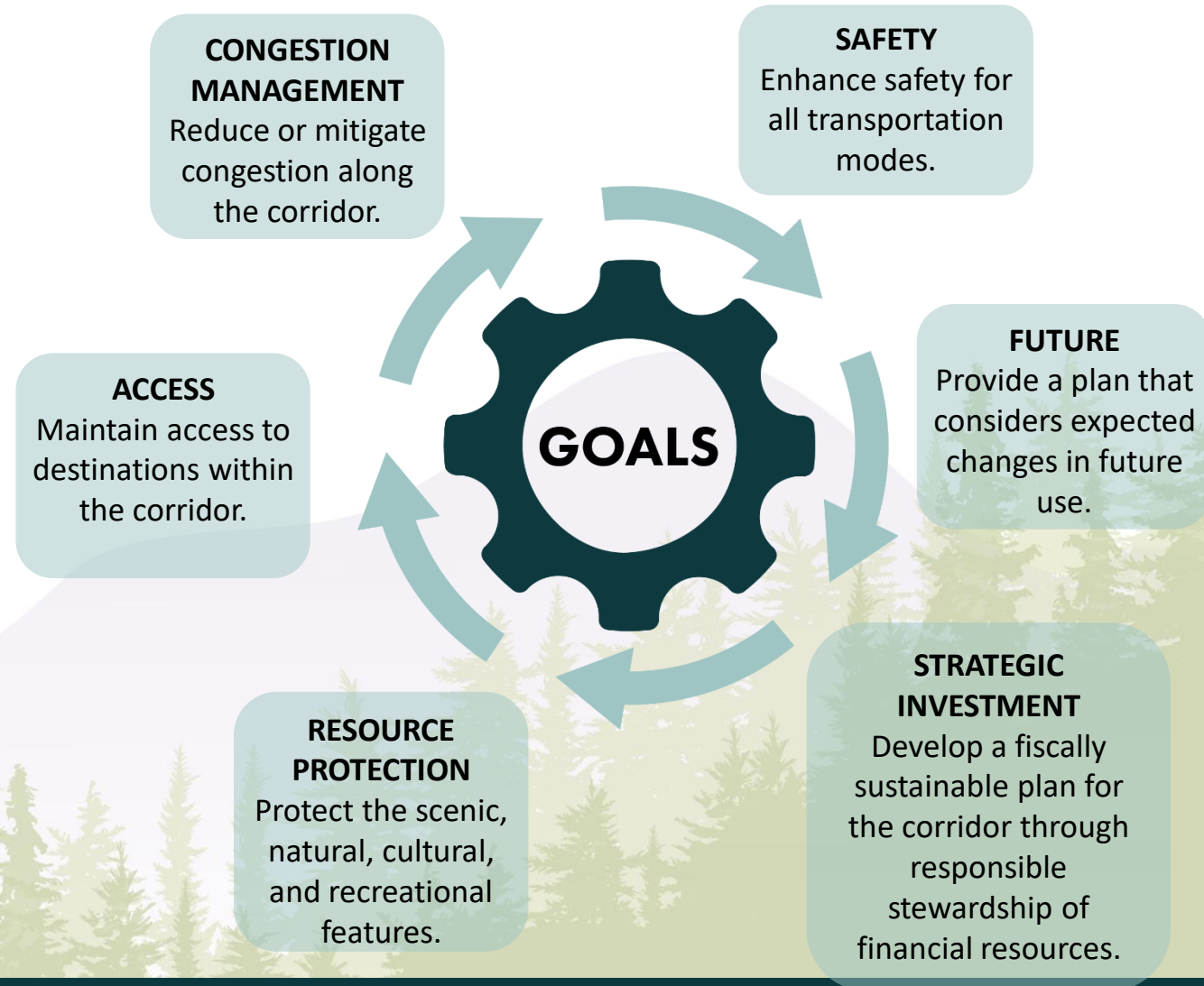
Vision

SR-14

To promote safe access to high-use recreational areas in the Columbia River Gorge National Scenic Area through the identification of opportunities to address congestion and safety concerns while protecting scenic, natural, cultural, and recreational resources.

Dog Mountain

To manage congestion at, and promote safe access to, the Dog Mountain Trailhead through the identification of design alternatives that are consistent with the CRGNSA Management Plan.



Existing Conditions

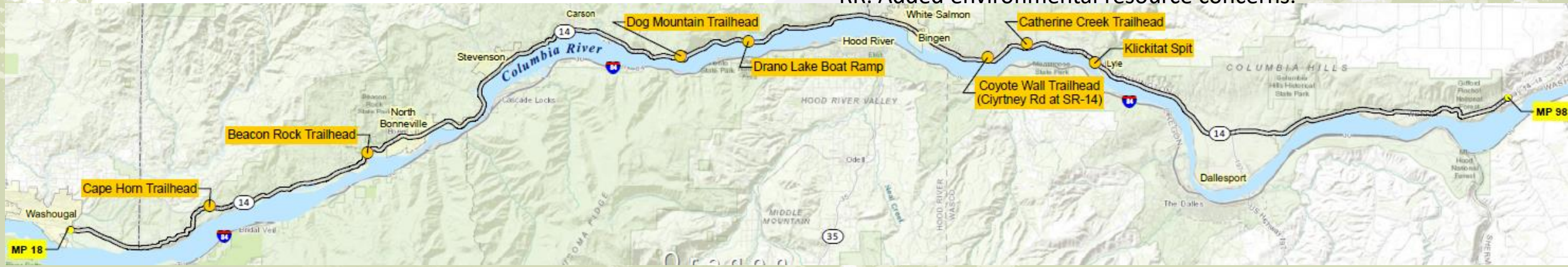
- CPT and DEA met with key staff for a field visit in October
 - SR 14 corridor concerns related to congestion, maintenance and safety
 - Recreational site-specific concerns with parking, congestion, wayfinding, access and safety



Existing Conditions Findings: Recreation Sites

- Seven locations have **consistent** and **recurring** congestion and/or safety concerns that may include:
 - Parking lot overflow
 - Congestion spreading into weekend “shoulders” (Friday and Monday)
 - Vehicles parking illegally on adjacent roads
 - Pedestrians crossing SR 14 and walking in roadways.
 - Vehicles, shuttles, pedestrians circling parking lots.

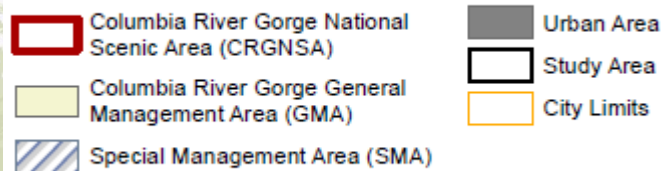
- **Cape Horn Trailhead / Salmon Falls Park and Ride:** Parking on County roads and consistent congestion.
- **Beacon Rock State Park:** Parking on SR 14, walking along SR 14, Uncontrolled access.
- **Dog Mountain Trailhead:** Parking on SR 14. Congested parking lot. Uncontrolled access.
- **Drano Lake Boat Ramp:** Parking on SR 14. Peaks are associated with fishing seasons.
- **Coyote Wall Trailhead (Courtney Road and SR 14):** Impacting Courtney Road mobility
- **Catherine Creek Trailhead:** Parking overflow onto Old Hwy 8 and pedestrians crossing road.
- **Klickitat Spit:** Congestion along SR 14 and Old Hwy 8. Crossing of RR. Added environmental resource concerns.



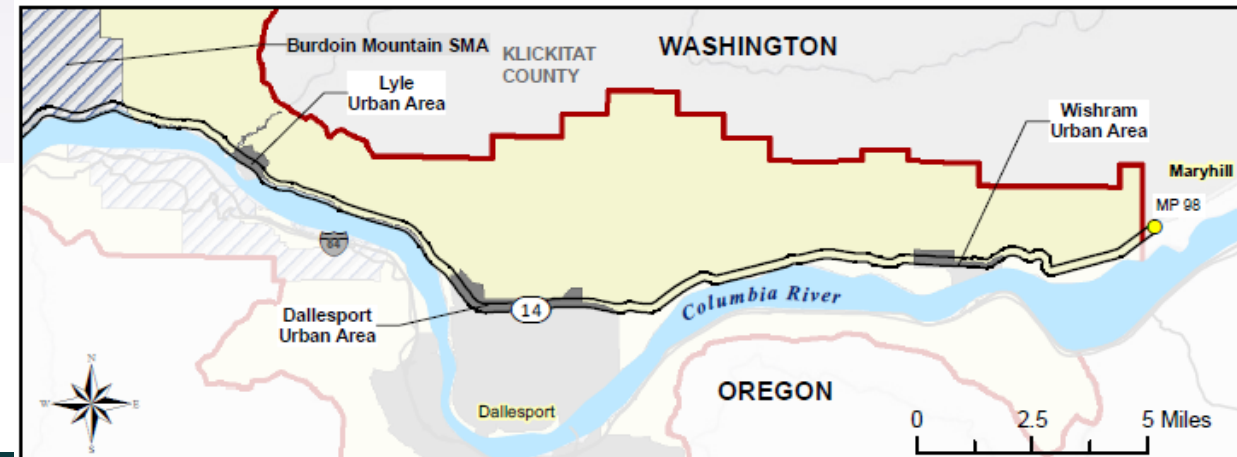
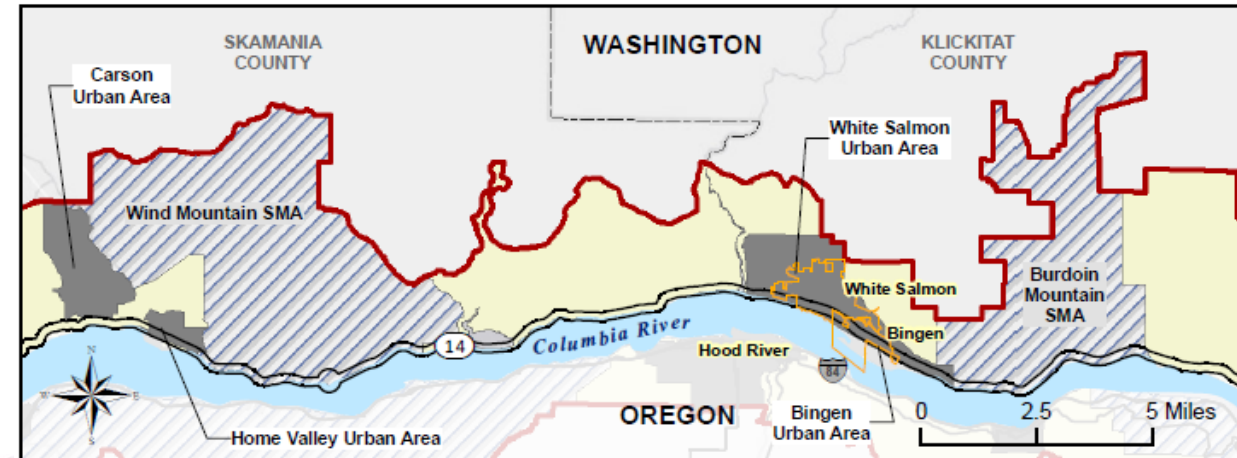
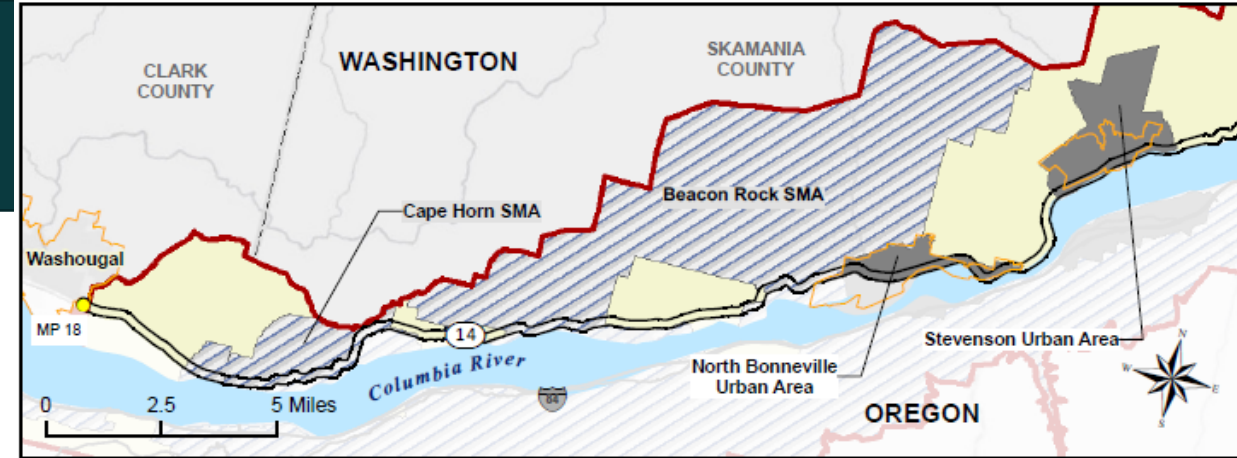
Environmental Setting

- CRGNSA Management Plan contains specific protections for natural resources (avoidance buffers and mitigation measures)
- Special Management Area (SMA) and General Management Area (GMA) dictate a lot of design criteria **most rec. areas are in SMA**
- Resources with specific preservation directives in the CRGNSA Management Plan include the following:
 - Wetlands, lakes, ponds, streams and riparian habitats
 - Priority habitats and sensitive wildlife sites
 - Rare plants and natural areas
 - In the SMA, forest resources through the review of forest practices
 - In special management areas (SMA), forest resources through the review of forest practices

Legend



Data Source(s): Gorge Commission

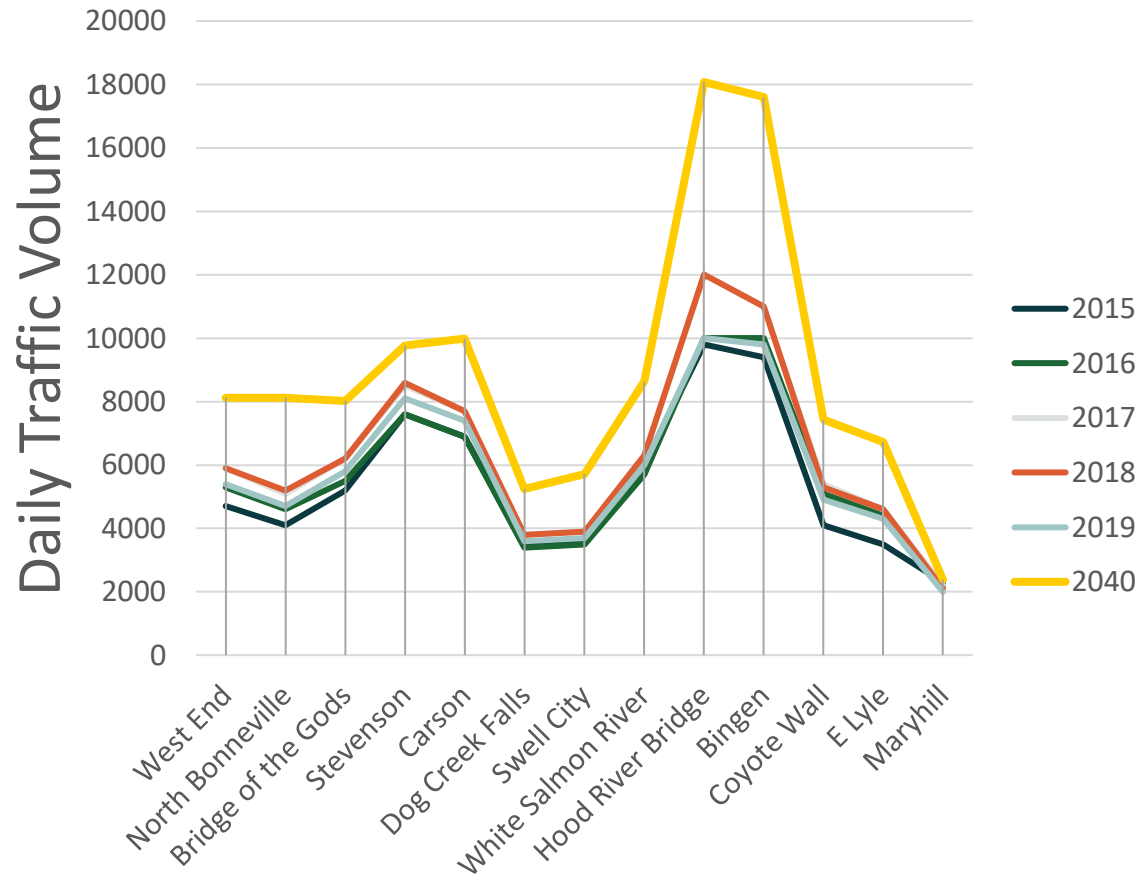




Vehicle Crash History

- 16 fatalities within the study area from January 2015 to June 2020
- Collisions with a guardrail were the most common, followed by rear-end collisions.
- The most common contributing factor to crashes was exceeding reasonable safe speed, followed by inattention.
- Corridor Concerns:
 - Sight distance at driveways/access roads
 - Narrow shoulders
 - Parking lot overflow onto SR 14 and County road shoulders
 - Driving too fast for conditions

Traffic Volumes



- Existing annual average daily traffic (AADT) ranges from approximately 2,000-12,000 vehicles per day along the study corridor.
- The highest traffic volumes occur at or near the following locations:
 - Bridge of the Gods
 - Hood River Bridge
- Traffic volumes are expected to increase by approximately 50 percent in some urban areas by the year 2040 along SR 14 within the study area

*** Based on trendline of 10 years of WSDOT AADT data*

Needs and Parameters

Needs

- Access/safety improvements throughout corridor
- Accommodate increasing number of roadway and recreational users
- Fiscally sustainable solutions
- Manage congestion at recreation sites

Parameters

- Jurisdiction/Land Ownership
- Limited sight distance
- Steep slopes
- CRGNSA guidelines
 - Recreational Intensity Classes
 - Key Viewing Areas

Next Step: Concept Development

SR 14

- Strategy Toolkit
 - Consider parameters of CRGNSA guidelines
 - Policies
 - Capital projects
 - ITS/Wayfinding
 - Transit
 - Parking management tools
 - Etc.

Dog Mountain

- Parking Concepts
 - Understand limitations of existing site
 - Explore moving the trailhead to a new location or a combination of redesigning the existing and developing new.
 - Review all potential locations for parking
 - Benefits/Impacts
- Safety Mitigations
- Demand Management

Next Step: Concept Evaluation

- Identify:
 - Risks/Tradeoffs
 - Applicability to SR 14 and regulatory environment
 - Anticipated safety benefit
 - Potential conflicts with the land use code and CRGNSA Management Plan requirements
 - Planning-level cost estimates
- Measure against goals/objectives





**Questions or
Comments?**