

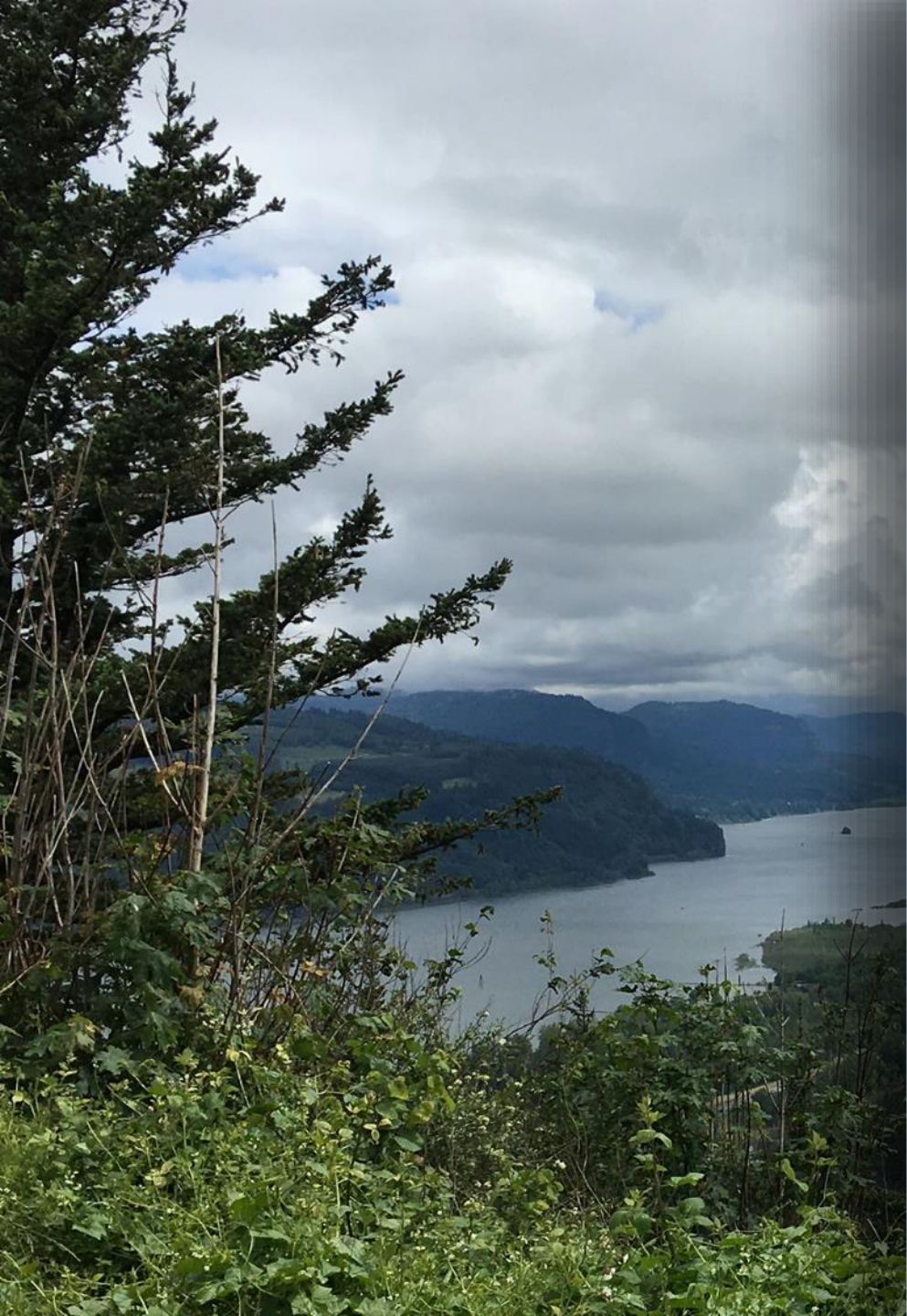


Historic Columbia River Highway Congestion and Transportation Safety Improvement Plan

EMCTC

March 18, 2019



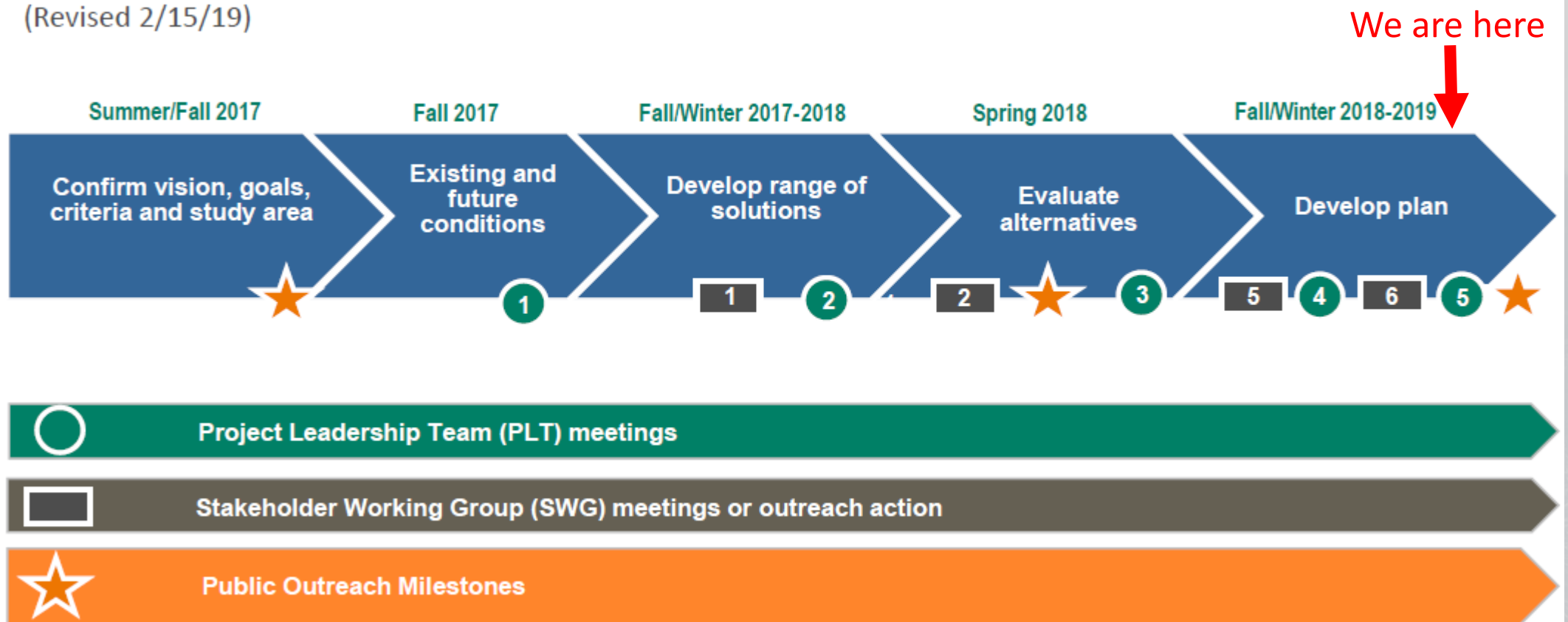


Project update

Schedule

HCRH Congestion and Transportation Safety Improvement Plan Schedule

(Revised 2/15/19)



Outreach recap

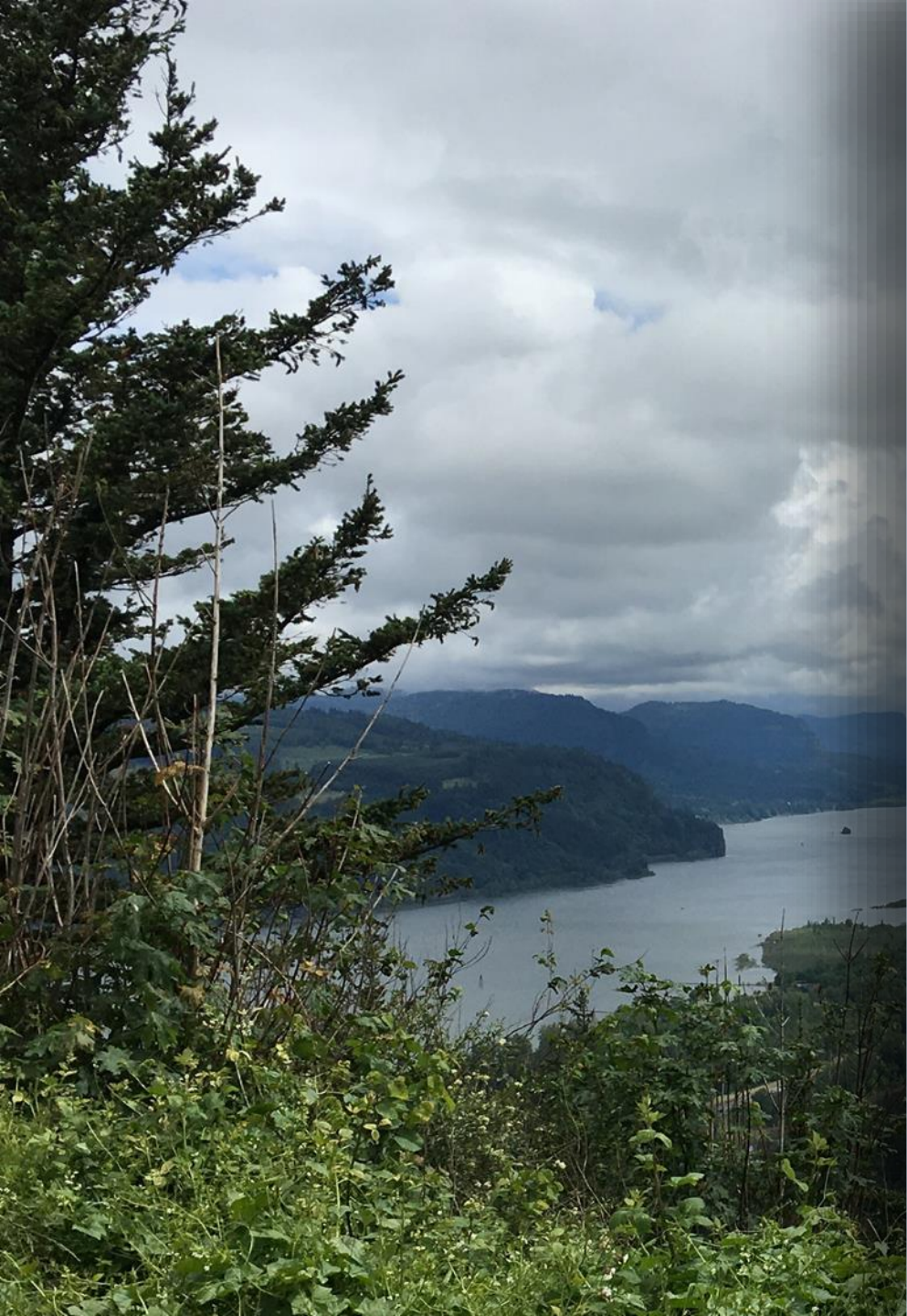
- Throughout
 - Website
 - Coordination with existing groups and networks
- Nov 2017
 - Stakeholder interviews
- Feb 2018
 - Workshop #1 on existing conditions and tools
- May 2018
 - Workshop #2 on values and solutions
 - Online open house
 - Online survey
 - Pop-up information tables
 - Range of notification materials and activities
- Fall 2018
 - Open house, online feedback
- Jan/Feb 2019
 - Plan posted online for review, feedback

Key issues shaping the plan

- Congestion back-ups related to parking behavior
- Pedestrians crossing the historic highway and attendant vehicle delays and safety concerns
- Parking capacity and turnover rates
- Higher demand to access the corridor
- Bicycle access and safety
- Existing transit service unable to keep up with demand
- Large vehicle safety and delay issues
- Negative user experience
- Impacts to the environment

Key things to note

- Timeframe for implementation:
 - Short term = 1-2 years
 - Medium term = 3-5 years
 - Long term = 5+ years
- Priority level:
 - High priority actions are those that should be completed first
 - Low should be considered after high and medium have been addressed
- Success measures – metrics for understanding performance
 - Quantitative when possible



DRAFT Congestion and Transportation Safety Improvement Plan

Draft plan – Short-term Projects

- ST1 - Traffic camera and parking lot cameras
- ST2 - O-D data
- ST3 - Traffic flagger at Multnomah Falls
- ST4 - Agency Forum, continued collaboration
- ST5 - Coordinate with existing programs
- ST6 - VMS signs
- ST7 - Shoulder/lane delineation

Draft plan – Short-term Projects Continued

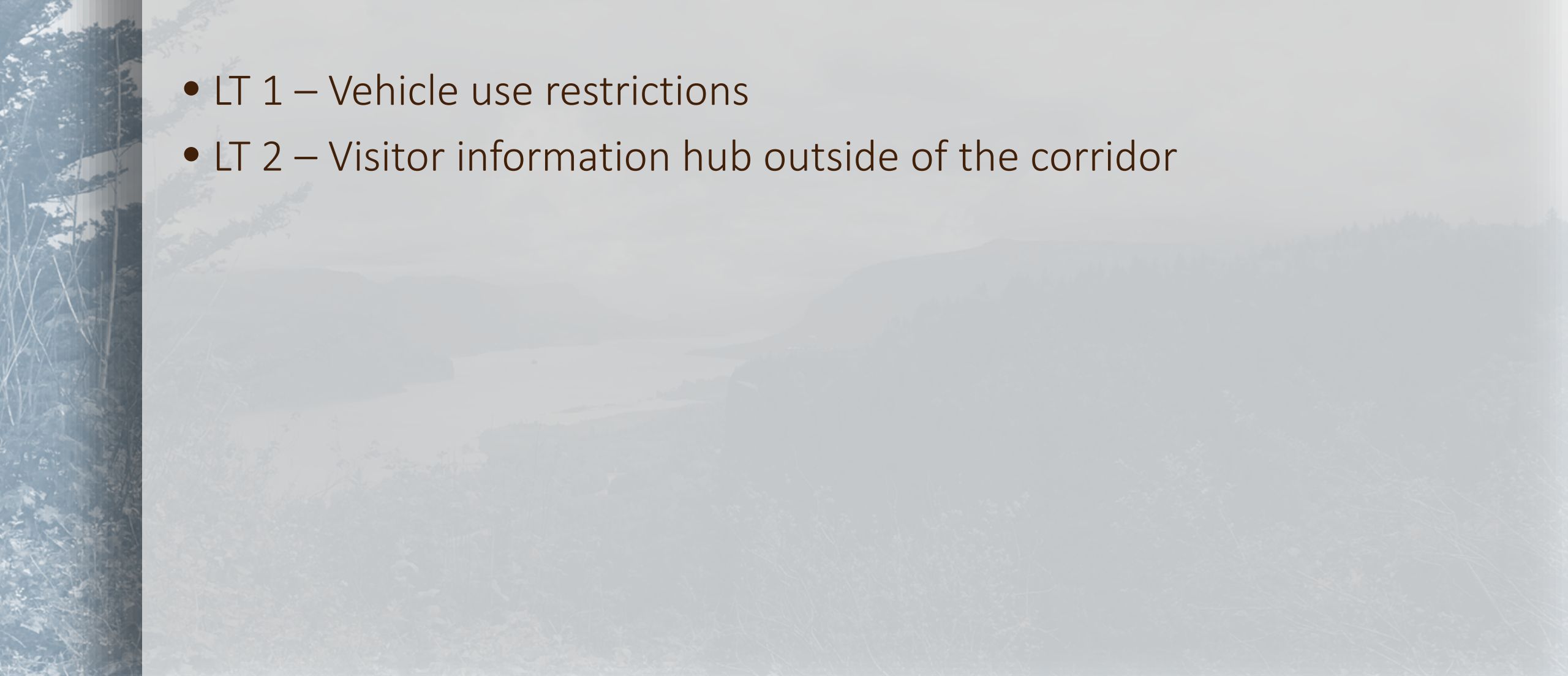
- ST8 - Parking Management
- ST 9 - Parking Management – enforcement
- ST 10 - Large vehicle restriction
- ST 11 - Speed limit reduction
- ST 12 - Satellite Parking for Multnomah Falls at Benson Lake SP
- ST 13 – Long-term CGE funding and governance

Draft plan – Medium-term Projects

- MT 1 – Travel information, connected vehicles
- MT 2 – Historic Highway shuttle service
- MT 3 – Signalized crossing at Multnomah Falls
- MT 4 – Install road closure gates
- MT 5 – Expanded Park and ride facilities
- MT 6 – Strategy to accommodate increasing through cyclists

Draft plan – Long-term Projects

- LT 1 – Vehicle use restrictions
- LT 2 – Visitor information hub outside of the corridor



Public feedback on draft plan

- Generally appreciate many of the strategies
- Target congestion with more effective tools and quicker implementation
- Advocate for visitor limits at trail heads
- Educate tourists on how their visits impacts the Gorge
- Two directions: 1. limit visitors, 2. accommodate existing and future visitors

Public feedback on draft plan

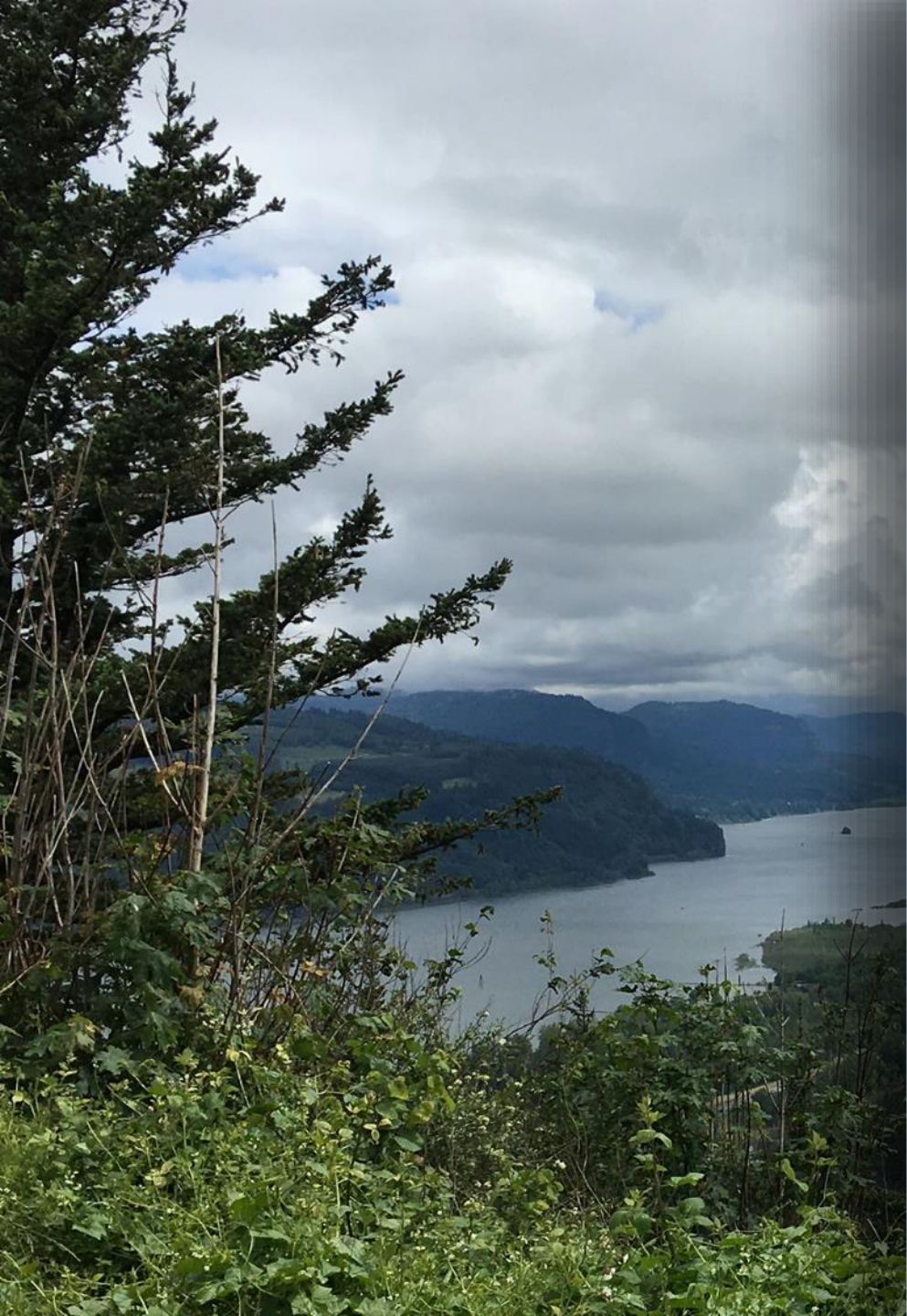
- Shuttle:
 - Generally favor a shuttle
 - Need congestion reduction for shuttle to be effective
 - Concerns for hikers if parking reduced and shuttle is mandatory, need reliable, high frequency service
- Park and ride:
 - Favor park and rides outside of the corridor
 - Note potential for economic gains in the areas near park and rides
 - Concern about increased crime

Public feedback on draft plan

- Security and enforcement:
 - Concerns about car break-ins and other crime
 - Prioritize cameras and other enhanced security at parking areas
 - Increase parking enforcement
- Multnomah Falls:
 - Prefer using flaggers

Public feedback on draft plan

- Large vehicle restrictions
 - Comments are supportive
 - Tour buses relieve congestion by removing cars from the road
- Vehicle restrictions:
 - Positive responses to road closure gates
 - Questions about how they would work in practice
 - Concern about access for people who live in the gorge
 - Includes guests and workers



Questions?

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<http://tiny.cc/HCRH-plan>