

# SR 14 & DOG MOUNTAIN CONGESTION AND SAFETY STUDY KEY STAKEHOLDER MEETING #3



# Agenda

10:00 AM – 10:10 AM	Welcome/Schedule
10:10 AM – 10:30 AM	What we've heard
10:30 AM – noon	<p>How you can contribute:</p> <ul style="list-style-type: none"><li>• Strengths, Weaknesses, Opportunities, Threats</li></ul>

# 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

January: Open house #1  
Virtual

Stakeholder Meeting #1  
1/21

## Spring - Summer 2021

Identify and evaluate improvement options

## Fall 2021

Prepare draft feasibility study

October: Open house #2  
10/11-11/1

Virtual Drop-in Community Conversations  
10/14 & 10/20  
4-6 PM

Stakeholder Meeting #2  
9/30

## Winter /Spring 2022

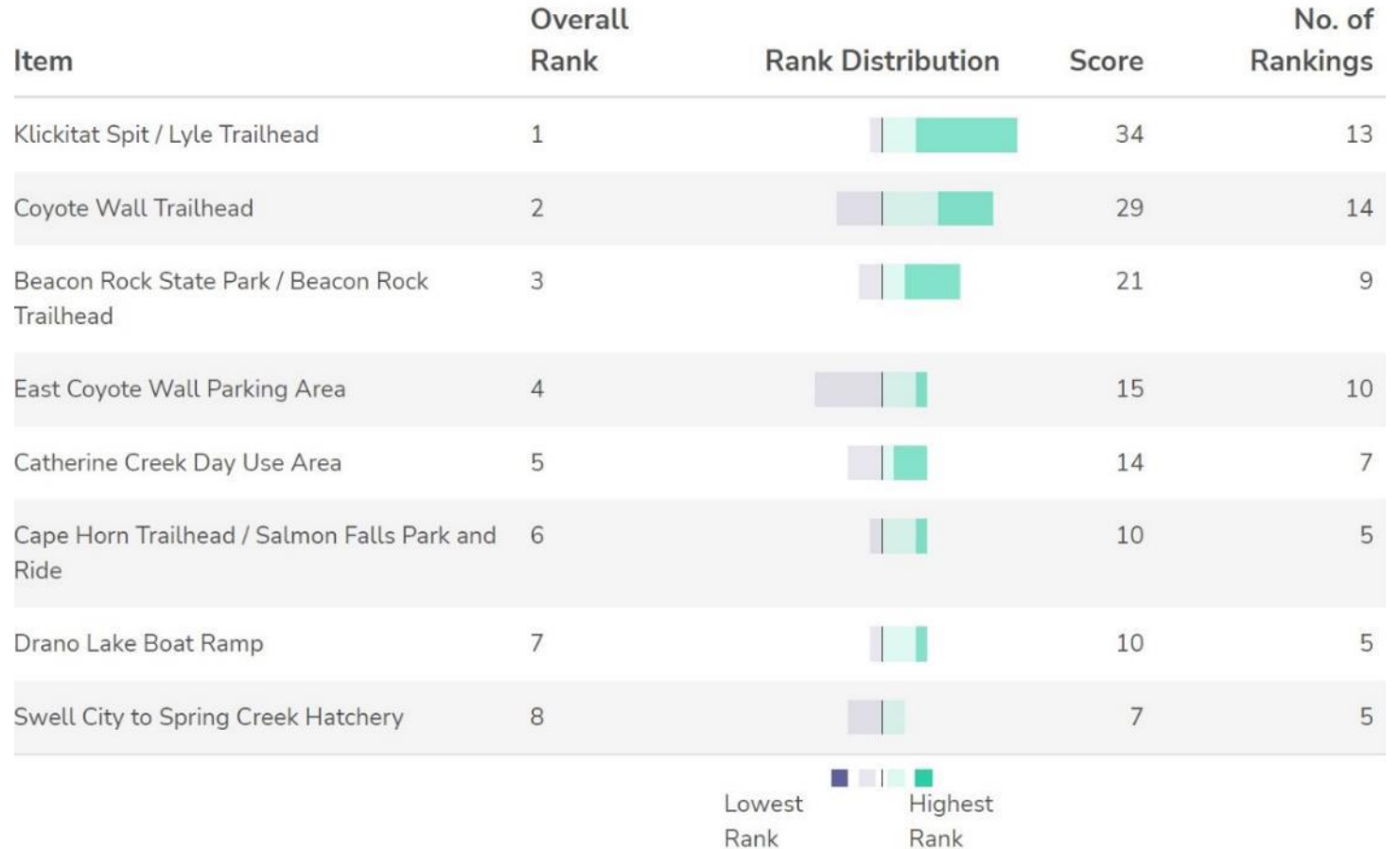
Finalize study report after considering all comments received

January 2022: Open house #3  
Virtual

Stakeholder Meeting #3  
Today!

# What We've Heard: Online Open House

- 36 responses – not statistically representative
- Top concerns in the corridor
  - Speeds
  - Unsafe/illegal parking along the corridor



# What We've Heard: Community Conversations

## October 14, 2021

- Questions about public engagement.
- Two attendees expressed concerns of overcrowding at recreation sites.
- Representatives from Lyle had questions about Klickitat Spit.

## October 20, 2021

- Clarification on safety data
- Explanation of process/ standards for USFS fee sites
- Wants to see consideration for integrating long-term transit needs
- Signage allowed by CRGNSA Management Plan
- Enforcement Discussion



# What We've Heard: Stakeholders

Specific feedback from:

- WSDOT
- Washington Department of Fish & Wildlife
- USFS Natural Resource and Recreation staff

Meetings and/or conversations with:

- Tribes
- Friends of the Columbia River Gorge
- Klickitat County
- Skamania County
- Regional Transit Strategy





How you can  
contribute





# How You Can Contribute

- Help us understand limitations of sites to set the stage for collaboration and commitment from various agencies.
  - What role can your agency/organization play to move a strategy forward?
- Help us identify the barriers so we can work to mitigate them
  - What has prevented implementation so far?



# Strategy Toolkit Focus Areas

## Recreation Areas

- “Hot spots” for recurring congestion and safety

## Dog Mountain Trailhead

- Separate FLAP application
- Trailhead relocation
- Safety and congestion

## System

- Corridor management strategies
- TSM/TDM

## SR 14 Segments

- Address safety on the highway
- Segments based on geography/landscape

# Modified SWOT Analysis

Our Focus



INTERNAL	STRENGTHS	WEAKNESSES
	<ul style="list-style-type: none"><li>• Within our control and set us up for success</li></ul>	<ul style="list-style-type: none"><li>• Within our control, but need to be fixed or changed in order to achieve success (real, perceived, uncertainty)</li></ul>
EXTERNAL	OPPORTUNITIES	THREATS
	<ul style="list-style-type: none"><li>• External influences that can help us succeed (resources, funding, other projects)</li></ul>	<ul style="list-style-type: none"><li>• External influences (current or future)</li></ul>



# Group Poll





# POLL QUESTION

**Which of the following recreation sites are you most interested in discussing today? (select up to 3)**

1. Cape Horn Viewpoint
  2. Cape Horn Trailhead / Salmon Falls Park and Ride
  3. Dog Mountain Trailhead
  4. Drano Lake Boat Ramp
  5. Swell City
  6. Coyote Wall Trailhead / East Syncline
  7. Catherine Creek Trailhead
  8. System Strategies
  9. Other
- 
- A faint, artistic background image showing a mountain range with evergreen trees in the foreground. The image is light green and blue, blending into the white text area.

# System Strategies - Transit

Draft Strategy	Draft Strategy
Seasonal transit recreation route(s) (east and west of White Salmon)	Focus on shifting visitor behavior in Washougal to Cape Horn
Park and Ride Lots	Form Transportation Management Association
Coyote Wall Mountain Bike Shuttle (Public/Private partnership)	Port of Portland/PDX Seasonal Gorge Connection
Establish CRGNSA "Loop" Shuttles	Transit/Shuttle Incentives
Connect with Oregon transit systems	Transit Pullouts and amenities
Service Enhancements (frequent and convenient)	

# System Strategies - Transit

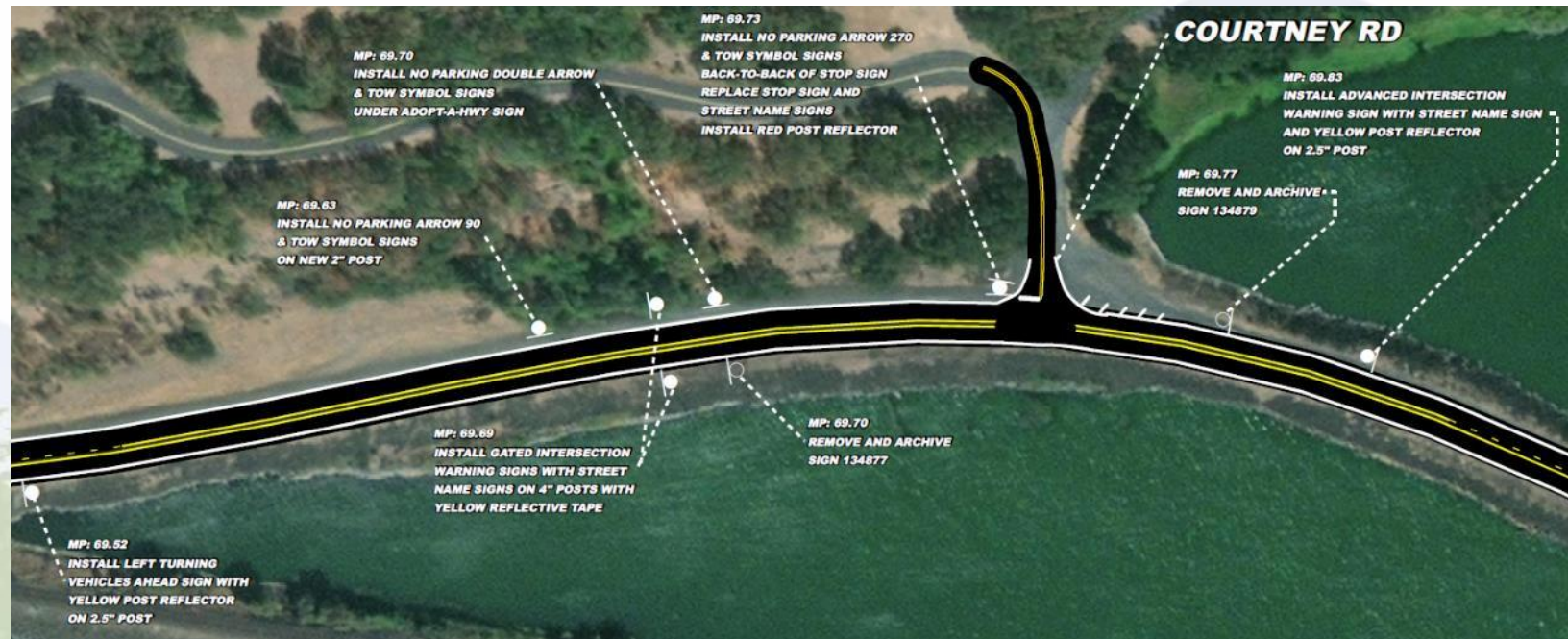
STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS



# Coyote Wall



Concern	Draft Strategy
Parking overflow	<ul style="list-style-type: none"> <li>• Real-time parking availability</li> <li>• Implement usage fee</li> <li>• Mountain bike/shuttle system originating in White Salmon/Hood River</li> </ul>
Vehicles parked on Courtney Rd	<ul style="list-style-type: none"> <li>• No parking zones on Courtney Rd</li> <li>• No Parking and tow symbol signs near SR 14</li> </ul>
SR 14/Courtney Rd Intersection Safety	<ul style="list-style-type: none"> <li>• Advanced intersection warning sign with street name</li> <li>• Eastbound left turning vehicles ahead sign</li> </ul>



*Similar intersection safety/warning improvements proposed at Old Hwy 8*

# Coyote Wall

Issue	Strategy
Parking overflow	<ul style="list-style-type: none"><li>• Real-time parking availability</li><li>• Implement usage fee</li><li>• Mountain bike/shuttle system originating in White Salmon/Hood River</li></ul>
Vehicles parked on Courtney Rd	<ul style="list-style-type: none"><li>• No parking zones on Courtney Rd</li><li>• No Parking and tow symbol signs near SR 14 – <b>COMPLETE</b></li></ul>
SR 14/Courtney Rd Intersection Safety	<ul style="list-style-type: none"><li>• Advanced intersection warning sign with street name – <b>COMPLETE</b></li><li>• Eastbound left turning vehicles ahead sign – <b>COMPLETE</b></li></ul>

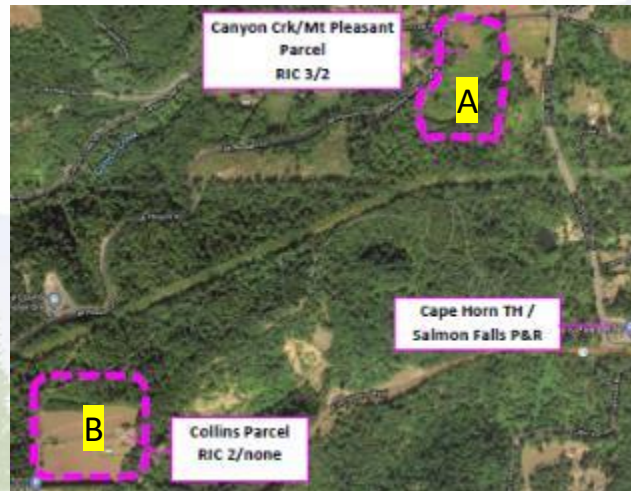
STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS



# Cape Horn Trailhead / Salmon Falls Park and Ride



Concern	Draft Strategy
Parking overflow	<ul style="list-style-type: none"><li>• Real-time parking availability</li><li>• Implement permit system for Park &amp; Ride users/Fee for trail</li><li>• Shuttle system originating in Clark County</li></ul>
Accessibility	<ul style="list-style-type: none"><li>• Opportunities to expand accessibility and/or provide parking<ul style="list-style-type: none"><li>• A: Canyon Creek/Mt Pleasant Parcel – parking</li><li>• B: Collins Parcel – accessibility</li></ul></li></ul>
Parked vehicles blocking traffic and driveways	<ul style="list-style-type: none"><li>• No parking zones on Salmon Falls Rd and Canyon Creek Rd</li><li>• Local access only signage for Canyon Creek Rd (pilot study)</li></ul>



R7-1 Sign





# Cape Horn Trailhead / Salmon Falls Park and Ride

Issue	Strategy
Parking overflow	<ul style="list-style-type: none"><li>• Real-time parking availability</li><li>• Implement permit system for Park &amp; Ride users/Fee for trail</li><li>• Shuttle system originating in Clark County</li></ul>
Accessibility	<ul style="list-style-type: none"><li>• Opportunities to expand accessibility and/or provide parking<ul style="list-style-type: none"><li>• A: Canyon Creek/Mt Pleasant Parcel – parking</li><li>• B: Collins Parcel – accessibility</li></ul></li></ul>
Parked vehicles blocking traffic and driveways	<ul style="list-style-type: none"><li>• No parking zones on Salmon Falls Rd and Canyon Creek Rd</li><li>• Local access only signage for Canyon Creek Rd (pilot study)</li></ul>

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

# Dog Mountain Trailhead



Concern	Draft Strategy
Parking overflow	<ul style="list-style-type: none"><li>• Real-time parking availability</li><li>• Expand peak season reservation system</li><li>• Extend No Parking sign to east</li><li>• Guardrail to block access to shoulder</li><li>• Congested ahead/slow vehicles warning signs</li><li>• Shuttle expansion</li></ul>
Inability to expand in current location	<ul style="list-style-type: none"><li>• Option 1: Conduct a Phase II hazmat assessment (geophysical survey) to evaluate the potential presence of an out-of-service UST. Should also test site soil and groundwater to document residual conditions related to historic land use. Implement improvements from early 2000s project (if no UST).</li><li>• Option 2: Relocate trailhead NW of Grant Lake – abandon, improve or repurpose existing site</li></ul>
Uncontrolled access/site distance	<ul style="list-style-type: none"><li>• Create consolidated access point to existing parking lot through aesthetically appropriate barrier</li></ul>

# Dog Mountain Trailhead

Issue	Strategy
Parking overflow	<ul style="list-style-type: none"><li>• Real-time parking availability</li><li>• Expand peak season reservation system</li><li>• <del>Extend No Parking sign to east</del></li><li>• Guardrail to block access to shoulder</li><li>• Congested ahead/slow vehicles warning signs</li><li>• Shuttle expansion</li></ul>
Inability to expand in current location	<ul style="list-style-type: none"><li>• Option 1: Phase II hazmat assessment and implement early 2000s project (if no UST).</li><li>• Option 2: Relocate trailhead NW of Grant Lake – abandon, improve or repurpose existing site</li></ul>
Uncontrolled access/site distance	<ul style="list-style-type: none"><li>• Create consolidated access point to existing parking lot through aesthetically appropriate barrier</li></ul>

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS



# Catherine Creek



## Parking overflow

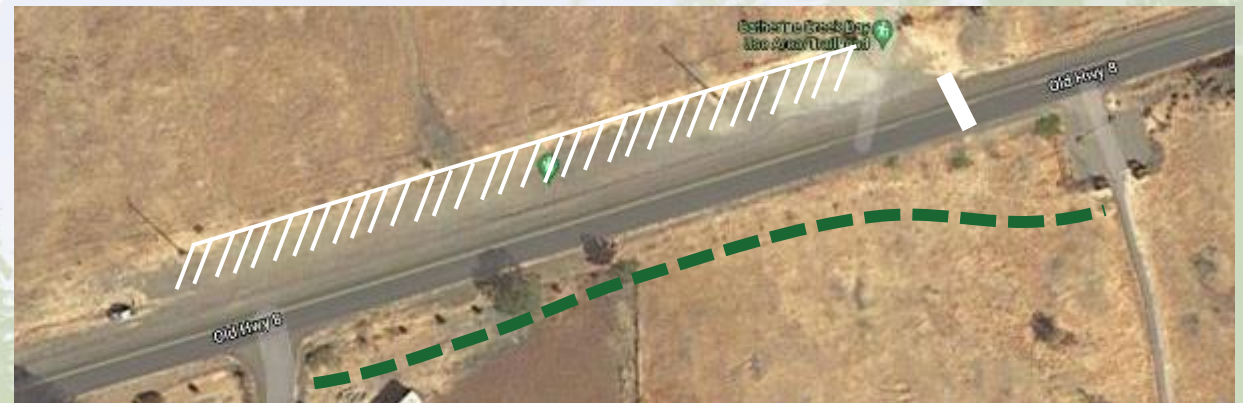
- Real-time parking availability
- Implement usage fee
- Channelize and provide angle parking
- Transit shuttle (seasonal - originating in White Salmon/Hood River)

## Vehicles parked on Old Hwy 8

- No parking zones on Old Hwy 8 (*installed summer 2021*)

## Old Hwy 8 Safety

- Traffic calming measures (speed table, speed radar signs, pavement demarking delineation)
- Provide designated crossing of Old Hwy 8 to connect trail systems
- Provide pedestrian wayfinding signage
- Consider accessible trail connection to universal access trails



# Catherine Creek

Issue	Strategy
Parking overflow	<ul style="list-style-type: none"><li>• Real-time parking availability</li><li>• Implement usage fee</li><li>• Channelize and provide angle parking</li><li>• Transit shuttle (seasonal - originating in White Salmon/Hood River)</li></ul>
Vehicles parked on Old Hwy 8	<ul style="list-style-type: none"><li>• No parking zones on Old Hwy 8 <i>(installed summer 2021)</i></li></ul>
Old Hwy 8 Safety	<ul style="list-style-type: none"><li>• Traffic calming measures (speed table, speed radar signs, pavement demarking delineation)</li><li>• Provide designated crossing of Old Hwy 8 to connect trail systems</li><li>• Provide pedestrian wayfinding signage</li><li>• Consider accessible trail connection to universal access trails</li></ul>

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

# Cape Horn Viewpoint



Concern	Draft Strategy
Horizontal curves/sight distance with congestion	<ul style="list-style-type: none"><li>• Congested area/slow vehicles warning signs</li><li>• Variable speed limit/speed limit reduction</li><li>• Rumble strips</li></ul>
Congestion from westbound vehicles turning into shoulder	<ul style="list-style-type: none"><li>• Prohibit westbound left-turn (signage)</li><li>• One-way parking signage</li></ul>
Road/shoulder width	<ul style="list-style-type: none"><li>• Replace with wider structures (1997 plan)</li></ul>



R3-2 Sign



W14-2202 Sign



# Cape Horn Viewpoint

Issue	Strategy
Horizontal curves/ sight distance with congestion	<ul style="list-style-type: none"><li>• Congested area/slow vehicles warning signs</li><li>• <del>Variable speed limit</del>/speed limit reduction</li><li>• Rumble strips</li></ul>
Congestion from westbound vehicles turning into shoulder	<ul style="list-style-type: none"><li>• Prohibit westbound left-turn (signage)</li><li>• One-way parking signage</li></ul>
Road/ shoulder width	<ul style="list-style-type: none"><li>• Replace with wider structures (1997 plan)</li></ul>

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS



# Drano Lake Boat Ramp



Concern	Draft Strategy
Parking overflow	<ul style="list-style-type: none"><li>• Real-time parking availability</li><li>• Implement reservation system during peak fishing season(s)</li></ul>
Inability to expand in current location	<ul style="list-style-type: none"><li>• Provide limited spaces for single vehicle parking (with fee)</li></ul>
Vehicles parked on SR 14	<ul style="list-style-type: none"><li>• Seasonal congestion ahead signs (VMS)</li><li>• Rumble strips</li><li>• No passing zone through parking area</li><li>• Extend no parking</li><li>• Increased enforcement during peak season(s)</li></ul>

# Drano Lake Boat Ramp

Issue	Strategy
Parking overflow	<ul style="list-style-type: none"><li>• Real-time parking availability</li><li>• Implement reservation system during peak fishing season(s)</li></ul>
Inability to expand in current location	<ul style="list-style-type: none"><li>• Provide limited spaces for single vehicle parking (with fee)</li></ul>
Vehicles parked on SR 14	<ul style="list-style-type: none"><li>• Seasonal congestion ahead signs (VMS)</li><li>• Rumble strips</li><li>• No passing zone through parking area</li><li>• Extend no parking</li><li>• Increased enforcement during peak season(s)</li></ul>

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

# Swell City to Spring Creek State Park



Concern	Draft Strategy
Uncontrolled access (private property)	<ul style="list-style-type: none"><li>• Provide one-way circulation with curb/barrier</li><li>• Provide more formalized parking delineation</li></ul>
Vehicles parked on SR 14	<ul style="list-style-type: none"><li>• Congestion ahead signs</li><li>• Rumble strips</li><li>• Provide buffered ped path between gravel lots</li></ul>
Pedestrians crossing SR 14 near Spring Creek Hatchery Rd	<ul style="list-style-type: none"><li>• Install gate or barrier to prohibit parking north of SR 14 (private property)</li></ul>



# Swell City to Spring Creek State Park

Issue	Strategy
Uncontrolled access (private property)	<ul style="list-style-type: none"><li>• Provide one-way circulation with curb/barrier</li><li>• Provide more formalized parking delineation</li></ul>
Vehicles parked on SR 14	<ul style="list-style-type: none"><li>• Congestion ahead signs</li><li>• Rumble strips</li><li>• Provide buffered ped path between gravel lots</li></ul>
Pedestrians crossing SR 14 near Spring Creek Hatchery Rd	<ul style="list-style-type: none"><li>• Install gate or barrier to prohibit parking north of SR 14 (private property)</li></ul>

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS



# Questions?

