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
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
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?
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
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
What are the most important safety problems to address at Beacon Rock?
Do you think parking at Hamilton Mountain trailhead is adequate?

Yes: 0.00%
No: 10.00%
Don't Know: 20.00%
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?
Do you feel that traffic on SR 14 poses a hazard for access to Beacon Rock or Hamilton Mountain trail?
Do you think parking at Beacon Rock is adequate?

Responses:
- Yes: 20.00%
- No: 60.00%
- Don't Know: 20.00%
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

- One-way access for SR 14 to Hamilton Mt. Rd.
- Multi-path paths on Hamilton Mt. Rd.
- Roundabout at Kueffler Rd.
- T-intersection at Kbb Rd. with left-turn lane.
- Separated gas/bike parking off SR 14 (0.3 mi off).
- Parking area south of Kueffler Rd. (45 stalls).
- No left-turn lane on SR 14-14 to Hamilton Mt. Rd.
- Ramps SR 14.
- Beacon Rock sign within roundabout.
- Welcome Center.
- Restrooms.
- Tennis court.
- Restrooms.
- 100 feet back from SR 14 ROW.

Existing Wetland

Park Headquarters and Rock: Retaining Wall Converted to Historic Landmark

No Right Turn

Restroom & Lower Day-use Area

Beacon Rock

Riverside Rock

SR 14
Alternative 2: Little Road Roundabout

- Hamilton Mt. Rd remains 2-way, tip lane on to SR-14 at the exit.
- Intersection at Kerr Rd., and relocate existing Historic Sign.
- Roundabout at Little Rd.
- Remove existing parking (approximately 60 stalls).
- Parking area south of Kerr Rd. (50 stalls).
- Parking at current maintenance facility (20 stalls).
- Left turn lane to SR-14 to Hamilton Mt. Rd.
- Pedestrian underpass.
- New Hamilton Mt. Trail.
- Wetland Cluster.
- Realign SR-14.
- Bike path.
- Park Headquarters and Rock: Retaining Wall Converted to Historic Landmark.

[Map of Little Road Roundabout with key points labeled]
Alternative 3: Double Roundabout