

# Rogue-Umpqua Bicycle and Pedestrian Corridor Plan

Public Webinar | January 23<sup>rd</sup>, 2024

# Session Overview

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2. Project Background and Purpose
3. Timeline
4. Existing Conditions
5. Demand Management
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9. Discussion



# Project Team



Mike Baker  
Region 3 ODOT Planning and Program  
Manager  
[michael.baker@odot.oregon.gov](mailto:michael.baker@odot.oregon.gov)

John Lazur  
Region 3 Active Transportation Liaison  
[john.lazur@odot.oregon.gov](mailto:john.lazur@odot.oregon.gov)



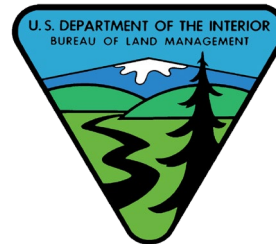
U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Cole Grisham  
Transportation Systems Planner  
[nicholas.grisham@dot.gov](mailto:nicholas.grisham@dot.gov)



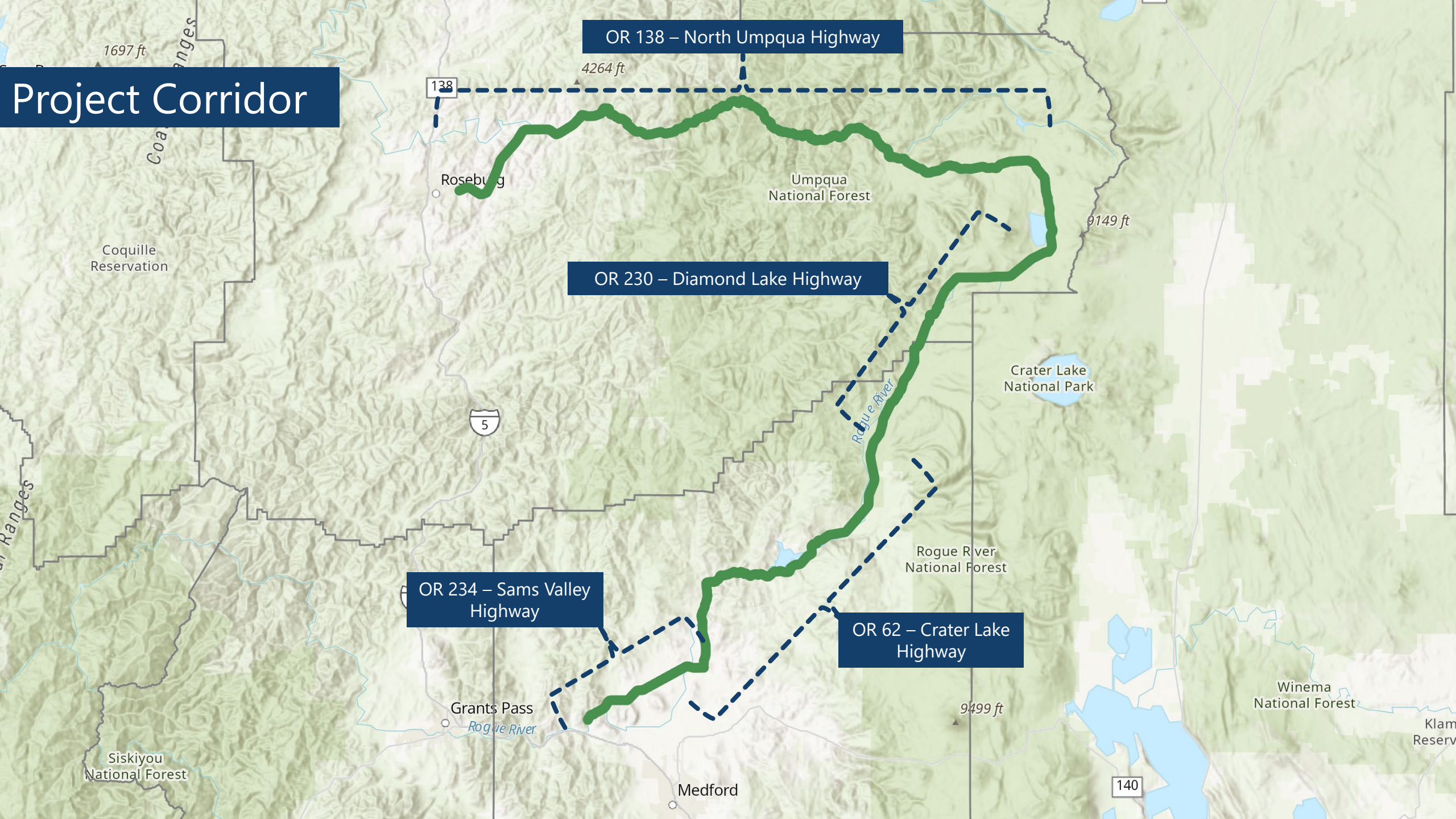
Vern Shumway  
Forest Landscape Architect  
[vern.shumway@usda.gov](mailto:vern.shumway@usda.gov)

Brad Cownover  
Regional Landscape Architect  
[earl.cownover@usda.gov](mailto:earl.cownover@usda.gov)



Cheyne Rossbach  
Assistant Field Manager – Resources  
[crossbac@blm.gov](mailto:crossbac@blm.gov)

# Project Corridor



OR 138 – North Umpqua Highway

138

4264 ft

Roseburg

Umpqua National Forest

9149 ft

OR 230 – Diamond Lake Highway

Crater Lake National Park

5

Rogue River

Rogue River National Forest

OR 234 – Sams Valley Highway

OR 62 – Crater Lake Highway

Grants Pass

Rogue River

9499 ft

Medford

140

Winema National Forest

Klamath Reservation

Siskiyou National Forest

Coquille Reservation

Coquille Ranges

Siskiyou Ranges

1697 ft



# Project Background and Purpose

01

Address bicycle and pedestrian needs along entire corridor

02

Ensure forest viewsheds are preserved and enhanced

03

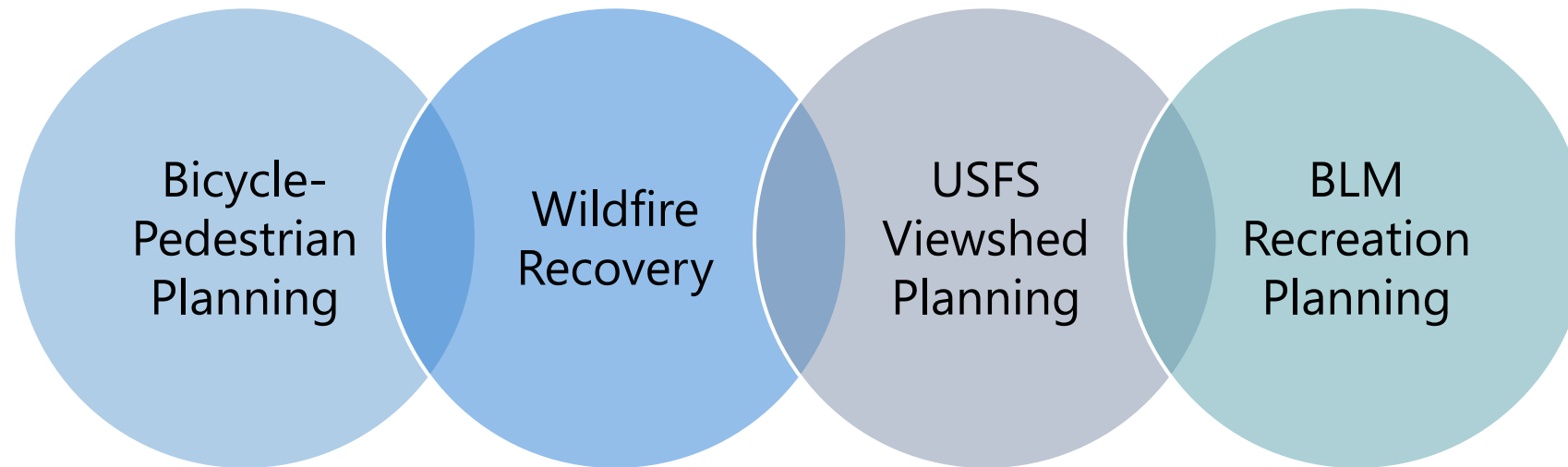
Integrate current and anticipated recreation needs into transportation infrastructure decisions

04

Address needs of local,\* regional,\* state, tribal, and federal partners in the corridor together

*\*Includes private, non-profit, and other local and regional interests!*

# Project Background and Purpose





# Bicycle and Pedestrian Needs





# Wildfire Recovery & Trails

NORTH UMPQUA TRAIL  
ROAD NO. 1414  
PANTHER SEGMENT  
ROAD NO. 4714  
▲ PANTHER TRAILHEAD 5

**DANGER**  
**TRAIL CLOSED**  
DUE TO HAZARD TREES,  
DOWNED LOGS, ROCK SLIDES,  
MISSING TREAD AND  
BURNED BRIDGES

-  HIKER
-  MORE DIFFICULT
-  BICYCLE
-  MORE DIFFICULT
-  HORSE
-  MORE DIFFICULT
-  ATV
-  MOTORCYCLE





# USFS Viewshed Planning



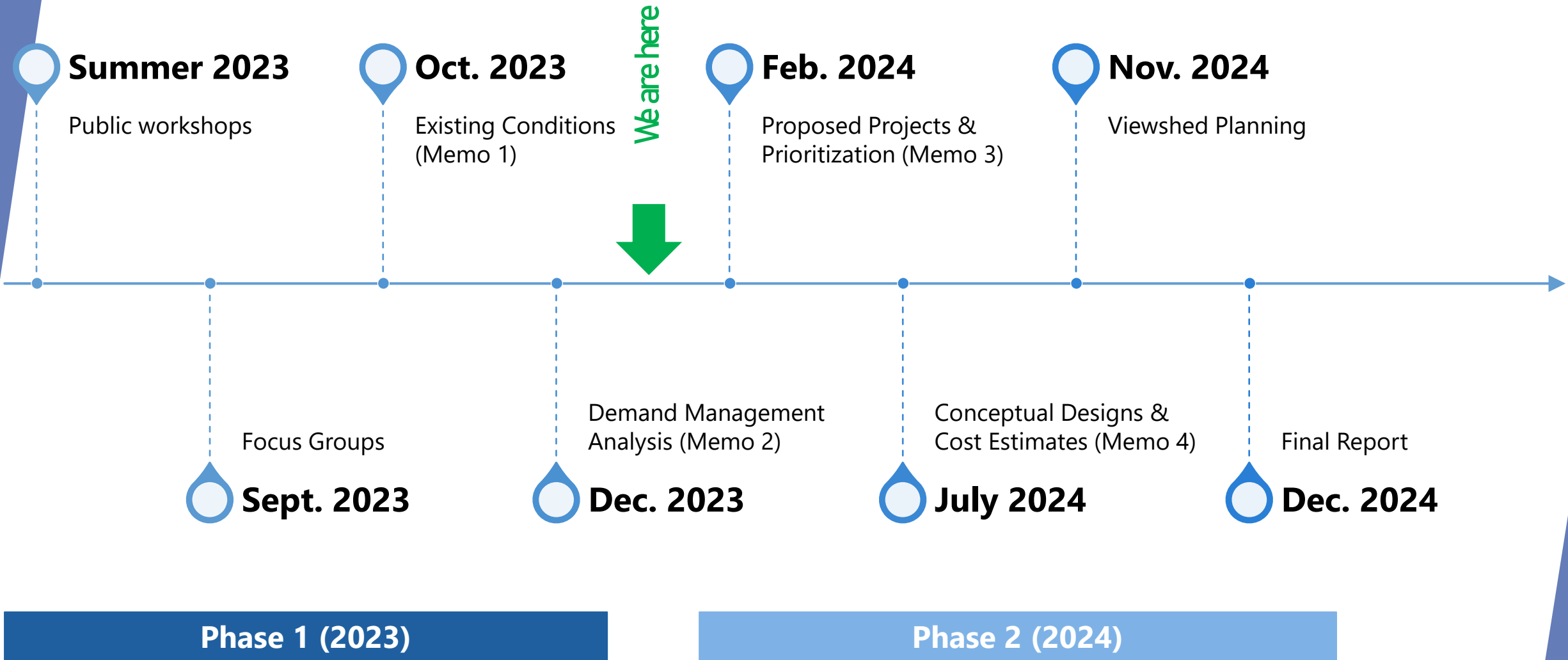


# BLM Recreation Planning

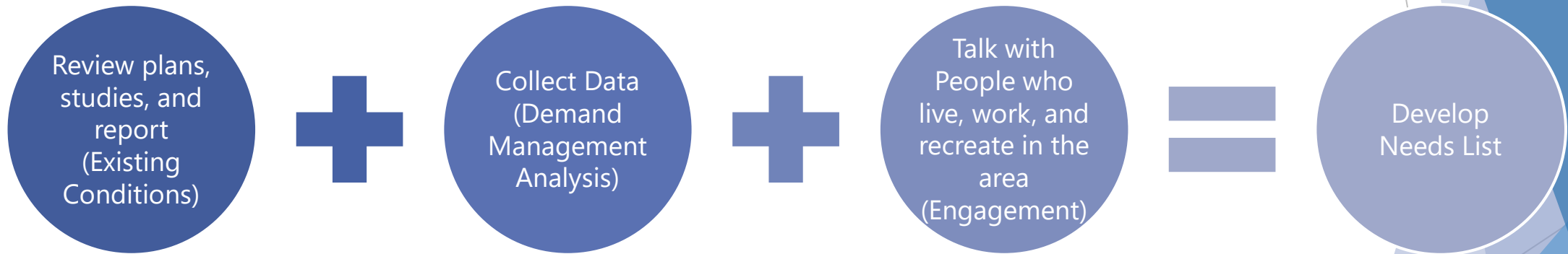




# Project Timeline



# Phase 1: Doing our Homework



# Existing Conditions



Planning Context



Land Use



Transportation Facilities



Traffic and Safety



Recreation Infrastructure



Utilities



Revenue and Funding Sources



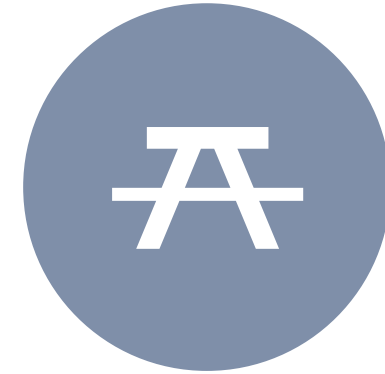
# Demand Management Analysis



Traffic counts at selected  
recreation sites

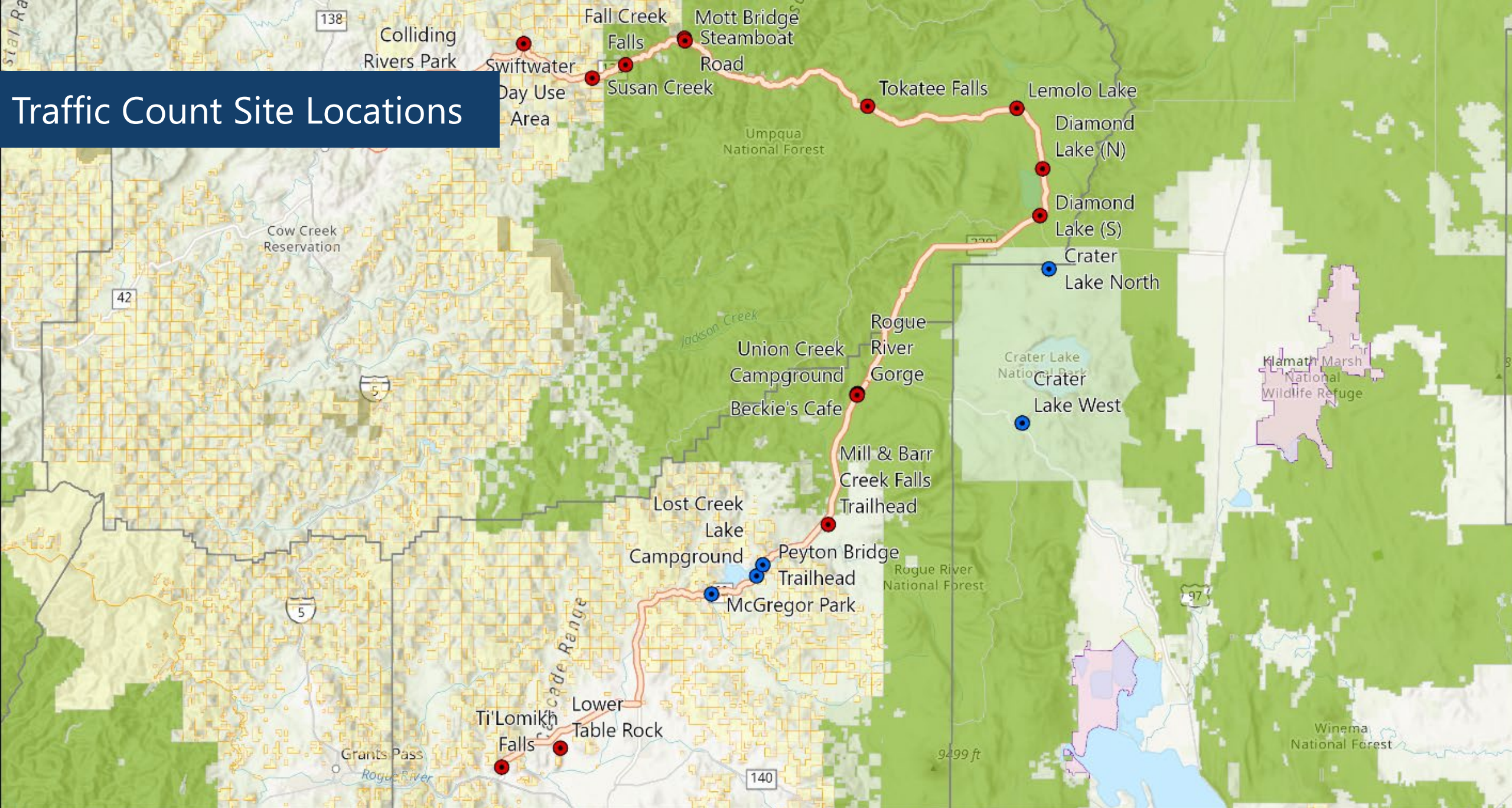


ODOT data for highway  
facilities

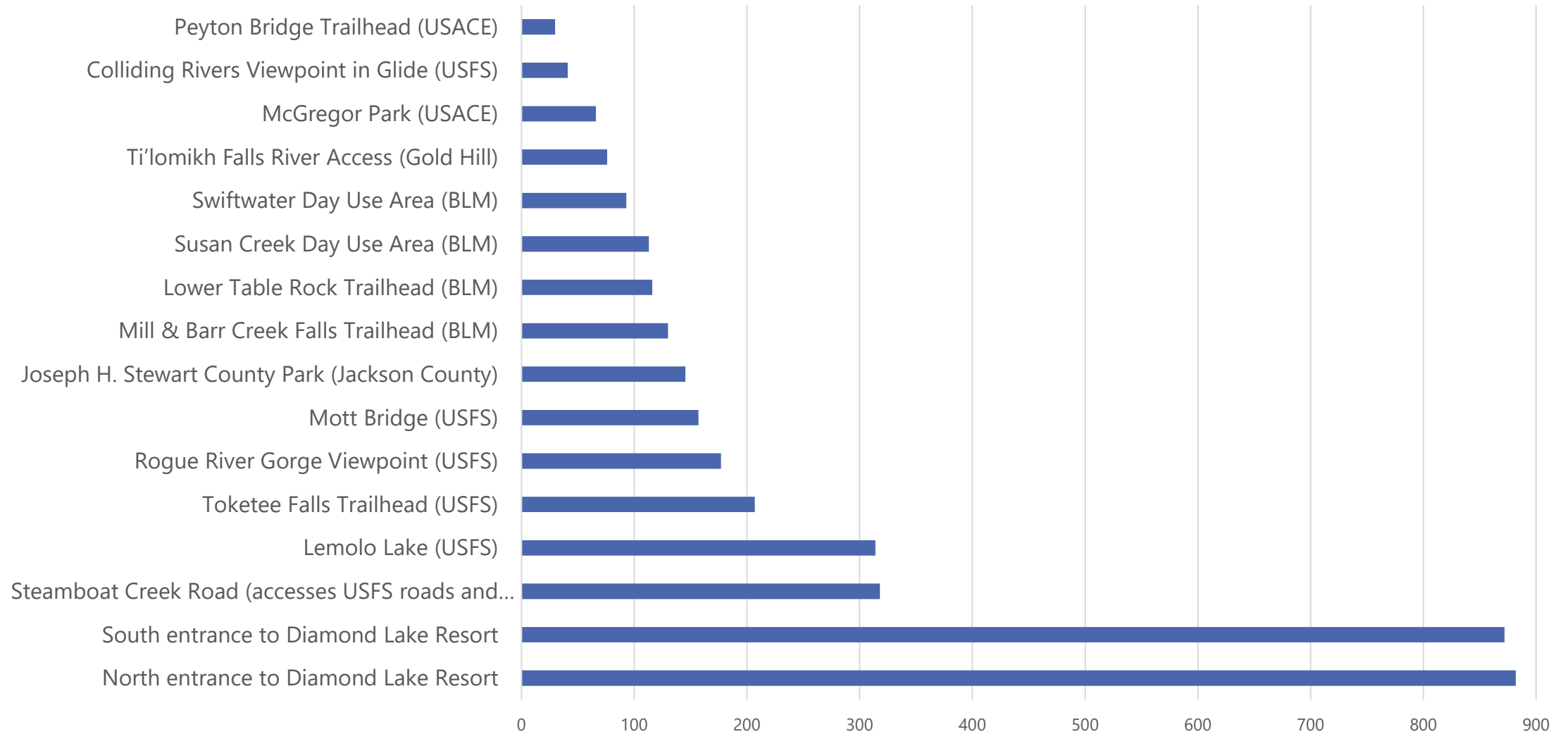


Partner data for  
recreation sites

# Traffic Count Site Locations

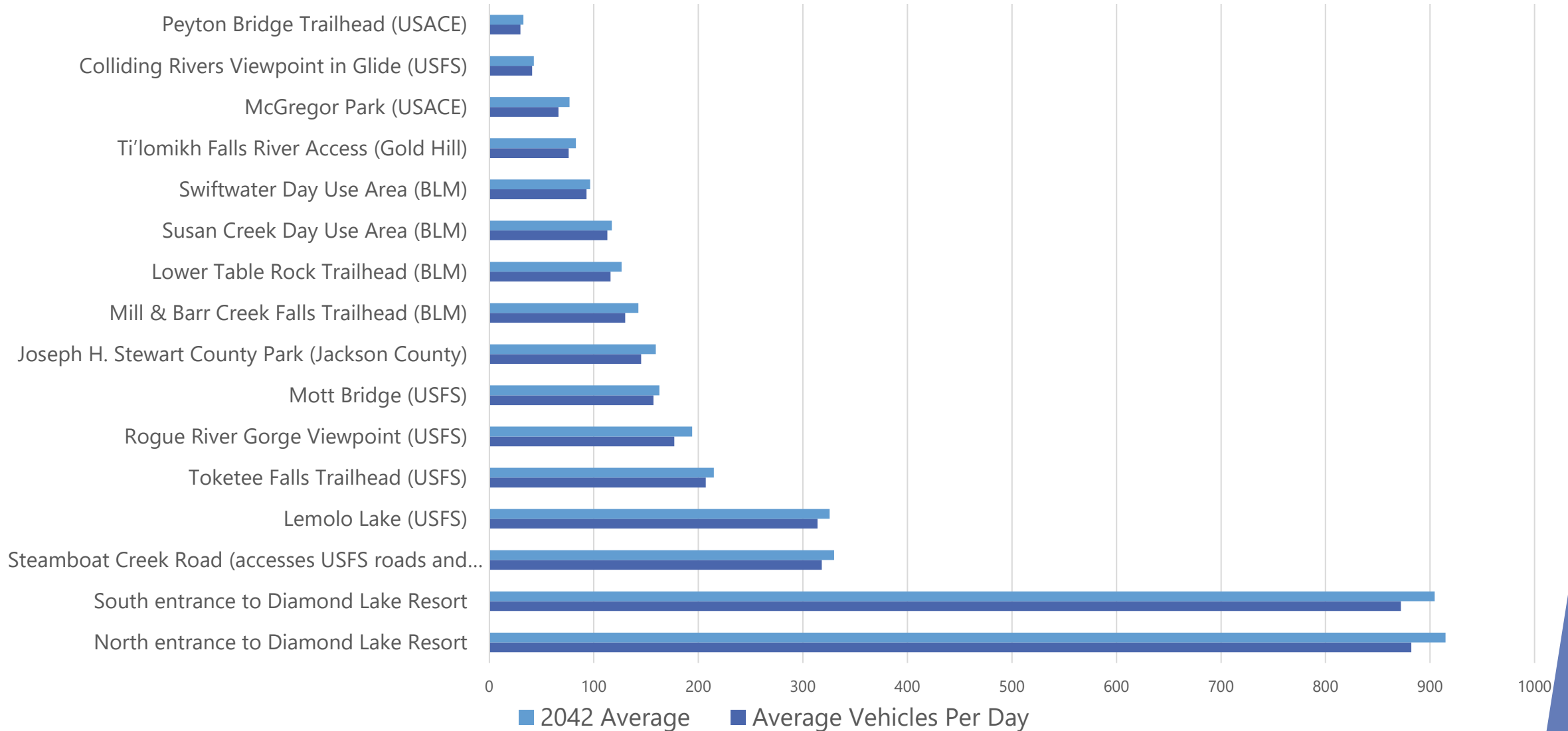


# Traffic Count Data





# Traffic Count Data



# Demand Management Strategies



**Active Traffic Management**  
– Congestion and volume options for high-volume sites



**Active Demand Management** – Technology-based options for redirecting demand



**Active Parking Management**  
– Technology-based and static information to direct parking



**Bicycle and Pedestrian Infrastructure** – Safety countermeasures for bicycle and pedestrian users travelling through the project corridor, between sites, and crossing the roadway



# Engagement

Public Workshops

Focus Groups

Online Comments





# What have we Learned from Phase 1?



Develop a bicycle and pedestrian route through the entirety of the corridor



Focus on (1) separated paths, (2) on-road paths, and (3) parallel routes



Connect to existing projects and infrastructure where possible



Connect recreation facilities together



Focus on safety of all users



Improve connectivity (cell phone and related infrastructure) throughout corridor



# Proposed Projects and Prioritization

- ▶ Developing list of possible improvements by corridor segment based on Phase 1
- ▶ Organizing by project type
- ▶ Beginning to organize by high, medium, and low levels of design detail
- ▶ Expect to have a draft list of possible improvements in February
- ▶ Followed by more detailed design and cost estimating for subset of improvements

<b>Segment</b>	<b>Description</b>
<b>North Umpqua (West)</b>	Roseburg city limits to USFS boundary near Fall Creek Falls
<b>North Umpqua (East)</b>	USFS boundary near Fall Creek Falls to Diamond Lake and Rogue-Siskiyou National Forest
<b>Rogue River-Siskiyou and Crater Lake</b>	OR 230 and 62 through Rogue River-Siskiyou National Forest and connecting to Crater Lake National Park
<b>Lost Creek Lake</b>	OR 62 from Rogue River-Siskiyou National Forest boundary to OR 234 interchange
<b>Sams Valley</b>	OR 234 from OR 62/234 interchange to Gold Hills



## Phase 2: Responding to what we have learned



Proposed Projects & Prioritization (Memo 3)



Conceptual Designs & Cost Estimates (Memo 4)



Viewshed Planning



Final Report





# Discussion



A photograph of a wooden bridge with a lattice railing, crossing a river in a lush forest. The bridge is made of dark wood and has a decorative lattice pattern on its railing. The river is clear and reflects the surrounding greenery. The forest is dense with tall evergreen trees, and sunlight filters through the canopy, creating dappled light on the water and the bridge. A dark blue semi-transparent banner is overlaid at the top of the image, containing the text "Thank you!".

Thank you!

Cole Grisham, AICP | Transportation Systems Planner | [nicholas.Grisham@dot.gov](mailto:nicholas.Grisham@dot.gov) | 202.839.1409

<https://highways.dot.gov/federal-lands/projects/or/dot-2018-1>