

FHWA Office of Federal Lands Highway

Rogue-Umpqua Bicycle & Pedestrian Corridor Plan

Existing Conditions



Wildfire Damage at Susan Creek Recreation Area

Date: January 25th, 2024
Subject: Existing Conditions (Memo 2)
To: Project Management Team
From: Cole Grisham, AICP



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Acronyms

| | |
|-------|--|
| ODOT | Oregon Department of Transportation |
| NPS | National Park Service |
| USFS | US Forest Service |
| BLM | US Bureau of Land Management |
| USACE | US Army Corps of Engineers |
| BOR | US Bureau of Reclamation |
| FHWA | Federal Highway Administration |
| WFLHD | Western Federal Lands Highway Division |
| OHV | Off-Highway Vehicle |

Introduction

This memorandum outlines the existing conditions context of the Rogue-Umpqua corridor as it informs the proposed bicycle and pedestrian corridor plan. The memo documents the project area and purpose, relevant plans and studies, land use, transportation facilities, use and demand, recreation, utilities, and revenue and funding considerations. The memo closes with summary considerations for future project deliverables.

Project Area

The project area consists of the transportation facilities and adjacent land use and recreation facilities along the Rogue-Umpqua Scenic Byway, as shown in Figure 1 below. The roadway facilities include Oregon Route (OR)138 from Roseburg to Diamond Lake (North Umpqua Highway), OR 230 from Diamond Lake to west of Crater Lake National Park (Diamond Lake Highway), OR 62 between Crater Lake National Park and just north of Eagle Point (Crater Lake Highway), and OR 234 from its northeast junction with OR 62 to Gold Hill (Sams Valley Highway).

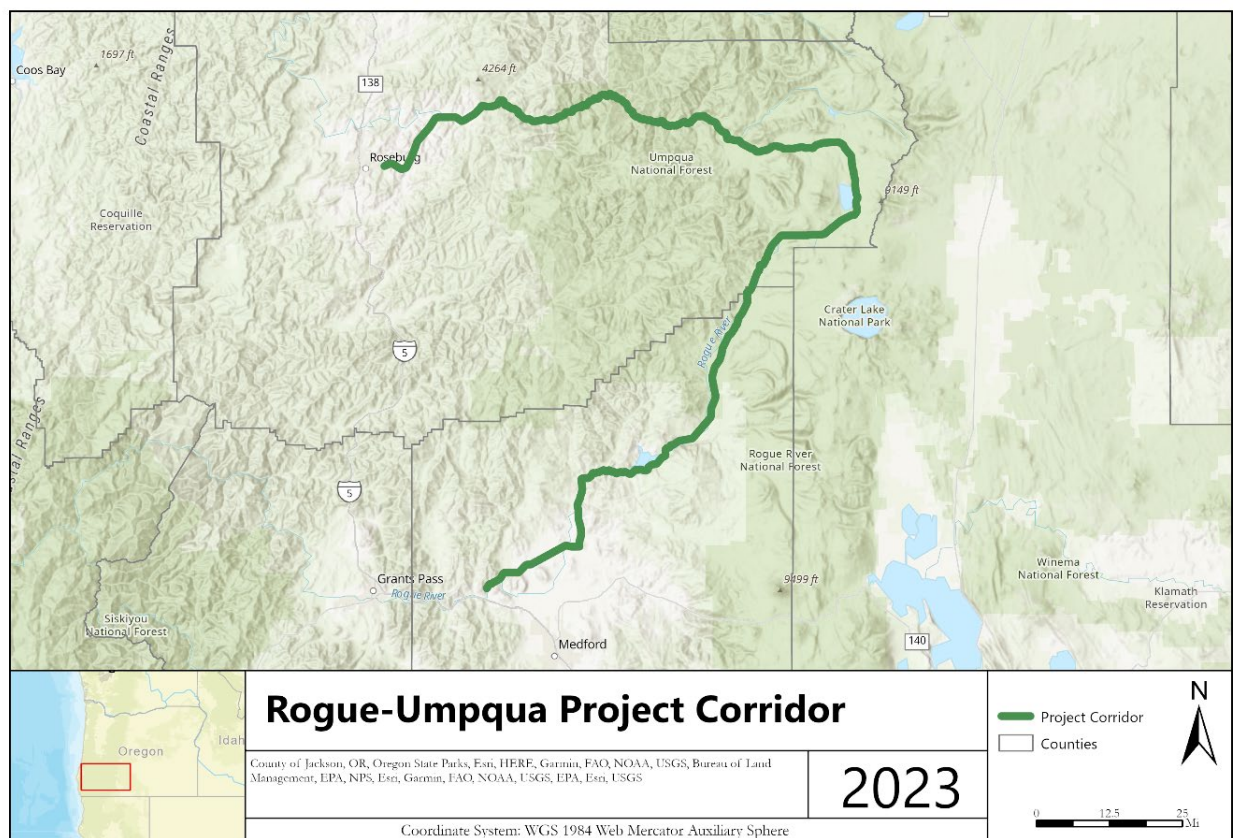


Figure 1. Rogue-Umpqua Project Corridor.

The project area includes lands owned and managed by several local, state, Tribal, and federal agencies. These include the USFS Umpqua National Forest, USFS Rogue-Siskiyou National

Forest, BLM Roseburg District, BLM Medford District, USACE Jess Dam and Lost Creek Reservoir, NPS Crater Lake National Park, the Cow Creek Band of the North Umpqua Tribe of Indians, Douglas County, Jackson County, City of Roseburg, City of Medford, City of Shady Cove, and City of Gold Hill. Additionally, there are a number of public, private, and non-profit stakeholders and interested groups within and outside the corridor, such as the Bureau of Reclamation Agate Reservoir and the Middle Rogue and Rogue Valley MPOs. Figure 2 shows the land use context for the corridor.

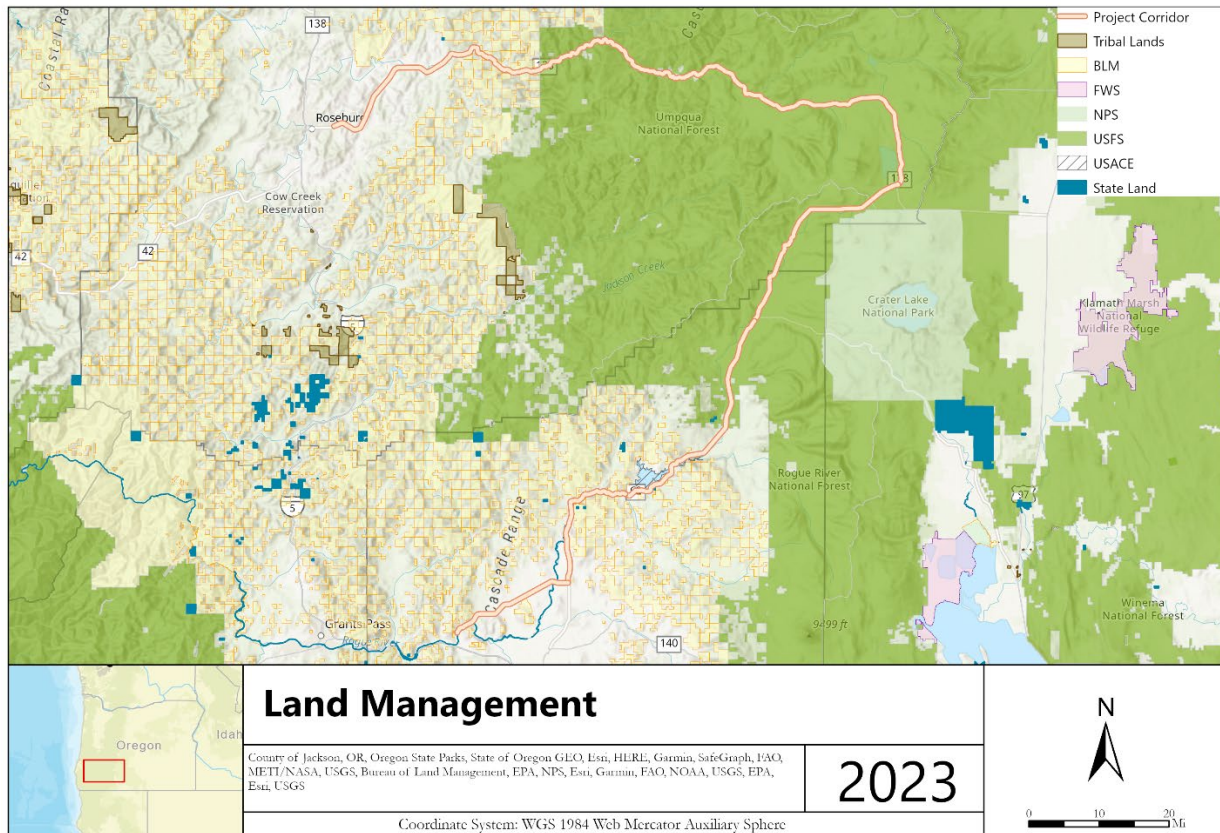


Figure 2. Land use in the Rogue-Umpqua Corridor.

Project Purpose and Organization

The partner agencies of ODOT, USFS, BLM, and FHWA Western Federal Lands (WFL) are coordinating a series of related transportation planning efforts along the Rogue-Umpqua Scenic Byway between Roseburg and Gold Hill, Oregon. The related projects the four partners are examining include (1) a bicycle and pedestrian plan for the corridor, (2) a wildfire recovery viewshed plan for adjacent forest lands, (3) recreation planning for BLM and USFS facilities, and (4) an overall transportation master plan that consolidates and builds upon the four earlier activities.

This project will develop a single corridor plan that addresses all four efforts in a single deliverable or set of deliverables. The specific project goals are to:

1. Address bicycle and pedestrian facility needs along entire corridor
2. Ensure forest viewsheds and preserved and enhanced
3. Integrate current and anticipated recreation needs into transportation infrastructure decisions
4. Develop a corridor master plan that addresses the needs of local, regional, state, Tribal, and federal partners in the corridor together

The project is managed by a project management team (PMT) composed of ODOT Region 3, USFS Umpqua National Forest, USFS Rogue-Siskiyou National Forest, BLM Roseburg District, and FHWA WFL.

Summary and Findings

The project team finds the following themes from the sections that follow in this memo:

Planning Context. Most of the planning effort should be focused on the portions of the corridor between city boundaries, BLM Roseburg units, and Crater Lake National Park as these areas already have plans in progress, completed, and/or partly implemented that provide connections to the wider corridor. The project team should instead focus on the on-highway improvements between these areas, USFS recreation lands, and connections to existing or planned facilities. Similarly, dividing the overall corridor into smaller segments and connections between existing facilities and use may make future recommendations more coherent for partners and the public.

Land Use and Environment. While several land management agencies adjoin one another along the corridor, the project team should ensure each is represented and heard throughout the plan development process. Engagement can and should be tailored to the lands and interests specific to each partner and segment of the corridor. Similarly, any proposed improvements should reflect the environmental and land use designations that guide development across the region.

Transportation and Traffic. The transportation system appears to be highly automobile-focused, with limited bicycle, pedestrian, transit, or freight traffic (although all of the latter are present). Other than the limited freight traffic, most other users appear to travel to and from recreation sites along the corridor. There are opportunities to improve mobility for bicycle, pedestrian, and transit modes throughout the corridor through both on- and off- system improvements, but the general improvements the project team sees are:

1. Improving trail connections between existing and planned recreation infrastructure, which may include any of themes 2-4 below.
2. Extending existing bicycle and pedestrian facilities into the corridor, where possible (including separated bike paths and similar facilities)
3. Improving on-system bicycle and pedestrian facilities, signage, and wayfinding where separated facilities are not feasible

4. Improving off-system bicycle and pedestrian facilities where separated and on-system facilities are not feasible

Recreation Facilities. The summary of recreation facilities later in this document suggests that there is a wide spectrum of amenities provided between recreation sites, which reflects the diversity of site development and user preferences. The project team can use the summary and tables provided to identify any gaps or improvements desired by users and warranted by the level of development expected for each site.

Funding. A wide variety of transportation funding sources exist for implementing any future recommendations. The table of funding sources and eligibility can be used to align any proposed recommendations with the most applicable funding source for a detailed implementation work plan for the project team and any partners.

Planning Context

The planning analysis below summarizes relevant plans for the Rogue-Umpqua corridor. These include long-range transportation plans, corridor and facility plans, or studies that may inform the development or recommendations for the Rogue-Umpqua transportation corridor. Agencies such as ODOT, USFS, NPS, USACE, BLM, and BOR are addressed along with the transportation system plans from Jackson County, Douglas County, the City of Roseburg, and the City of Medford.

Relevant completed plans were found for ODOT, BLM, USACE, USFS, NPS, Jackson County, Douglas County, the City of Roseburg, and the City of Medford. Plans relevant to the Rogue-Umpqua transportation corridor were not found for BOR during this planning analysis.

Table 1. Planning Documents Reviewed.

| Plan | Year | Agency |
|---|------|------------------------------|
| Federal Plans | | |
| Pacific Northwest Federal Land Management Agency Long Range Transportation Plan | 2019 | USFS, BLM, NPS, USFWS, USACE |
| Rogue-Umpqua Scenic Byway Corridor Management Plan | 2002 | USFS |
| 2018 Rogue Conservation Plan | 2018 | USACE |
| Foundation Document: Crater Lake National Park | 2015 | NPS |
| North Umpqua Recreation – Site Improvements | 2023 | BLM |
| State Plans | | |
| Oregon Bicycle and Pedestrian Plan | 2016 | ODOT |
| Oregon Transportation Plan | 2023 | ODOT |
| Oregon Freight Plan | 2023 | ODOT |
| OR-138E Design Concept Plan (DRAFT) | 2023 | ODOT |
| Highway Design Manual | 2023 | ODOT |
| Local Plans | | |
| Transportation System Plan | 2022 | Douglas County |
| Transportation System Plan | 2017 | Jackson County |
| Transportation System Plan 2018-2038 | 2022 | City of Medford |
| Transportation System Plan | 2019 | City of Roseburg |
| Bike Routes Plan | 2023 | City of Roseburg |
| Diamond Lake Boulevard Access Management Plan | 2003 | City of Roseburg |
| Roseburg Bike-Ped Plan | 2013 | City of Roseburg |
| City of Gold Hill Planning Resources | 2023 | City of Gold Hill |
| Comprehensive Plan | 2019 | City of Shady Cove |

Pacific Northwest Federal Land Management Agency Long Range Transportation Plan¹

This 2019 plan provides strategic, interagency direction on the long-term development and management of FLMA transportation assets in Oregon and Washington. For the purposes of this project, the plan goals and implementation actions can serve as prioritization and/or evaluative criteria for project recommendations. These include:

- Place-based collaboration
- Resource protection
- Safety
- Access and connectivity
- Visitor experience
- Asset management

No specific projects are identified in this plan.

Rogue Conservation Plan (2018)²

The 2018 Rogue Conservation Plan by the USACE considers the inflow of the Rogue River Basin, which covers the southern portion of the Rogue-Umpqua Corridor along OR 230, OR 62, and OR 234. The plan also considers Lost Creek reservoir, which runs directly along OR 62. The USACE identifies that Lost Creek Reservoir's main purposes are fisheries enhancement, irrigation, and municipal and industrial water supply.³ No specific infrastructure recommendations are made in this plan.

Rogue-Umpqua Scenic Byway Corridor Management Plan⁴

USFS published a Rogue-Umpqua Scenic Byway Corridor Management Plan in January 2002, which gives an in-depth description of natural features, species, and recreational areas along the corridor. The plan identifies a number of completed projects as well as identified future needs organized by lead agency, including the following (summarized):⁵

- Communications programming and materials
- Education programming
- Bicycle feasibility plan
- Accessibility improvements

¹ PNW LRTP. 2019. <https://highways.dot.gov/federal-lands/programs-planning/lrtps/pac-nw-collaborative-lrtp>

² 2018 Rogue Conservation Plan. 2018. Accessed 1 Mar 2023. <https://usace.contentdm.oclc.org/utis/getfile/collection/p16021coll7/id/9087>.

³ Ibid, p. 2.

⁴ Rogue-Umpqua Scenic Byway Corridor Management Plan. 2002. Accessed 2 Mar 2023. https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd1020517.pdf.

⁵ Ibid, pp. 42-43.

- Byway gateway “portal” features
- Trail and facility improvements to Diamond Lake Sno-Park, Upper Rogue River Trail, Douglas County Parks waysides, Susan Creek interpretive panels, Dry Creek Wayside, Swiftwater interpretive signs, and historical and cultural interpretive signs throughout.

Foundation Document: Crater Lake National Park⁶

The 2015 Foundation Document for Crater Lake National Park outlines the planning and management priorities for the park’s staff. The document outlines high-priority planning and data needs for the park, including the following relevant to this project:⁷

- Visitor use management study and plan (i.e., how to understand and manage travel demand crowding and other seasonal visitor challenges)
- Fire management plan
- Partner action strategy (i.e., coordination with adjoining land use managers)
- Transportation study and plan
- Campground plan

North Umpqua Recreation - Site Improvements

This Environmental Assessment by the BLM Roseburg District Office is examining improvements to better accommodate and expand recreation opportunities at several Swiftwater Field Office sites. These include:

- Susan Creek Campground, trailhead, and day use parking area
- Baker Wayside
- Cable Crossing
- Emerald Waters
- Swiftwater trailhead and day use area
- Rock Creek Campground and Pavilion
- Millpond Campground

BLM’s work is on a parallel timeline with this project, and the two project teams are coordinating their efforts.

Oregon Transportation Plan⁸

The 2023 Oregon Transportation Plan (OTP) established statewide transportation policy for all Oregon state, regional, and local governments. Especially relevant to this project are the

⁶ NPS. *Foundation Document: Crater Lake National Park*. 2015. https://www.nps.gov/crla/getinvolved/upload/CRLA_Foundation-Documentsize-508.pdf

⁷ Ibid, pp. 15-26

⁸ ODOT. *Oregon Transportation Plan*. 2023. <https://www.oregon.gov/odot/planning/pages/oregon-transportation-plan-update.aspx>

investment framework and implementation tiers, which outline the primary, secondary, and tertiary priorities for the state. The top tier includes the following:

- Address fatalities and serious injuries
- Maintain and preserve critical assets, key corridors, and critical lifeline routes
- Add critical bikeway and walkway connections in “high need locations”
- Preserve current public transportation service levels and maintain a state of good repair for vehicles and facilities

Oregon Bicycle and Pedestrian Plan⁹

The 2016 Oregon Bicycle and Pedestrian Plan (OBPP) by the ODOT addresses the transportation modes of walking and biking within the State of Oregon. Among areas of Oregon, ODOT identifies that higher rates of walking and biking are used as a mode of transportation in certain metropolitan areas. This includes Rogue Valley, which connects to the Rogue-Umpqua transportation corridor through the City of Medford. When looking at weekday trips in metropolitan areas that include Rogue Valley, ODOT identifies that “12.5 percent of weekday trips were made by walking and 3.1 percent were made by bicycling.”¹⁰

The OBPP makes no specific infrastructure recommendations but does provide “Level of Traffic Stress (LTS)” and “Multi-Modal Level of Service (MMLOS)” as viable means of measuring plan and project performance. LTS is a way to consider user comfort levels on the biking and walking system, and MMLOS looks at service levels broader than vehicular traffic, considering the needs of all users.

Oregon Freight Plan¹¹

The 2011 Oregon Freight Plan (Revised 2023) established the statewide freight policy for Oregon. The plan does not seem to address the facilities noted in this project, but it does outline the following goals for Oregon’s freight system:

- Mobility and Accessibility
- Management of the System
- Economic Vitality
- Sustainability
- Safety and Security
- Funding the Transportation System
- Coordination, Communication, and Cooperation

⁹ *Oregon Bicycle and Pedestrian Plan*. 2016. Accessed 2 Mar 2023. <https://www.oregon.gov/odot/Planning/Documents/OBPP.pdf>.

¹⁰ *Ibid*, p. 23.

¹¹ ODOT. *Oregon Freight Plan*. 2023. https://www.oregon.gov/odot/Planning/Documents/Oregon_Freight_Plan_2023.pdf

It similarly outlines the following post-plan implementation actions:

- Maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a triage method for investing available funds
- Optimize system capacity and safety through information technology and other methods
- Integrate transportation, land use, economic development, and the environment
- Integrate the transportation system across jurisdictions, ownerships, and modes
- Create a sustainable funding plan for Oregon transportation
- Invest strategically in capacity enhancements

OR-138E Design Concept Plan¹²

This plan seeks to provide safer and more convenient travel options along the OR 138 corridor from downtown Roseburg east to the Urban Growth Boundary. While still in development, this plan is expected to have facility improvement recommendations in Winter of 2024 and final recommendations by the end of calendar year 2024.

Highway Design Manual¹³

The ODOT Highway Design Manual provides guidance on the engineering design standards for Oregon's transportation system. The manual is based on and aligns with the American Association of State Highway and Transportation Officials' (AASHTO's) "A Policy on Geometric Design of Highways and Streets," as applied to Oregon's context. Among the roadway facilities it references, Rural Arterials applies to all of the project area. Section 311 - Rural Arterials / Collectors / Local Routes provides design guidance and examples for the following:¹⁴

- Typical sections
- Safety measures
- Medians
- Bridges
- Lane width
- Shoulders
- Local roads

The Highway Design Manual should be consulted for any project design concepts proposed for ODOT roadways.

¹² ODOT. *Diamond Lake Boulevard/OR 138E Concept Plan*. 2023. <https://www.cityofroseburg.org/departments/community-development/special-projects/diamond-lake-blvd>

¹³ ODOT. *Highway Design Manual*. 2023. <https://www.oregon.gov/odot/Engineering/Documents/RoadwayEng/HDM-0000-Full.pdf>

¹⁴ Ibid, pp. Sec. 300-97 – Sec. 300-112.

Jackson County Transportation System Plan¹⁵

The Jackson County Transportation System Plan (TSP), published in 2015, is the guideline for the county's management and development of transportation for 20 years ahead. The plan includes OR 62 and OR 234, which make up the southern portion of the Rogue-Umpqua Corridor.

Specific issues and improvements noted include:

- A study of seven intersections along the corridor, with only OR 62 and OR 234 exceeding capacities. Plan proposes improvements to allow two-stage left turn movements from OR 62 to OR 234 in Eagle Point. This will be made possible by re-striping the north leg of the OR 62 and OR 234 / Del Isle Way intersection with ODOT.¹⁶ ODOT staff note that a roundabout is planned for this intersection and is programmed in the current Statewide Transportation Improvement Program (STIP)
- Entirety of corridor shown as bicycle shoulder (three+ feet), bicycle lane, or shared street
- Provides a bicycle LTS analysis for county streets that can be valuable for identifying off-highway routes
- Planned six-foot shoulders for Agate Road (p. 80) and Table Rock Road (p. 81), along with widened shoulders (p. 98)¹⁷
- Planned ODOT bridge improvement at Trail Creek Bridge
- Unconstrained project list shows a number of roadway-widening improvements in Shady Cove for the Rogue River Road (p. 122)

Douglas County Transportation System Plan¹⁸

The Douglas County TSP outlines the County's 20-year plan through 2042. Plans for OR 138 and OR 230 with ODOT are included, which make up the northern part of the Rogue-Umpqua corridor. Specific issues and improvements relevant to this project include:

- A bike and pedestrian plan along OR 138 and OR 230 that will connect the Rogue-Umpqua Scenic Byway to Crater Lake, Diamond Lake, and Roseburg. These are acknowledged state-led projects by Douglas County's Transportation System Plan¹⁹
- Corridor safety Improvements and traffic calming at Glide High School²⁰
- Provide pullouts and shoulder widening along county roads for transit stops in rural areas²¹

¹⁵ *Jackson County Transportation System Plan*. 2017. Accessed 1 Mar 2023. <https://jacksoncountyor.org/ds/Planning/Planning-Library/jackson-county-transportation-system-plan-tsp>

¹⁶ Ibid, p. 91.

¹⁷ May be completed, per Attachment D of TSP.

¹⁸ *Transportation System Plan - Douglas County, Oregon*. 2022. Accessed 1 Mar 2023. <https://drive.google.com/file/d/1PtCG8ZMtVjQhunn0hUqJBJVywvJh3OsV/view>.

¹⁹ Ibid, p. 15.

²⁰ Ibid, p. 5.

²¹ Ibid, p. 6.

- Add sidewalks and shoulder widening on Wild River Road, Little River Road, Glide Loop Drive, and Lone Rock Road in Glide²²
- Invest in traffic calming strategies in OR 138 through Glide²³
- ODOT to replace culvert on Old Hatchery Creek, add ADA-compliant curb ramps on state facilities²⁴

City of Roseburg Transportation System Plan²⁵

The City of Roseburg TSP is the 20-year transportation vision by the City of Roseburg. Roseburg includes OR 138, the start of the north end of the Rogue-Umpqua corridor. In Roseburg, OR 138 is NE Diamond Lake Boulevard before becoming North Umpqua Highway. Specific issues and improvements relevant to this project include:

- Complete missing sidewalks on SE Douglas Avenue and NE Rifle Range Street that connect directly to NE Diamond Lake Blvd and OR 138²⁶
- Redevelopment of Diamond Lake Boulevard (OR 138) with multimodal improvements²⁷

Diamond Lake Boulevard Access Management Plan²⁸

This project outlines improvements to OR 138 access, including intersection and safety issues. The primary considerations relevant to this plan are the recommendation on long-term local road connections to OR 138, development of median facilities, and possible signalized intersections. It is not clear how many facility improvements has been completed since the plan was adopted in 2003.

Roseburg Bike Routes Plan²⁹

This 2023 plan outlines the current bicycle network within Roseburg (including OR 138), its intended future network, and recommended design and facility improvements. The plan shows that no off-street paths, physically separated bike lanes, or shared roadway facilities exist for OR 138 entering the project area.³⁰ It also shows a high level of stress for bicycle users on OR 138. Specific issues and improvements relevant to this project include:

²² Ibid, p. 12.

²³ Ibid.

²⁴ Ibid, pp. 16-17.

²⁵ *City of Roseburg Transportation System Plan Volume 1*. 2019. Accessed 1 Mar 2023.

https://www.cityofroseburg.org/storage/app/media/CDD/Documents/NEW/DraftTSP_09-20-2019.pdf

²⁶ Ibid, p. 21.

²⁷ Ibid, p. 51.

²⁸ City of Roseburg. 2003. *Diamond Lake Boulevard Access Management Plan*.

file:///C:/MyFiles/Downloads/Roseburg_138_Diamond_Lake_Blvd%20.pdf

²⁹ City of Roseburg. 2023. *Roseburg Bike Route Plan*. https://www.cityofroseburg.org/storage/app/media/uploaded-files/Roseburg_BRP_AdoptDraft-20230416.pdf

³⁰ Ibid, pp. 2-3.

- Proposed separated bike lanes, paths, and designated bike routes on and along OR 138³¹
- Traffic calming features along parallel streets
- Wayfinding features, including directions to region trail systems, bike route signs, and pavement markings

Medford Transportation System Plan 2018-2038³²

The City of Medford TSP outlines the long-range transportation plan by the city, which includes OR 62 that is part of the Rogue-Umpqua corridor. While Medford is outside the project area, its population and infrastructure directly impact corridor and recreation use. The TSP's connection to OR 62 (Crater Lake Highway and Rogue Valley Expressway) on the north end of Medford and parallel facilities are particularly relevant to this project. Specific issues and improvements relevant to this project include:

- Working with ODOT as part of a long-term project to construct a shared use path at two locations on the north side of OR 62: OR 99 to Bullock Road and Retail/Commercial Driveway to Delta Waters Road³³
- OR 62 heading out of Medford in the north shows a moderate to high LTS for bicycle users with a desire for reduced vehicle speeds and adding protected bike lanes. The pedestrian LTS is high for the same facility with no pedestrian facilities
- The Rogue Valley Transit District serves the OR 62 corridor and parallel facilities north into Eagle Point and Table Rock communities
- The Rogue Valley International-Medford Airport is the largest airport near the project area and serves a natural regional and international gateway to the corridor from the south
- Additional infrastructure and transit improvements are noted for Table Rock Road connecting northwest Medford to Table Rock BLM sites along the OR 234 portion of the project area

NPS Rivers, Trails, and Conservation Assistance Program - North Umpqua Corridor Development

This project is intended to coordinate strategies for recovery from the Archie Creek Fire between Glide, federal agencies, and state agencies. The goal is to produce a gateway and outdoor recreation shared vision for connecting users to the Umpqua River. The National Park Service – Rivers, Trails, and Conservation Assistance program (RTCA) supports locally-led conservation

³¹ Ibid, p. 3-19.

³² *Medford Transportation System Plan 2018-2038*. 2018. Accessed 1 Mar 2023.

https://www.medfordoregon.gov/files/assets/public/planning/documents/comp-plan/tsp/medford-tsp_v7_2022-1215_updated.pdf

³³ Ibid, p. 100.

and outdoor recreation projects across the United States. RTCA assists communities and public land managers in developing or restoring parks, conservation areas, rivers, and wildlife habitats, as well as creating outdoor recreation opportunities.

RTCA staff notes show a workshop completed in October of 2022 in Glide. Specific issues and improvements relevant to this project include:

- Create a bicycle and pedestrian pathway along Rogue-Umpqua Scenic Byway
- Develop a comprehensive North Umpqua Trail system with loop opportunities and trailheads that connect to communities
- Expand trail system at North Bank Wildlife Reserve
- Connect North Umpqua Trail to Glide as a starting point (within Glide). This trail system would include loop and multi-use trails and could connect to Glide, Swiftwater, Steamboat, Toketee, and Idleyld, and integrate to Dry Creek
- Create a visitor information hub / center to include:
 - A gateway brand
 - General visitor information and services (rest rooms, water)
 - Integrate with a community park to allow time for pause and easy access to the outdoors
 - Closure updates
 - Electric vehicle charging
 - Informational kiosk
 - Cellular internet connectivity
 - Signups for trail activities
 - Possible gear library or other gear for sale
 - Information that links visitors to opportunities in the Umpqua Valley including wineries.
- Slow down traffic on OR 138 and add signage
- Consider staging areas in Glide for major events on corridor

Rogue-Umpqua Scenic Byway Preliminary Corridor Management Plan

This plan was completed in 1996 by ODOT as part of the designation of the corridor as a Scenic Byway. The plan predates all other statewide planning documents and is beyond the typical planning horizon of 20 years. It notes that the desired future condition of the corridor is to be “a scenic route on which the traveling public and other recreationists may safely enjoy a rural and forested environment on or near a road which lies easily on the landscape.”³⁴ The plan could still

³⁴ ODOT. *Rogue-Umpqua Scenic Byway Preliminary Corridor Management Plan*. 1996, p. 2.

inform this project through considering the major elements of Scenic Byway corridor management:

- Portals and orientation
- Guide signing
- Transportation
- Public safety and services
- Scenic quality
- Recreation
- Interpretation

Each element can be used as project type for any proposed improvements and / or as evaluative criteria for project prioritization if they are fully defined and conceptualized for this project's purposes.

City of Gold Hill Planning Resources³⁵

The project team was not able to find planning documents for the City of Gold Hill but did review the Trails, Paths, and Parks resource, which identifies bicycle and pedestrian infrastructure along the project corridor within city limits.

City of Shady Cove Comprehensive Plan³⁶

The City of Shady Cove 2019 Comprehensive Plan outlines the city's parks and transportation needs related to the project. Table I-3 outlines street improvement priorities, which are all on local streets and are not clearly connected to the project corridor.³⁷ Relevant to this project are the Discovery Loop Trail and River View Trail, both along OR 62.

Planning Analysis Findings

The planning analysis above suggests the following themes relevant to future plan development and recommendations:

1. Focus on the portions of the corridor not currently under another planning process
2. Connect to existing and planned bicycle, pedestrian, and recreation infrastructure
3. Develop facility recommendations focused on segments of the corridor and connections between recreation facilities. Figure 3 below provides an example of where current planning efforts are already occurring as well as how the corridor could be divided into segments for more focused recommendations.

³⁵ City of Gold Hill. 2023. Parks and Public Access. <https://diamondmaps.com/map.ashx?mid=10552>

³⁶ City of Shady Cove. 2019. *Comprehensive Plan*. <https://shadycove.org/wp-content/uploads/2019/04/Comp-Plan-1.pdf>

³⁷ Ibid, pp. I-8 – I-9.

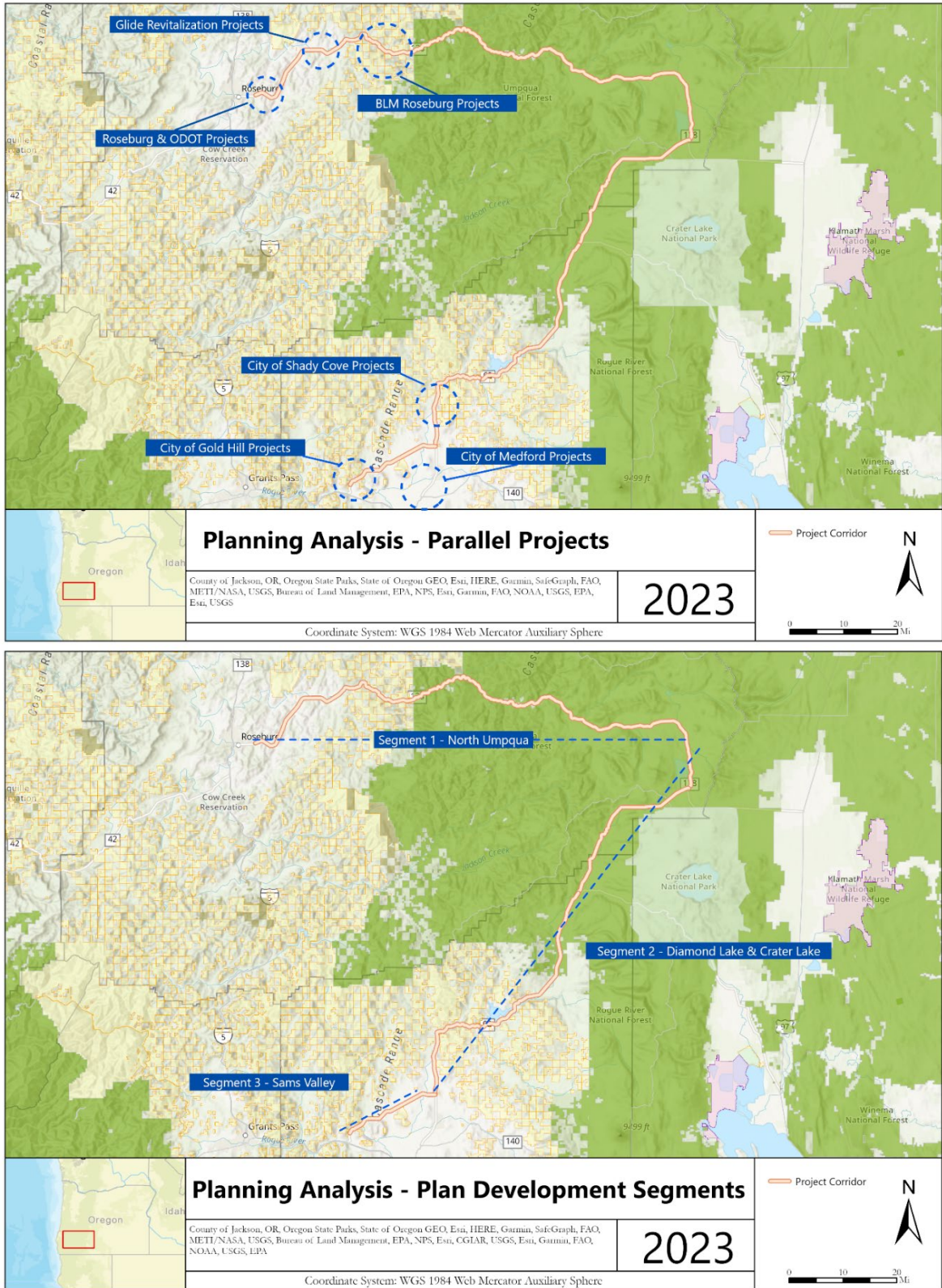


Figure 3. Clustering of current planning projects and focus areas for this project.

Land Use

Land Ownership and Management

The corridor crosses lands from several agencies, as noted in the Introduction. The largest public land managers are USFS and BLM, with additional lands managed by USACE, Douglas and Jackson Counties, and the Cow Creek Band of the North Umpqua Tribe of Indians. Figure 4 below shows these lands in context with the corridor.

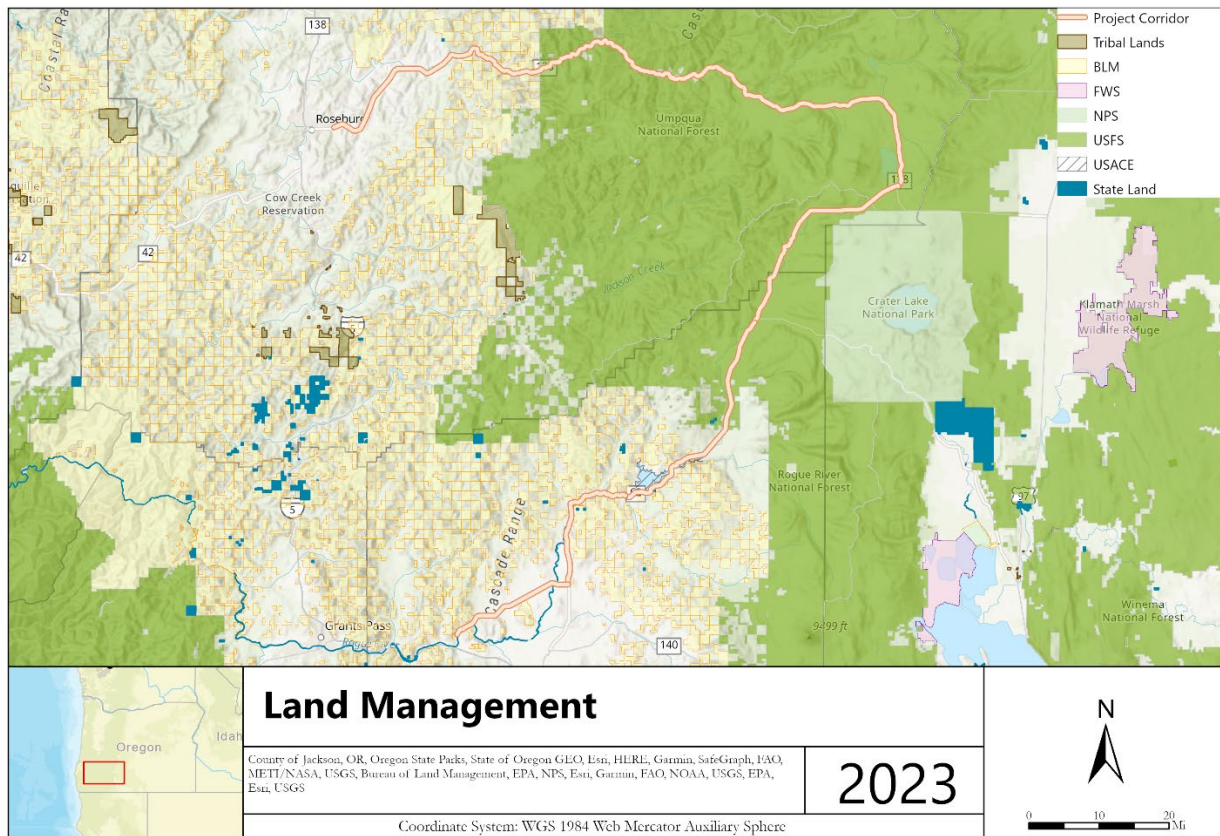


Figure 4. Land management in the Rogue-Umpqua corridor.

Cultural and Environmental Considerations

Three cultural and environmental considerations are especially relevant to the project. First is that of Tribal cultural resources.³⁸ The Cow Creek Band of the Umpqua Tribe of Indians is the closest Tribal government to the project area, and representatives of the Tribe have expressed interest in preserving their cultural resources within and near the project area. Other Tribes in the wider region include the Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians; Klamath Tribe; Tolowa Dee-ni' Nation; Coquille Indian Tribe; Confederated Tribes of Siletz Indians; and the Confederated Tribes of the Grand Ronde as shown in Figure 5 below.

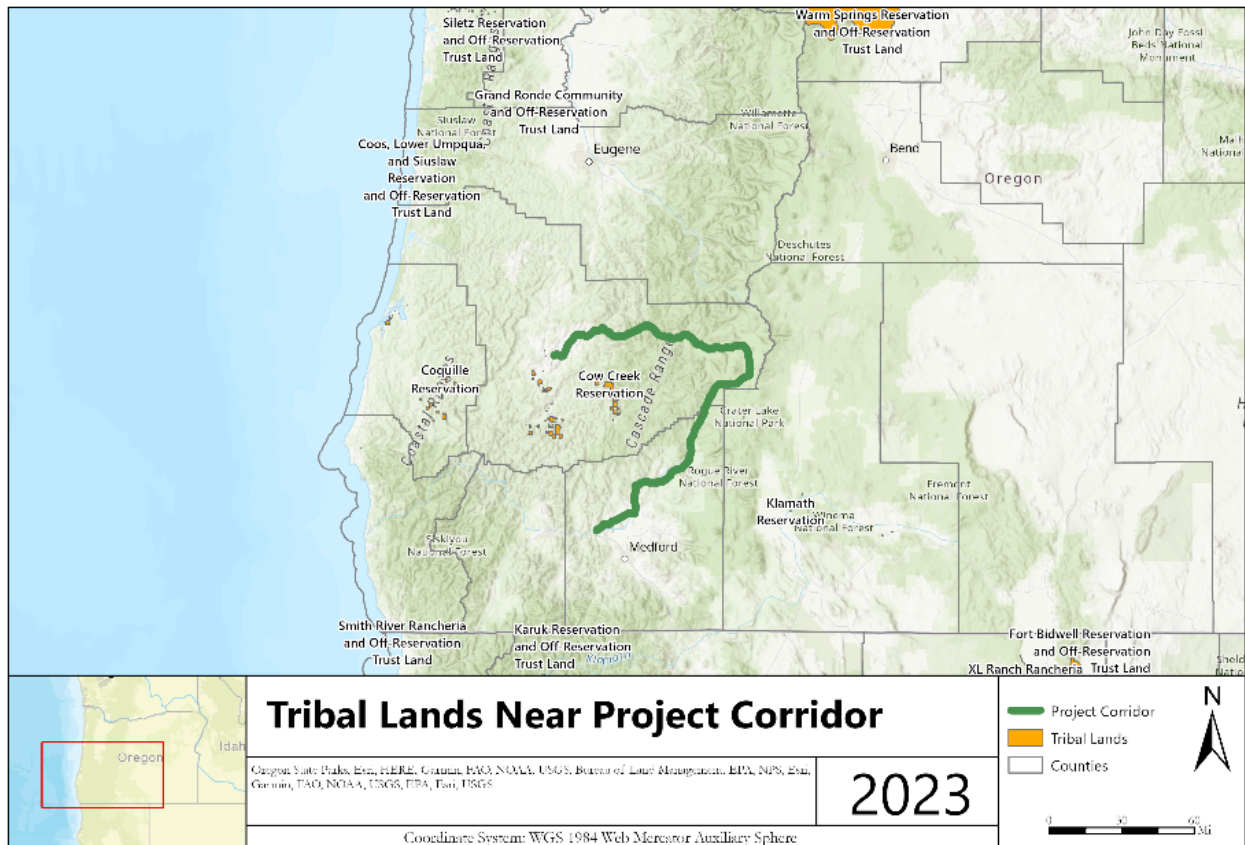


Figure 5. Tribal lands near project corridor.

The project team will conduct direct government-to-government consultation with the listed Tribes in order to understand how best to honor their interests and cultural resources within the project. Additionally, the project team will coordinate with the applicable State and Tribal Historic Preservation Officers (SHPO and THPO, respectively) during engineering analysis phases of the corridor plan development.

Second is that of environmental designations. Several environmental designations exist in the project area, including the following:

³⁸ "Cultural resources" is a broad term referring to evidence of past human activity, such as archeological or historical sites.

- **Wilderness areas.** Wilderness areas are those lands protected under federal regulation where development is greatly restricted and plants, animals, and waterways are especially protected. The Boulder Creek Wilderness north of OR 138 near the Boulder Flat Campground, as well as the Rogue-Umpqua Divide Wilderness west of Crater Lake National Park and OR 62, are the two wilderness areas within the project area. Both wilderness areas may constrain what off-highway transportation and recreation improvements may be possible.^{39 40 41}
- **National and scenic rivers.** The Wild and Scenic Rivers Act protects more than 13,400 miles of rivers and streams in the US. The intent of the designation is to protect free-flowing river systems and the habitats they support. The North Umpqua Wild and Scenic River, Upper Rogue National Wild and Scenic River, and Elk Creek National Wild and Scenic River all fall within or adjoin the project area. It is not clear that these designations constrain possible transportation or recreation improvement opportunities, and recreation and access to such features is a key part of the designation.^{42 43}

Corridor Designations

The entirety of the corridor is designated a National Scenic Byway.⁴⁴ The National Scenic Byways Program is part of the US Department of Transportation, Federal Highway Administration established in Title 23, Section 162 USC in 1991. The program is a grassroots collaborative effort established to help recognize, preserve, and enhance selected roads throughout the United States. In Oregon, there are six National Scenic Byways and nine additional Oregon State Scenic Byways, along with various other byway designations as shown in Figures 6-7 below.

³⁹ USFS. *Wilderness*. Accessed September 2023. <https://www.fs.usda.gov/managing-land/wilderness>

⁴⁰ USFS. *Boulder Creek Wilderness*. Accessed September 2023. <https://www.fs.usda.gov/recarea/umpqua/recarea/?recid=63374>

⁴¹ USFS. *Rogue-Umpqua Divide Wilderness: Umpqua*. Accessed September 2023.

<https://www.fs.usda.gov/recarea/umpqua/recarea/?recid=63386>

⁴² USFS. *Wild and Scenic Rivers*. Accessed September 2023. <https://www.fs.usda.gov/managing-land/wild-scenic-rivers>

⁴³ For more information on each of the Wild and Scenic Rivers, see: <https://www.rivers.gov/river/north-umpqua>;

<https://www.rivers.gov/river/rogue-upper>; and <https://www.rivers.gov/river/elk-creek>

⁴⁴ ODOT. *Scenic Byways Program*. 2023. Accessed August 2023.

<https://www.oregon.gov/odot/Programs/TDD%20Documents/StatewideMap.pdf>



Figure 6. All byway designations in Oregon.

This project focuses only on the Rogue-Umpqua Scenic Byway, with some attention paid to possible connections to the Volcanic Legacy Scenic Byway. Being a scenic byway provides the corridor with eligibility for additional national funding and an expectation that it has a corresponding corridor management plan.⁴⁵ The last corridor management plan was completed in 1997 and included an outline of points of interest, marketing tools and strategies, and all related partner agency plans appended to the document.^{46 47}

⁴⁵ FHWA. *National Scenic Byways Program*. 2023. Accessed August 2023. https://www.fhwa.dot.gov/hep/scenic_byways/

⁴⁶ ODOT. *Rogue Umpqua Scenic Byway: Preliminary Corridor Management Plan*. 2023. Accessed August 2023.

https://www.oregon.gov/odot/Programs/Pages/Scenic-Byway-Management-Plan-Library.aspx?wp5323=p:1#g_bcb69422_cdf 4b5e_9018_b512f080146b

⁴⁷ ODOT. *Scenic Byways Program*. 2023. Accessed August 2023.

<https://www.oregon.gov/odot/Programs/TDD%20Documents/StatewideMap.pdf>



Figure 7. Scenic Byway designations in near the project area.

Wildfire Damage and Recovery

Lastly, the corridor is recovering from the 2020 Labor Day fires, which included the Archie Creek and Thielsen fires. The Archie Creek fire burned approximately 125,500 acres, and Thielsen burned 9,500 acres, shown in Figure 8 below.⁴⁸ The effect of the fires on the corridor is especially seen in recreation facilities and trails along OR 138 between Glide and Idleyld Park through Apple Creek Campground for the Archie Creek fire, and the area northeast of Diamond Lake for the Thielsen fire. The extent of the damage from these fires is more than can be fully detailed in

⁴⁸ Oregon Forests Resources Institute. *2020 Labor Day Fires: Economic Impacts to Oregon's Forest Sector*. 2021. Accessed November 2023. https://oregonforests.org/sites/default/files/2021-09/OFRI-LaborDayFiresEconomicReport_Final%20Sept%202021.pdf

this memo, but further information is available through BLM, USFS, and State of Oregon reports as well as the site visit report developed for this project.^{49 50 51}

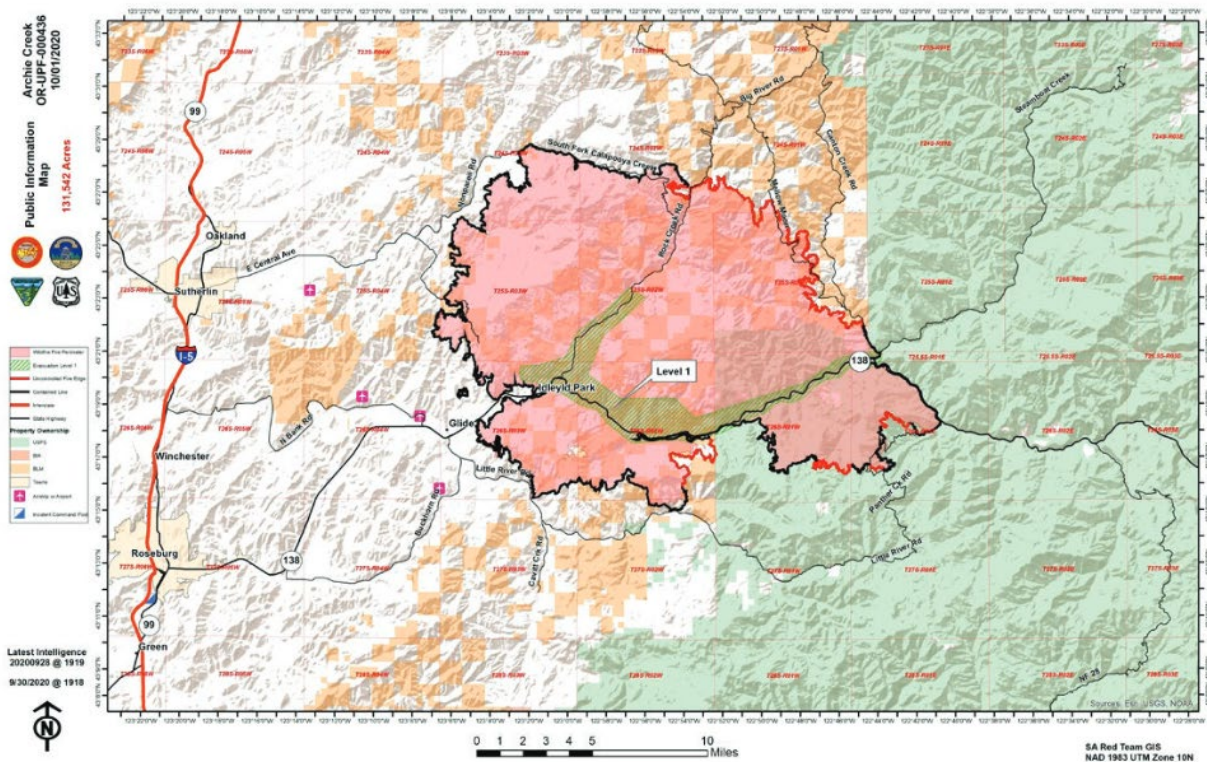


Figure 8. Extent of Archie Creek Fire, which burned 125,500 acres.

⁴⁹ BLM. Archie Creek Fire Salvage Harvest and Hazard Tree Removal Environmental Assessment. 2022. Accessed November 2023.

<https://eplanning.blm.gov/eplanning-ui/project/2003217/510>

⁵⁰ USFS. Archie Creek and Thielsen Fire Rapid Assessment Team Report. 2020. Accessed November 2023.

https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd887615.pdf

⁵¹ USFS. Post-Fire Assessments and Data. 2020. Accessed November 2020.

<https://www.fs.usda.gov/detailfull/r6/home/?cid=fseprd902704&width=full>

Transportation Facilities

The project area consists of a wide variety of transportation facilities, including trails, roadways, transit, electric vehicle infrastructure, intelligent transportation infrastructure, and a system of bridges and culverts. This section highlights each facility type on the corridor.

Trail Facilities

The major trail facilities consist primarily of the BLM, USFS, and NPS systems with connections to USACE and state and local systems. Figure 9 below shows the trail system for the entire project area. The trails on and along the highway facilities that currently (or could in the future) connect recreation facilities are particularly relevant to the project, as these provide many of the off-highway bicycle and pedestrian opportunities.

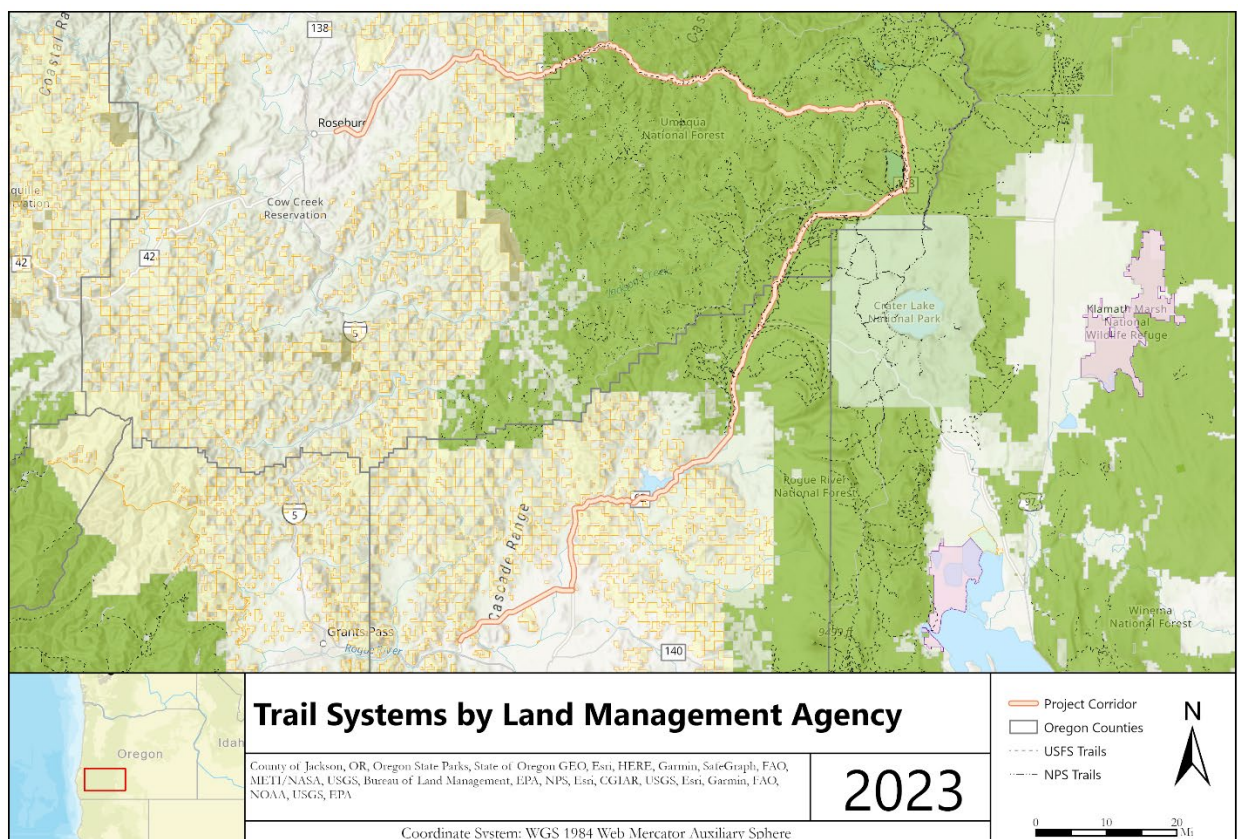


Figure 9. Trail systems by land management agency. The major trails such as the North Umpqua Trail and Upper Rogue River Trail follow the OR138 and OR 62 corridors primarily within USFS lands.

The most well used trails include the the following: The North Umpqua Trail, which runs parallel to OR 138 for much of the project area, beginning at BLM’s Swiftwater Park and connecting to the Pacific Crest Trail;⁵² the Upper Rogue River Trail, which runs parallel to the Rogue River and

⁵² BLM. *North Umpqua Trail*. Accessed September 2023. <https://www.blm.gov/or/districts/roseburg/recreation/umpquatrails/pdf/north-umpqua-trail-brochure.pdf>

much of OR 230, as well as connecting with NPS and North Umpqua trails systems;⁵³ Diamond Lake trail connections; NPS connections; and USACE connections of the Rogue River trail around Lost Creek Lake and Joseph Stewart County Park.⁵⁴

Roadways

The project corridor consists of the four state highways of OR 138 from Roseburg to Diamond Lake (North Umpqua Highway), OR 230 from Diamond Lake to west of Crater Lake National Park (Diamond Lake Highway), OR 62 between Crater Lake National Park and just north of Eagle Point (Crater Lake Highway), and OR 234 from its northeast junction with OR 62 to Gold Hill (Sams Valley Highway). These facilities adjoin USFS, BLM, NPS, and local facilities throughout. Figure 10 below shows the local, state, and federal roadway system in the project area.

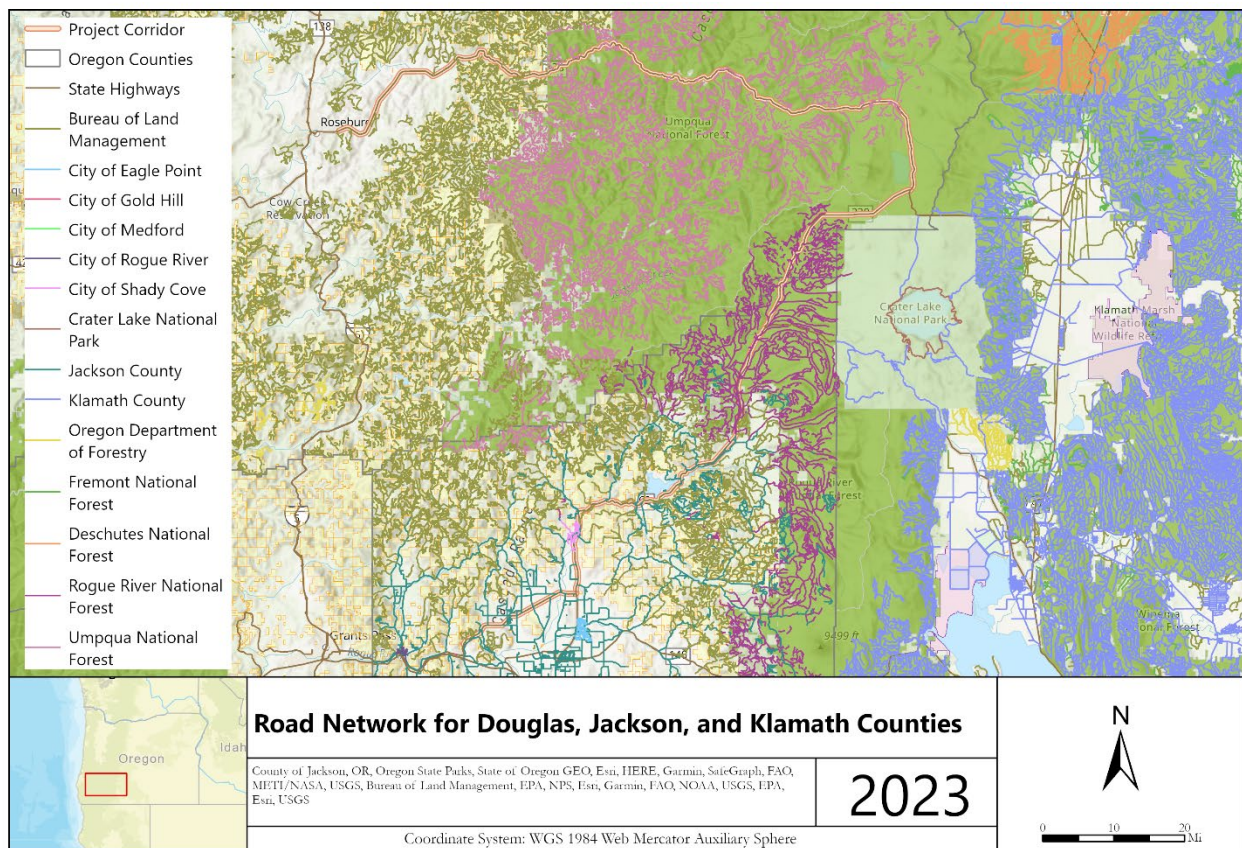


Figure 10. Roadway facilities in the project area.

Three roadway considerations for the project include (1) bicycle and pedestrian facilities on the highway system, (2) roadways of the highway system that can support bicycle and pedestrian improvements, and (3) systemic and hotspot safety concerns for roadway segments. The latter element is addressed in the safety section later in this report.

⁵³ USFS. *Upper Rogue River Trail*. Accessed September 2023. <https://www.fs.usda.gov/recarea/rogue-siskiyou/recarea/?recid=69944>

⁵⁴ USACE. *Lost Creek*. Retrieved September 2023 from: <https://www.nwp.usace.army.mil/Locations/Rogue-River/Lost-Creek/>

On system bicycle and pedestrian facilities. The planning analysis section above suggests that on-system bicycle and pedestrian facilities generally end at city and urban area boundaries. These facilities can be improved to provide increased safety, but generally have been addressed already through local and state planning efforts. The rural areas of the corridor are where more improvements could be made outside of other planning efforts. ODOT's Bicycle and Pedestrian Design Guide provides guidance for these contexts, suggesting that shoulder bike lanes of four to eight feet in width are generally recommended.⁵⁵ Figure 11 below shows a portion of OR 138 with a narrow shoulder.



Figure 11. Example shoulder on OR 138.

⁵⁵ ODOT. *Bicycle and Pedestrian Design Guide*. 2011. Accessed September 2023.
https://www.oregon.gov/odot/Engineering/Documents_RoadwayEng/HDM-L.pdf

Off system opportunities. In many areas of the corridor, the landscape may not allow for wider shoulders and / or separation between vehicle and non-vehicle traffic. In those cases, off-system parallel facilities may be the best options. The project team can examine USFS, BLM, and local roads that offer safer alternatives to on-system facilities.

Electric Vehicle Infrastructure

As part of a comprehensive transportation system, the project team examined current electric vehicle (EV) infrastructure in the project area. Current

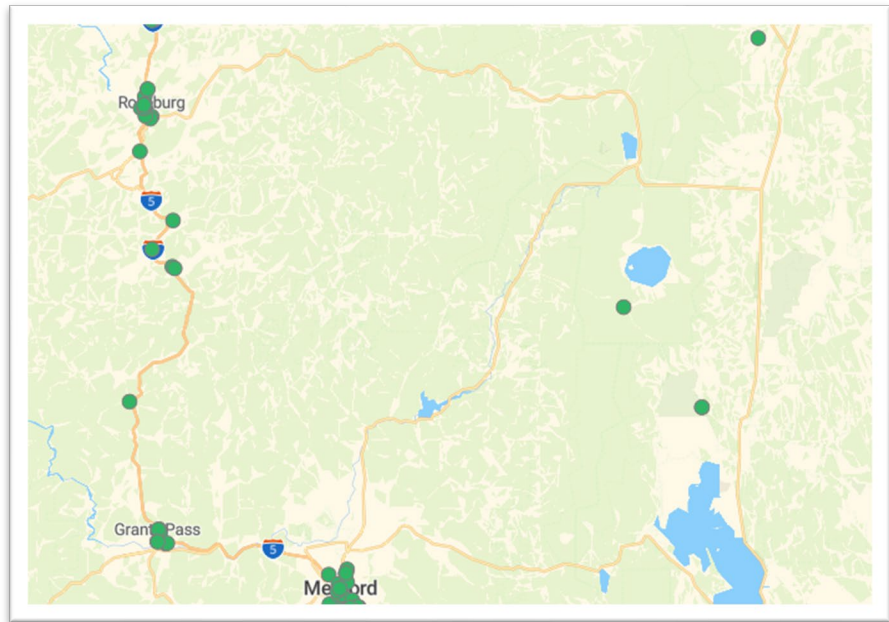


Figure 12. Locations of publicly accessible EV charging stations.

public charging stations only exist outside the corridor in Roseburg and Medford. Otherwise, the single public charging station is located at Crater Lake National Park. Figure 12 shows the locations of public charging stations from the US Department of Energy.⁵⁶

Intelligent Transportation System Infrastructure

Intelligent Transportation System (ITS) infrastructure refers to the advance communications systems that support travellers, emergency management, and other operations aspects of the transportation system. For the project area, these aspect include traveler informaiton systems, electronic and automated traffic management systems, cameras, and connected and autonomous vehicles. In the project corridor, only cameras and weather information appear to exist, with locations in Glide, Diamond Lake, and Union Creek.

Bridges, Culverts, and Aquatic Organism Passages

Thirty-two bridges and two culverts are known to be on the highway corridor.⁵⁷ Figure 13 below shows the location of each. For this project, these facilities constrain possible improvements in that bridges are fixed structures. ODOT’s Highway Design Manual suggests that:

Sidewalks should always be provided on both sides of bridges where pedestrian use can be expected. The minimum width for sidewalks on bridges is 7 feet, to account for two

⁵⁶ US Department of Energy. 2023. *Alternative Fuels Data Center (AFDC)*. Retrieved October 2023 from: https://afdc.energy.gov/fuels/electricity_locations.html

⁵⁷ FHWA Long Term Bridge Performance Program. 2022. *National Bridge Inventory Data*. Retrieved March 2023 from: <https://infobridge.fhwa.dot.gov/Data/Map>

shy distances: from traffic, and from the bridge rail, as some people feel uncomfortable walking close to a high vertical drop.⁵⁸

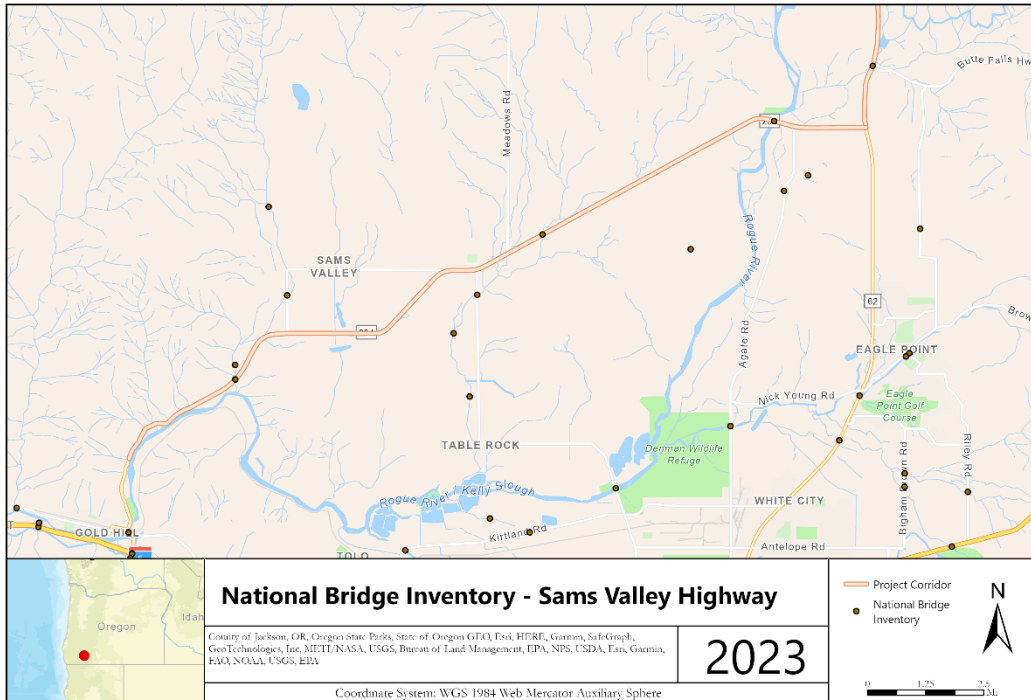
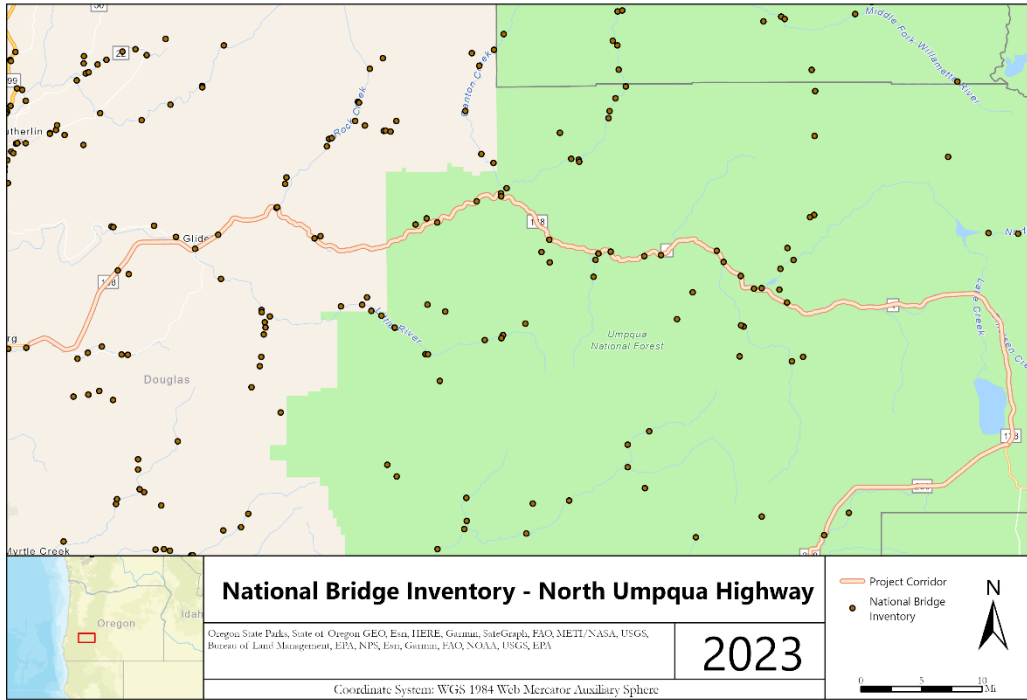


Figure 13. Locations of known bridges and culverts on the project corridor by highway.

⁵⁸ ODOT. *Bicycle and Pedestrian Design Guide*. 2011. Accessed September 2023. <https://www.oregon.gov/odot/Engineering/Documents/RoadwayEng/HDM-L.pdf>

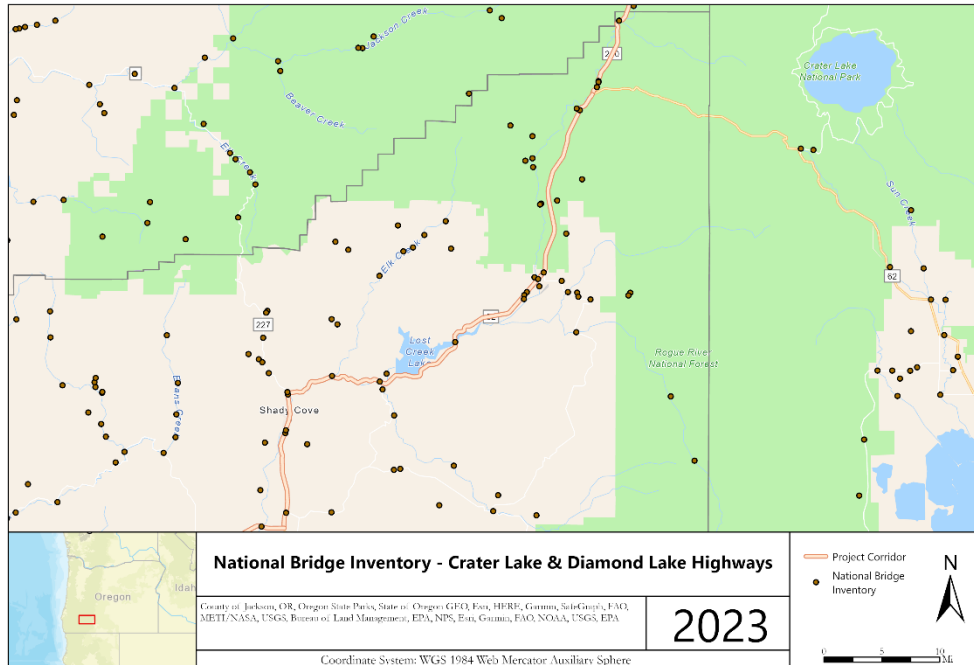


Figure 13 (continued). Locations of known bridges and culverts on the project corridor by highway.

Transit stops, parking, and related facilities

The project corridor shows no transit stops, park-and-ride, or similar facilities. All of these facilities are located within the urban areas at the gateways to the corridor. There is a transit stop in Crater Lake National Park that appears to connect travelers to Klamath Falls and other points east of the park. Figure 14 below shows the facilities in the area.

Operations and Maintenance

ODOT operates five maintenance facilities in the corridor, shown in Figure 15 below.⁵⁹ These facilities are responsible for snow plowing of the highway system, traffic operations and management, and system maintenance. Similarly, USFS operates ranger stations at Glide and Diamond Lake (North Umpqua National Forest) and Prospect and Butte Falls (Rogue-Siskiyou National Forest) within the project corridor. BLM operates stations at Roseburg and Medford. It

⁵⁹ ODOT. TransGIS. 2023. Accessed September 2023. <https://gis.odot.state.or.us/transgis/>

is not clear where the maintenance operations for Crater Lake National Park are located, but their website does indicate Chief of Maintenance and Roads Supervisor positions in staff.

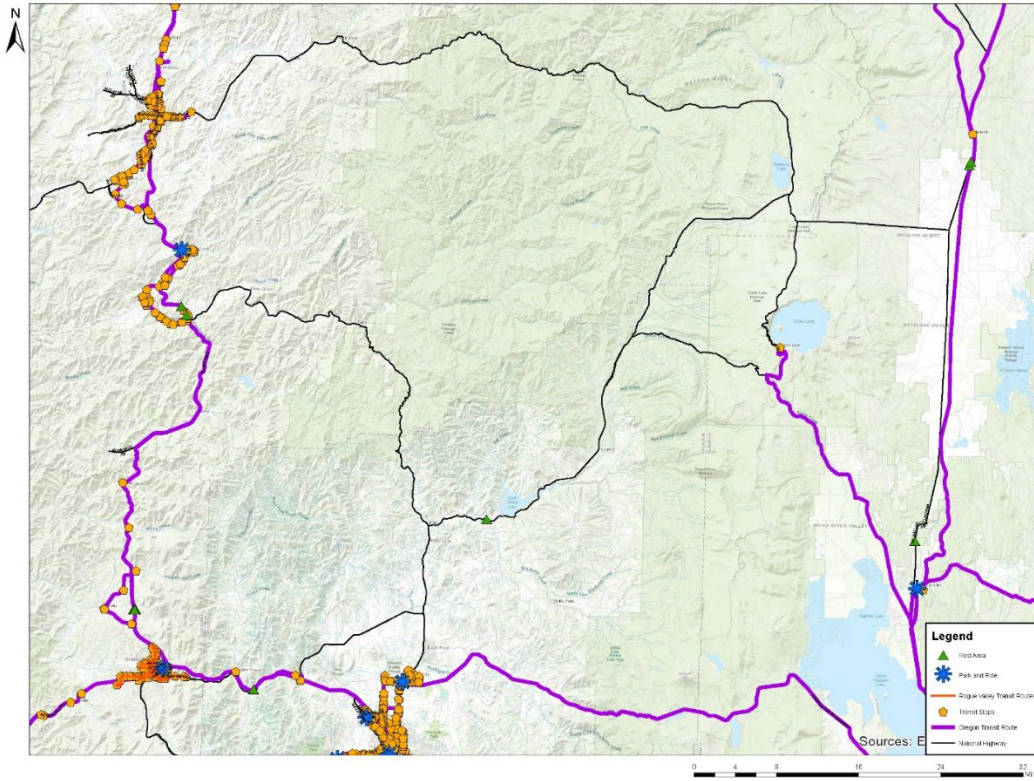


Figure 15. Transit stops in and near the project corridor.

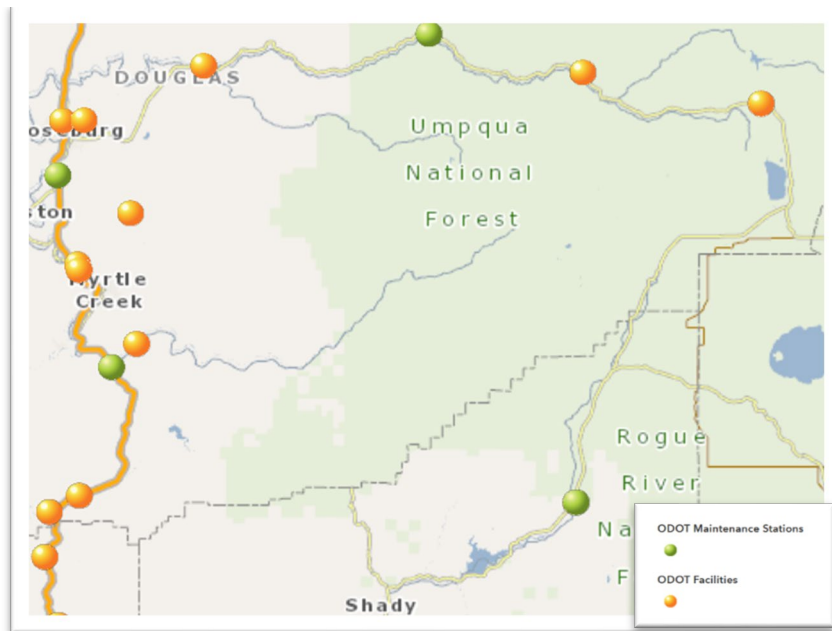


Figure 14. ODOT Maintenance facilities.

Traffic and Safety

This section outlines the descriptive data on traffic and safety relevant to the corridor as available from public data sources. This section relates to information and analyses provided in the Travel Demand Management task and memo but focuses on descriptive data and safety, rather than traffic and use counts.

Fatal and Serious Injuries

ODOT’s All Roads Transportation Safety Program (ARTS) provides two methods for identifying safety issues on Oregon’s roads. “Hotspot” refers to areas with a high concentration of crashes, while “systemic” refers to proven safety countermeasures that improve safety regardless of a history of safety incidents.⁶⁰ The Safety Priority Index System (SPIS) report for highway facilities in the project show the top 15% roadway segments for crashes, with the following segments highlighted in Table 2 below.⁶¹ For the portions within the project corridor, only OR 138 and OR 62 register a high enough crash rate to appear in the report.

Table 2. Crashes by highway segment, 2021.

| Route | Road Name | BMP | EMP | ADT | Total Crashes | Fatal Crashes | SPIS Score | Percent |
|--------|---------------------------|-------|-------|--------|---------------|---------------|------------|---------|
| OR-138 | North Umpqua Highway East | 2.15 | 2.27 | 10,311 | 3 | 2 | 44.74 | 90 |
| OR-138 | North Umpqua Highway East | 15.96 | 16.09 | 4,360 | 5 | 1 | 40.87 | 85 |
| OR-138 | North Umpqua Highway East | 47.97 | 48.15 | 507 | 2 | 0 | 42.16 | 85 |
| OR-234 | Sams Valley | 4.86 | 4.97 | 2,283 | 2 | 0 | 45.87 | 90 |
| OR-234 | Sams Valley | 12.52 | 12.68 | 2,700 | 9 | 0 | 76.70 | 95 |

Figure 16 below shows the same data spatially, highlighting concentrations of fatal and serious crashes on the western half of OR 138 in the north, as well as the lower portions of OR 62 and the entirety of OR 234.⁶²

⁶⁰ ODOT. *All Roads Transportation Safety Program*. 2023. Accessed September 2023.

<https://www.oregon.gov/odot/engineering/pages/arts.aspx>

⁶¹ ODOT. *Safety Priority Index System Reports for On-State Highways*. 2021. Accessed September 2023.

<https://www.oregon.gov/odot/Engineering/Pages/SPIS-Reports-On-State.aspx>

⁶² ODOT. *Crash Data Viewer*. 2021. Accessed September 2023. <https://www.oregon.gov/odot/Data/Pages/Crash-Data-Viewer.aspx>

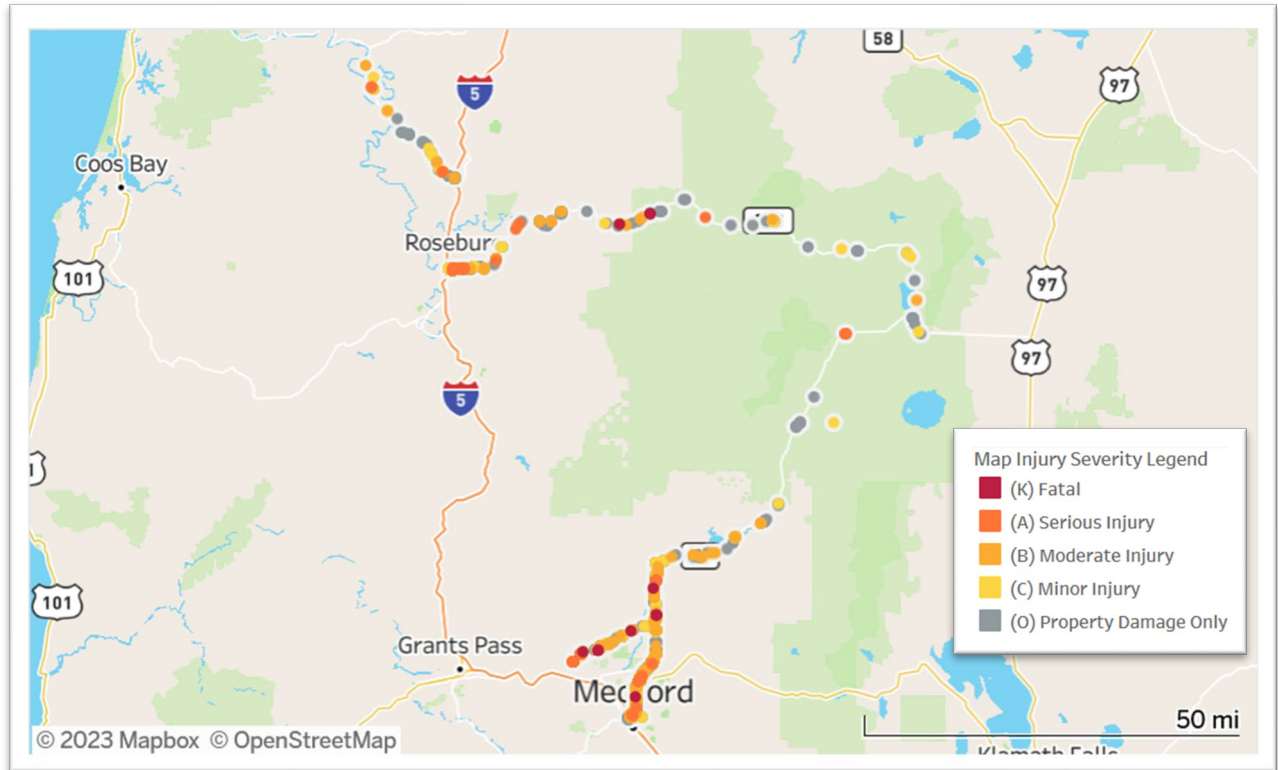


Figure 16. Highway crash concentrations in Douglas and Jackson Counties, 2021.

Emergency services and safety considerations

The project team examined fire and ambulance locations to understand coverage in the project corridor. Figure 17 below shows the locations of local and USFS fire districts. It is not clear whether each location also includes EMT services.⁶³

⁶³ Office of the State Fire Marshall. *Oregon Fire Stations and Fire Districts*. 2023. Accessed September 2023. <https://www.oregon.gov/osp/programs/sfm/pages/geographic-information-system-maps.aspx>

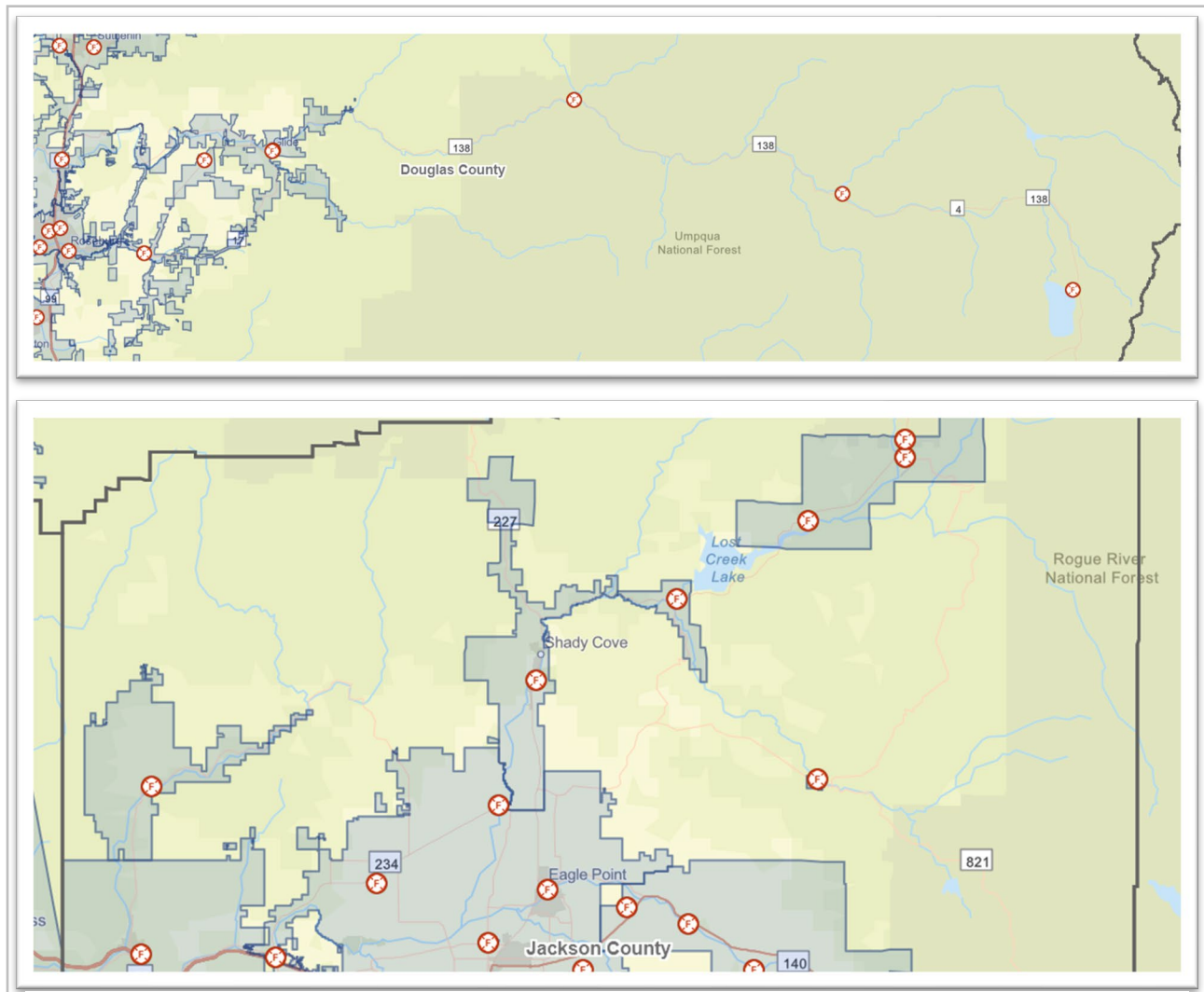


Figure 17. Fire response locations.

Wildlife Crossings

In addition to vehicles, bicycles, and pedestrians interacting with one another, the project team also examined wildlife crossing incidents in the corridor. ODOT's published data show deer and elk collisions on the highway system from 2010-2016, as shown in Figure 18 below. The data show greater concentrations at the corridor gateways, which fits with traffic volumes and other crash data.

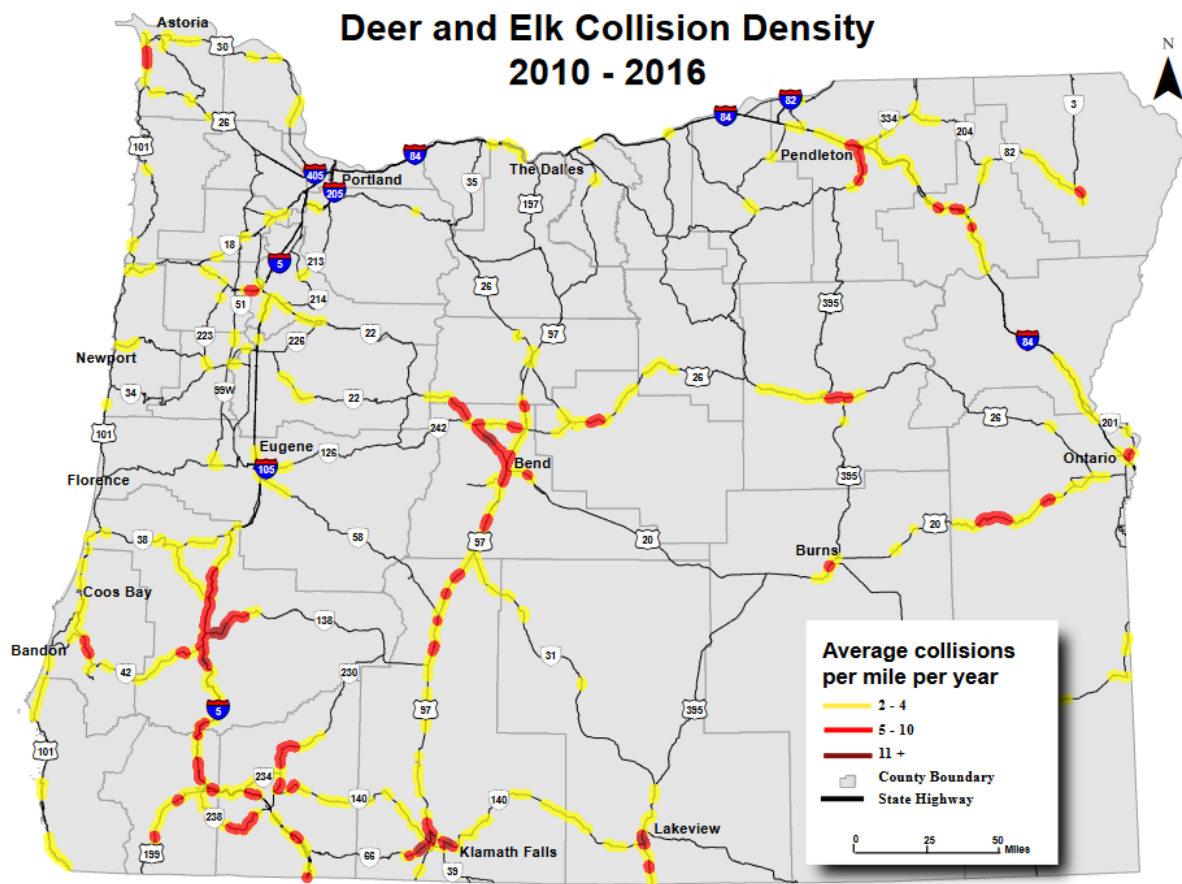


Figure 18. Deer and elk collisions on state highway system, 2010-2016.

Freight demand

The project corridor is not considered a state or federal freight route; however, freight trucks are regularly seen on the corridor. The most common freight seen are log trucks on the OR 138 segment.⁶⁴ The nearest designated freight routes are OR 58 north between Eugene and Central Oregon, Interstate 5 between Roseburg and Medford, and OR 140 from Medford to Klamath Falls.⁶⁵

⁶⁴ ODOT. *Oregon Freight Plan*. 2023. Accessed November 2023.

https://www.oregon.gov/odot/Planning/Documents/Oregon_Freight_Plan_2023.pdf

⁶⁵ ODOT. 2013. *State Highway Freight System*. Retrieved November 2023 from:

https://www.oregon.gov/ODOT/Data/Documents/Freight_System.pdf

Recreation Infrastructure

The Rogue-Umpqua Scenic Byway lies within four FLMA recreation areas, including sub-units, along with additional state and local agency recreation areas. The USFS Umpqua National Forest includes 983,239 acres of forest across Douglas, Lane, and Jackson Counties, while the USFS Rogue River-Siskiyou National Forest includes 1.8 million acres (only the High Cascades Ranger District of the Rogue-Siskiyou National Forest lies within the project area). BLM Roseburg District and Medford District manage recreation lands at either end of the project corridor. USACE, in collaboration with Jackson County, manages recreation lands in the area surrounding Lost Creek Lake Reservoir. Lastly, NPS Crater Lake National Park includes all lands and activities within the national park boundaries, located just east of the project corridor. Recreation activities in these locations all include hiking, camping, rafting, fishing, and similar outdoor activities.

This section provides a selection of facilities that either are most used or have been most impacted by recent wildfires. Facilities under the “Trails and Trailheads” and “Campgrounds and Lodging” sections below are organized by corridor segments, with narrative description and hyperlinks to relevant site information first, followed by a summary table for each corridor segment.⁶⁶ The third section, “Economic Generators,” follows a similar format but does not feature summary tables due to the disparate nature of these facilities from one another.

Trails and Trailheads

North Umpqua (OR 138). This corridor segment includes trails and trail heads along the North Umpqua River, connecting users to Roseburg, Glide, BLM Roseburg, and USFS North Umpqua facilities.⁶⁷ Summarized in Table 3.

- [North Umpqua Trail](#). A 79-mile trail usable by hikers and mountain bikers, which begins at Swiftwater day-use area (BLM) and ends by connecting with the Pacific Crest Trail near Maidu Lake (USFS). This trail was heavily damaged by the 2020 Archie Creek Fire, including downed trees blocking the trail and many BLM trail boardwalks and bridges destroyed.⁶⁸
- [North Bank Habitat Management Area](#). A BLM site Northwest of Glide featuring habitat protection for wildlife. A trail system provides access for hikers and equestrian uses.

⁶⁶ See the following resources for specific sites and details:

- BLM Recreation Web Map: <https://blm-egis.maps.arcgis.com/apps/View/index.html?appid=a6b1bc529b344e36a1d9d4d729bc03f7>
- USFS Interactive Visitor Map: <https://www.fs.usda.gov/ivm/>

⁶⁷ BLM. *North Umpqua Trail Brochure*. N.d. Accessed September 2023.

<https://www.blm.gov/or/districts/roseburg/recreation/umpquatrails/pdf/north-umpqua-trail-brochure.pdf>

⁶⁸ Oregon Forest Resources Institute. *Archie Creek Fire*. 2021. Accessed September 2023.

<https://oregonforests.org/sites/default/files/2021-11/Archie-Summary-Sheet.pdf>

- [Fall Creek Falls National Recreation Trail - Trailhead](#). A one-mile Fall Creek Falls National Recreation Trail leads to a multi-tiered waterfall with the two largest tiers measuring 35 and 50 feet.
- [Soda Springs Trail](#). A trail near Soda Springs Reservoir connecting to the North Umpqua Trail and Boudier Creek Wilderness.
- [Bradley Trail](#). A trail north of the corridor off Medicine Creek Road connecting to Soda Springs and North Umpqua Trail.
- [Tokatee Falls Trail](#). A short trail that is heavily used for its access to the two-tiered falls. Adjoins Tokatee Lake and Campground.
- [Watson Falls Trail](#). A trail leading to the highest waterfall in Southwest Oregon and the third highest in the state, with a 294-foot drop.
- [Cinnamon Butte Trail](#). An approximately three-mile trail north of Diamond Lake leading to Cinnamon Butte Lookout and connections to the Pacific Crest Trail.
- [Howlock Mountain Trail](#). A trail at the Northeast edge of Diamond Lake used by hikers and equestrian users to access the Mt. Thielsen Wilderness to the east and the Pacific Crest Trail that runs through.
- [Dellenback Trail](#). An 11.5-mile paved trail circumnavigating Diamond Lake and connecting with campgrounds, trails, and other amenities.

Crater Lake – Diamond Lake (OR 230 and OR 62). Summarized in Table 4.

- [Rogue River-Siskiyou National Forest](#)
 - [Minnehaha Trailhead](#). Trailhead with no amenities.
 - [Upper Rogue River - Hamaker Trailhead](#). Trailhead with no amenities.
 - [Claude Lewis Trailhead / Sno-Park](#). Trailhead and staging area for Prospect OHV system. Featuring two vault toilets and a warming shelter with a wood stove.
 - [Buck Canyon Trailhead](#). Trailhead accessing Rogue-Umpqua Divide National Wilderness with no amenities.
 - [Alkali Creek Falls Trailhead](#). Trailhead with no amenities.
 - [Meadow Creek Trailhead](#). Trailhead with no amenities.
 - [National Creek Falls Trailhead](#). Trailhead with no amenities.
 - [Hummingbird Meadows Trailhead](#). Trailhead with no amenities.
 - [Upper Rogue River - County Line Trailhead](#). Trailhead with no amenities.
 - [Union Creek East Trailhead](#). Trailhead between Union Creek and Crater Lake National Park. No amenities.
 - [Thousand Springs Sno-Park / Staging](#). Permit-required Sno-Park featuring toilets and a warming shelter with wood stove.
 - [Upper Rogue River - River Bridge North Trailhead](#). Trailhead with two vault toilets.
 - [Upper Rogue River - River Bridge South Trailhead](#). Trailhead with no amenities, but adjoins North Trailhead.
 - [Prospect OHV Staging / Trailhead](#). A parking and staging area for the Prospect OHV system. Only has a vault toilet, no other features.

- Lost Creek Lake
 - Flounce Rock Trail Access Point. BLM-managed trail northeast of Lost Creek Lake. No other information available.

Sams Valley (OR 234). This corridor includes primarily local agency trails and trailheads, but also access to BLM Medford District lands. Summarized in Table 5.

- Table Rocks Management Area. The 4,864-acre Table Rocks Management Area is cooperatively owned and administered by the BLM Medford District (2,105 acres) and The Nature Conservancy (2,759 acres). Upper and Lower Table Rocks include trailheads, restrooms, and parking areas.⁶⁹
- Gold Hill Riverview Trail and Bike Path. This trail follows OR 234 and the Rogue River through the City of Gold Hill at Beach Park north to Ti'lomikh Falls and BLM Medford waysides.

⁶⁹ BLM. *Table Rocks*. N.d. Accessed September 2023. <https://www.blm.gov/sites/blm.gov/files/documents/files/med-table-rocks-brochure.pdf>

Trails and Trailheads Summary Tables

Table 3. North Umpqua Trails.

| | Hiking | Mountain Biking* | Equestrian | Parking Area (vehicles) | Wheelchair Access | Paved | Waterfalls | Picnic Tables | Campground Access | Drinking Water | Toilets | Winter Sports | Permit-restricted Access |
|--|--------|------------------|------------|-------------------------|-------------------|-------|------------|---------------|-------------------|----------------|---------|---------------|--------------------------|
| North Umpqua Trail** | Y | Y | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | N |
| North Bank Habitat Mgmt. Area | Y | Y | Y | Y (18) | N | N | N | Y | N | N | Y | N | N |
| Fall Creek Falls Nat'l Recreation Trailhead | Y | N/S | N | N | N | N | Y | N | N | N | N | N | N |
| Soda Springs Trail | Y | N/S | N | N | N | N | N | N | N | N | N | N | N |
| Bradley Trail | Y | N | N | N | N | N | N | N | N | N | N | N | N |
| Toketee Falls Trail | Y | N/S | N | Y (10) | N | N | Y | Y | Y | N | Y | N | N |
| Watson Falls Trail | Y | N/S | N | Y | N | N | Y | Y | N | N | Y | N | N |
| Cinnamon Butte Trail | N | N | N | Y (10) | N | N | N | N | N | N | N | Y | Y (winter) |
| Howlock Mtn. Trail | Y | N | Y | N | N | N | N | N | N | N | N | Y | N |
| Dellenback Trail | Y | Y | N | N | Y | Y | N | N | Y | Y | Y | Y | Y (winter) |

* N/S in this category indicates Not Stated in the existing site information.

** Only some portions of the trail may feature the given amenities.

| Amenity Type | Applicable Sites |
|---------------------------------|---|
| Hiking | North Umpqua Trail*, North Bank Habitat Management Area, Fall Creek Falls National Recreation Trailhead, Soda Springs Trail, Bradley Trail, Toketee Falls Trail, Watson Falls Trail, Howlock Mountain Trail, Dellenback Trail |
| Mountain biking | North Umpqua Trail*, North Bank Habitat Management Area, Dellenback Trail |
| Equestrian | North Umpqua Trail*, North Bank Habitat Management Area, Howlock Mountain Trail |
| Parking area | North Umpqua Trail*, North Bank Habitat Management Area, Toketee Falls Trail, Watson Falls Trail, Cinnamon Butte Trail |
| Wheelchair access | North Umpqua Trail*, Dellenback Trail |
| Waterfalls | Fall Creek Falls National Recreation Trailhead, Toketee Falls Trail, Watson Falls Trail |
| Picnic tables | North Umpqua Trail*, North Bank Habitat Management Area, Toketee Falls Trail, Watson Falls Trail |
| Campground access | North Umpqua Trail*, Toketee Falls Trail, Dellenback Trail |
| Drinking water | North Umpqua Trail*, Dellenback Trail |
| Toilets | North Umpqua Trail*, North Bank Habitat Management Area, Toketee Falls Trail, Watson Falls Trail, Dellenback Trail |
| Paved trail | North Umpqua Trail*, Dellenback Trail |
| Warming shelter | None stated. |
| Winter sports | North Umpqua Trail*, Cinnamon Butte Trail, Howlock Mountain Trail |
| Permit-restricted access | Cinnamon Butte Trail (winter), Dellenback Trail (winter) |

**Note: Only some portions of the trail may feature amenities.*

Table 4. Crater Lake – Diamond Lake Trails.

| | Hiking | Mountain Biking* | Equestrian | OHV | Parking Area (vehicles) | Waterfalls | Campground Access | Toilets (number) | Winter Sports | Warming Area | Permit-restricted access |
|---|--------|------------------|------------|-----|-------------------------|------------|-------------------|------------------|---------------|--------------|--------------------------|
| Minnehaha Trailhead | Y | N/S | Y | N | Y | N | N | N | N | N | N |
| Upper Rogue – Hamaker Trailhead | Y | N/S | N | N | N | N | Y | N | N | N | N |
| Claude Lewis Trailhead / Sno-Park | Y | N/S | N | Y | Y (40-50) | N | N | Y (2) | Y | Y | Y (winter) |
| Buck Cyn. Trailhead | Y | N/S | Y | N | N | N | N | N | N | N | N |
| Alkali Creek Falls Trailhead | Y | N/S | N | N | N | Y | N | N | N | N | N |
| Meadow Creek Trailhead | Y | N/S | Y | N | N | N | N | N | N | N | N |
| National Creek Falls Trailhead | Y | N/S | N | N | Y | Y | N | N | N | N | N |
| Hummingbird Meadows Trailhead | Y | N/S | Y | N | N | N | N | N | N | N | N |
| Upper Rogue – Cty. Line Trailhead | Y | N/S | N | N | N | N | N | N | N | N | N |
| Union Creek East Trailhead | Y | N/S | N | N | Y | N | N | N | N | N | N |
| Thousand Spgs. Sno-Park / Staging | Y | N/S | N | Y | Y (40-50) | N | N | Y (2) | Y | Y | Y (winter) |
| Upper Rogue – River Bridge North Trailhead | Y | N/S | N | N | N | N | Y | Y (2) | N | N | N |
| Upper Rogue – River Bridge | Y | N/S | N | N | N | N | Y | N | N | N | N |

| | | | | | | | | | | | |
|---|---|-----|---|---|---|---|---|-------|---|---|---|
| South Trailhead | | | | | | | | | | | |
| Prospect OHV Staging / Trailhead | Y | N/S | N | Y | Y | N | N | Y (1) | N | N | N |
| Flounce Rock Trail Access Point | Y | N/S | N | N | N | N | Y | N | N | N | N |

* N/S in this category indicates Not Stated in the existing site information.

| Amenity Type | Applicable Sites |
|-----------------------------------|--|
| Hiking | Minnehaha Trailhead, Upper Rogue – Hamaker Trailhead, Claude Lewis Trailhead / Sno-Park, Buck Canyon Trailhead, Alkali Creek Falls Trailhead, Meadow Creek Trailhead, National Creek Falls Trailhead, Hummingbird Meadows Trailhead, Upper Rogue – County Line Trailhead, Union Creek East Trailhead, Thousand Springs Sno-Park / Staging, Upper Rogue – River Bridge North Trailhead, Upper Rogue – River Bridge South Trailhead, Prospect OHV Staging / Trailhead, Flounce Rock Trail Access Point |
| Mountain biking | None stated. |
| Equestrian | Minnehaha Trailhead, Buck Canyon Trailhead, Meadow Creek Trailhead, Hummingbird Meadows Trailhead |
| Off-highway Vehicles (OHV) | Claude Lewis Trailhead / Sno-Park, Thousand Springs Sno-Park / Staging, Prospect OHV Staging / Trailhead |
| Parking area | Minnehaha Trailhead, Claude Lewis Trailhead / Sno-Park, National Creek Falls Trailhead, Union Creek East Trailhead, Thousand Springs Sno-Park / Staging, Prospect OHV Staging / Trailhead |
| Wheelchair access | None stated. |
| Waterfalls | Alkali Creek Falls Trailhead, National Creek Falls Trailhead |
| Campground access | Upper Rogue – Hamaker Trailhead, Upper Rogue – River Bridge North Trailhead, Upper Rogue – River Bridge South Trailhead, Flounce Rock Trail Access Point |
| Drinking water | None stated. |
| Toilets | Claude Lewis Trailhead / Sno-Park, Thousand Springs Sno-Park / Staging, Upper Rogue – River Bridge North Trailhead, Prospect OHV Staging / Trailhead |
| Paved trail | None stated. |
| Warming shelter | Claude Lewis Trailhead / Sno-Park, Thousand Springs Sno-Park / Staging |
| Winter sports | Claude Lewis Trailhead / Sno-Park, Thousand Springs Sno-Park / Staging |
| Permit-restricted access | Claude Lewis Trailhead / Sno-Park, Thousand Springs Sno-Park / Staging |

Table 5. Sams Valley Trails.

| | Hiking | Mountain Biking | Equestrian | OHV | Parking Area (vehicles) | Wheelchair Access | Paved | Waterfalls | Campground Access | Toilets (number) | Winter Sports | Warming Area | Permit-restricted access |
|--|--------|-----------------|------------|-----|-------------------------|-------------------|-------|------------|-------------------|------------------|---------------|--------------|--------------------------|
| Table Rocks Management Area | Y | N | N | N | Y | N | N | N | N | Y | N | N | N |
| Gold Hill Riverview Trail and Bike Path | Y | Y | N | N | Y | Y | Y | Y | N | N | N | N | N |

Campgrounds and Lodging

North Umpqua (OR 138). This corridor segment includes trails and trail heads along the North Umpqua River, connecting users to Roseburg, Glide, BLM Roseburg, and USFS North Umpqua facilities.⁷⁰ Summarized in Table 6.

- [Susan Creek Campground](#). A 29-site campground managed by BLM, with access to the North Umpqua River and Susan Creek Day Use area and trailhead nearby.
- [Bogus Creek Campground](#). An 11-site campground permanently closed by wildfire damage.
- [Steamboat](#). An area of the corridor that clusters several hiking, camping, lodging, and food amenities.
 - [Steamboat Inn](#). A hotel and restaurant along OR 138 and the North Umpqua River.
 - [Canton Creek Campground](#). Campground is located along the banks of Steamboat Creek, featuring 5 campsites with picnic tables and fire pits, drinking water, covered picnic pavilion, flush toilet.
 - [Island Campground](#). Camp along OR 138 featuring seven campsites with picnic tables and fire pits, a vault toilet, and grey water waste sump.
 - [Steamboat Ball Field and Pavilion Group Site](#). Clearing near Island Campground featuring one group campsite with picnic tables, fire pits, and grills (100 people maximum), one pavilion, horseshoe pits, baseball field, vault toilets, and garbage disposal. No drinking water.
- [Apple Creek Campground](#). Camp along confluence of Apple and Panther Creeks. Featuring seven campsites with picnic tables and fire pits, one double campsite with picnic tables and fire pits, no drinking water, vault toilet, garbage disposal, grey water waste sump, campground host available.
- [Deer Flat Group Campground](#). Adjacent to Horseshoe Bend Campground, featuring one group campsite with picnic tables, fire pit and grills (70 people maximum), drinking water, flush toilet, and garbage disposal.
- [Horseshoe Bend Campground](#). Camp adjacent to North Umpqua River featuring 23 campsites with picnic tables and fire pits, two double campsites with picnic tables and fire pits, drinking water (chlorinated), flush toilets, garbage disposal, and grey water waste sump. Horseshoe Bend raft launch is near campground entrance.
- [Eagle Rock Campground](#). Camp along North Umpqua River featuring 27 sites and vault toilets.
- [Boulder Flat Campground](#). Camp along North Umpqua River featuring nine campsites with picnic tables and fire pits, no drinking water, two vault toilets, grey water waste sump, garbage disposal, no campground host.

⁷⁰ BLM. *North Umpqua Trail Brochure*. N.d. Accessed September 2023.

<https://www.blm.gov/or/districts/roseburg/recreation/umpquatrails/pdf/north-umpqua-trail-brochure.pdf>

- [Tokatee Campground](#). Camp north of North Umpqua River and OR 138 on the north end of Tokatee Lake. Featuring nine campsites with picnic tables and fire pits, no drinking water, two vault toilets, grey water waste sump, garbage disposal, no campground host.
- [Whitehorse Falls Campground](#). Camp along OR 138 featuring five campsites with picnic tables and fire pits, two picnic sites with picnic tables at day use site, two vault toilets, no drinking water, and no garbage disposal.
- [Clearwater Falls Campground](#). Camp with two sections, one above and one below the falls. Featuring nine campsites with picnic tables and fire pits, four picnic sites with picnic tables and fire pits, three vault toilets, no drinking water, no garbage disposal.
- [Lemolo Lake](#). A reservoir north of OR 138, Clearwater Falls Campground, and Diamond Lake, about three miles off the highway.
 - [Poole Creek Campground](#). Camp is on the west shore of the lake featuring 60 campsites with picnic tables and fire pits, one group site, drinking water, six vault toilets, boat ramp, swimming beach garbage disposal. Group site has 100-person maximum.
 - [Lemolo Lake/Crater Lake N KOA](#). Developed campground managed by KOA, featuring cabins, deluxe cabins, tent camping, RV park, and a park store. Includes showers, bathrooms, laundry, waste disposal, and boat launch.
 - [Bunker Hill Campground](#). Small campground on the north shore of the lake, featuring five campsites with picnic tables and fire pits, vault toilet, no drinking water, and limited garbage disposal.
 - [Inlet Campground](#). Camp area on the eastern inlet of the lake, featuring 13 campsites with picnic tables and fire pits, two vault toilets, no drinking water, and limited garbage disposal.
 - [East Lemolo Campground](#). Camp area on the east shore of the lake, featuring 15 informal campsites with picnic tables and fire pits, vault toilet, no drinking water, limited garbage disposal, and boat ramp.
- [Diamond Lake](#). A USFS recreation complex featuring a variety of camping options, boating, restaurant, small store, and connections to area trails.
 - [Diamond Lake Resort](#). Concessionaire-managed lodging, restaurant, and grocery store. Featuring 38 two-bedroom guest cabins; one four-bedroom family cabin; and one "super deluxe" seven-bedroom lakefront retreat cabin. The resort also has 38 motel rooms, 10 housekeeping studios, and one suite. In the summer, the resort includes a 110-space RV Park. Other services include Marina and Store, Gas Station, Post Office, Cafe, Mt. Bailey Room Grill, Diamond Room Lounge, South Shore Pizza Parlor, and horse stables.
 - [Diamond Lake Campground](#). Very large camping area on the east shore of the lake featuring 238 campsites with picnic tables and fire pits (51 lakeside sites), drinking water, flush toilets, showers, garbage disposal, grey water waste sumps, RV dump station, amphitheater, two boat ramps, and fish cleaning station.

Adjoining resort to the north and RV park to the south. Adjoining South Shore Pizza Parlor.

- [Broken Arrow Campground](#). Large camping area on the south shore of Diamond lake, adjoining the RV park. Featuring 121 campsites (four group campsites) with picnic tables and fire pits, drinking water, flush toilets, showers, garbage disposal, grey water waste sumps, and RV dump station.
- [Hemlock Butte Cabin](#). A three-room cabin built by the Edelweiss Ski Club that fits eight people and has a toilet. Located southwest of the lake.
- [Thielsen View Campground](#). A camping area on the northwest shore of the lake. Featuring 60 campsites with picnic tables and fire pits, boat ramp, drinking water, vault toilets, garbage disposal, and grey water waste sumps.

Crater Lake – Diamond Lake (OR 230 and OR 62). Summarized in Table 7.

- Rogue River-Siskiyou National Forest
 - [Union Creek Campground](#). A 73-site campground featuring picnic tables and fire rings. Drinking water and vault toilets are located throughout the campground. There is no cell phone service, but a public pay phone is available near the Union Creek Resort Store.
 - [Union Creek Resort](#). A concessionaire-managed resort featuring a lodge, 17 cabins, and vacation rentals.
 - [Abbott Creek Campground](#). Campground southwest of Union Creek featuring 25 campsites with picnic tables and fire pits, OHV use allowed at sites 1-5, no drinking water (water available at Union Creek Campground), campground host, seven vault toilets, garbage disposal, gray water sumps, and firewood for sale.
 - [Mill Creek Campground](#). Campground just north of Prospect, east of the highway corridor. Featuring 10 campsites with picnic tables and fire pits, two vault toilets, no drinking water, and no garbage disposal.
- Lost Creek Lake
 - [Joseph Stewart County Park](#). A recreation area on the south shore of Lost Creek Lake owned by USACE and managed by Jackson County. The park features 200 campsites with many electric connections, marina, and store and café building.
 - [Four Corners Campground](#). A campground operated by the USACE on the west shore of Lost Creek Lake. There is no information provided on USACE or reservation.gov sites, which suggests the campground may not be active.
 - [Fire Glen Campground](#). A campground operated by the USACE on the north shore of Lost Creek Lake. There is no information provided on USACE or reservation.gov sites, which suggests the campground may not be active.
 - [Rogue-Elk County Park](#). A Jackson County park west of Lost Creek Lake featuring 38 Campsites with 16 Water/Electric connections, restrooms with showers, picnic areas, playground, and a two-lane boat ramp.

Sams Valley (OR 234). Summarized in Table 7.

- [Medford/Gold Hill KOA Journey](#). A private camping site located east of Gold Hill at the south end of the project corridor. Featuring 55 camp sites, four cabins, and 14 tent sites. Camp also includes a store, electrical connections, playground, pool, and other amenities.
- [TouVelle State Recreation Site](#). A state park south of Table Rocks on the south bank of the Rogue River in Central Point. The park appears to be a fee day use only, with access to the Rogue River.

Campgrounds and Lodging Summary Tables

Table 6. North Umpqua Campgrounds and Lodging.

| | No. of Campsites | Hiking | Mountain Biking* | Fishing | Equestrian | OHV | Picnic Tables | Fire Pits | River Access | Wheelchair Access | Waterfalls | Drinking Water | Toilets (number) | Open in Winter |
|--|--------------------|--------|------------------|---------|------------|-----|---------------|-----------|--------------|-------------------|------------|----------------|------------------|----------------|
| Susan Creek CG | 29 | Y | Y | Y | N | N | Y | N | Y | N | Y | Y | Y | N |
| Bogus Creek CG** | 11 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| <u>Steamboat Sites:</u> | | | | | | | | | | | | | | |
| Steamboat Inn | 18 rooms | Y | Y | Y | N | N | N | N | Y | Y | Y | Y | Y | Y |
| Canton Creek CG | 5 | Y | N/S | Y | N | N | Y | Y | Y | N | N | Y | Y | N |
| Island CG | 7 | Y | Y | Y | N | N | Y | Y | Y | N | N | N | Y | Y |
| Steamboat Ball Field & Pavilion | 1 (100 people) | Y | Y | Y | N | N | Y | Y | Y | Y | N | N | Y | N |
| | | | | | | | | | | | | | | |
| Apple Creek CG | 7 (+1 double) | Y | N/S | Y | N | N | Y | Y | Y | N | N | N | Y | N |
| Deer Flat Group CG | 1 (70 people) | Y | N/S | Y | N | N | Y | Y | Y | N | N | Y | Y | N |
| Horseshoe Bend CG | 23 (+2 doubles) | Y | N/S | Y | N | N | Y | Y | Y | Y | N | Y | Y | N |
| Eagle Rock CG | 27 | Y | N/S | Y | N | N | Y | Y | Y | Y | N | N | Y | N |
| Boulder Flat CG | 9 | Y | N/S | Y | N | N | Y | Y | Y | N | N | N | Y (2) | Y |
| Toketee CG | 33 | Y | N/S | Y | N | N | Y | Y | Y | N | Y | N | Y (2) | Y |
| Whitehorse Falls CG | 5 | Y | N/S | N | N | N | Y | Y | Y | N | Y | N | Y (2) | Y |
| Clearwater Falls CG | 9 | Y | N/S | N | N | N | Y | Y | Y | N | Y | N | Y (3) | N |
| <u>Lemolo Lake Sites:</u> | | | | | | | | | | | | | | |
| Poole Creek CG | 60 (+1 group site) | Y | N | Y | N | N | Y | Y | Y | Y | N | Y | Y (6) | Y |

| | | | | | | | | | | | | | | |
|--|-----------------------|---|---|---|---|---|---|---|---|---|---|---|-------|---|
| Lemolo Lake / Crater Lake N KOA | unclear | Y | Y | Y | N | N | Y | Y | Y | N | N | Y | Y | N |
| Bunker Hill CG | 5 | Y | N | Y | N | N | Y | Y | Y | N | N | N | Y | N |
| Inlet CG | 13 | Y | N | Y | N | N | Y | Y | Y | N | N | N | Y (2) | N |
| East Lemolo CG | 15 | Y | N | Y | N | N | Y | Y | Y | N | N | N | Y | N |
| <i>Diamond Lake Sites:</i> | | | | | | | | | | | | | | |
| Diamond Lake Resort | 88 rooms + 110 RVs*** | Y | Y | Y | Y | Y | Y | N | Y | Y | N | Y | Y | Y |
| Diamond Lake CG | 238 | Y | Y | Y | N | N | Y | Y | Y | Y | N | Y | Y | N |
| Broken Arrow CG | 121 | Y | Y | Y | N | N | Y | Y | Y | Y | N | Y | Y | N |
| Hemlock Butte Cabin | 1 (8 people) | Y | N | N | N | N | N | N | N | N | N | N | Y | Y |
| Thielsen View CG | 60 | Y | Y | Y | N | N | Y | Y | Y | Y | N | Y | Y | N |

* N/S in this category indicates Not Stated in the existing site information.

** Permanently closed due to fire damage.

*** Count includes various cabins and hotel-style lodgings. RV park available during the summer season.

| Amenity Type | Applicable Sites |
|-----------------------------------|--|
| Hiking | Susan Creek CG, Steamboat Inn, Canton Creek CG, Island CG, Steamboat Ball Field & Pavilion, Apple Creek CG, Deer Flat Group CG, Horseshoe Bend CG, Eagle Rock CG, Boulder Flat CG, Toketee CG, Whitehorse Falls CG, Clearwater Falls CG, Poole Creek CG, Lemolo Lake / Crater Lake N KOA, Bunker Hill CG, Inlet CG, East Lemolo CG, Diamond Lake Resort, Diamond Lake CG, Broken Arrow CG, Hemlock Butte Cabin, Thielsen View CG |
| Mountain Biking | Susan Creek CG, Steamboat Inn, Steamboat Ball Field & Pavilion, Lemolo Lake / Crater Lake N KOA, Diamond Lake Resort, Diamond Lake CG, Broken Arrow CG, Thielsen View CG |
| Equestrian | Diamond Lake Resort |
| Fishing | Susan Creek CG, Steamboat Inn, Canton Creek CG, Island CG, Steamboat Ball Field & Pavilion, Apple Creek CG, Deer Flat Group CG, Horseshoe Bend CG, Eagle Rock CG, Boulder Flat CG, Toketee CG, Poole Creek CG, Lemolo Lake / Crater Lake N KOA, Bunker Hill CG, Inlet CG, East Lemolo CG, Diamond Lake Resort, Diamond Lake CG, Broken Arrow CG, Thielsen View CG |
| Off-Highway Vehicles (OHV) | Diamond Lake Resort |

| | |
|--------------------------|--|
| Wheelchair Access | Steamboat Inn, Steamboat Ball Field & Pavilion, Horseshoe Bend CG, Eagle Rock CG, Poole Creek CG, Diamond Lake Resort, Diamond Lake CG, Broken Arrow CG, Thielsen View CG |
| River Access | Susan Creek CG, Steamboat Inn, Canton Creek CG, Island CG, Steamboat Ball Field & Pavilion, Apple Creek CG, Deer Flat Group CG, Horseshoe Bend CG, Eagle Rock CG, Boulder Flat CG, Toketee CG, Whitehorse Falls CG, Clearwater Falls CG, Poole Creek CG, Lemolo Lake / Crater Lake N KOA, Bunker Hill CG, Inlet CG, East Lemolo CG, Diamond Lake Resort, Diamond Lake CG, Broken Arrow CG, Thielsen View CG |
| Waterfalls | Susan Creek CG, Steamboat Inn, Toketee CG, Whitehorse Falls CG, Clearwater Falls CG |
| Picnic Tables | Susan Creek CG, Canton Creek CG, Island CG, Steamboat Ball Field & Pavilion, Apple Creek CG, Deer Flat Group CG, Horseshoe Bend CG, Eagle Rock CG, Boulder Flat CG, Toketee CG, Whitehorse Falls CG, Clearwater Falls CG, Poole Creek CG, Lemolo Lake / Crater Lake N KOA, Bunker Hill CG, Inlet CG, East Lemolo CG, Diamond Lake Resort, Diamond Lake CG, Broken Arrow CG, Thielsen View CG |
| Fire Pits | Canton Creek CG, Island CG, Steamboat Ball Field & Pavilion, Apple Creek CG, Deer Flat Group CG, Horseshoe Bend CG, Eagle Rock CG, Boulder Flat CG, Toketee CG, Whitehorse Falls CG, Clearwater Falls CG, Poole Creek CG, Lemolo Lake / Crater Lake N KOA, Bunker Hill CG, Inlet CG, East Lemolo CG, Diamond Lake CG, Broken Arrow CG, Thielsen View CG |
| Drinking Water | Susan Creek CG, Steamboat Inn, Canton Creek CG, Deer Flat Group CG, Horseshoe Bend CG, Poole Creek CG, Lemolo Lake / Crater Lake N KOA, Diamond Lake Resort, Diamond Lake CG, Broken Arrow CG, Thielsen View CG |
| Toilets | Susan Creek CG, Steamboat Inn, Canton Creek CG, Island CG, Steamboat Ball Field & Pavilion, Apple Creek CG, Deer Flat Group CG, Horseshoe Bend CG, Eagle Rock CG, Boulder Flat CG (2), Toketee CG (2), Whitehorse Falls CG (2), Clearwater Falls CG (2), Poole Creek CG (6), Lemolo Lake / Crater Lake N KOA, Bunker Hill CG, Inlet CG (2), East Lemolo CG, Diamond Lake Resort, Diamond Lake CG, Broken Arrow CG, Hemlock Butte Cabin, Thielsen View CG |
| Open in Winter | Steamboat Inn, Island CG, Boulder Flat CG, Toketee CG, Whitehorse Falls CG, Poole Creek CG, Diamond Lake Resort, Hemlock Butte Cabin |

Table 7. Crater Lake – Diamond Lake Campgrounds and Lodging.

| | No. of Campsites | Hiking | Mountain Biking* | Fishing | Equestrian | OHV | Picnic Tables | Fire Pits | River Access | Wheelchair Access | Waterfalls | Drinking Water | Toilets (number) | Open in Winter |
|--|---------------------------------|--------|------------------|---------|------------|-----|---------------|-----------|--------------|-------------------|------------|----------------|------------------|----------------|
| <i>Rogue River – Siskiyou National Forest sites</i> | | | | | | | | | | | | | | |
| Union Creek CG | 73 | Y | N/S | Y | N | Y | Y | Y | Y | N | N | Y | Y | N |
| Union Creek Resort | Unclear (various lodging types) | Y | Y | Y | N | Y | N | N | Y | Y | N | Y | Y | Y |
| Abbott Creek CG | 25 | Y | N/S | Y | N | Y | Y | Y | Y | N | N | N | Y (7) | N |
| Mill Creek CG | 10 | Y | N/S | Y | N | N | Y | Y | Y | N | N | N | Y (2) | N |
| <i>Lost Creek Lake sites</i> | | | | | | | | | | | | | | |
| Joseph Stewart County Park | 200 (+2 group sites) | Y | Y | Y | N | N | Y | Y | Y | Y | N | Y | Y | Y |
| Four Corners CG | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S |
| Fire Glen CG | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S | N/S |
| Rogue-Elk County Park | 38 | Y | N/S | Y | N | N | Y | Y | Y | Y | N | Y | Y | N |
| <i>Sams Valley (OR 234) sites</i> | | | | | | | | | | | | | | |
| Medford / Gold Hill KOA Journey | 73 (various lodging types) | Y | N/S | N | N | N | Y | Y | N | N | N | Y | Y | Y |
| TouVelle State Recreation Site | 6 group day use sites | Y | N/S | Y | N | N | Y | N | Y | N | N | N | Y | Y |

* N/S in this category indicates Not Stated in the existing site information.

| Amenity Type | Applicable Sites |
|------------------------|--|
| Hiking | Union Creek CG, Union Creek Resort, Abbott Creek CG, Mill Creek CG, Joseph Stewart County Park, Rogue-Elk County Park, Medford / Gold Hill KOA Journey, TouVelle State Recreation Site |
| Mountain Biking | Union Creek Resort, Joseph Stewart County Park |

| | |
|-----------------------------------|--|
| Equestrian | None stated. |
| Fishing | Union Creek CG, Union Creek Resort, Abbott Creek CG, Mill Creek CG, Joseph Stewart County Park, Rogue-Elk County Park, TouVelle State Recreation Site |
| Off-Highway Vehicles (OHV) | Union Creek CG, Union Creek Resort, Abbott Creek CG |
| Wheelchair Access | Union Creek Resort, Joseph Stewart County Park, Rogue-Elk County Park |
| River Access | Union Creek CG, Union Creek Resort, Abbott Creek CG, Mill Creek CG, Joseph Stewart County Park, Rogue-Elk County Park, TouVelle State Recreation Site |
| Waterfalls | None stated. |
| Picnic Tables | Union Creek CG, Abbott Creek CG, Mill Creek CG, Joseph Stewart County Park, Rogue-Elk County Park, Medford / Gold Hill KOA Journey, TouVelle State Recreation Site |
| Fire Pits | Union Creek CG, Abbott Creek CG, Mill Creek CG, Joseph Stewart County Park, Rogue-Elk County Park, Medford / Gold Hill KOA Journey |
| Drinking Water | Union Creek CG, Union Creek Resort, Joseph Stewart County Park, Rogue-Elk County Park, Medford / Gold Hill KOA Journey |
| Toilets | Union Creek CG, Union Creek Resort, Abbott Creek CG (7), Mill Creek CG (2), Joseph Stewart County Park, Rogue-Elk County Park, Medford / Gold Hill KOA Journey, TouVelle State Recreation Site |
| Open in Winter | Union Creek Resort, Joseph Stewart County Park, Medford / Gold Hill KOA Journey, TouVelle State Recreation Site |

Economic generators, activity centers, and related destination nodes

This section details other economic generators and recreation destinations along the corridor.

North Umpqua (OR 138).

- [Sunshine Park](#). City of Roseburg day use park with playground, pavilion, and baseball and softball fields. Located at the eastern city boundary along OR 138.
- [Whistler's Bend County Park & Campground](#). Douglas County campground adjoining BLM North Bank Habitat Management Area. Featuring five yurts, 50 campsites, toilets, showers, boat ramp, and day use area.
- [Colliding Rivers Park](#). Douglas County day use park in Glide featuring fishing, restrooms, boat ramp, and swimming.
- [Umpqua's Last Resort](#). Private recreation site featuring cabins, "glamping" tents, tiny homes, and RV accommodations. Located on OR 138 between Horseshoe Bend Campground and Eagle Rock Campground.

Crater Lake – Diamond Lake (OR 230 and OR 62).

- [Crater Lake National Park](#). Oregon's only national park and one of the largest tourist destinations in Oregon.
- Lost Creek Lake.
 - [Riversedge Park](#). A USACE day use park on the west shore of Lost Creek Lake.
 - [McGregor Park, Nature Center, and Boatramp](#). A USACE park featuring restrooms and trash service, picnic tables, grills, and a visitor center that displays information about local plants, wildlife, geology, and cultural history, and provides information about recreational opportunities.
- [Takelma Day Use](#). A fee site featuring a boat ramp, vault toilet, and paved parking area.
- [Upper Rogue Regional Park](#). A Jackson County park in Shady cove featuring a boat ramp, restroom, picnic tables and barbecues, and an accessible fishing platform. Jackson County is working on a plan to improve the boat ramp facility as of October 2023.
- [Rogue River Preserve](#). An education and conservation preserve owned by the Southern Oregon Land Conservancy, located on the west bank of the Rogue River along Rogue River Drive. Near the junction of OR 62 and OR 234.

Sams Valley (OR 234).

- [Gold Nugget Wayside](#). BLM-managed roadside park with two vault toilets, a picnic area, and access to the Rogue River.
- [Upper and Lower Table Rocks](#). A BLM and Nature Conservancy managed recreation area at the south end of the corridor featuring two flat-topped buttes overlooking the Rogue River Valley.
- [Vineyards](#). The Sams Valley corridor features a number of wineries, with recreation and economic development interests emphasized to the project team as a major economic draw for tourists.

Utilities

This section outlines the utilities and service areas available in the project area, including cellular phone service, water service, and electricity.

Cell phone

Cellular service officially covers most of the project area, as shown in Figure 19 below. The reality is that service is not very reliable in the more remote areas of the corridor, in most of the Diamond Lake area, and parts of Crater Lake National Park. Figure 20 gives a more nuanced view of service in the area from cell phone provider data.⁷¹

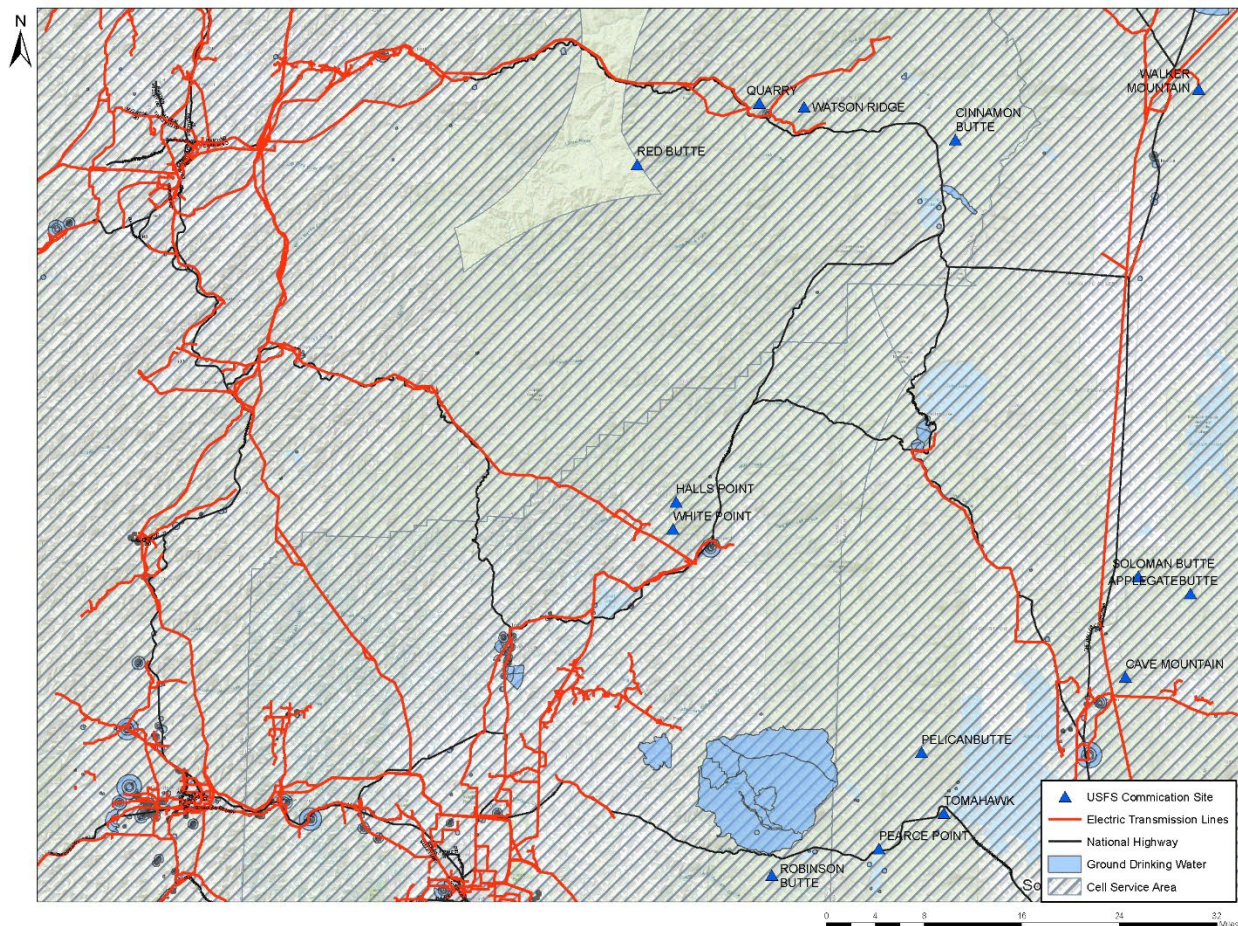


Figure 19. Cell phone service in the project area, along with electrical transmission lines and ground water sources.

⁷¹ Federal Communications Commission. 4G LTE Coverage. 2023. Accessed November 2023.

<https://www.fcc.gov/BroadbandData/MobileMaps/mobile-map>

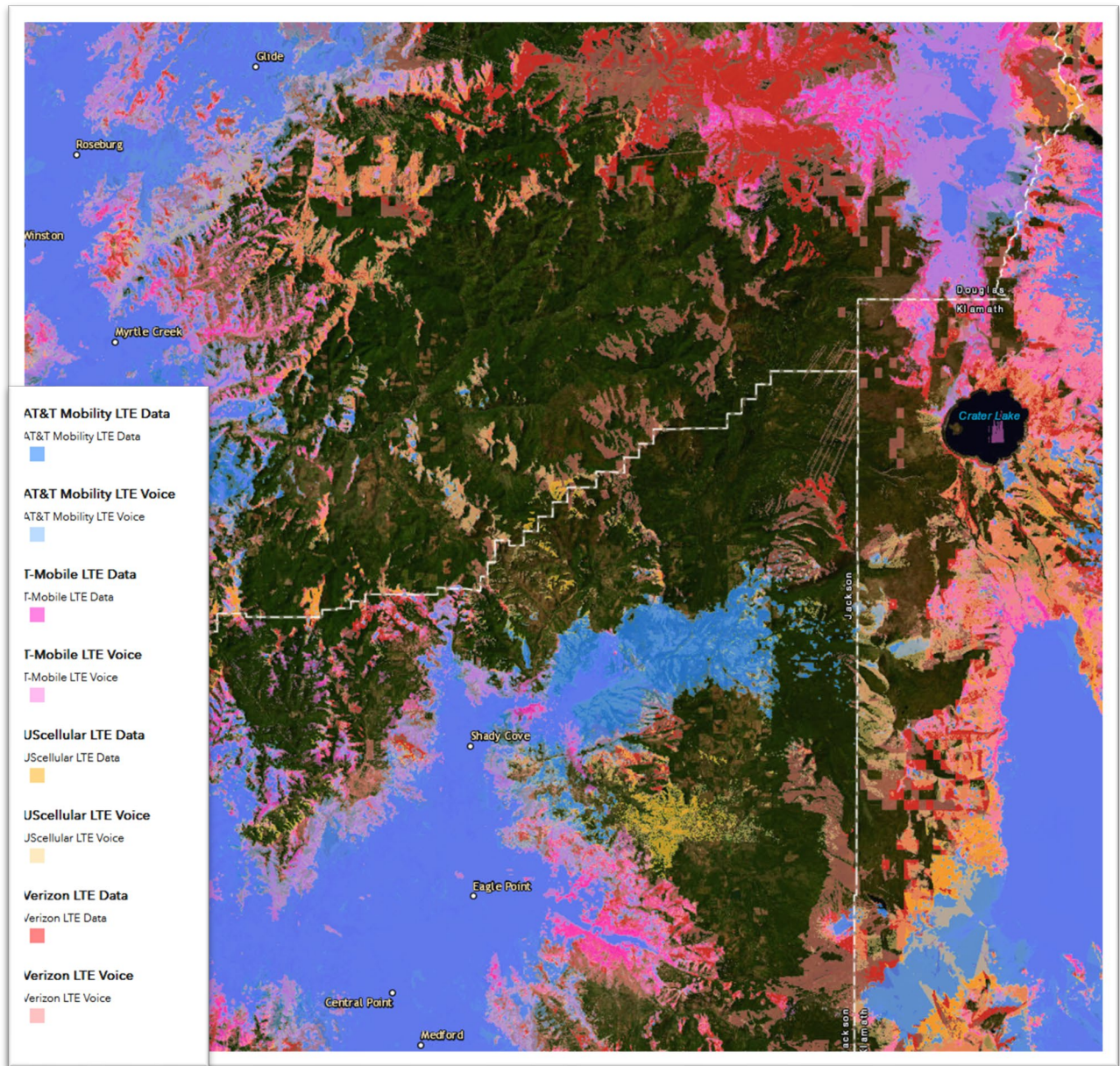


Figure 20. 4G LTE Coverage as of May 15, 2021.

Broadband Internet Access

Broadband internet access is limited in the project corridor, with most access and highest speeds available closer to and within urbanized communities at either end of the corridor.⁷² Most USFS lands within the corridor are unserved by broadband internet access, including Diamond Lake, as illustrated in Figure 21 below.

⁷² Oregon Explorer Map Viewer. 2024. *Broadband Service Availability and Grant Eligibility Viewer*. Retrieved January 2024 from: https://tools.oregonexplorer.info/geo_agol_viewer/index.html?viewer=broadband

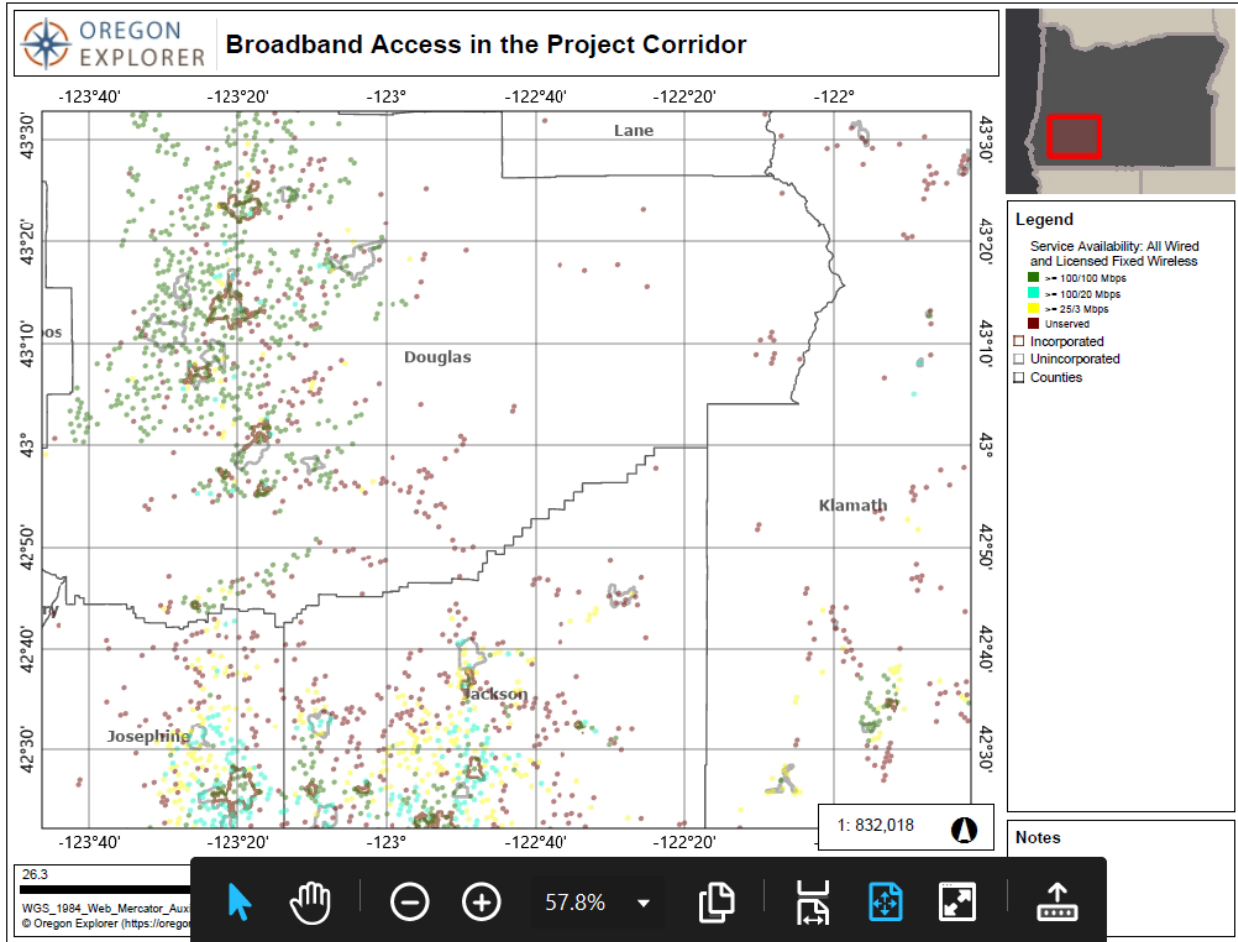


Figure 21. Broadband internet access in the project corridor. Map developed using Oregon Broadband Mapping Tool.

Water Service

Water service is generally provided by the applicable city in incorporated areas and by private wells in unincorporated rural areas. Figure 22 below shows the approximate location of water systems in the project area.⁷³

⁷³ Oregon Health Authority. *Oregon Public Water Systems*. 2023. Accessed November 2023. <https://yourwater.oregon.gov/wssearch.php>

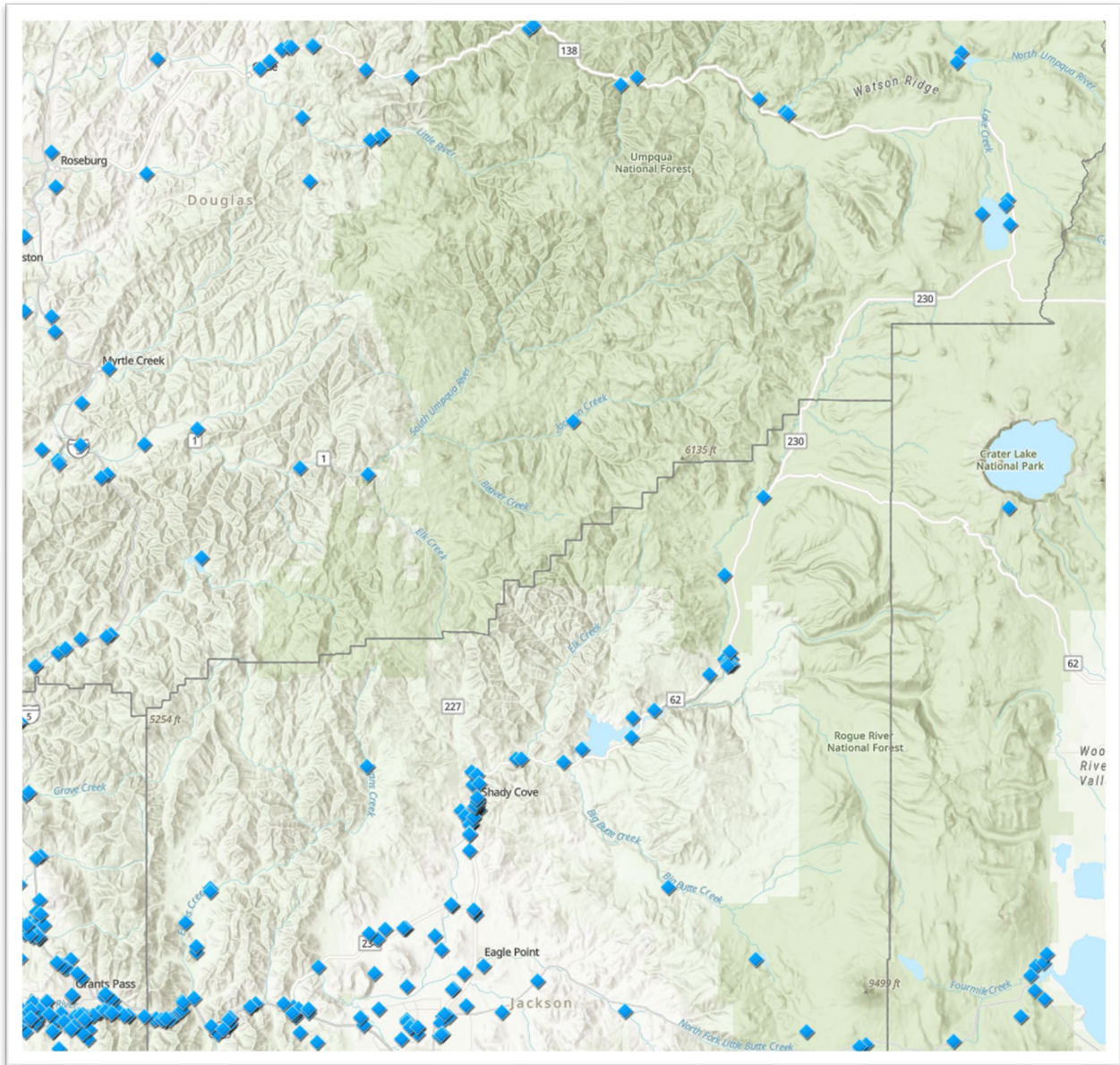


Figure 22. Oregon Public Water Systems. Blue icons indicate approximate center of service area.

Electrical services

The entire project area is covered by Pacific Power, with additional natural gas services provided by Avista Utilities Corporation in the Roseburg, Eagle Point, Central Point, Medford, and Gold Hill communities.⁷⁴

⁷⁴ Oregon Department of Energy. Find Your Utility. 2023. Accessed October 2023.
<https://geo.maps.arcgis.com/apps/webappviewer/index.html?id=ecb7f5fa47494a399ad596fb94fb6645>

Revenue and Funding Sources

This section outlines the funding sources available for implementing any improvements recommended by the future Corridor Master Plan. As no recommended facility or related improvements are proposed by this Existing Conditions memo, this section is meant as an informational overview to inform future phases.

Funding Resources

Table 8 on the following pages summarizes all federal funding sources identified by the project team that may be applicable to this corridor. The table is organized by funding source, funding agency, description, eligibility considerations, and non-federal matching funds required (if applicable).

Funding Sources Summary Table

Table 8. Corridor Improvement Funding Sources.

| Funding Source | Agency | Description | Eligibility | Match |
|---|-----------------------|---|--|--|
| Legacy Trails Grant Program | American Trails; USFS | Program goal is to support projects that restore, protect, and maintain watersheds on national forests and grasslands. Looking to fund projects that restore fish and aquatic organism passage, improve trail resiliency, preserve trail access, and convert unneeded Forest Service roads to trails. Protecting threatened, endangered, and sensitive species, and community water sources are among the top priorities for projects that improve and maintain trail access. | Nonprofit organizations and non-federal agencies are eligible to apply. Gaps on Forest Service land/trails may be eligible, especially gaps that seek to convert Forest Service roads into trails. Emergency operations, such as evacuation routes during wildfires, floods or other natural disasters also benefit from this program. | 50% match - may be accomplished through cash, contributed funding, and/or in-kind contribution. Up to \$100,000 per project. |
| Charging and Fueling Infrastructure | FHWA | The Charging and Fueling Infrastructure Grant Program provides funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure. This grant program has two tracks: 1. Corridor Charging: To deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors. 2. Community Charging: To install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. | State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations; Transportation Providers and Operators; U.S. Territories | 20% applicant match |

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| <p><u>Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – Discretionary</u></p> | <p>FHWA</p> | <p>The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program helps make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. PROTECT provides planning, resilience improvement, community resilience and evacuation, and at-risk coastal infrastructure grants.</p> | <p>Any state, local, or Tribal government. Federal land management agencies are eligible if applying jointly with other eligible entities.</p> | <p>Planning: 100% federal share All other grants require 20% applicant match.</p> |
| <p><u>Bridge Investment Program</u></p> | <p>FHWA</p> | <p>The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds.</p> | <p>States and federal lands management agencies, metropolitan planning organizations, and local and tribal governments.</p> | <p>Varies between 10-50% applicant match based on bridge type and location</p> |
| <p><u>Low Carbon Transportation Materials Grants (IRA)</u></p> | <p>FHWA</p> | <p>Reimburses or provides incentives to eligible recipients for the use, in projects, of construction materials and products that have substantially lower levels of embodied greenhouse gas emissions associated with all relevant stages of production, use, and disposal as compared to estimated industry averages of</p> | <p>All Federal land management, state, local, and Tribal agencies.</p> | <p>100% federal share</p> |

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| | | similar materials or products as determined by the Administrator of the U.S. Environmental Protection Agency (EPA). | | |
| <u>Federal Lands Access Program</u> | FHWA | Funds to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The Access Program 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. Applicant must be state, county, tribal, or city government that owns or maintains the transportation facility. | Any state, county, local government, or tribe that owns or maintains a public transportation facility are eligible to apply. Project must be located on, adjacent to, or provide direct access to federal lands. This current planning effort is funded by a FLAP planning grant from FHWA. | No local match required in Oregon \$37,766,000 available per fiscal year in Oregon |
| <u>Federal Lands Transportation Program</u> | FHWA | Funding to improve transportation infrastructure owned and maintained by the following Federal Lands Management Agencies: National Park Service (NPS), U.S. Fish and Wildlife Service (FWS), U.S. Forest Service (USFS), USDA Forest Service, Bureau of Land Management (BLM), U.S. Army Corps of Engineers (USACE), Bureau of Reclamation (BOR) and independent federal agencies with land and natural resource management responsibilities. | The FLTP program is only for federal agencies, though other public agencies can leverage these funds at the request of the NPS, FWS, USFS, ASACE, BLM, BOR or independent Federal agencies with natural resource and land management responsibilities on transportation facilities that provide access to/through the FLMA's respective lands. | The Federal share for FLTP projects is 100%. \$375 million per fiscal year available across all eligible agencies. |

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| <p><u>Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program</u></p> | <p>FHWA</p> | <p>Provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and Tribal lands. This Program provides an opportunity to address significant challenges across the nation for transportation facilities that serve Federal and Tribal lands.</p> | <p>A State, county, or unit of local government may apply for funding under the NSFLTP Program only if sponsored by an eligible Federal Land Management Agency (FLMA) or federally recognized Tribe.</p> <p>To meet the minimum statutory requirements for eligibility, a project must meet all the following conditions:</p> <ol style="list-style-type: none"> 1. The project is a single continuous project; 2. The project meets the Federal lands transportation facility, Federal lands access transportation facility, and/or Tribal transportation facility definitions per 23 U.S.C. § 101, except that such facilities are not required to be included in an inventory described in 23 U.S.C. § 202 or 23 U.S.C. § 203; 3. The project demonstrates completion of all activities required under the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. § 4321 et seq.); 4. Based on the results of preliminary engineering, the project must have estimated construction costs equal to or greater than \$12,500,000; and 5. The project will use NSFLTP Program funds only for construction, reconstruction, or rehabilitation of transportation facilities. Project design activities are not eligible for NSFLTP Program | <p>100% federal share for Tribal applicants. 10% match for all other applicants.</p> |
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| | | | funds or allowable toward matching requirements | |
| <u>Electric Vehicle Charger Reliability and Accessibility Accelerator Program</u> | FHWA | The FHWA EV Charger Reliability and Accessibility Accelerator offers funding for the repair and replacement of existing, non-operational publicly accessible Level 2 and direct current fast charging (DCFC) stations. Funding is available for up to 80% of eligible project costs. | State DOTs and local governments | Unclear |
| <u>Bridge Investment Program, Large Projects</u> | FHWA | The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal | All state, local, and Tribal governments | 50% applicant match |

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| | | governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs. | | |
| <u>Tribal Transportation Program Safety Fund (TTPSF)</u> | FHWA | 4% of the annual available Tribal Transportation Program (TTP) funds are set aside to address transportation safety issues identified by federally recognized Indian tribes through a competitive, discretionary program. Projects are chosen whose outcomes will reduce fatal and serious injuries in transportation related incidents, such as motor vehicle crashes. | Any federally recognized Tribe | None |
| <u>Buses and Bus Facilities</u> | FTA | The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. | Designated recipients of FTA funds, state, local governments, and Tribes. | 20% applicant match |
| <u>Low or No Emission Vehicle</u> | FTA | The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, | Designated recipients of FTA funds, state, local governments, and Tribes. Except for projects proposed by Indian Tribes, proposals for funding eligible projects in rural (non-urbanized) areas must be submitted as part of a consolidated state proposal. States and other | Varies between 10-15% applicant match |

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| | | and leasing of required supporting facilities. | eligible applicants also may submit consolidated proposals for projects in urbanized areas. | |
| <u>Transit-Oriented Development Pilot Program</u> | FTA | The competitive Transit Oriented Development (TOD) planning program provides funding for efforts associated with an eligible transit project for which the project sponsor will seek funding through FTA's Capital Investment Grants Program. TOD focuses growth on transit stations to create compact, mixed-use communities with easy access to jobs and services. TOD capitalizes on public investments in transit and supports transit systems by increasing ridership and fare revenue. | State and local governments | Unclear |
| <u>Accelerating Advanced Digital Construction Management Systems Program</u> | FTA | The Accelerating Advanced Digital Construction Management Systems Program, created as part of the Bipartisan Infrastructure Law aims to improve how transit agencies deliver capital construction projects. The ADCMS program will fund demonstrations to accelerate the adoption of field-tested digital platforms to reduce costs and improve the delivery of transit infrastructure projects. Digital systems for construction management provide a technology solution for workers throughout the infrastructure project, enabling | Transit agencies, private for-profit and not-for-profit organizations, state or local government entities, and institutions of higher education. | 20% applicant match |

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| | | them to perform tasks faster, more safely, smarter, and more accurately. | | |
| <u>Oregon Conservation and Recreation Fund</u> | ODFW | The Oregon Conservation and Recreation Fund (Fund) supports projects that protect and enhance the species and habitats identified in the Oregon Conservation Strategy and create new opportunities for wildlife watching, urban conservation, community science, and other wildlife-associated recreation. The OCRF prioritizes projects that implement the Oregon Conservation Strategy, a blueprint for conserving Oregon’s fish and wildlife and their habitats before they become more difficult to protect. The OCRF invests in outdoor recreation opportunities that connect Oregonians to the natural world and increase equity for underserved communities. | Any public or private entity | 20% applicant match |
| <u>Land and Water Conservation Fund (LWCF)</u> | ODFW | LWCF grants are available to either acquire land for public outdoor recreation or to develop basic outdoor recreation facilities. | Eligible applicants include cities, counties, or districts authorized to acquire, develop, operate, and maintain park and recreation facilities. | LWCF provides up to 50 percent project funding. About \$1.5 million awarded to projects every other year. Minimum grant: \$50,000. No maximum amount. |
| <u>Statewide Transportation Improvement Program</u> | ODOT | The STIP is the major statewide program for funding significant projects, usually of regional importance. The STIP programs both state and federal dollars. STIP Fix-It Program - Used to keep ODOT highways in good repair. Funds can often be leveraged to accomplish other minor roadway | State and local agencies are eligible to apply. Funds necessary improvements on or along state highways. STIP process is extremely competitive. Projects included in the STIP are generally regionally significant and are prioritized by ODOT, metropolitan planning | Match requirements vary. Approximately \$2 billion available statewide for the 2024-2027 STIP. |

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| | | improvements, such as restriping or lane reconfigurations. Transportation Alternatives (TA Set-Aside) - Funds programs/projects including pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and others. | organizations, and area commissions on transportation. | |
| <u>Oregon Community Paths Program</u> | ODOT | Funds grants for project development, construction, reconstruction, major resurfacing, or other improvements of multiuse paths that improve access and safety for people walking and bicycling. To be competitive, projects need to be well defined, ideally link communities together, fill a critical missing link in a corridor, or serve as an element of the larger regional trail network. | Eligible applicants include cities, counties, states, regional government bodies, tribal governments, mass transit or transportation districts, school districts, special government bodies, or other units of local government. Many gaps may be eligible. Paths and trails, generally of regional significance or that fill gaps in a trail network are eligible. Project must serve a transportation purpose in addition to a recreational purpose. | 10 to 30% match depending on funding source (federal or state). Approximately \$15 million available in 2021. Federal Project Refinement: \$150,000 - \$750,000 per project. Federal Construction: \$500,000 - \$6,000,000 per project. State Construction: \$300,000-\$1,000,000 per project. |
| <u>All Roads Transportation Safety</u> | ODOT | The All Roads Transportation Safety (ARTS) Program addresses safety needs on all public roads in Oregon through a data-driven, jurisdictionally blind selection process. | State, counties, and cities. | 10% local applicant match required. |
| <u>Local Bridge Program</u> | ODOT | Federally-funded bridge program, divided into funding categories of large, small, on-system, and off-system bridges | All Oregon cities and counties | Unclear |

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| <p><u>Congestion Mitigation and Air Quality Program</u></p> | <p>ODOT</p> | <p>The Congestion Mitigation and Air Quality (CMAQ) Program is a Federal Highway Administration (FHWA) Federal-aid funding source for transportation projects and programs that reduce traffic congestion and contribute to air quality improvements (including tangible reductions of carbon monoxide, ozone precursors, or particulate matter pollution). CMAQ funds are apportioned annually to each state according to the severity of its air quality problems. The state determines how funds are allocated.</p> | <p>Non-MPO rural entities can apply directly to ODOT. Applicants must be within an air quality non-attainment area and demonstrate emission reductions from proposed project.</p> | <p>Unclear</p> |
| <p><u>Connect Oregon</u></p> | <p>ODOT</p> | <p>Connect Oregon is an initiative established by the 2005 state legislature to invest in non-highway modes of transportation. Future rounds of the program will fund aviation, rail, and marine projects, and previous rounds included bicycle/pedestrian and transit projects. These infrastructure projects ensure Oregon's transportation system is strong, diverse, and efficient.</p> | <p>Capital projects for rail, marine, and other infrastructure.</p> | <p>30% applicant match</p> |
| <p><u>Immediate Opportunity Fund</u></p> | <p>ODOT</p> | <p>The purpose of the Immediate Opportunity Fund (IOF) program is to support economic development through roadway improvements. The 1987 Oregon Legislature created state funding for immediate economic opportunities funded by motor vehicle gas-taxes. The IOF program is discretionary</p> | <p>Oregon cities and counties</p> | <p>50% applicant match</p> |

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| | | and may only be used when other sources of financial support have been exhausted. The IOF program is not a replacement or substitute for other funding sources. | | |
| <u>Safe Routes to School</u> | ODOT | The Oregon Department of Transportation has two main types of Safe Routes to School programs: Construction and Education and technical assistance. Construction programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks, and bike lanes, flashing beacons, and the like. Education programs focus on education and outreach to assure awareness and safe use of walking and biking routes. | Several grant opportunities for construction, education, and enforcement. | 20-40% applicant match for construction program. Unclear match for education awards |
| <u>Small City Allotment</u> | ODOT | The Small City Allotment (SCA) program is an annual allocation of state funds for local transportation projects. Incorporated cities with populations of 5,000 or less are eligible to apply. SCA funds may only be used upon streets that are "inadequate for the capacity they serve or are in a condition detrimental to safety" (ORS 366.805). Each project will be evaluated and scored on existing conditions and proposed improvements. Projects compete only against other projects within the same region. | Oregon cities under 5,000 in population. | No match required. |

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| <p><u>Sidewalk Improvement Program</u></p> | <p>ODOT</p> | <p>Allocates funds to improve walking and biking infrastructure (e.g., crossings, sidewalks, bike facilities) on or along state highways. Provides grants on a rotating regional basis to construct larger pedestrian and bicycle projects (or bundles of systemic improvements) needed to address priority needs identified in the Oregon Bicycle and Pedestrian Plan (OBPP) and Active Transportation Needs Inventory (ATNI).</p> | <p>Funds are available to ODOT Regions and Districts, cities, counties, regional government bodies, transit districts, tribes, or other unit of local government. An Intergovernmental Agreement (IGA) is required when an entity other than ODOT is delivering the project or contributing funds. Eligible for improvements on or along state highways. ATNI web map shows high prioritization along the U.S. 101 – several gaps may be eligible.</p> | <p>No match is required. State Pedestrian and Bicycle funds can be used as a match for federal dollars. \$7.4 million annually for federal fiscal years 2022 to 2024.</p> |
| <p><u>Recreational Trails Program</u></p> | <p>OPRD</p> | <p>Funds to develop, improve, or expand motorized and non-motorized trails and their facilities. RTP funding is intended for recreational trail projects and can be used for construction of new trails, major rehabilitation of existing trails, development or improvement of trailhead or other support facilities, acquisition of land or easements for the purpose of trail development, and safety and education projects.</p> | <p>Eligible applicants include federal agencies, state agencies, municipal agencies, nonprofits (registered for at least 3 years), Tribal Governments, Other government entities. The OCT has previously received funding from this source (2017). This funding source is very competitive, and funding is generally based on the needs identified in the Oregon Statewide Trails Plan.</p> | <p>20% match. Match can include volunteer labor or other donations. Annual allocation is approximately \$1.6 million. Grant requests recommended at \$10,000-\$150,000</p> |
| <p><u>Local Government Grant Program</u></p> | <p>OPRD</p> | <p>Awards grant funds for outdoor park and recreation areas and facilities, acquisition of property for park purposes, bicycle and pedestrian recreation and transportation trails, bicycle recreation opportunities, and non-motorized water-based recreation.</p> | <p>Local government agencies, which under state law have an obligation to provide public recreation facilities, are eligible to apply for funding assistance. This includes cities (municipal corporations); counties (political subdivisions); metropolitan service districts, park and recreation districts, and port districts. Many gaps may be eligible.</p> | <p>20-50% match required, based on city, district, or county population. Small Community Planning Grants: Maximum of \$40,000 Small Grant Request: Maximum \$75,000 Large Grant Requests: Maximum \$750,000 Land acquisition projects: \$1,000,000</p> |

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| | | | Eligible projects involve land acquisition, development, major rehabilitation projects, and planning and feasibility studies. Past projects funded include non-motorized trails, land acquisition that provides beach and estuary access, and site-specific master planning efforts. | |
| <u>Natural Gas Distribution Infrastructure Safety and Modernization Program</u> | PHMSA | The grant funding is to be made available to a municipality or community owned utility (not including for-profit entities) to repair, rehabilitate, or replace its natural gas distribution pipeline systems or portions thereof or to acquire equipment to (1) reduce incidents and fatalities and (2) to avoid economic losses. | City, county, and Tribal governments. | No match required. |
| <u>Travel Oregon Competitive Grants Program</u> | Travel Oregon | This program awards eligible applicants for projects that contribute to the development and improvement of local economies and communities throughout Oregon by means of the enhancement, expansion, and promotion of the visitor industry. | Eligible applicants have yet to be determined for 2023 applications. Projects should support Travel Oregon's vision of "a welcoming destination where tourism drives economic prosperity, benefits the natural environment and celebrates rich, diverse cultures." Many gaps may be eligible. | 10-50% cash match depending on application to Small, Medium, or Large Competitive Grants Program Small – Up to \$20,000 Medium - \$20,000 - \$100,000 Large – Over \$100,000 |
| <u>Thriving Communities Program</u> | USDOT | TCP funds organizations ("Capacity Builders") to provide technical assistance, planning, and capacity building support to disadvantaged and under-resourced communities, enabling them to advance transportation projects that support community-driven economic development, health, environment, mobility, and access goals. | Two programs: (1) Thriving Communities National Capacity Builder Program (TCP-N) eligible entities include non-profit, academic, philanthropic, and similar entities engaged in technical assistance work. (2) Thriving Communities Regional Pilot Program eligible entities include state, Tribal, and local governments. | No match required. |

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| <p><u>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</u></p> | <p>USDOT</p> | <p>The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$14.3 billion for fifteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.</p> | <p>All state, local, and Tribal governments</p> | <p>No match required for certain rural areas. All other areas require 20% applicant match.</p> |
| <p><u>Safe Streets and Roads for All Grant Program</u></p> | <p>USDOT</p> | <p>The purpose of SS4A grant program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries. The program focuses on the development of a comprehensive safety action plan and its implementation for all users of our highways, streets, and roadways, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop tools to strengthen a community's approach to roadway safety and save lives and prevent serious harm.</p> | <p>All state, local, and Tribal governments. Eligible projects include safety action plans and plan implementation efforts</p> | <p>20% applicant match</p> |

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| <p><u>Multimodal Project Discretionary Grant Opportunity (Mega, INFRA, and Rural)</u></p> | <p>USDOT</p> | <p>Three separate grants that fund (1) large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits (Mega), (2) multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas (INFRA), and (3) projects that improve and expand our nation’s surface transportation infrastructure in rural areas in order to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life (Rural).</p> | <p>Any state, Tribal, or local government, subject to classification of urban or rural project locations</p> | <p>Varies.</p> |
| <p><u>Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</u></p> | <p>USDOT</p> | <p>The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.</p> | <p>Any state, Tribal, or local government.</p> | <p>No match required at this time. Program website documents indicate the planning portion of a project has no match but the latter portions have not been determined as of November 2023.</p> |

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| <u>Reconnecting Communities Program and Neighborhood Access and Equity Grant Program</u> | USDOT/FH WA | The RCN Program provides opportunities to redress the legacy of harm from transportation infrastructure including construction-related displacement, environmental degradation, limited access to goods and services, degraded public health due to air and noise pollution, limited opportunities for physical activity, and hampered economic vitality of the surrounding community. | Any state, Tribal, local government, or non-profit organization. Specific eligibility varies between community planning, capital construction, and regional partnerships grants. | 20% applicant match for planning grants. 20% applicant match for capital construction grants (grant cannot exceed 50% of total project cost). 20% applicant match for partnership grants. Projects in disadvantaged or underserved communities (by program definitions) do not require match. |
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Additional Resources

The table above provides a selection of state and federal transportation funding resources, although additional resources exist. As the project team develops project recommendations, they will revisit this table along with the resources below that consolidate funding opportunities:

1. [Rural Opportunities to Use Transportation for Economic Success \(ROUTES\)](#). A USDOT program that consolidates federal funding opportunities for rural areas.
2. [US Department of Agriculture Rural Development](#). A USDA program providing funding opportunities for small and rural communities to invest in infrastructure, energy, internet access, and electricity.
3. [Local Government Funding Overview](#). An Oregon Department of Transportation website featuring local government funding resources and grants.

Conclusion and Next Steps

The Existing Conditions memorandum is meant to provide baseline information on a range of relevant factors that could inform any proposed improvements and recommendations. It is one deliverable of three for the first phase of the Rogue-Umpqua Bicycle and Pedestrian Corridor Plan, with the other two deliverables being (1) a demand management analysis and (2) an engagement summary. The three documents together form a Phase 1 Report of baseline conditions, needs, and opportunities.

Phase 2

Phase 2 of the Corridor Plan shifts from gathering information, needs, challenges, and opportunities to organizing possible improvements for the corridor, conceptual designs, and cost estimates. Phase 2 will cover calendar year 2024 and lead to the combined Rogue-Umpqua Bicycle and Pedestrian Corridor Plan (Final Report), with both Phase 1 and Phase 2 deliverables as appendices.

Next Steps

The immediate steps following the Existing Conditions memorandum and related deliverables will be to summarize all information collected and themes developed for a public webinar between Phase 1 and Phase 2. From there, the project team will:

1. Develop the universe of potential improvements, organized by project type
2. Develop high-level design and construction cost estimates
3. Develop more refined, detailed designs and related cost estimates for a subset of 1-2 above
4. Develop a Final Report that summarizes all work completed and recommended improvements

Steps 1-4 are a summary of Phase 2 tasks and are not inclusive of all work expected. Similarly, how and when the project team will engage with the public and partners will reflect the key project milestones as well as how specific groups want to engage and be engaged.