



BEACON ROCK ENTRANCE PREDESIGN

Project Objective

- Problem: Park entry designed in 1930s
- Vehicular circulation does not meet modern standards
- Pedestrians crossing SR 14 with poor visibility
- Cars, RVs, and buses entering and leaving undefined parking lots

Project Objective:

- **Complete Office of Financial Management Predesign**
- **Analyze options**
- **Choose preferred alternative**

AGENDA

1. Introductions
2. Office of Financial Management (OFM) Predesign
3. Existing vehicular circulation challenges
4. Design options
5. Hear from you

Introductions

Project Proponent

- Washington State Parks and Recreation Commission
- WSP USA (consultant)

Regulatory Compliance

- Columbia River Gorge Commission
- Skamania County

Other Key Stakeholders

- United State Forest Service
- Washington State Department of Transportation
- Friends of the Columbia Gorge
- Park visitors and neighbors

State Parks Mission

Cares for Washington's most treasured lands, waters, and historic places

Connects all Washingtonians to their diverse natural and cultural heritage

Provides memorable recreational and educational experiences that enhance their lives



Office of Financial Management

Better information. Better decisions. Better government. Better Washington.

1. Develop options and analyze them
2. Describe advantages and disadvantages of options
3. Provide cost estimates for options
4. Determine preferred alternative

WHAT IS A PREDESIGN REPORT?



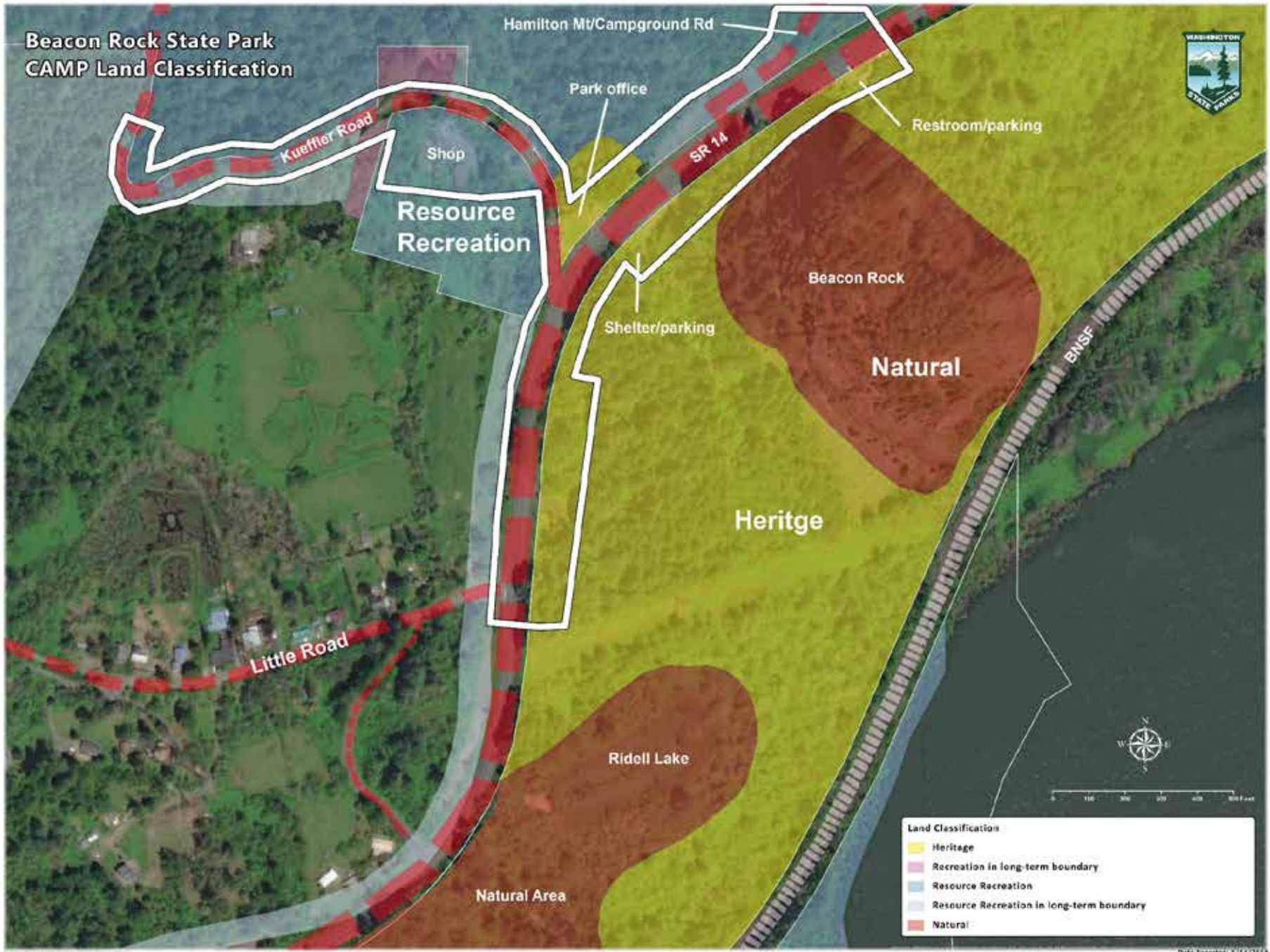
Office of Financial Management

Better information. Better decisions. Better government. Better Washington.

1. Predesign required for projects \$5,000,000 +
2. Funding limited to 1% of total estimated project
3. \$350,000 is allocated for this predesign

FUNDING OF PREDESIGN

Beacon Rock State Park CAMP Land Classification



Land Classification	
Heritge	Yellow
Recreation in long-term boundary	Pink
Resource Recreation	Blue
Resource Recreation in long-term boundary	Light Blue
Natural	Brown





potential access

Campground

Hamilton Mountain Trail

route to be determined

Hamilton Mt. Trailhead

Day use

SR 14

Day use

Campground/
Hamilton Mt. access road

Kueffler Road

BNSF

14

Beacon Rock



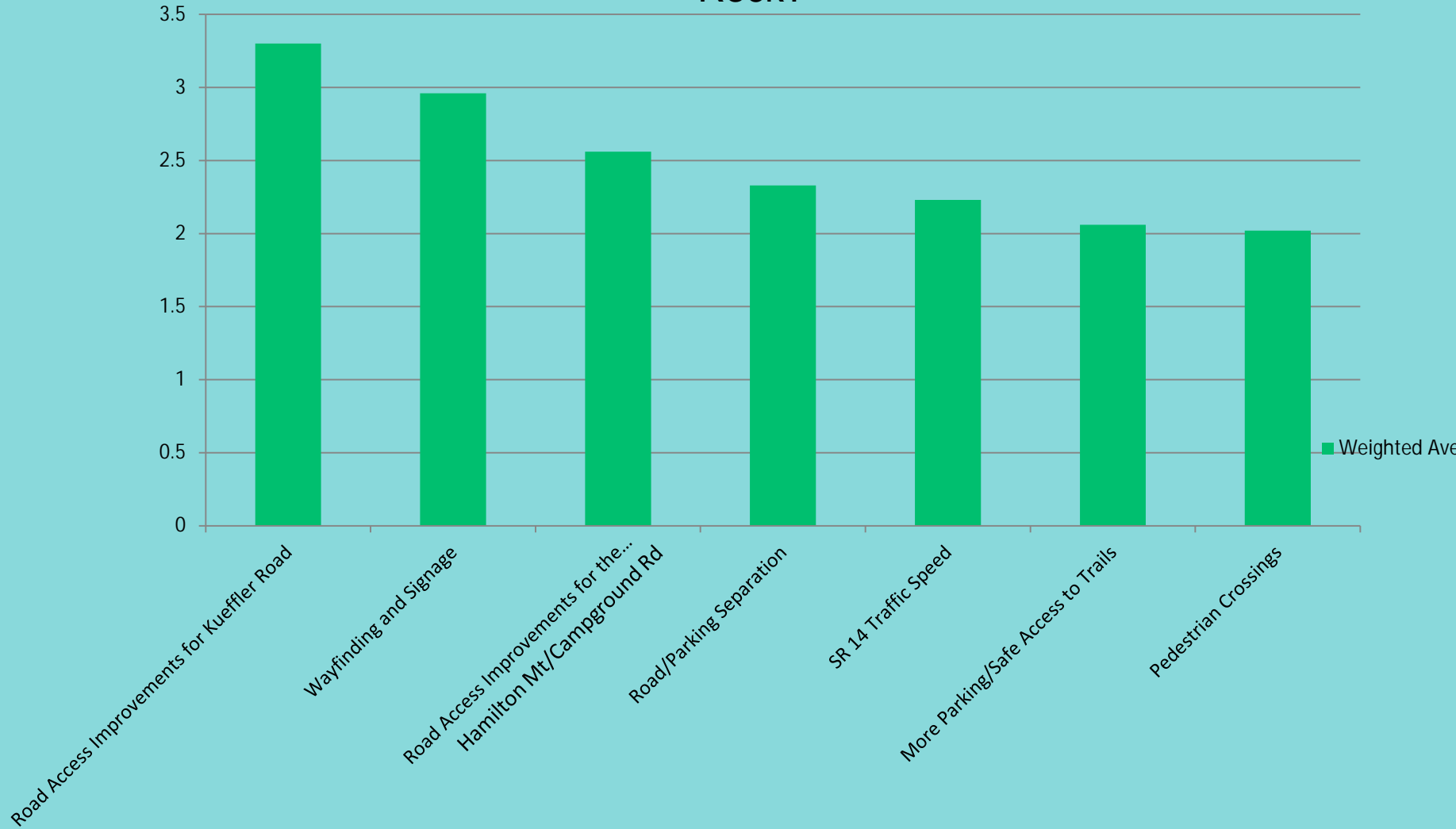
1000 ft

Survey Results

1. Over 100 responses
2. 50% visit park 2-9 times a year
3. 75% stayed at park between 2 and 4+ hours
4. 95% come by personal vehicle
5. Primary destination? Beacon Rock 55%;
Hamilton Mt. 28%; 7% rest stop; 2% day-area
6. 90% walk/hike

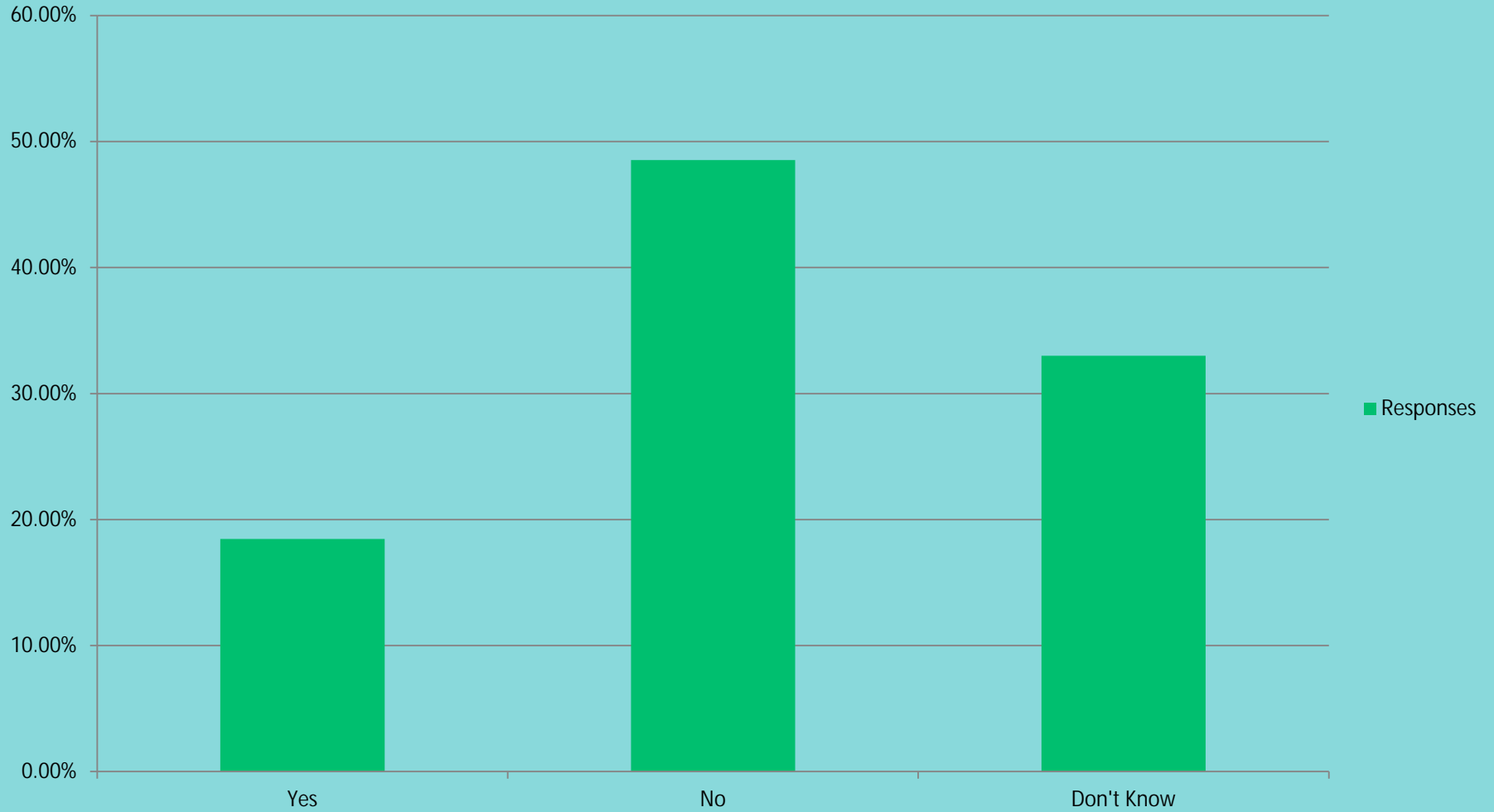
Survey Results

What are the most important safety problems to address at Beacon Rock?



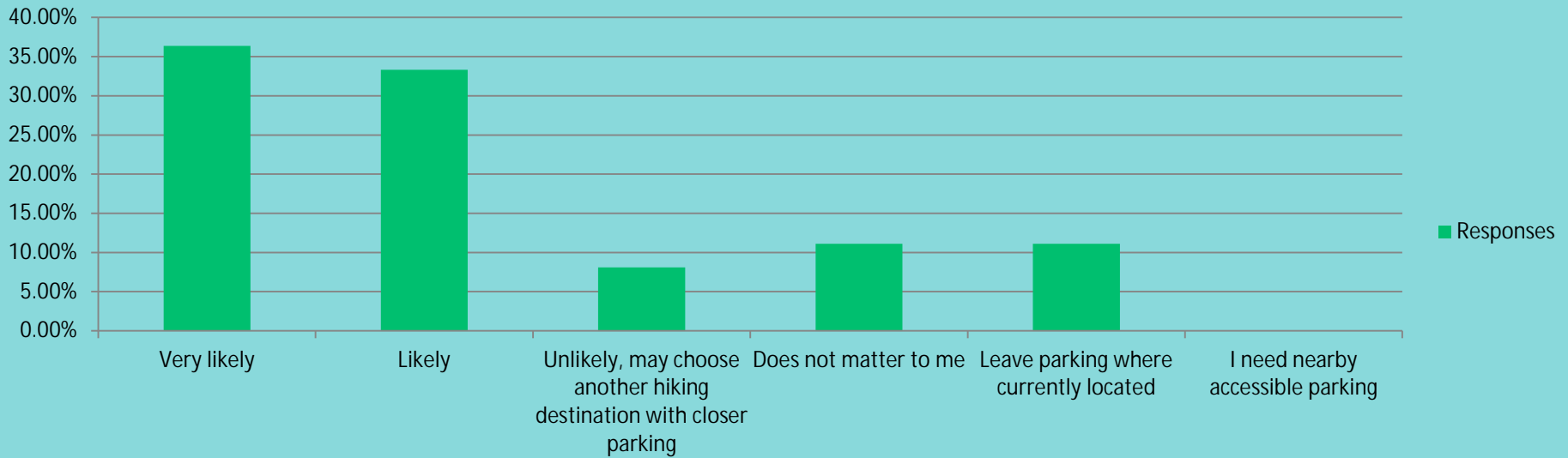
Survey Results

Do you think parking at Hamilton Mountain trailhead is adequate?



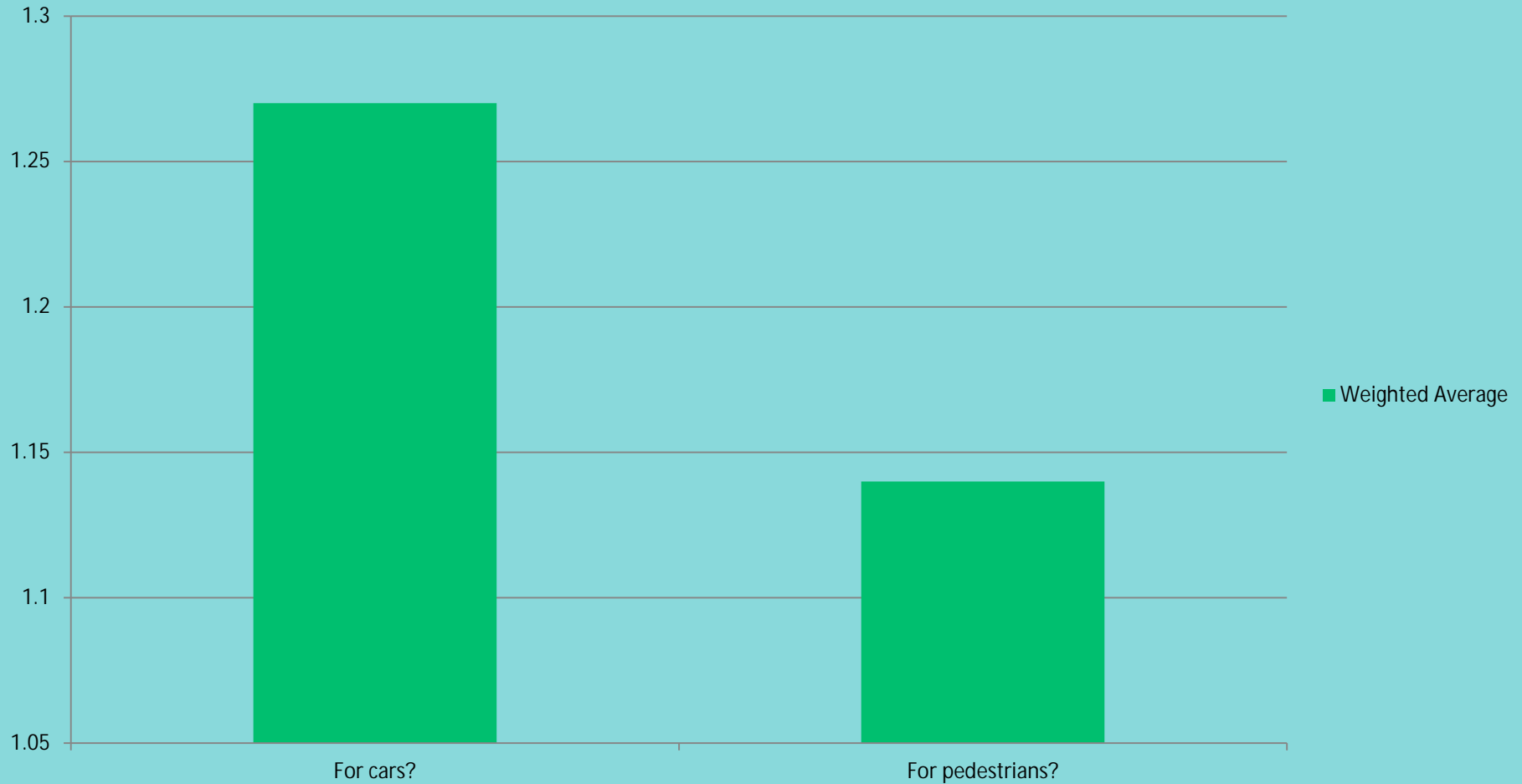
Survey Results

If the Hamilton Mountain trail parking area was relocated from the upper day-use area or if additional parking was built somewhere else in the park, how willing would you be to walk an additional half-mile (10 to 15 minutes) to get to the trailhead?



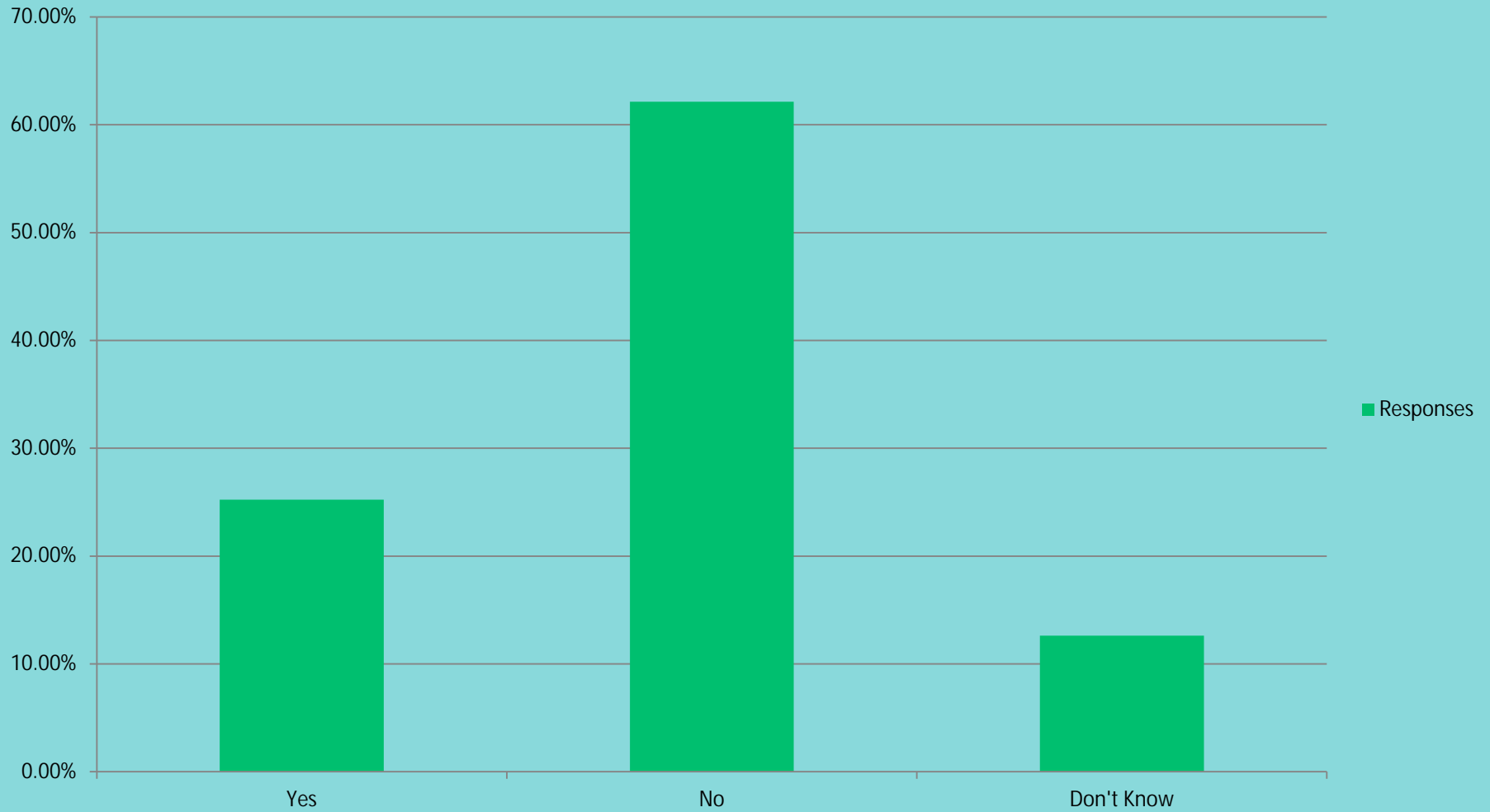
Survey Results

Do you feel that traffic on SR 14 poses a hazard for access to Beacon Rock or Hamilton Mountain trail?



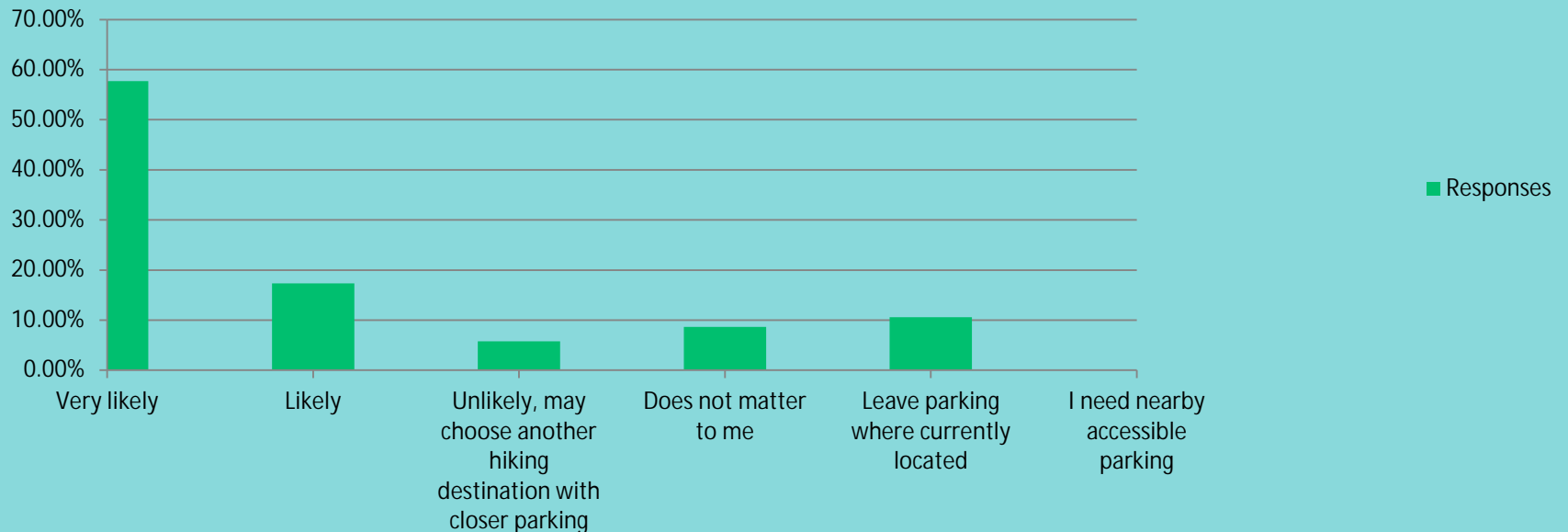
Survey Results

Do you think parking at Beacon Rock is adequate?



Survey Results

If the parking area for the Beacon Rock trail was relocated away from SR 14, how willing would you be to walk an additional quarter-mile (5 to 10 minutes) to get to the trailhead?



Design Options



Existing Vehicle/Roadway Challenges

1. High vehicle speeds through park
2. Vertical/horizontal curve at Kueffler Road (limited sight distance)
3. Narrow lanes and shoulders
4. Roadside parking close to travel lanes
5. Pedestrians crossing highway
6. Hamilton Mt. Road: Substandard intersection and steep grades
7. Kueffler Road: Restrictive hairpin curve and steep roadway section, residential uses

Site Challenges

1. Popular state park with access to Beacon Rock and Hamilton Mountain Trails
2. Cultural and historic resources
3. Geologic hazards
4. Wetlands and streams (Type F)
5. Endangered/Sensitive Wildlife Species
6. Columbia River Gorge National Scenic Area requirements
7. Utilities along highway

Existing Conditions



Design Goals

1. Improve safety through corridor
2. Improve public accessibility to park
3. Maintain traffic function and capacity
4. Minimize environmental impacts
5. Compatible with future park expansion
6. Meet public expectations
7. Constructible and feasible project designs

Alternative 1: Kueffler Road Roundabout



- 1 One-way access Forest Rd. to Hamilton Mt. Rd. / Multi-lane path on Hamilton Mt. Rd.
- 2 Roundabout at Kueffler Rd.
- 3 T-intersection at Little Rd. with left-turn lane.
- 4 Separated parallel parking off SR-14 (13 stalls)
- 5 Parking area south of Kueffler Rd. (45 stalls)
- 6 No left-turn lane on SR-14 to Hamilton Mt. Rd.
- 7 Restrooms SR-14
- 8 Beacon Rock sign within roundabout
- 9 Welcome Center
- 10 Restroom
- 11 Transit Stop
- - - 30' Setback from SR-14 ROW
- Retaining Wall



Fix Hairpin Turn Up Kueffler Rd.

Existing Wetland

Park Headquarters and Rock Retaining Wall Converted to Historic Landmark

No Right Turn

8 Foot Path

Trail to Rock

Restroom & Lower Day-use Area

Beacon Rock

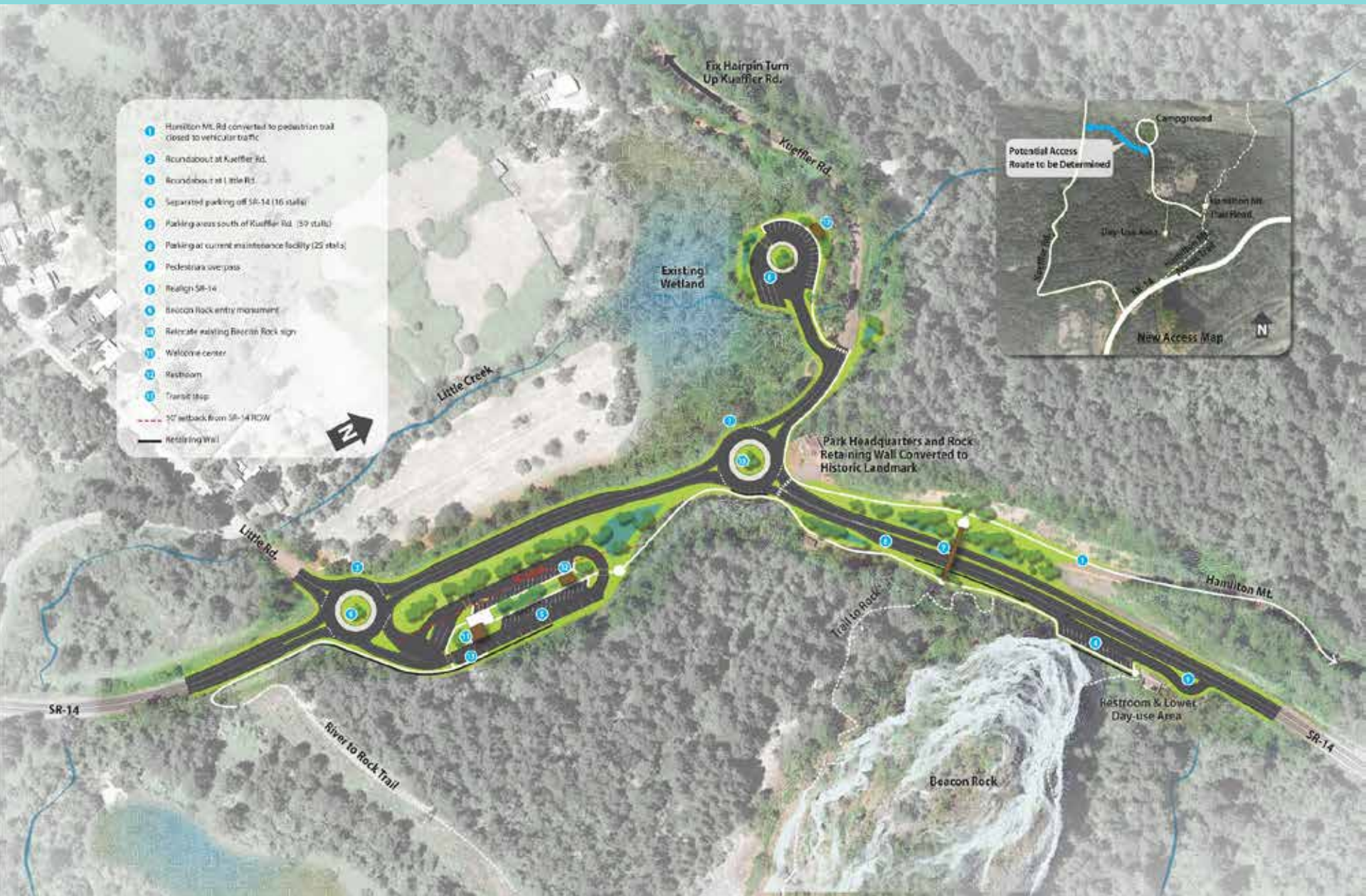
River to Rock Trail



Alternative 2: Little Road Roundabout



Alternative 3: Double Roundabout



- 1 Hamilton Mt. Rd. converted to pedestrian trail closed to vehicular traffic
- 2 Roundabout at Kueffler Rd.
- 3 Roundabout at Little Rd.
- 4 Separated parking off SR-14 (16 stalls)
- 5 Parking areas south of Kueffler Rd. (57 stalls)
- 6 Parking at current maintenance facility (25 stalls)
- 7 Pedestrian overpass
- 8 Realign SR-14
- 9 Beacon Rock entry monument
- 10 Reiterate existing Beacon Rock sign
- 11 Welcome center
- 12 Restroom
- 13 Transit stop
- 14 50' setback from SR-14 ROW
- 15 Retaining Wall



Fix Hairpin Turn Up Kueffler Rd.

Existing Wetland

Park Headquarters and Rock Retaining Wall Converted to Historic Landmark

Trail to Rock

Beacon Rock

Restroom & Lower Day-use Area

