

SR 14/DOG MOUNTAIN CONGESTION AND SAFETY STUDY

Summary of Key Stakeholder Meetings

Stakeholder Meeting #1: Kick-Off and Existing Conditions, January 2021

Notes

Presentation

Stakeholder Meeting #2: Draft Strategies, September 2021

Notes

Presentation

Stakeholder Meeting #3: Revised Strategies and Group SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis, January 2022

Notes

Presentation

SR 14/DOG MOUNTAIN CONGESTION AND SAFETY PLANS

Key Stakeholder Meeting #1 | January 21, 2021, 9:00 – 10:00 AM

WA DOT 14(4), Congestion and Safety Mitigation Plan
WA DOT 14(3), Dog Mountain Trailhead Study

Discussion

Welcome

Angela Rogge, David Evans and Associates, Inc. (DEA) kicked off the meeting by welcoming the large group of stakeholders and introducing the planning study. DEA is leading the Consultant team with public involvement assistance from EnviroIssues. The study is funded through Federal Highway Administration (FHWA) and includes a partnership with the United States Forest Service (USFS) and the Washington State Department of Transportation (WSDOT) to develop a congestion and safety plan for SR 14 and the Dog Mountain Trailhead to reduce congestion and improve safety in the corridor.

The Core Project Team (CPT) includes:

- Angela Rogge (DEA, Consultant PM): angela.rogge@deainc.com, 503-499-0566
- Seth English-Young (WFL FHWA, Contracting Officer): seth.english-young@dot.gov, 360-619-7803
- Stan Hinatsu (USFS): stan.hinatsu@usda.gov
- Laurie Lebowsky (WSDOT): LEBOWSL@wsdot.wa.gov

Background

- Seth mentioned the project is the result of two applications to the Federal Lands Access Program (FLAP).
- FLAP was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.
- FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

Roles and Responsibilities

The Core Project Team (CPT) is the final decision-maker for this planning process, but will need the cooperation and **feedback** from the Key Stakeholders:

- | | | | |
|-------------------------|------------------------|------------------------|-----------------------|
| • USACE | • Clark Co. Sheriff | • MCEDD | Tribe and the |
| • USFWS | • RTC | • CAT | Confederated Tribes |
| • WA State Parks | • CRG Commission | • C-Tran | of Umatilla Indian |
| • Clark Co. | • BPA | • ODOT | Reservation. |
| • Klickitat Co. | • Cities: Lyle, North | • Friends of the | Confederated Tribes |
| • Skamania Co. | Bonneville, | Columbia River | of the Grand Ronde, |
| • Port of Klickitat | Stevenson, | Gorge | the Cowlitz Tribe and |
| • Port of Skamania | Washougal, White | • Tribes: Confederated | the Siletz Tribe |
| • WA State Patrol | Salmon, Bingen, | Tribes of the Warm | |
| • Skamania Co. Sheriff | Dallesport | Springs, and Yakama | |
| • Klickitat Co. Sheriff | • CRG Tourism Alliance | Nation, Nez Perce | |

The CPT wants to reiterate the importance of Stakeholder feedback. We will use information gathered in the discussion/chat feature and through future communications to guide the development of strategies and identification of potential paths to implementation and jurisdictional cooperation.

Existing Conditions Review / Chat Box Feedback

As Angela reviewed the project goals and existing conditions, the group presented questions or feedback on the content:

Time Stamp	Comment	Response
9:20:10	From Patty : Climate Change mitigation - seems to be a big focus of this new Federal administration as well as Gov Inslee. Is climate change mitigation part of your goals? How will you assess strategies as they relate to this and other goals?	Indirectly -- it is not a specific goal, but strategies will be evaluated based on criteria developed from the project goals, which include managing congestion, access (multimodal component) and resource protection.
9:22:36	From Dale Robins, RTC : Cape Horn Viewing area should be added.	Good catch. Will clarify this is a location with recurring congestion/safety concerns.
9:23:30	From Kathy - MCEDD : I recognize that the goals don't include providing equitable access, but how are you addressing not making the equity issues any worse than they already are?	Noted; one of the biggest barriers to equity is getting to the CRGNSA (access). Will be part of evaluation criteria for access.
9:24:30	From Kathy - MCEDD : How will this plan align with the future Climate Change chapter of the Management Plan?	The SR 14/DM Plan will coordination with the Management Plan; evaluation criteria for strategies will include managing congestion, access (multimodal component) and resource protection. Note from Aiden Forsi (1/21/21 email): "Regarding the Management Plan's Climate Change chapter, that's primarily policy statements that are informing the development of a full Climate Change Action Plan and other actions within the purview of the Act and Management Plan – the chapter itself in the Management Plan is more of a commitment to those actions."
9:24:38	From Skamania County : Thanks for having Cape Horn Trailhead on here. For reference, there are consistently many more vehicles on the county roads than are spaces in the parking lot.	Noted.
9:25:11	From Patty : Are you aware that the region is engaged with a regional transit strategy? Will this information and associated recommendations become part of this plan?	Yes. Members of our Core Project Team (Laurie and Stan) will be involved in some capacity and will coordinate between the two plans/studies.
9:25:54	From Emily Reed Columbia Gorge Tourism Alliance : Will this process be addressing bike traffic?	Strategies will likely benefit bicycle users. Recurring concerns along SR 14 and at recreation sites will be the focus of the study.

Time Stamp	Comment	Response
9:27:33	From Tom Lannen : Is any thought being given to downtown Stevenson? As tourist travel continues to increase the downtown portion is extremely tight.	Focus will be on access to federal lands, but strategies could be implemented in downtown. If there is a specific connection between downtown and federal lands, future connections could be possible.
9:27:43	From Dale Robins, RTC : There are also several wind surfing sites, that can create conflicts on SR-14.	Noted. Conversation with the CPT noted that Doug's Beach has improved in recent years, but Swell City/hatchery and Klickitat Spit remain a concern.
9:30:47	From Renee Tkach : Also the climbing wall called Ozone or The Dog Pound is increasingly becoming crowded and dangerous parking is happening. As well as climbers parking in the truck passing lane.	Plan could develop options to consider how to manage this informal site located on WSDOT/USFS lands.
9:32:56	From Emily Reed Columbia Gorge Tourism Alliance : Thank you	Noted.
9:33:07	From Mike Beck : Changes to the Dog Mountain trailhead or relocating trailhead access will be constrained by the Recreation Intensity Classes set by the Gorge Commission and regulated by Skamania County during project review under SCC Title 22.	Noted; project team is aware of RIC and various land owners. Existing parking lot straddles different RIC classifications and ROW.
9:37:08	From Patty : Thanks Laurie, It might be helpful to have a sub group of those with a specific interest in transportation options (bikes, transit, ped access, etc.) to talk about some of those elements the plan is looking at, and/or allow providers and others to identify options that you might not have thought about. We are concerned that in the past such congestion studies, particularly in rural areas are focused on capital investments and have not taken these options as seriously as other more costly solutions.	We will be looking at various types of strategies other than capital investment. Although we do not anticipate a formal sub-group, the project will coordinate with the Regional Transit study and look to the Key Stakeholder group to provide feedback.
9:42:47	From Kathy - MCEDD : Will you be able to engage the Gorge TransLink Alliance as a focus group?	See above comment response.
9:46:07	From seth.english-young : Thank you everyone for your comments. What I'd like to do is take all these comments and consider and follow-up after this meeting.	Noted.
9:46:12	From Dale Robins, RTC : Will you be reviewing the SR-14 Plan completed in the 1990s?	We have a copy of this plan and have been referencing it for existing conditions review. DEA has tracked down many of the original files.
9:47:33	From Kathy - MCEDD : It's still a very relevant plan!	Noted.

Time Stamp	Comment	Response
9:50:24	From Mike Beck : As a recreational user, 4 foot shoulders wherever possible along SR`14 would be a vast improvement.	Noted.
9:51:09	From Kathy - MCEDD : Surprised not to see equity as a goal or combined with access: equitable access.	Although not a specific goal, can be included as part of the evaluation criteria under the access goal.
9:51:21	From Dale Robins, RTC : Unstable slopes.	Noted for existing conditions.
9:54:23	From Kathy - MCEDD : January 26	Noted
9:54:23	From Sophie Miller Skamania Co Senior Services : January 26th at 1pm	Noted – at least one member of the CPT for the SR14/DM Plan is expected to attend.
9:54:48	From Theresa Conley - ODOT : Gorge Transit Strategy Working Group Meeting next week, Tuesday from 1-3pm!	
9:55:09	From Kathy - MCEDD : If anyone wants to attend, I can send a meeting link.	
9:55:20	From Kathy - MCEDD : Kathy@mcedd.org	
9:56:01	From Kathy - MCEDD : You can find all of the Strategy materials: gorgetranslink.com under the Strategy Tab.	Noted.
9:57:07	From Kathy - MCEDD : The Management Plan hasn't developed their Climate Chapter yet, but this plan should align with it.	Noted. Will coordinate with Gorge Commission.
10:01:15	From Kathy - MCEDD : One of the project goals of the Gorge Regional Transit Strategy is to align with concurrent planning processes. Hope that we can connect!	Noted.

Next Steps

The project team will begin identifying strategies for further vetting. If the current schedule holds, the next stakeholder meeting is anticipated to be held later this spring (late April/early May).

SR 14: Look at range of potential strategies that can be applied throughout the corridor and at spot locations.

Dog Mountain: Understand limitations of existing site and explore options for trail relocation.

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

Attachments: Key Stakeholder Meeting #1 PowerPoint presentation slides.

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

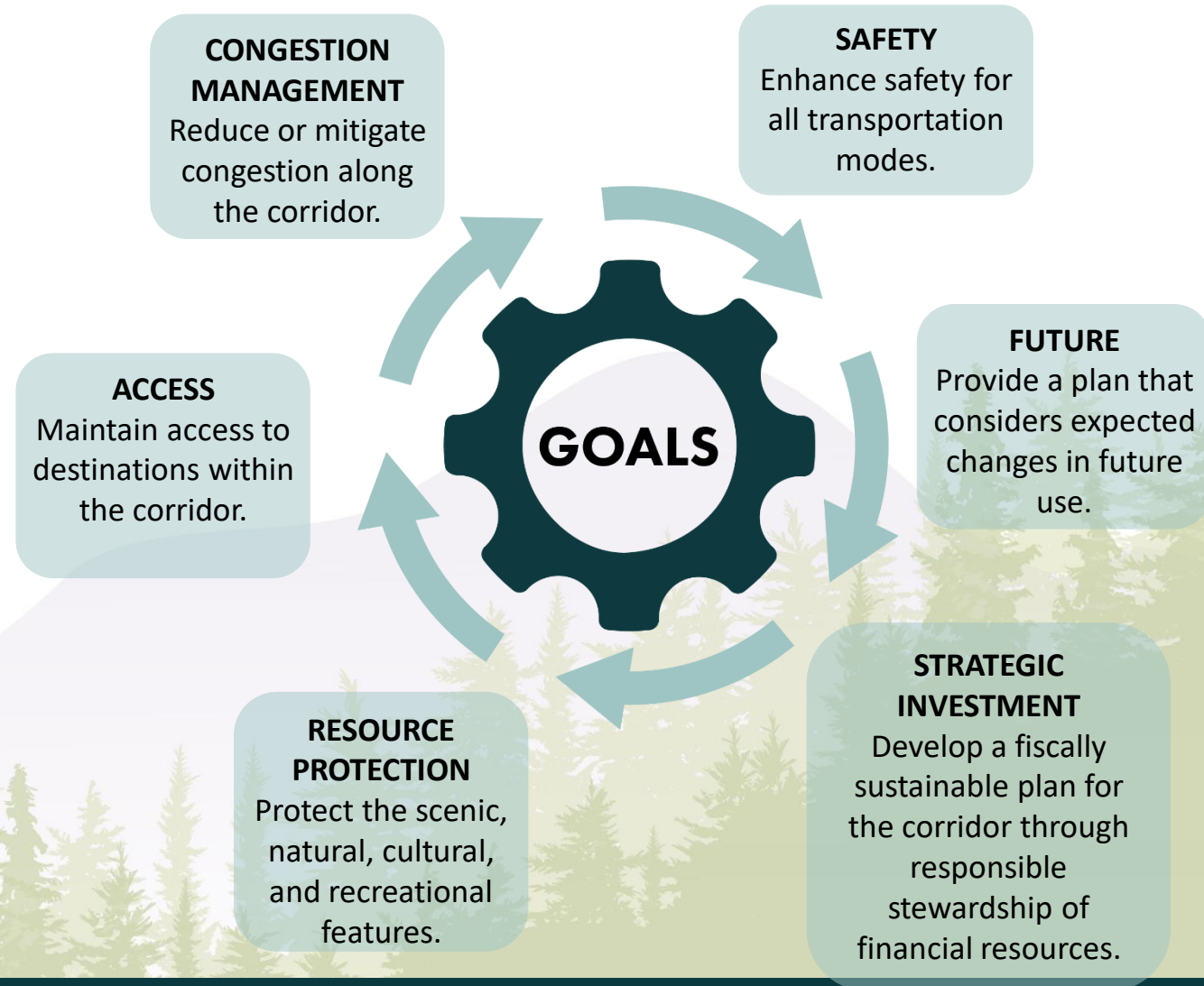
Vision

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.



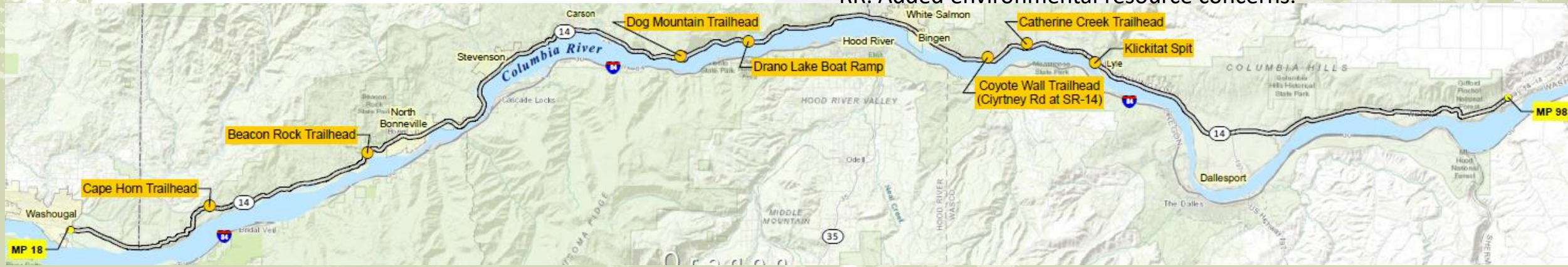
Existing Conditions

- 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

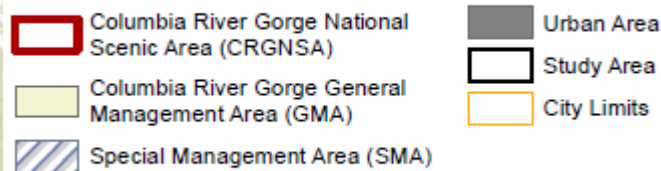
- Seven locations have **consistent** and **recurring** congestion and/or safety concerns that may include:
 - Parking lot overflow
 - Congestion spreading into weekend “shoulders” (Friday and Monday)
 - Vehicles parking illegally on adjacent roads
 - Pedestrians crossing SR 14 and walking in roadways.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



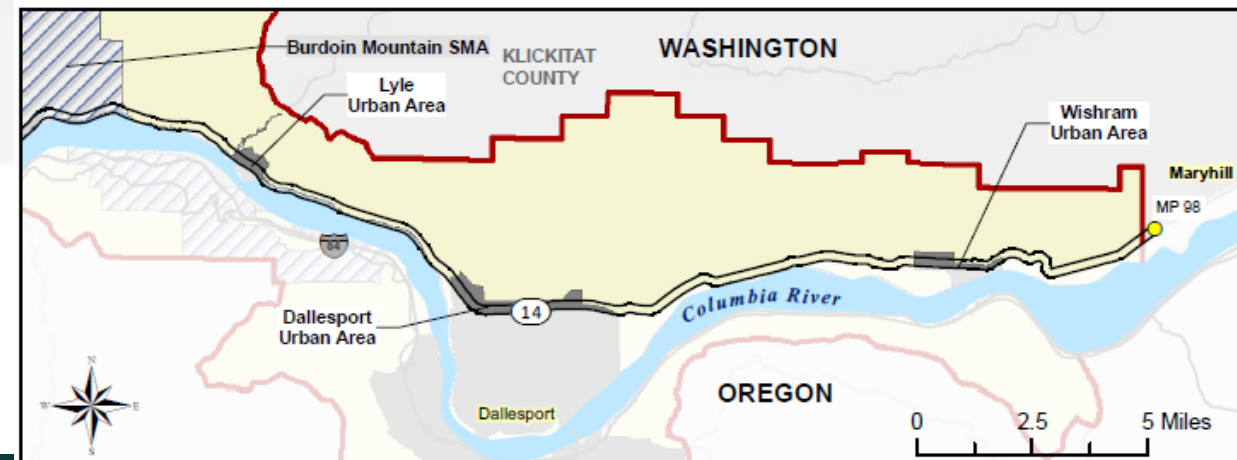
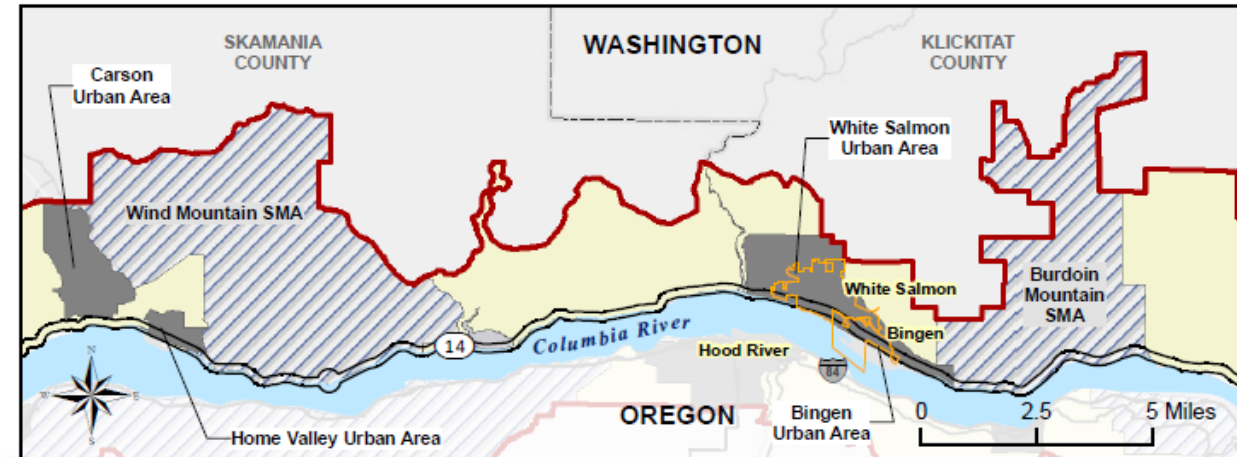
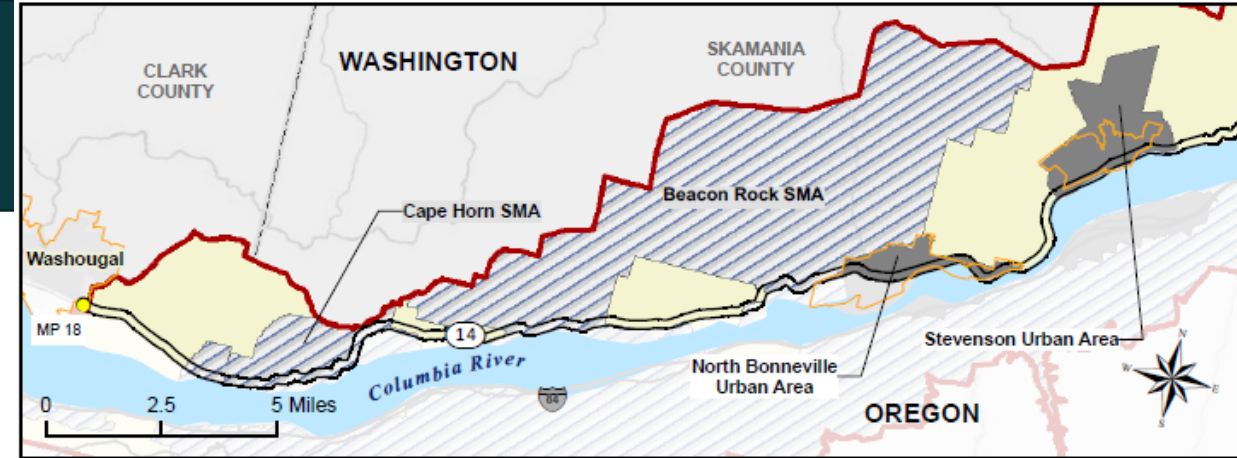
Environmental Setting

- 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

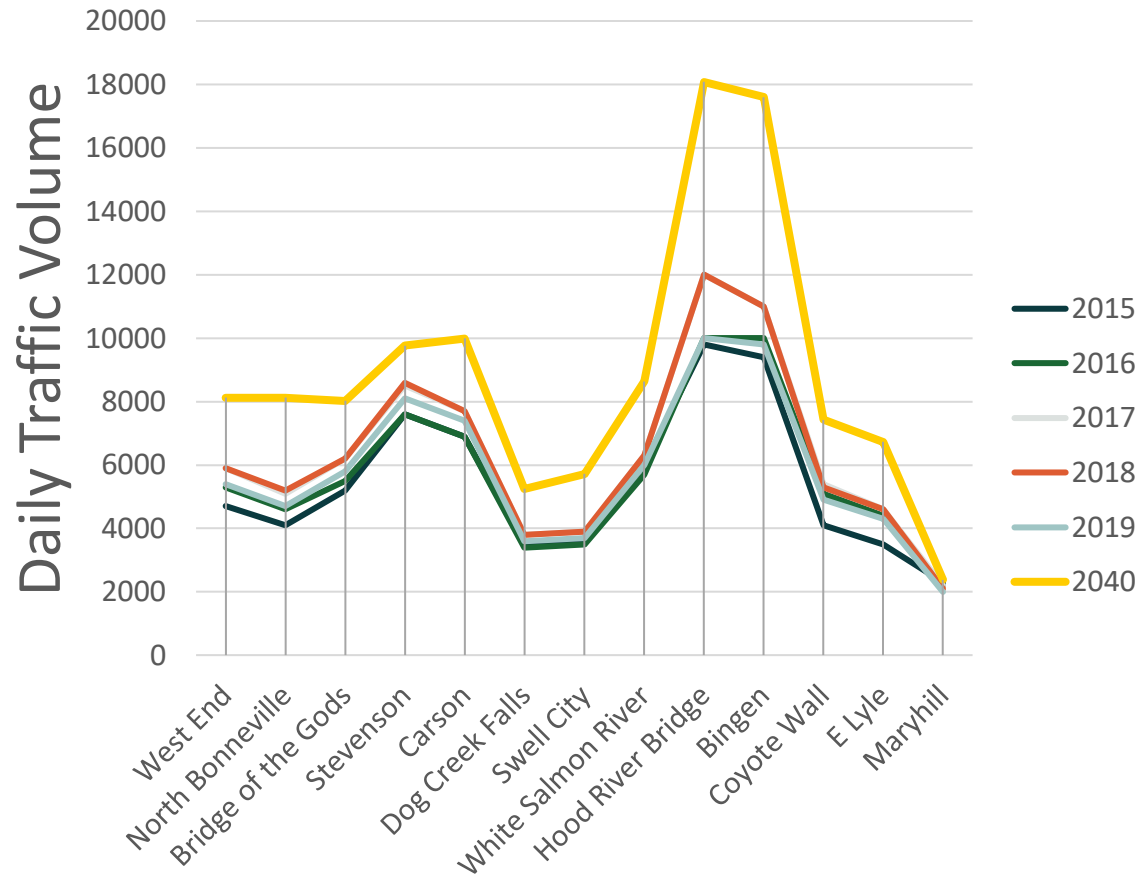




Vehicle Crash History

- 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

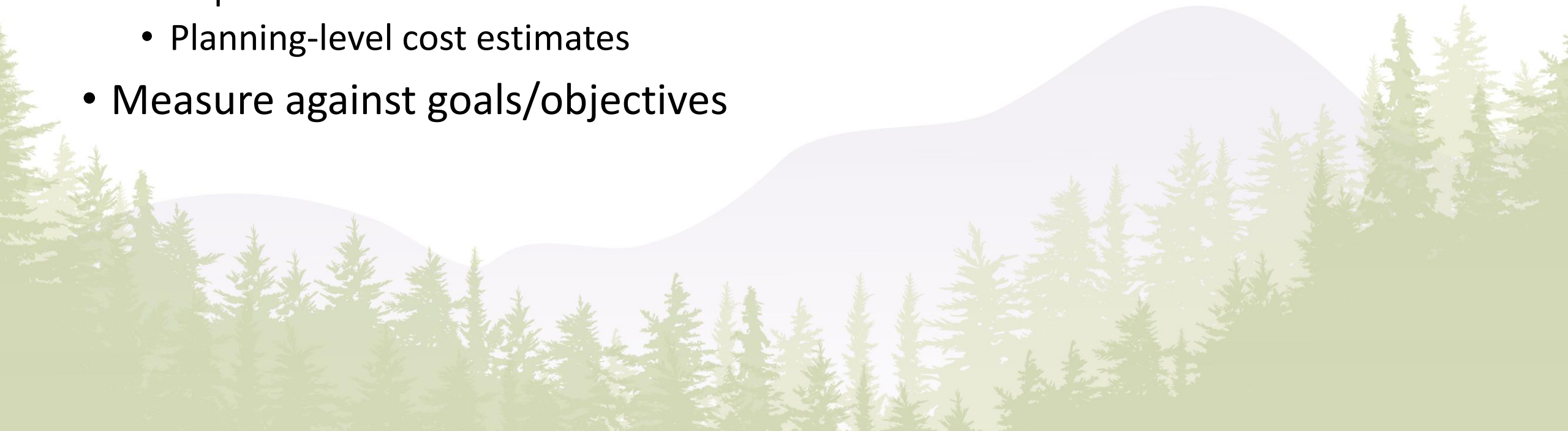
- Strategy Toolkit
 - Consider parameters of CRGNSA guidelines
 - Policies
 - Capital projects
 - ITS/Wayfinding
 - Transit
 - Parking management tools
 - Etc.

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?**

SR 14/DOG MOUNTAIN CONGESTION AND SAFETY STUDY

Key Stakeholders Meeting #2 | September 30, 2021, 10:00 AM – noon, Zoom

WA DOT 14(4), Congestion and Safety Mitigation Plan

WA DOT 14(3), Dog Mountain Trailhead Study

Discussion

Welcome

Angela Rogge, David Evans and Associates, Inc. (DEA) kicked off the meeting by welcoming the stakeholders in attendance and recapping the purpose the planning study. DEA is leading the Consultant team with public involvement assistance from EnviroIssues. The study is funded through Federal Highway Administration (FHWA) and includes a partnership with the United States Forest Service (USFS) and the Washington State Department of Transportation (WSDOT) to develop a congestion and safety study for SR 14 and the Dog Mountain Trailhead to reduce congestion and improve safety in the corridor.

The Core Project Team (CPT) includes:

- Angela Rogge (DEA, Consultant PM): angela.rogge@deainc.com, 503-499-0566
- Seth English-Young (WFL FHWA, Contracting Officer): seth.english-young@dot.gov, 360-619-7803
- Stan Hinatsu (USFS): stan.hinatsu@usda.gov
- Laurie Lebowsky (WSDOT): LEBOWSL@wsdot.wa.gov

Angela reminded the group the focus of the study is to address congestion and safety as it relates to accessing federal lands, which is consistent with how the study is funded through the Federal Lands Access Program (FLAP). FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

Meeting Objectives

- Review draft strategies
- Gather stakeholder feedback on feasibility and timing

Schedule

- Online Open House #2 October 11, 2021 – November 1, 2021: <https://sr14study.participate.online/>
- Virtual Drop-In Community Conversations (zoom links will be available on project website)
 - October 14, 2021, 4PM-6PM:
<https://us02web.zoom.us/j/84352494488?pwd=L1pzR0VuQzJlZTA5MS9ZOUt2T0g2QT09>
Meeting ID: 843 5249 4488, Passcode: 418283
Call-in: 1-253-215-8782, 84352494488#
 - October 20, 2021, 4PM-6PM:
<https://us02web.zoom.us/j/86201016118?pwd=ODFCV1ZlUUpVWjBFSURSbGFIK3N4Zz09>
Meeting ID: 862 0101 6118, Passcode: 378025
Call-in: 1-253-215-8782, 86201016118#

- Stakeholder Meeting #3: Thursday, December 9, 2021, 10AM – noon (zoom details TBD)
- Online Open House #3 January 17, 2022 – February 4, 2022

Review Baseline Conditions

Angela noted important historical context to the study area.

- For SR 14, there is a plan from 1997 that still has a lot of valuable information. Many of the projects identified in that plan are still viable, although very specific to the state highway.
- Specific recreation areas are more congested than others. As mentioned in our first stakeholder meeting, we focused some special attention on sites that experience recurring congestion and safety concerns.
- Throughout this study process, Agencies have continued to move forward and implement improvements when they can. We have tried to capture that progress in our documentation and applaud it!
- Dog Mountain had a previous project done in the early 2000's that developed improvements to the existing parking lot site, however a Phase 1 Environmental Initial Site Assessment was conducted to evaluate potential sources of hazardous substances. A level 2 hazmat assessment was recommended as the next step, which ultimately had a role in shelving that project and pushing the USFS to look at alternate trailhead locations.

Strategy Focus Areas

See the presentation slides for details

- **Recreations Areas:** Sites that experience recurring instances of parking overflow where specific targeted strategies are being considered
- **Dog Mountain Trailhead:** Consistent with the FLAP application, Dog Mountain a closer review: we are looking at options to modify the existing parking site and provide a new trailhead and parking lot to the west. Note this is still pre-NEPA. Goal is to understand the fatal flaws and where mitigation would be required.
- **System:** The corridor-wide discussion presents management strategies that could enhance the SR 14 corridor from a system approach
- **SR 14 Segments:** Based primarily on geographic and landscape characteristics. The analysis of the segments focuses specifically ways to address safety on the highway.

Zoom Chat and Group Discussion

Stakeholder	Area/Topic of Discussion	Comment	Response
Renee Tkach, Friends of the Columbia Gorge	Ozone climbing area (chat)	What about the climbing wall area called Ozone, that has increasing congestion and no management?	Angela: Not specifically a hotspot in our current plan, but one of those areas where we want to be strategic about balancing management and calling too much attention to it. Toolkit safety strategies should still be applicable.
Renee Tkach, Friends of the Columbia Gorge	Truck pullout Cape Horn lookout/pullout	There's also another access point in that area, the Truck Pullout Cape Horn Pullout that goes to the waterfall which experiences similar safety/congestion concerns.	Angela: This is the kind of feedback we want, so thank you. It's an area that hasn't been a specific focus but noted as an emerging issue.
Sophie Miller, Skamania Co Senior Services	Cape Horn TH (chat)	This parking site gets very crowded and has caused issues for our transit bus to enter and maneuver the lot.	Angela: Noted – will include as a related concern to the congestion problem.
Mike Beck, Skamania Co	Cape Horn TH	Skamania County received an application for a quarry (outside of the scenic area) that proposes up to 500 trips/day heavy truck traffic down salmon falls road/SR 14 intersection that may impact this trailhead and crossing.	Angela: Noted.
Nathan Hovinghoff, Washington State Patrol	Drano Lake Boat Ramp	<ul style="list-style-type: none"> Don't think we have any issues striping over the no parking zone, good safety area Don't know why we'd extend the parking area more east, to maybe calm traffic coming out of there Passenger cars don't seem to be a big concern Good example of something that worked in the past and will continue to work Good site distance and long site distance wouldn't prohibit a "no passing zone" through this area. 	Angela: Appreciate this feedback <ul style="list-style-type: none"> Passenger cars on south side of SR 14 can be a concern because it means pedestrians are crossing the highway Safety data in previous 5 years did not identify fatalities or serious injury crashes in this stretch. However, there is increasing potential for collision or conflict with increased congestion. Will consider comments to revise Drano Lake recommendations.
Dave Burkey, WSDOT	Coyote Wall	<ul style="list-style-type: none"> Did some survey data out here, east bound left turn lane would help but would have to narrow lanes, so we don't plan to move forward with it at this time. Looking into cost 	Angela (regarding SR 14 intersection improvements): There are instances where left turn lanes would be awesome, but we'd have to look at if the space is there to safely make that happen.
Patty Fink, CAT	Coyote Wall (chat)	<ul style="list-style-type: none"> If you are recommending a shuttle - will you also recommend what improvements might be needed to accommodate a bus or stop at/near the site? 	Angela: Our system strategies relating to transit recommend improving transit service and infrastructure, particularly at hot spots.

Stakeholder	Area/Topic of Discussion	Comment	Response
Dale Robins, RTC	Catherine Creek (chat)	Is there an accident problem at Catherine Creek?	<p>Angela:</p> <ul style="list-style-type: none"> 5-year crash data did not indicate crash history on Old Highway 8, however the intersection of SR 14/Old Hwy 8 had a higher crash rate when compared to other study intersections in the corridor. There are complaints about speeding around here, people crossing the road wherever, or walking down the middle of old highway road using it as a path instead of a road. Traffic calming would be beneficial through this area to protect the safety of peds and slow the through traffic down Popular road for motorcycles
Pat Baird, Nez Perce Tribe	Catherine Creek (chat)	<ul style="list-style-type: none"> Have there been any traditional use studies to identify significant Tribal resources and the impacts that the current recreational access and proposed improvement may be having on them? 	<ul style="list-style-type: none"> Stan Hinatsu (USFS): No specific studies have been done at this time (that aware of). This study is more of a planning feasibility study. Before any strategies are implemented, will have to review potential natural/cultural resource impacts. Angela: The outcome of this study would allow agencies/organization to “pick up the torch” and pursue next steps at each of these sites We recognize that this concern for impacts from broad recreation use to Tribal resources is more than just archaeological resources/investigations.
	Additional hot spots	<p>Area to add to the list: White Salmon Bridge</p> <ul style="list-style-type: none"> SR 141 Alt at SR 14 Significant amount of river rafting and kayaks coming out of the water there Lots of traffic with fishing too, parking can be crazy, everyone haphazard Should be added to the list of hotspots 	<p>Angela: The locations near That specific location was called out in the SR 14 plan from 1997, so we'll take a closer look to make sure we're capturing all the nuances.</p> <p>Nathan Hovinghoff (WSP): Collisions still prevalent in that intersection even with all the stuff added to help</p>
Dave Burkey, WSDOT	Additional hot spots	Like White Salmon Bridge, same thing can be said coming into Lyle at Klickitat Bridge	Angela: We've been tracking this area.
Mike Beck, Skamania Co	Bikes (Chat)	<ul style="list-style-type: none"> I have a general question about planning for bike traffic – SR 14 is used by bicyclists for recreation, but I didn't hear any mention about planning for bike traffic in this effort. 	<ul style="list-style-type: none"> See response to Patty Fink's below

Stakeholder	Area/Topic of Discussion	Comment	Response
Patty Fink, CAT	Bikes (Chat and discussion)	<ul style="list-style-type: none"> Have you seen mike's question about bikes, I have the same question Specifically with Catherine Creek, it's a big biking area. If people can bike there to bike, it might help solve some of the issues. 	<p>Angela:</p> <ul style="list-style-type: none"> Would likely carry forward recommendations from 1997 plan, which includes widening SR 14 in specific sections where feasible. Will talk to the project team first. The tools necessary to mountain bike are typically different than road cycling. Mountain bikes are designed for trails and won't perform as well on the road. Improvements to SR 14 would still benefit road cyclists.
Dan Bell, Friends of the Columbia Gorge	Dog Mountain Trailhead	<ul style="list-style-type: none"> What are the colored dashed lines in the picture? 	<p>Angela: This represents areas where our engineering team thought the ground was the most level or most likely for potential single parking lot or small, connected parking lots/pockets of parking.</p>
Patty Fink, CAT	Dog Mountain Trailhead	<ul style="list-style-type: none"> Did you consider taking away parking all together and making access to the site transit only? 	<p>Angela:</p> <ul style="list-style-type: none"> Not a part of our initial consideration and hasn't been vetted in the study process. What has been discussed is maybe providing a trailhead and repurposing the existing parking lot to be shuttle only.
		<ul style="list-style-type: none"> If you go out to the community, maybe put that as an option (due diligence) That kind of strategy really kind of meets the CRGNSA goals because where you're asking people to park helps get people to places like Stevenson and allowing the town to encourage economic development and allow people to have a broader economic activity. There isn't a lot of economic activity at Dog Mountain but it costs USFS to provide the amenities for the population that visits. 	<p>Angela</p> <ul style="list-style-type: none"> Noted to add for consideration. There may be access concerns with this option. There are National Parks and other places that have made transit only locations. Want to note for Dog Mountain, want to still be able to address current congestion and safety concerns while continuing to study trailhead relocation.

Stakeholder	Area/Topic of Discussion	Comment	Response
Larry Mallo, Washington State Parks	Dog Mountain vs National Parks	<ul style="list-style-type: none"> National Parks can control access and don't necessarily have a highway running straight through it. There would still be a concern of people pulling on the side of the highway; some people are just travelling through and don't know there's a specific shuttle and they'll just stop without knowing better People are going to do what they're going to do sometimes and we need to account to some of that Need to make a distinction between this site and what's more applicable at a national park 	<p>Angela:</p> <ul style="list-style-type: none"> Helpful insights and agree we can't look at it in isolation. There is a highway running by and communities on both sides will want access Even if it were transit only, there needs to be infrastructure to stop people from parking, and this study is working to understand the mitigation required/feasibility of certain strategies, improvements and infrastructure. We recognize there are a lot of visitor access interests throughout the gorge and want to look at a variety of strategies: Expanding ITS component, parking availability, or reservations, increasing shoulder before parking lot, channeling into parking lot.
Kathy Fitzpatrick, MCEDD	Dog Mountain vs Multnomah Falls	<ul style="list-style-type: none"> Are you including on-going experimental learning process at Multnomah Falls parking lot, it now has a reservation system developed through a strong partnership with ODOT, CAT, and others. There has been a lot of work this summer, is the data out yet? Look at what they're doing across the river to provide similar strategies in WA Dog mountain isn't unique 	<p>Angela</p> <ul style="list-style-type: none"> Not sure on the Multnomah Falls findings at this point. Dog Mountain does have a permit system currently, but it is set up differently than Multnomah Falls.
Dave Burkey, WSDOT	Dynamic signs	<ul style="list-style-type: none"> Nothing is impossible, they're mostly used throughout the state on mountain passes Don't know if it'd work on these cases. It's usually better to provide warning signs with advisory speed signs Changeable messages are hard to enforce and don't carry a lot of weight with public 	<ul style="list-style-type: none"> Laurie Lebowsky (WSDOT): With dynamic signs, w. Would need a change in the scenic area plan Angela: Agreed. Need clarity on how dynamic signage works within the confines of the CRGNSA guidelines. Knows they're not preferred. Angela: Appreciate the insight on feasibility/usefulness
Dave Burkey, WSDOT	Dynamic signs (chat)	<ul style="list-style-type: none"> Point of clarification VMS - Variable Message Sign (large permanent overhead signs). PCMS = portable changeable Signs (smaller portable message signs on shoulder with limited message allowance) 	<ul style="list-style-type: none">

Stakeholder	Area/Topic of Discussion	Comment	Response
Emily Reed, CGTA	Shuttle (chat)	<ul style="list-style-type: none"> It would be great if that shuttle could stop at Dalles Mt Ranch trail as well. Would need a place to pull over on both sides And to stop at wineries, museum, etc. le make it easier (and more appealing) to leave the car home all together when visiting the Gorge for a hike, post-hike beer, etc. 	<ul style="list-style-type: none"> Would need infrastructure so that the transit could safely drop people off Agree that it's important to recognize often people are doing more than just "one stop" when they visit the Gorge.
Nathan Hovinghoff, Washington State Patrol	Outreach	<ul style="list-style-type: none"> Anyone reach out to small towns nearby? 	Angela: They are stakeholders and have all been invited to participate in Stakeholder meetings. Note that many of the improvements are focused outside of the urban areas.
Patty Fink, CAT	General: Environmental concerns and congestion	<ul style="list-style-type: none"> Broad question regarding climate change SR 14 and I-84 are generally the only ways in and out of gorge from Portland metro area Are there current capacity issues and what are the overall capacity issues on both SR 14 and I-84 Will we need to change something in 20 years? Sounds like a super long time, but we're seeing more accidents and congestion now, and wondering if part of the study has been looking at overall traffic flow and potential for increased traffic congestion Looks like it would be hard to build your way out of traffic congestion 	<p>Angela:</p> <ul style="list-style-type: none"> The study is focused on access to public lands, but we did look at traffic projections for SR14 We see an increase in traffic in the corridor, mostly near the urban areas. This study is hoping to recognize we can't build our way out of congestion Understood by team and most people on the call, have the framework that we can't just increase parking lots, we need to come up with other components and shift behavior
Renee Tkach, friends of the Columbia river gorge	General: Environmental concerns and congestion (chat)	<ul style="list-style-type: none"> The Recreation Intensity Classifications will limit ability to build to solve congestion. The RICs aren't working, as we can see at all these sites. 	<p>Angela</p> <ul style="list-style-type: none"> There are limitations on the ability to expand to fix congestion They're there and that's a whole other conversation still part of the framework and still soemthing we have to consider when coming up with solutions
Aiden Forsi, CRGC	General	<ul style="list-style-type: none"> As we're looking to our next review of the Management Plant, anything our group comes up with as a major restrictive issue to implementing improvements, bring that up with us and we can tackle it. 	Angela: Thank you. Off the top of my head, some of the recreations sites overlapping multiple RICs adds some confusion to which "governs".

Stakeholder	Area/Topic of Discussion	Comment	Response
Dale Robins, RTC	General	<ul style="list-style-type: none"> Great presentation and list of potential strategies. As always funding will limit implementation of strategies. 	Noted, and thank you.
Pat Baird, Nez Perce Tribe	Tribal concerns	<ul style="list-style-type: none"> Concerned that no one is looking into tribal resources Gorge has huge issues with impacts to tribal resources from recreational activities/sites and it doesn't seem like anyone is dealing with it Concerned that increasing access is making it worse for tribal resources Is anyone looking into it? Anyone dealing with it? Anyone at all in this project? There is a difference in performing archeological studies vs. cultural Suggests we look into whole landscape not specific site specific No one's dealing with tribal cemeteries being crossed to get to the river This requires a broader view than looking at a couple isolated locations for transportation improvement These are not new issues for us Real travesty this project gets so far and so big without people thinking about What you're doing is going to have impact on us even if it's not transportation issue Hugely problematic 	<p>Angela:</p> <ul style="list-style-type: none"> This specific planning study will identify potential for impacts from targeted strategies to address recreation congestion/concern, the follow-up phases (prior to implementation) would coordinate with tribal resources This study unfortunately doesn't currently address your concerns for the whole landscape, but it's important to recognize the broader implications. Will work with our team to follow-up <p>Stan Hinatsu (USFS):</p> <ul style="list-style-type: none"> The USFS and State Parks are aware of impacts in the gorge from recreation This study doesn't directly address the broader concerns but impacts to tribal resources and natural resources is a big concern we are considering in our study. The Gorge is somewhat of an overwhelming situation that we are dealing with, overwhelming recreation Trying to improve to decrease impact on landscape We are aware of the complex issues and are trying to figure out how we can reduce those impacts in specific locations. <p>Aiden Forsi, CRGC: Can't speak widely on it, but we're looking at access to tribal properties (not specific to cemeteries) and we are starting some conversations about that broader issue of tribal resources and areas.</p>

Stakeholder	Area/Topic of Discussion	Comment	Response
Patty Fink, CAT	Tribal concerns	<ul style="list-style-type: none"> • Not being intimately involved, I can't speak on that but I can speak as a resident of the gorge and is concerned about unfettered car access in the gorge. • Believes transit will allow people to enjoy the gorge without directly impacting and damaging the area because it can control where they go and how they go • Want to know how transit can help address concerns and overall residents of the gorge 	
Christian Nauer, CTWSRO	Tribal concerns (chat)	<ul style="list-style-type: none"> • Thanks Pat. This office (Warm Springs THPO) is also concerned with effects to tribal resources, including but not limited to potential effects to Historic Properties, Historic Properties of Religious and Cultural Significance, Treaty fishing rights etc. We expect a full and thoughtful consideration of such effects during this process. 	Noted. Project team will follow-up with Tribes.
Kathy Fitzpatrick, MCEDD	Access	<ul style="list-style-type: none"> • We're focused on access and we need to focus on equitable access • Equity needs to be highlighted further • A priority for the USFS is to serve access equitably for everyone. That is what transit does, helps everyone access the gorge • Don't know if there's a place to highlight it with the transportation • Transportation in this country we all know has not been equitable. We need to mitigate the inequitable impacts of transportation • Angela, you mentioned unspoken assumptions about not being able to build our way out of this • I think that's really important it be included in the final report 	Angela: The report will note the limitations of building out of congestion.

Next Steps

The project team will be accepting comments on the draft strategies throughout the month of October.

The project team will consider the comments to prepare a draft report to 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

Attachments: Key Stakeholder Meeting #2 PowerPoint presentation slides.

SR 14 & DOG MOUNTAIN CONGESTION AND SAFETY STUDY



Agenda

10:00 AM – 10:15 AM	Welcome / meeting objectives
10:15 AM – 10:30 AM	Review baseline conditions
10:30 AM – 11:30 AM	Draft strategies
11:30 AM - noon	Group discussion

Welcome / Meeting Objectives

- Focus of the study is to address **congestion** and **safety** relating to accessing federal lands.
- Meeting objectives:
 - **Review draft strategies** that can be applied at specific recreation sites as well as as-needed throughout the corridor.
 - Gather stakeholder **feedback on feasibility and timing**.
- Outcome of study: options and strategies that local, state and federal agencies can consider to address the transportation and safety needs.

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
Early December

Review Baseline Conditions

- **SR 14 and Recreation Hot Spots**

- SR 14 Congestion Management Plan (1997)
- Recreation sites identified for recurring congestion and safety concerns
- Agencies are actively working to identify and implement improvements

- **Dog Mountain Trailhead**

- 3 different jurisdictions
- 3 different recreation intensity classes (RIC)
- Previous project cancelled in 2008 due to “complexities with land ownership and preliminary results from environmental studies”.

Questions?



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

Recreation Areas – Site Specific

1. Cape Horn Viewpoint
2. Cape Horn Trailhead / Salmon Falls Park and Ride
3. Beacon Rock State Park
4. Dog Mountain Trailhead – will discuss separately
5. Drano Lake Boat Ramp
6. Swell City
7. Coyote Wall Trailhead (Courtney Road and SR 14) / East Syncline (Old Hwy 8 and SR 14)
8. Catherine Creek Trailhead

*We recognize Klickitat Spit is also a concern. Some of the toolkit strategies developed during this study will likely benefit the area, but they are not comprehensive and there are additional complexities that will need to be addressed separate of this study.

Cape Horn Viewpoint



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



R3-2 Sign

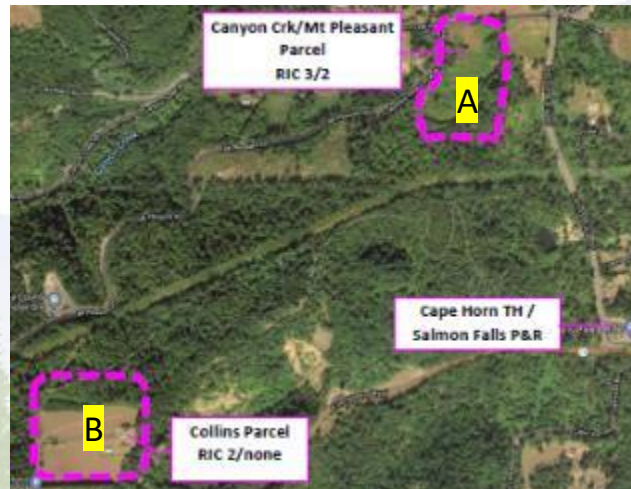


W14-2202 Sign

Cape Horn Trailhead / Salmon Falls Park and Ride



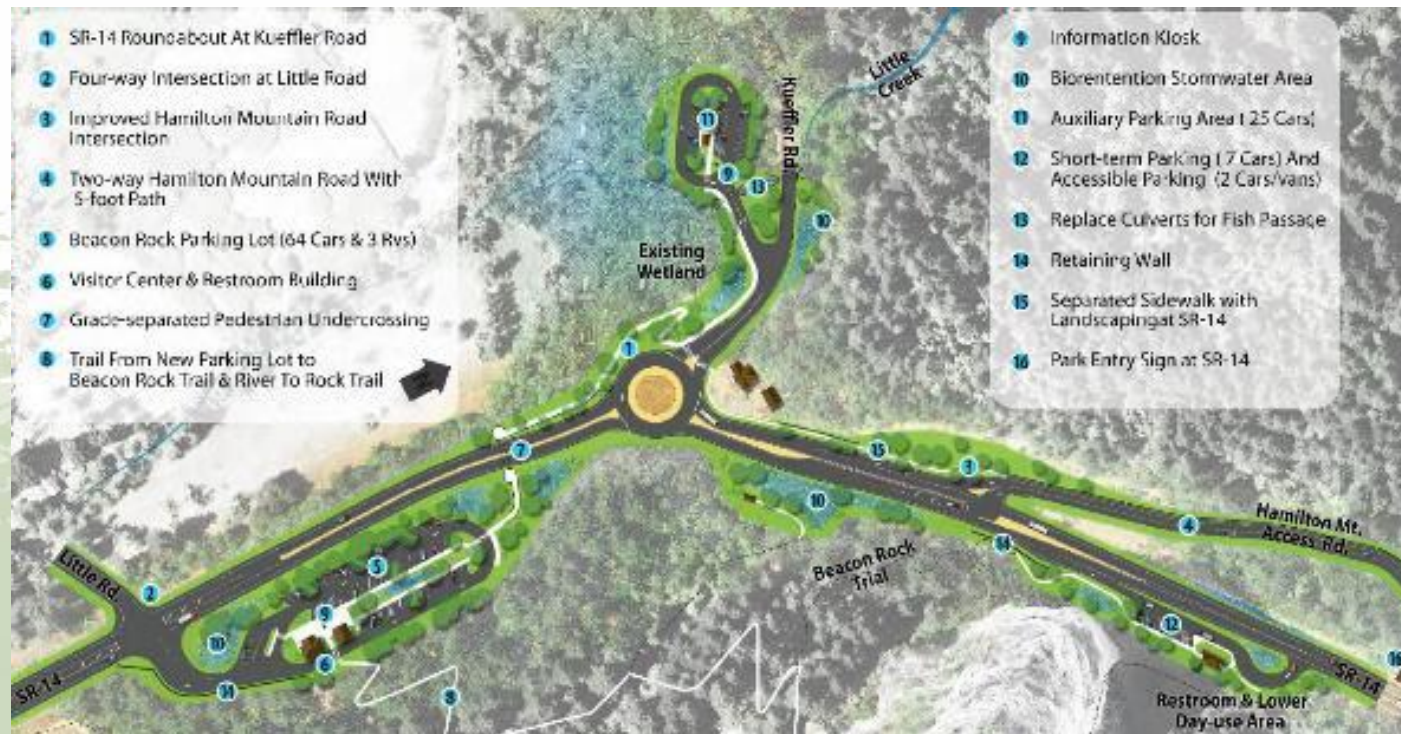
Concern	Draft Strategy
Parking overflow	<ul style="list-style-type: none">• Real-time parking availability• Implement permit system for Park & Ride users/Fee for trail• Shuttle system originating in Clark County
Accessibility	<ul style="list-style-type: none">• Opportunities to expand accessibility and/or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



R7-1 Sign



Beacon Rock Trailhead



Preferred Concept (WA State Parks Study)

- | | |
|--|--|
| 1. Roundabout at Kueffler Rd | 9. New information kiosk |
| 2. 4-way intersection at Little Rd | 10. Bioretention stormwater area |
| 3. Improved Hamilton Mtn Rd intersection | 11. Auxiliary parking (north) |
| 4. 2-way Hamilton Mtn Rd w/ 5' path | 12. Short-term & accessible parking (east) |
| 5. New parking lot (west) | 13. Replace culverts for fish passage |
| 6. New Visitor Center & Restroom | 14. Retaining wall |
| 7. Grade-separated ped undercrossing | 15. Separated sidewalk from SR 14 (north) |
| 8. Trail to new parking lot | 16. Park entry sign on SR 14 |

Drano Lake Boat Ramp



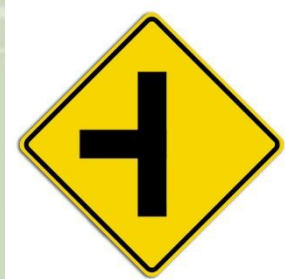
Concern	Draft Strategy
Parking overflow	<ul style="list-style-type: none">• Real-time parking availability• Implement reservation system during peak fishing season(s)
Inability to expand in current location	<ul style="list-style-type: none">• Provide limited spaces for single vehicle parking (with fee)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

Swell City to Spring Creek State Park

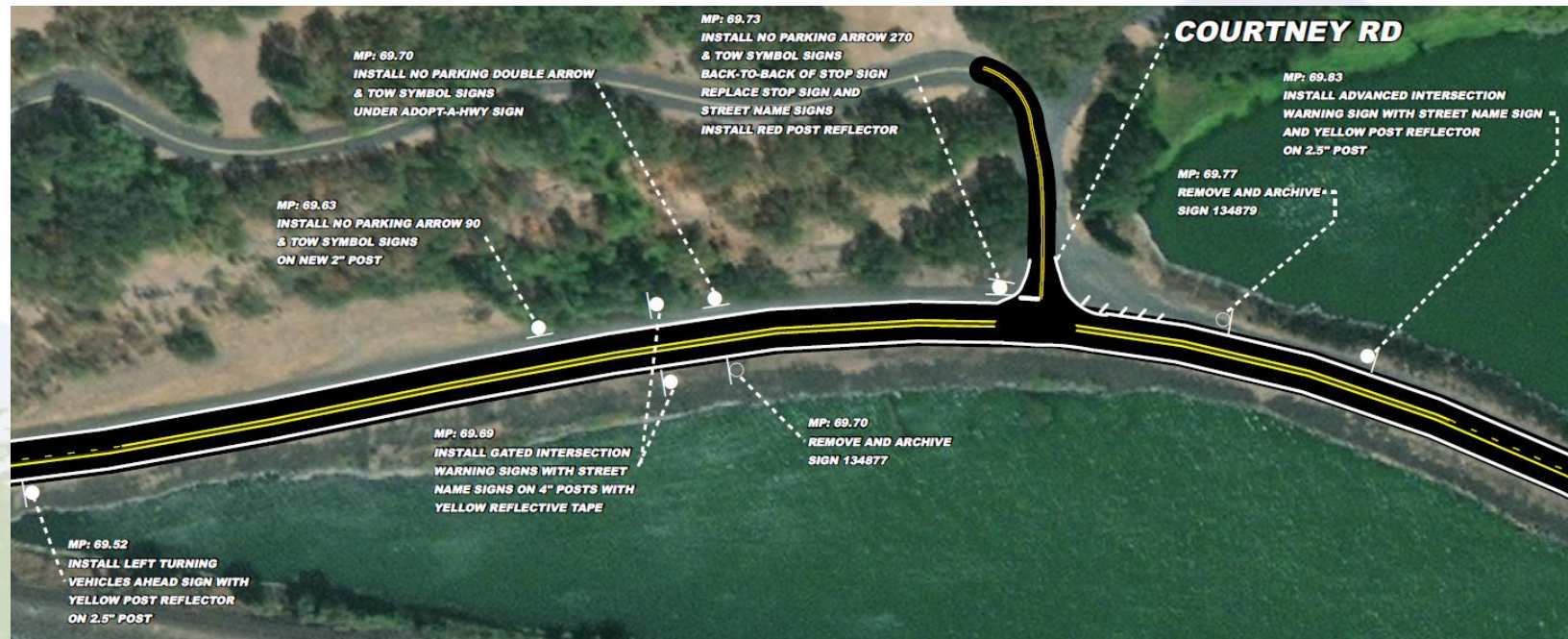


Concern	Draft Strategy
Uncontrolled access (private property)	<ul style="list-style-type: none">• Provide one-way circulation with curb/barrier• Provide more formalized parking delineation
Vehicles parked on SR 14	<ul style="list-style-type: none">• Congestion ahead signs• Rumble strips• Provide buffered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

Coyote Wall



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



Similar intersection safety/warning improvements proposed at Old Hwy 8

Catherine Creek



Parking overflow

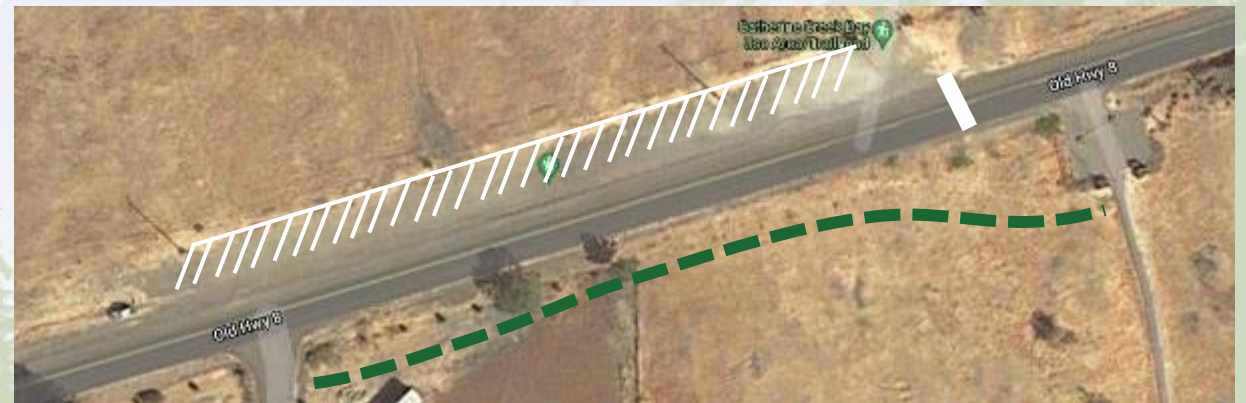
- Real-time parking availability
- Implement usage fee
- Channelize and provide angle parking
- Transit shuttle (seasonal - originating in White Salmon/Hood River)

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



Questions?



Dog Mountain Trailhead

Key Findings

- Lot reaches max capacity by 10 a.m. on weekends in May and June
- No near-by parking alternatives
- Vehicular circulation does not meet modern standards
- Vehicles parking along SR 14 and pedestrians walking along highway
- Uncontrolled access with limited sight distance to east
- Current measures are overwhelmed and problem continues
- Potential HazMat risks of improving existing lot
- Multiple landowners/jurisdictions
- Multiple RIC for the existing parking lot



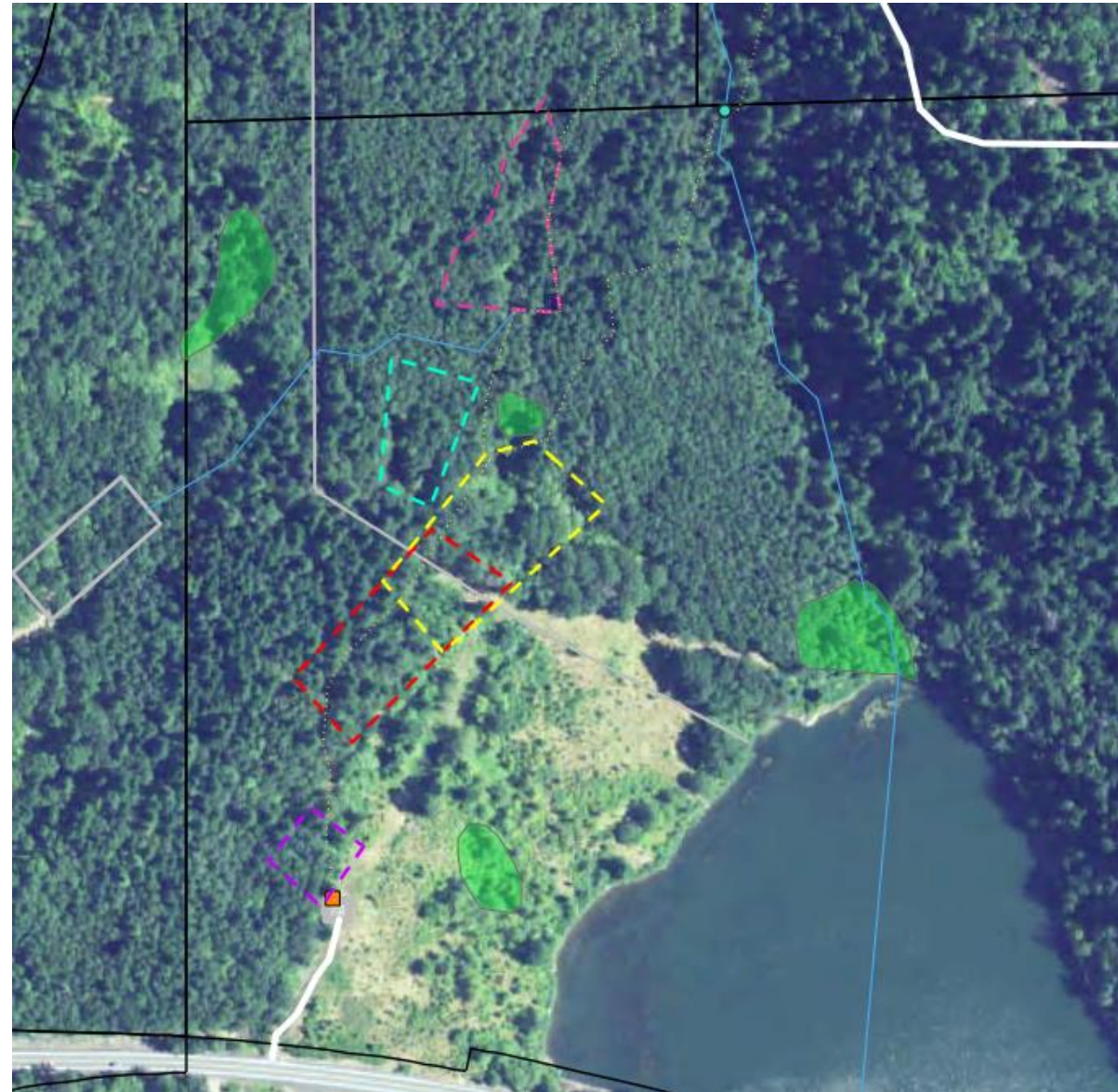
Dog Mountain Trailhead

- Explored options further west toward Bergen Rd, north toward Mountain Glade Rd and south on WSDOT parcel
- Dropped due to unmitigable natural resource impacts, distance to existing trail, and/or low benefit/cost.
- Narrowed to areas in map →



Dog Mountain Trailhead

- Further refinement to areas NW of Grant Lake
- Not without impacts (there's no silver bullet!)
- Work to be done to clarify impacts/mitigations – particularly regarding KVA and water resources



Dog Mountain Trailhead



Concern	Draft Strategy
Parking overflow	<ul style="list-style-type: none">• Real-time parking availability• Expand peak season reservation system• Extend No Parking sign to east• Guardrail to block access to shoulder• Congested ahead/slow vehicles warning signs• Shuttle expansion
Inability to expand in current location	<ul style="list-style-type: none">• 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).• Option 2: Relocate trailhead NW of Grant Lake – abandon, improve or repurpose existing site
Uncontrolled access/site distance	<ul style="list-style-type: none">• Create consolidated access point to existing parking lot through aesthetically appropriate barrier

Questions?



System – Technology/Demand Management

Draft Strategy	Description
Portable Changeable Signs and Variable Message Signs	<ul style="list-style-type: none">• Provide VMS in Urban Areas indicating parking lot capacity or congestion at trails• Temporary signs during peak seasons with informational messages
Reservation System	Manage the number of visitors and manage traffic congestion at popular destinations for specific days/times/seasons/year-round
Closed-Circuit Cameras	Monitor congestion with closed-circuit cameras. Can also monitor weather conditions.
Real-Time Parking Information	In high-use areas, parking sensors or closed-circuit video to identify availability; provide info via variable message signs, app, and/or website. “Know before you go!”
Parking Management and Parking Area Improvements	Establish a nonprofit, member-controlled organization that provides parking resource management for the CRGNSA
Trail Apps	Trip sharing to avoid crowded areas (TREAD Map App)

System – Technology/Demand Management

Draft Strategy	Description
Dynamic and Variable Speed Limits	Temporary or permanent. Slow SR 14 traffic near congestion hotspots or related to weather events
Visitor Information Center	Provide a one-stop location where visitors can park, board shuttles, determine where parking is available, pay for parking/reserve a parking spot, and get information on how to access destinations throughout the CRGNSA.
Timed Parking	Assign time limits to a few parking stalls to encourage turnover.
Parking Fees	Establish parking fees for high-use sites without permit or parking fees.
Traffic Monitoring, Data Collection, and Analysis	Regular data collection helps define the frequency and magnitude of congestion or safety issues.
Enforcement	Increase enforcement of illegal parking or non-payment

System - Transit

Draft Strategy	Description
Seasonal transit recreation route(s)	Establish seasonal transit routes to service peak demand. East of White Salmon (March-April), west of White Salmon (April - June). Thursday - Sunday?
Park and Ride Lots	Provide Park and Ride Lots to reduce single vehicle parking congestion at high-use sites
Coyote Wall Mountain Bike Shuttle	Work with recreation departments/bike shops to create a weekend shuttle from White Salmon/Bingen to Coyote Wall
2 "Loop" Shuttles	Establish a shuttle loop (Dalles/Hood River, Hood River/Bridge of the Gods)
Connect with Oregon transit systems	Coordinate with Columbia Gorge Express
Frequent and convenient	Work with transit agencies to establish a frequent, convenient and reliable transit schedule to WA busiest sites

System - Transit

Draft Strategy	Description
Focus on shifting visitor behavior in Washougal to Cape Horn	Establish weekend shuttle between Camas and/or Washougal and Cape Horn Park and Ride
Form Transportation Management Association	Establish a CRGNSA Transportation Management Association to manage visitor information and provide dedicated staff to work on transit shuttles, mitigating traffic congestion and implementing tools.
Port of Portland/PDX Seasonal Gorge Connection	Appeal to ecotourism by connecting Gorge transit to Portland International Airport during the Spring and/or Summer
Shuttle Incentives	Provide a reason to use transit instead of driving self: Pass reduction rates for locals, low-income, students
Transit Pullouts and amenities	Provide Transit pullouts with bench and/or shelter at recreation sites

SR 14 Segments – Safety Toolkit

- **Safety Trends TYPE:**
 - **Run off the road/fixed object**
 - **Rear end collisions**

- **Safety Trends CAUSE:**
 - **Exceeding reasonable safe speed**
 - **Inattention**

Draft Strategy	Crash Type	Crash Reduction Factor
Install Oversized, Doubled Up and/or Fluorescent Yellow Sheeting for Advance Curve Warning Signs	Run off the road	20%
Install Advance Curve Warning Flashers (Curve Warning Signs Exist)	Curve Crashes	10%
Install Post-Mounted Delineators (Curve Application)	Nighttime Curve Crashes	30%
Install Shoulder Rumble Strips	Run off the road	22%
Install New Guardrail (Not Median Barrier Application)	Run off the road	47%
Install Centerline Rumble Strips	Head on & Sideswipe Meeting	45%

A) MP 18 to MP 28: Beginning of CRGNSA through Cape Horn

Table 9. SR 14 Segments Exceeding Critical Crash Rate (2015-2019)

Segment Description	Beg. MP	End MP	5-Year Crash Total	Segment Crash Rate (crashes/MVM)	Segment Critical Crash Rate
West end of CRGNSA	18.00	23.42	66	1.24	1.08
Cape Horn	23.42	26.38	54	1.89	1.16
Doetsch Ranch Rd to West Bonneville	34.08	37.04	37	1.49	1.19

- Climbing lanes
- Rockfall protection (near Cape Horn Viewpoint)
- Half Bridge replacement (Cape Horn)

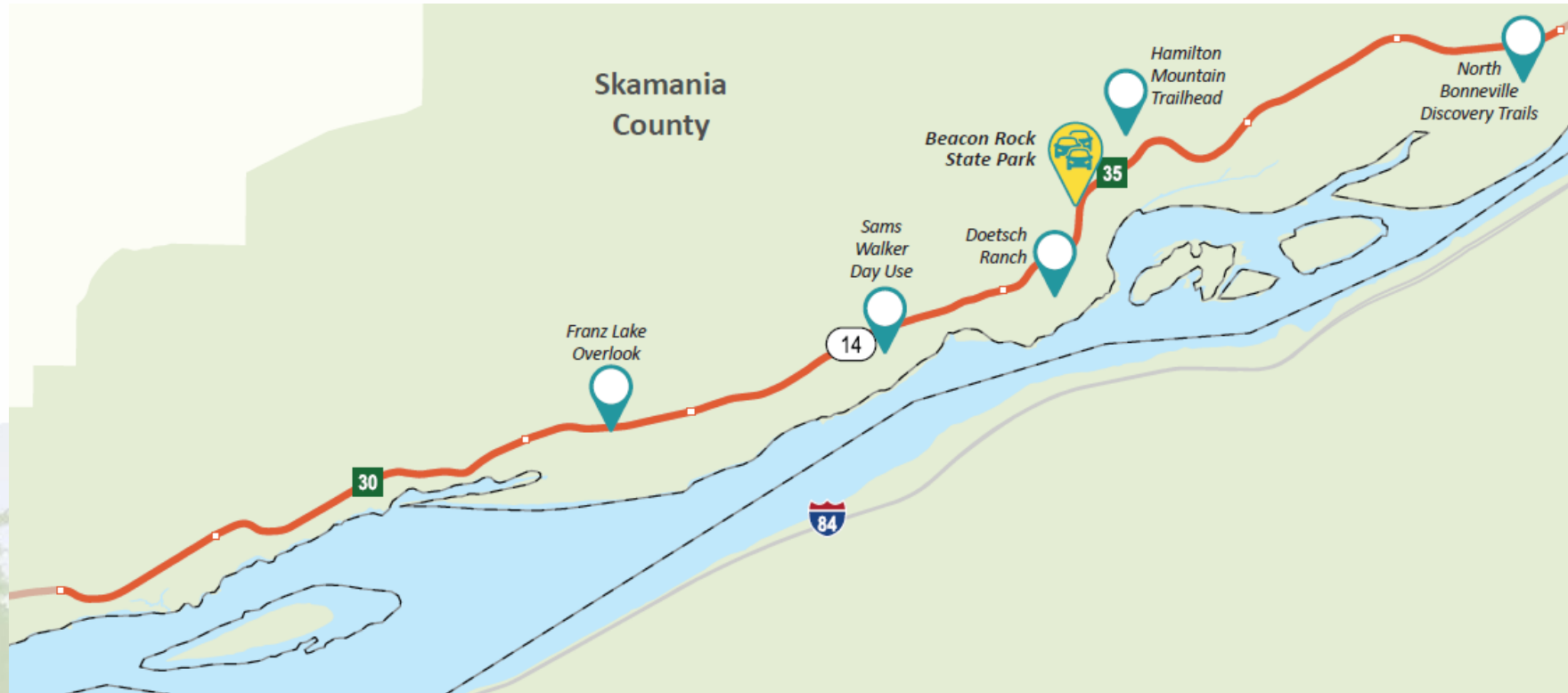


B) MP 28 to MP 38: Just east of Cape Horn to North Bonneville

Table 9. SR 14 Segments Exceeding Critical Crash Rate (2015-2019)

Segment Description	Beg. MP	End MP	5-Year Crash Total	Segment Crash Rate (crashes/MVM)	Segment Critical Crash Rate
West end of CRGNSA	18.00	23.42	66	1.24	1.08
Cape Horn	23.42	26.38	54	1.89	1.16
Doetsch Ranch Rd to West Bonneville	34.08	37.04	37	1.49	1.19

- Rockfall protection (west end)
- Widen shoulders where feasible



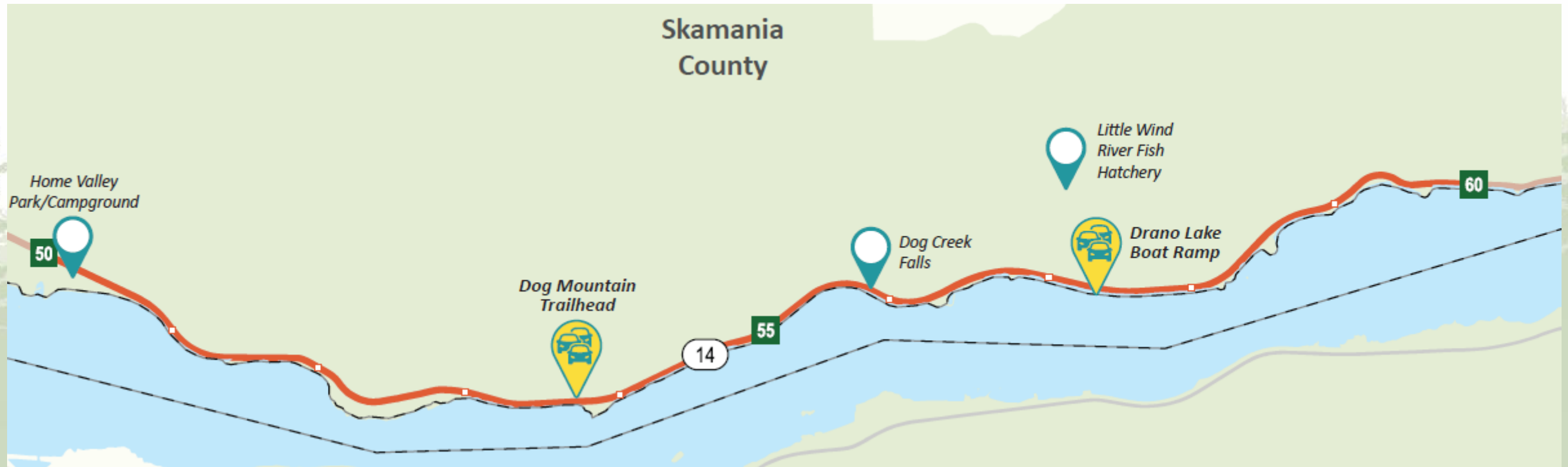
C) MP 38 to MP 50: North Bonneville to Home Valley



- Port of Cascade Locks has identified potential improvements for Bridge of the Gods and PCT to improve bike/ped connectivity
- Rockfall protection
- Widen shoulders where feasible

D) MP 50 to MP 60: Home Valley to Gulch Bridge

- Widen shoulders where feasible
- Rockfall protection



E) MP 60 to MP 69: Gulch Bridge. White Salmon, Bingen

- Rockfall protection
- Widen shoulders where feasible
- Cook-Underwood Rd, intersection improvements with left-turn pockets
- SR 141 Spur/SR 14 Intersection improvements
- East end is urban



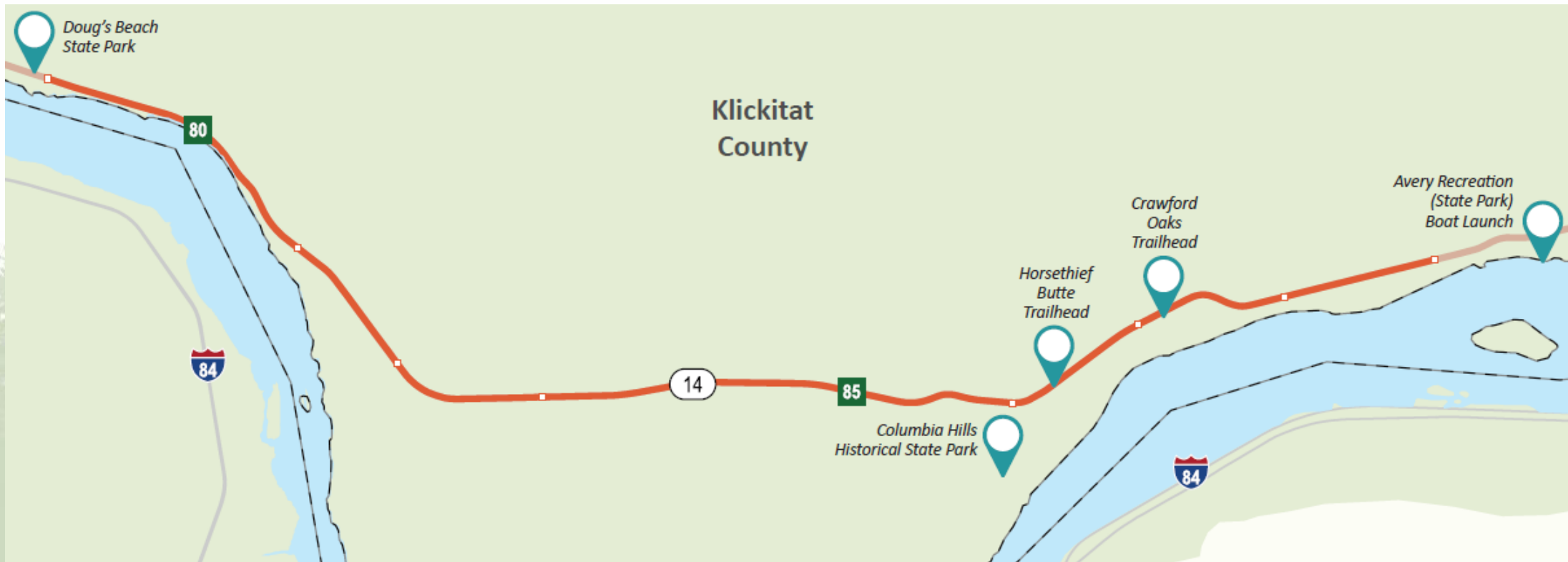
F) MP 69 to MP 79: Lyle

- Widen shoulders where feasible
- Rockfall protection



G) MP 79 to MP 89: Dallesport

- Rockfall protection
- Widen shoulders where feasible
- Through Dallesport is urban

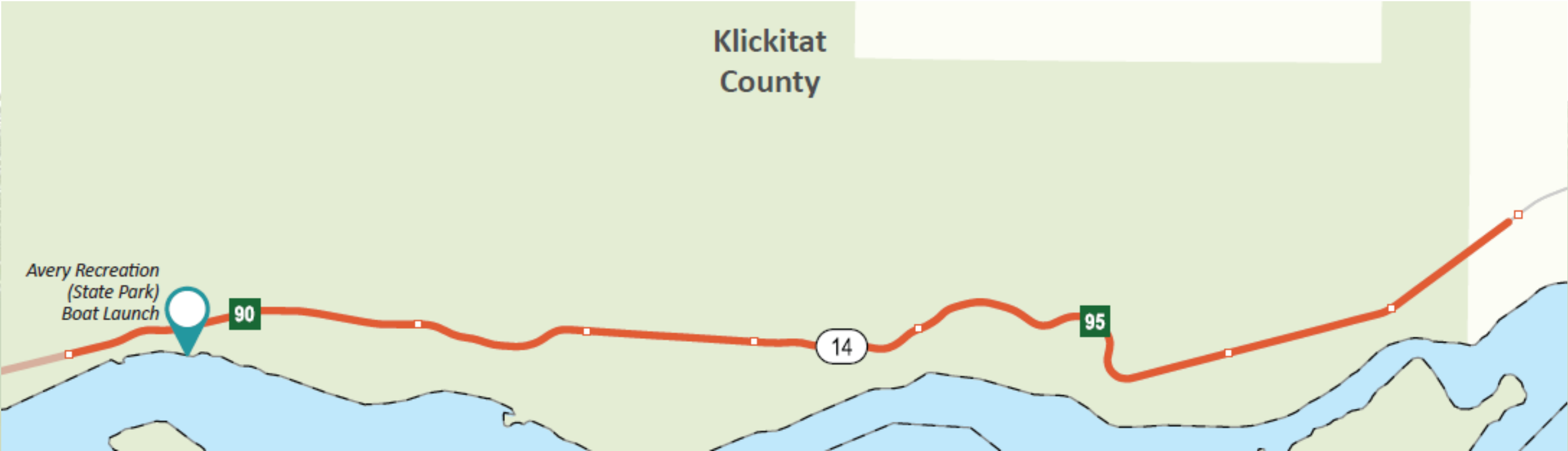


H) MP 89 to MP 97.83: West of Wishram to east boundary of CRGNSA

Table 9. SR 14 Segments Exceeding Critical Crash Rate (2015-2019)

Segment Description	Beg. MP	End MP	5-Year Crash Total	Segment Crash Rate (crashes/MVM)	Segment Critical Crash Rate
East end of CRGNSA	94.38	98.07	18	1.34	1.31

- Rockfall protection
- Widen shoulders where feasible
- *Earth Berm removal? (MP 93.5)*





Group Discussion

SR 14/DOG MOUNTAIN CONGESTION AND SAFETY STUDY

Key Stakeholders Meeting #3 | January 5, 2022, 10:00 AM – noon, Zoom

WA DOT 14(4), Congestion and Safety Mitigation Plan

WA DOT 14(3), Dog Mountain Trailhead Study

Discussion

Meeting Objectives

- Share what we've heard from the public, stakeholders and core project team
- Gather stakeholder feedback on specific strategies
 - What role can your agency/organization play to move a strategy forward?
 - Strengths, Weaknesses, Opportunities and Needs

Schedule

- Draft Report Stakeholder review: The sooner the better, but accepting comments through February 4, 2022
- Online Open House #3: <https://sr14study.participate.online/> accepting comments through February 4, 2022

What We've Heard

Online Open House

- 36 responses – not statistically representative
- Top concerns in the corridor
 - Speeds
 - Unsafe/illegal parking along the corridor
- We also asking respondents to Indicate the three recreation hot spots they felt have the highest safety concerns (Dog Mountain was excluded from the list of options since it's a known and previously documented concern)
 1. Klickitat Spit/Lyle TH
 2. Coyote Wall TH
 3. Beacon Rock
 4. East Coyote Wall/Syncline
 5. Catherine Creek
 6. Cape Horn/Salmon Falls Park & Ride
 7. Drano Lake
 8. Swell City to Spring Creek

Community Conversations

We also held 2 opportunities for the public to virtually drop-in and ask questions of the project team.

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

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

Updates/Comments from Stakeholders during this meeting:

Dale Robins, RTC – Noted that he presented draft to county elected officials and in general did not receive a lot of comments. He noted there is recognition of the congestion and safety problem, but hesitation/lack of consensus on what is the best strategy.

Cheryl Pouley – CTGR THPO – Need to recognize the other Tribes beyond the four Treaty Tribes

- Treaty Tribes: Confederated Tribes of the Warm Springs, Yakama Nation, Nez Perce Tribe and the Confederated Tribes of Umatilla Indian Reservation.
- Other Tribes with ties to the Gorge: Confederated Tribes of the Grand Ronde, the Cowlitz Tribe and the Siletz Tribe.

Patty Fink – Overall note on the transit piece, due to some transit provided by senior services divisions, they are not always able to tap into the funding/grants that would benefit recreation. This speaks to resource limitations and needs this to become part of the broader conversation of transportation/transit on the WA side of the Gorge.

Group Discussion

Angela walked through the intent to conduct a modified SWOT (Strengths, Weaknesses, Opportunities, Threats) for each of the formal recreation sites with recurring congestion and/or safety concerns. The attendees were given the chance to prioritize which areas to focus on first and these were the results:

1. System Strategies (12)
2. Coyote Wall Trailhead / East Syncline (9)
3. Cape Horn Trailhead / Salmon Falls Park and Ride (8)
4. Dog Mountain Trailhead (7)
5. Cape Horn Viewpoint (6)
6. Catherine Creek Trailhead (6)
7. Drano Lake Boat Ramp (2)
8. Other (1) – please explain
9. Swell City (0)

*Note: See the meeting presentation for additional details on the recreation sites

System Strategies

STRENGTHS <ul style="list-style-type: none"> • Port of Portland/PDX connection is already there just needs connection to Washington side • Connecting to the OR transit system • CAT summer program to Stevenson • TMA seems like a good strategy (need to define) • Providing transit incentives • Seasonal and loop routes 	WEAKNESSES <ul style="list-style-type: none"> • Utilization/effectiveness of a mountain bike shuttle • Available transit resources for recreation in addition to commute needs • Transportation Management Authority needs to consider more than just transit • Funding needs to sustain a comprehensive plan for recreation management; transit is one part of the whole • Just focusing on transit and not parking and fees makes it harder than needs to be • Both Klickitat and Skamania connections are primarily weekday, and do not support weekend recreation.
OPPORTUNITIES <ul style="list-style-type: none"> • Form TMA • Transit shuttles; the demand is there. • Service enhancements opportunities is there if funding is available • Look to Washington Park TMA example as a way to identify sustainable, reliable funding https://www.causeiq.com/organizations/washington-park-transportation-management-associat,463206790/ • The bike dynamic is huge though. We are about 10 years away from OR having a complete path from Portland to the Dalles and I worry about WA being left out of the economic boon. • Another thing we've been kicking around in OR is an "access management agency" which could address the recreation, search and rescue and transportation issues • Infrastructure bill funding (still learning what's available) 	THREATS <ul style="list-style-type: none"> • Available resources (buses, staffing, funding) • Sustainable funding • Annual funding scramble • TMA may be more than we can manage at the time -- Transit has no role if USFS has no funds. • Parking needs to pay for the transit – we need to pull apart in this plan the different aspects. Ideally the visitors causing the impacts should pay for the costs of services.

Coyote Wall Trailhead (Courtney Road and SR 14) / East Syncline (Old Hwy 8 and SR 14)

STRENGTHS <ul style="list-style-type: none"> SR 14 signing/stripping status should change from “in process” to “complete” Shuttle system connecting to Hood River, Bingen and White Salmon 	WEAKNESSES <ul style="list-style-type: none"> Funding for a left-turn lane is needed Perceived effectiveness of real-time parking status With a longer drive to site, parking may be available when you leave home but not when you arrive. Weakness in restricting parking is that they will just find a location in the closest location that is not restricted, and it moves the problem down the road Real time parking info was one of the projects highlighted in our CGTA annual planning
OPPORTUNITIES <ul style="list-style-type: none"> Utilizing existing tools. There are some user-generated apps to provide feedback on parking availability - developed by an avid hiker Bike path between Coyote Wall and White Salmon to not have cars there (road bike vs. mtn. bike is challenge) <ul style="list-style-type: none"> There technically is a way to mountain bike from White Salmon to Coyote Wall...you just have to ride up and over Burdoin Mtn :) Mtn. bikers use private property already; could this be via the forest service land adjacent – new trail all forest service except for some areas of private land 	THREATS <ul style="list-style-type: none"> Parking lot monitoring issues with connectivity/service connections (ODOT) Level of bicycle user comfort along SR 14 Is it possible to make a small parking lot at the east side of Coyote Wall/west end of Old Hwy 8?; concern about formalized congestion along road; space is designated as open space so limits options. Part in RIC1 and part in RIC2. Funding to meet roadway/access standards/infrastructure needs required when trying to create new trailheads or connections to public lands

Cape Horn Trailhead / Salmon Falls Park and Ride

STRENGTHS <ul style="list-style-type: none"> Potential for permit system Salmon Falls P&R already transit-accessible. Transit: one-way trail travel (no need loop to back – can be beneficial during trail closure due to falcons) 	WEAKNESSES <ul style="list-style-type: none"> No parking zones can push people to other, less safe, access points Any expansion of pavement should only enhance transit access. More parking just encourages more cars--opposite of the goal here.
OPPORTUNITIES <ul style="list-style-type: none"> Collins parcel b/c of land ownership and NSA designation Potential to create shuttle or park and ride where people can get out of their car earlier Transit with built-in benefits like drop at one end of trail and pick up at other 	THREATS <ul style="list-style-type: none"> SR 14 truck pullout access points are dangerous Makeshift parking behavior Already pushing people to other spots so needs to be looked at in combination with others. Climate change (all gorge)

Dog Mountain Trailhead

STRENGTHS <ul style="list-style-type: none"> Shuttle service/reservation permit combo (if we limit use, need a NEPA process) Relocation of the parking lot off the SR 14 corridor is a viable long-term solution; already have land control. 	WEAKNESSES <ul style="list-style-type: none"> Financial sustainability for staff (USFS) and transit shuttle Initial investment (cost) New trail connections have potential natural resource impacts People parking where tight shoulders and forcing people to road so leave parking as is rather than extend no parking sign to east
OPPORTUNITIES <ul style="list-style-type: none"> Benefit/cost of transit strategy for transit shuttle (\$20k Stevenson to Dog Mtn. during current season, maybe \$100k to expand throughout summer) Encouraging people to use transit at these key sites also gets them used to using transit in other occasions This plan might reference the Columbia Gorge Tourism Alliance Action plan for 2022, which prioritizes recreational area shuttles. 	THREATS <ul style="list-style-type: none"> Sustainable funding streams for management Funding for roadway improvements to state highways that access the new facility Climate change Would argue that new trail development requires NEPA and NSA regulations that determine and prohibit natural resource impacts. User built trails are the bigger issue, instead of managed trail systems.

Cape Horn Viewpoint

STRENGTHS <ul style="list-style-type: none"> One-way parking signs and prohibiting parking on left side signs are doable, cost low (need to vet appropriate sign design) WSDOT and WSP supportive of addressing safety concerns on SR 14 Restrict left-turn (need to vet surrounding area for alternate turn-around) 	WEAKNESSES <ul style="list-style-type: none"> People are also now parking east of the viewpoint just beyond the bridge and walking up from there
OPPORTUNITIES <ul style="list-style-type: none"> Could be a real pullout or completely restrict this option (needs significant funding/planning/design) Could extend safety improvements west 	THREATS <ul style="list-style-type: none"> Cannot do variable speed limits in rural area and not supported by CRGNSA Endemic plant species limit shifting to a different location (old study)

Catherine Creek Trailhead

STRENGTHS <ul style="list-style-type: none">• Provide designated crossing of old Hwy 8	WEAKNESSES <ul style="list-style-type: none">• On-going funding for real-time parking availability• Ability to get snowplows and service vehicles through with some of these mitigation efforts - maintenance• Some of these tools cannot be implemented by themselves (some need to be in place for the others to be successful) – traffic calming/speed reduction to create safer crossing environment• County needs a mechanism/process to identify appropriate locations for mid-block/enhanced pedestrian crossings.• IGA with USFS/County to collect funds
OPPORTUNITIES <ul style="list-style-type: none">• Shuttle Service from HR, WS and Bingen• Accessibility improvements to Universal Access Trail	THREATS <ul style="list-style-type: none">• Speeders• Transit shuttle needs to be supported by parking management and fees.• Transit cannot be implemented on its own, other things need to be in place• This site is accessed from SR 14 so funding for left-turn lane needed on SR 14/Old Hwy 8

Ran out of time to discuss the following sites in detail:

- Drano Lake Boat Ramp
- Swell City to Spring Creek

Next Steps

The project team will be accepting comments on the draft report through February 4, 2022.

Attachments: Key Stakeholder Meeting #3 PowerPoint presentation slides.

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	How you can contribute: <ul style="list-style-type: none">• Strengths, Weaknesses, Opportunities, Threats

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

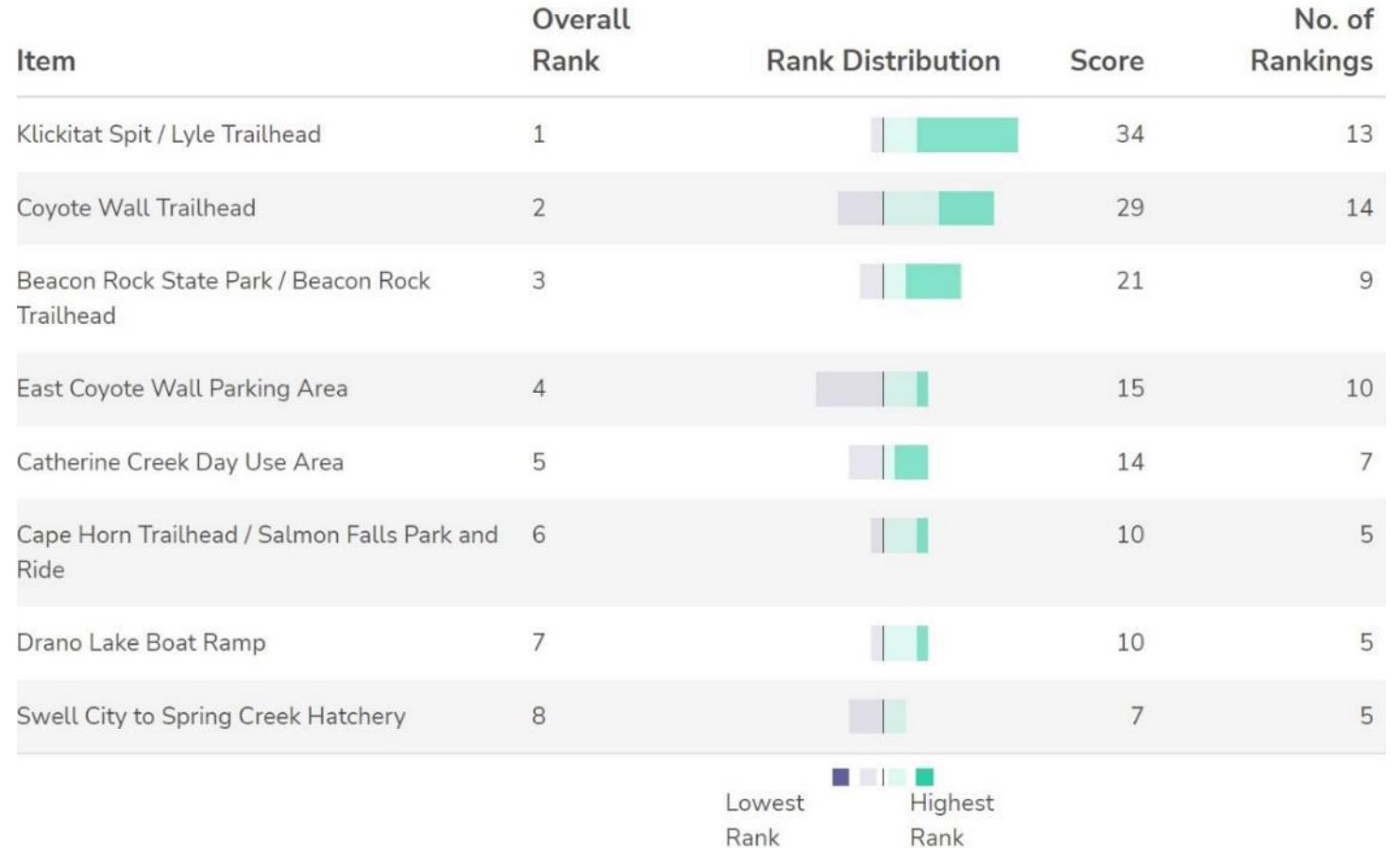
Finalize study report after considering all comments received

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

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)	

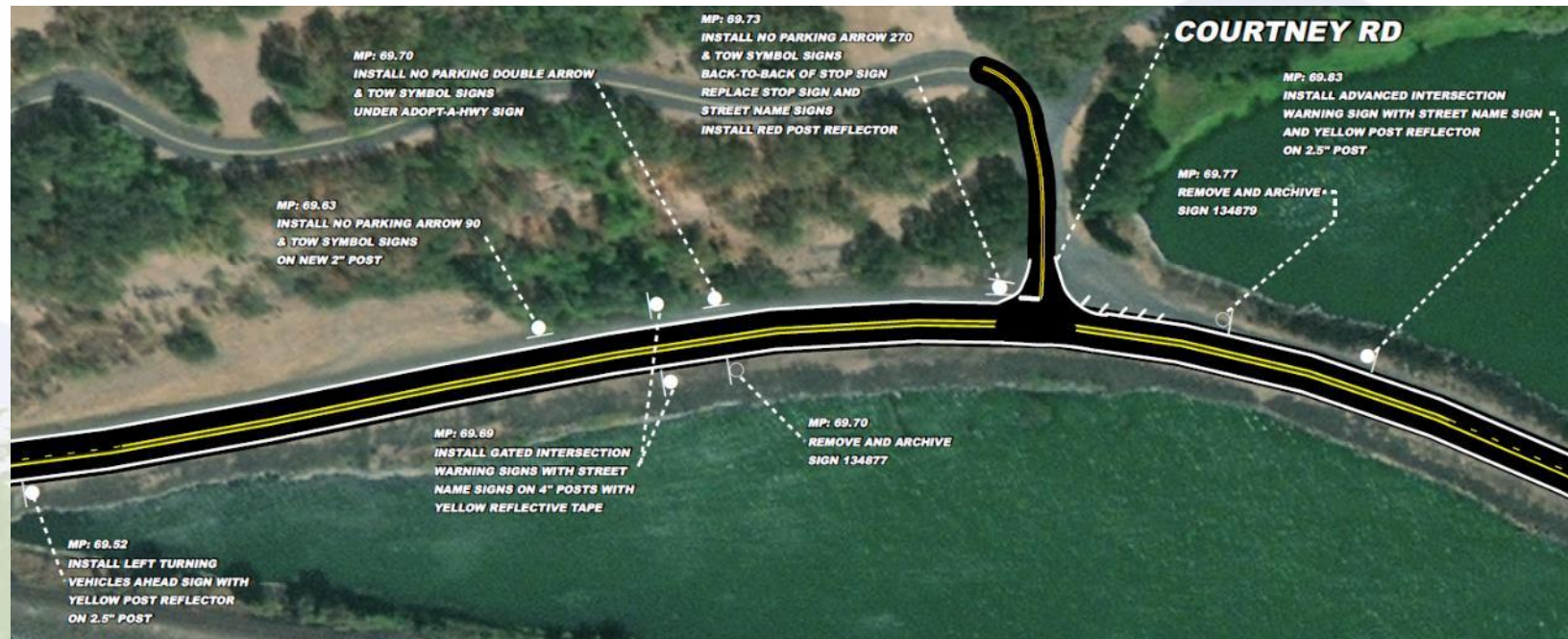
System Strategies - Transit

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

Coyote Wall



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



Similar intersection safety/warning improvements proposed at Old Hwy 8

Coyote Wall

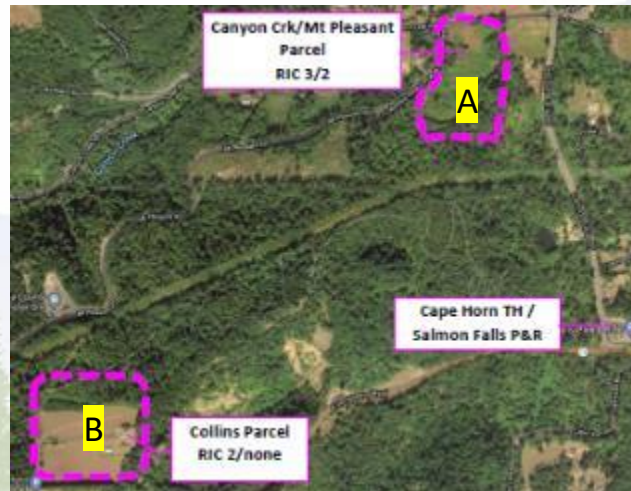
Issue	Strategy
Parking overflow	<ul style="list-style-type: none">• Real-time parking availability• Implement usage fee• Mountain bike/shuttle system originating in White Salmon/Hood River
Vehicles parked on Courtney Rd	<ul style="list-style-type: none">• No parking zones on Courtney Rd• No Parking and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

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

Cape Horn Trailhead / Salmon Falls Park and Ride



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



R7-1 Sign



Cape Horn Trailhead / Salmon Falls Park and Ride

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

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

Dog Mountain Trailhead



Concern	Draft Strategy
Parking overflow	<ul style="list-style-type: none">• Real-time parking availability• Expand peak season reservation system• Extend No Parking sign to east• Guardrail to block access to shoulder• Congested ahead/slow vehicles warning signs• Shuttle expansion
Inability to expand in current location	<ul style="list-style-type: none">• 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).• Option 2: Relocate trailhead NW of Grant Lake – abandon, improve or repurpose existing site
Uncontrolled access/site distance	<ul style="list-style-type: none">• Create consolidated access point to existing parking lot through aesthetically appropriate barrier

Dog Mountain Trailhead

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

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

Catherine Creek



Parking overflow

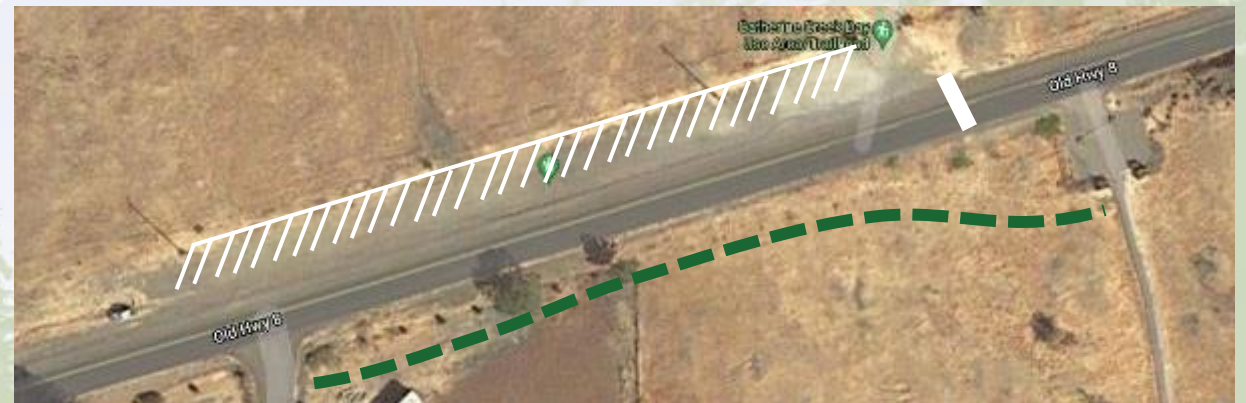
- Real-time parking availability
- Implement usage fee
- Channelize and provide angle parking
- Transit shuttle (seasonal - originating in White Salmon/Hood River)

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">• 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	<ul style="list-style-type: none">• No parking zones on Old Hwy 8 <i>(installed summer 2021)</i>
Old Hwy 8 Safety	<ul style="list-style-type: none">• 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

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

Cape Horn Viewpoint



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



R3-2 Sign



W14-2202 Sign

Cape Horn Viewpoint

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

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

Drano Lake Boat Ramp



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

Drano Lake Boat Ramp

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

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

Swell City to Spring Creek State Park



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

Swell City to Spring Creek State Park

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

STRENGTHS	WEAKNESSES
OPPORTUNITIES	THREATS

Questions?

