

# Rogue-Umpqua Bicycle and Pedestrian Corridor Master Plan

Needs Assessment & Design Concepts

Public Webinar | December 4<sup>th</sup>, 2024

# Agenda



Welcome and  
introductions



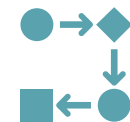
Project status and  
work completed



Overview of  
design concepts  
and Area Plans

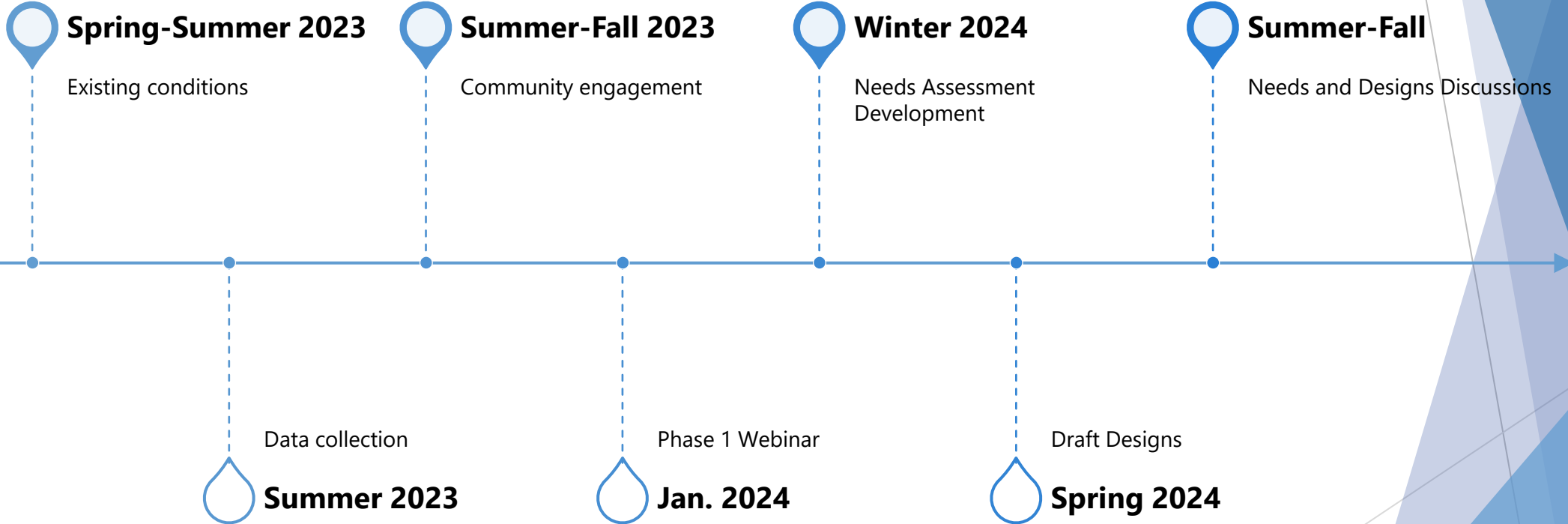


Walkthrough of  
identified needs &  
locations



Next steps &  
future  
opportunities for  
involvement

# Project Status



USFS North Umpqua Viewshed Planning

BLM Roseburg Recreation Planning



# Project Status: Viewshed Planning



*Toketee Falls (USFS Flickr 2018)*



# Viewshed Planning for a Changed Landscape

## GOALS

- Document the corridor's existing visual condition
- Establish desired scenic conditions in the context of a highly transformed landscape
- Identify interagency management practices and specific actions which push the Corridor toward these desired conditions

Wright Creek, 2019



Wright Creek, 2022



Thielsen, 2019



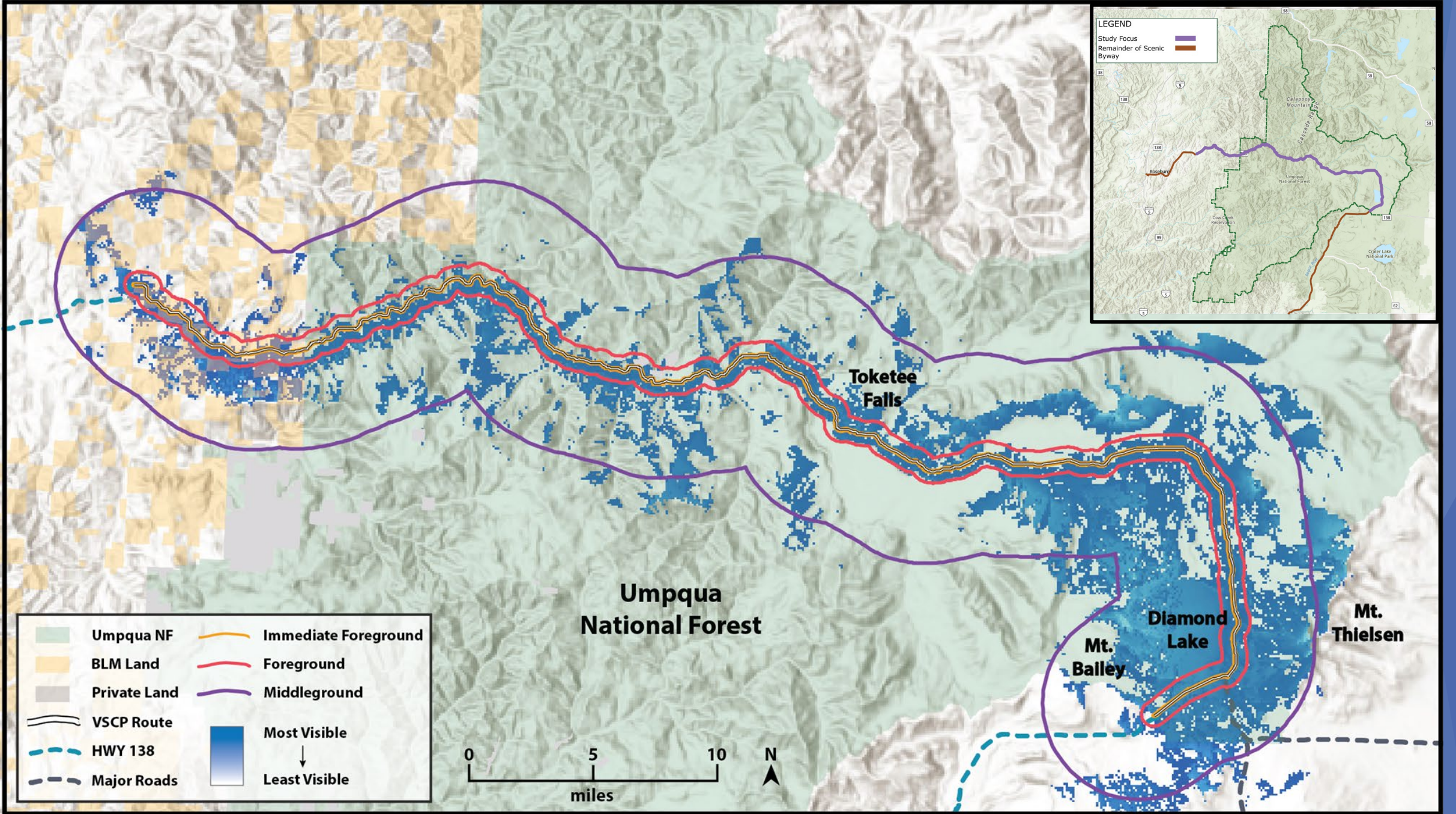
Thielsen, 2022







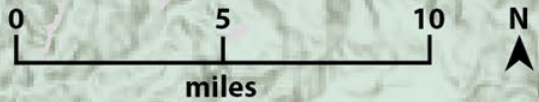




**LEGEND**

- Study Focus —
- Remainder of Scenic Byway —

- Umpqua NF
- BLM Land
- Private Land
- VSCP Route
- HWY 138
- Major Roads
- Immediate Foreground
- Foreground
- Middleground
- Most Visible  
↓  
Least Visible



**Umpqua National Forest**

**Toketee Falls**

**Mt. Bailey**

**Diamond Lake**

**Mt. Thielsen**



# Next Steps

- Viewshed Corridor Plan being reviewed internally by USFS specialists
- Reviewed & completed plan will be released Spring 2025
- Report will be publicly available on Corridor Plan FHA webpage & Umpqua National Forest Planning webpage





# Bicycle and Pedestrian Needs





# Bicycle and Pedestrian Needs

## Review

- Conceptual Designs
- Area Plans
- [Webmap](#) of needs

## Discuss

- Needs that are most important to users
- Any updates or clarifications to needs descriptions
- Specific agency priorities and funding opportunities



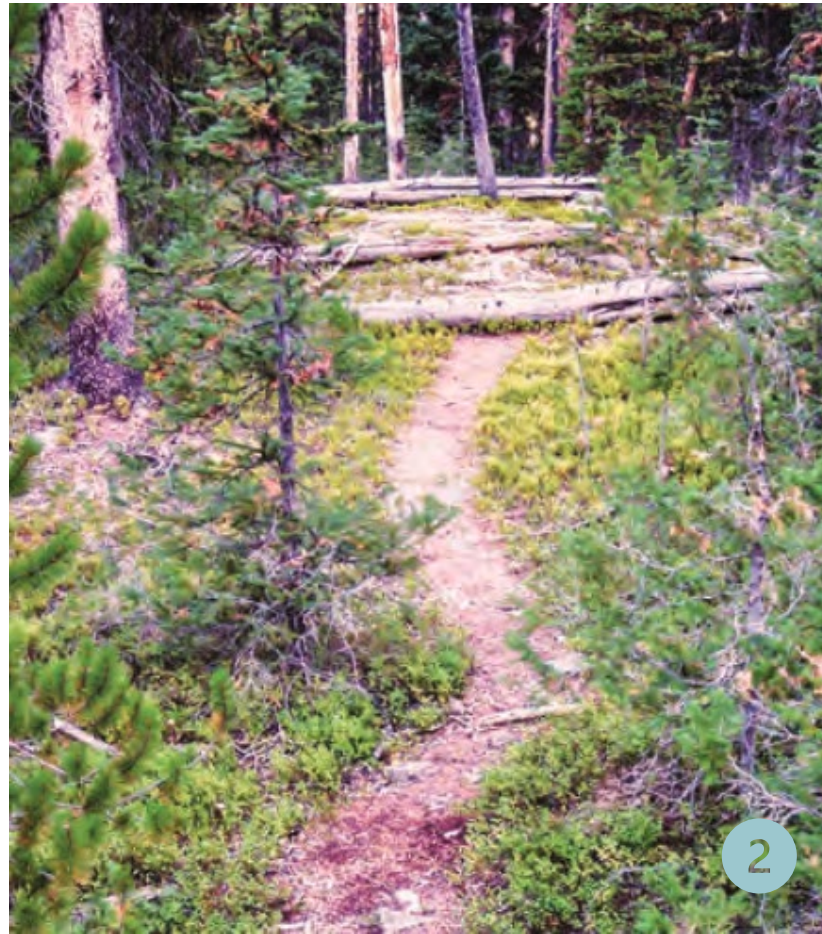
# Bicycle and Pedestrian Needs

## How did we develop these?

- Public workshops in Glide, Prospect, and Gold Hill
- Data collection and existing conditions research
- Focus group discussions
- Office hours over Summer 2024

## What assumptions were made?

- Continuous trail system
- Capable of bicycle and pedestrian
- Separated from highway (1), shared use (2), alternate route (3)
- Connect major recreation destinations



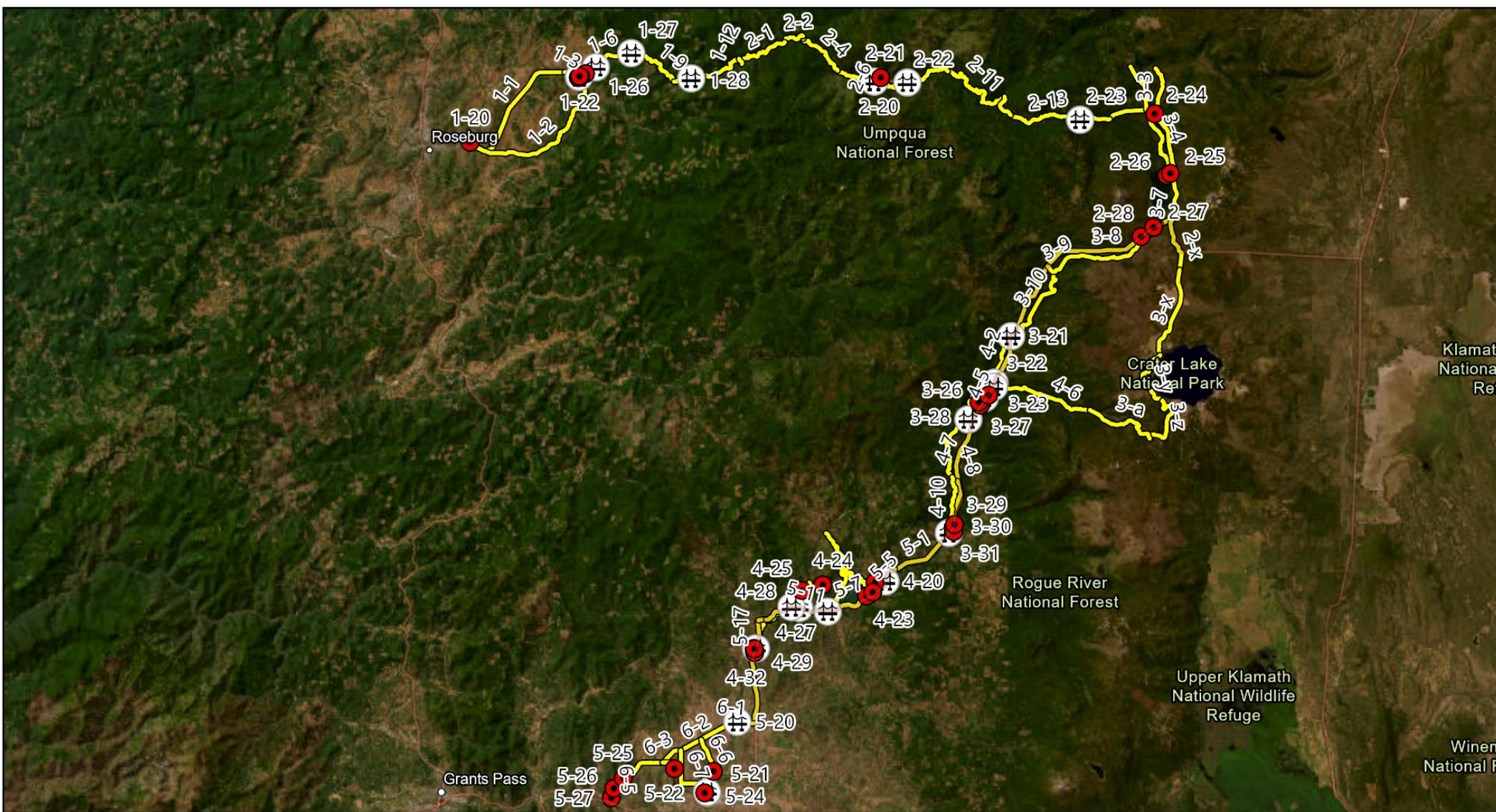










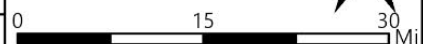


## Rogue-Umpqua Corridor Identified Needs

Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS, Earthstar Geographics, Esri, USGS, County of Jackson, OR, Oregon State Parks, State of Oregon GEO, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS

# 2024

-  Bike-Ped. Improvements
-  Bridge Improvements
-  Recreation & Site Improvements



Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere



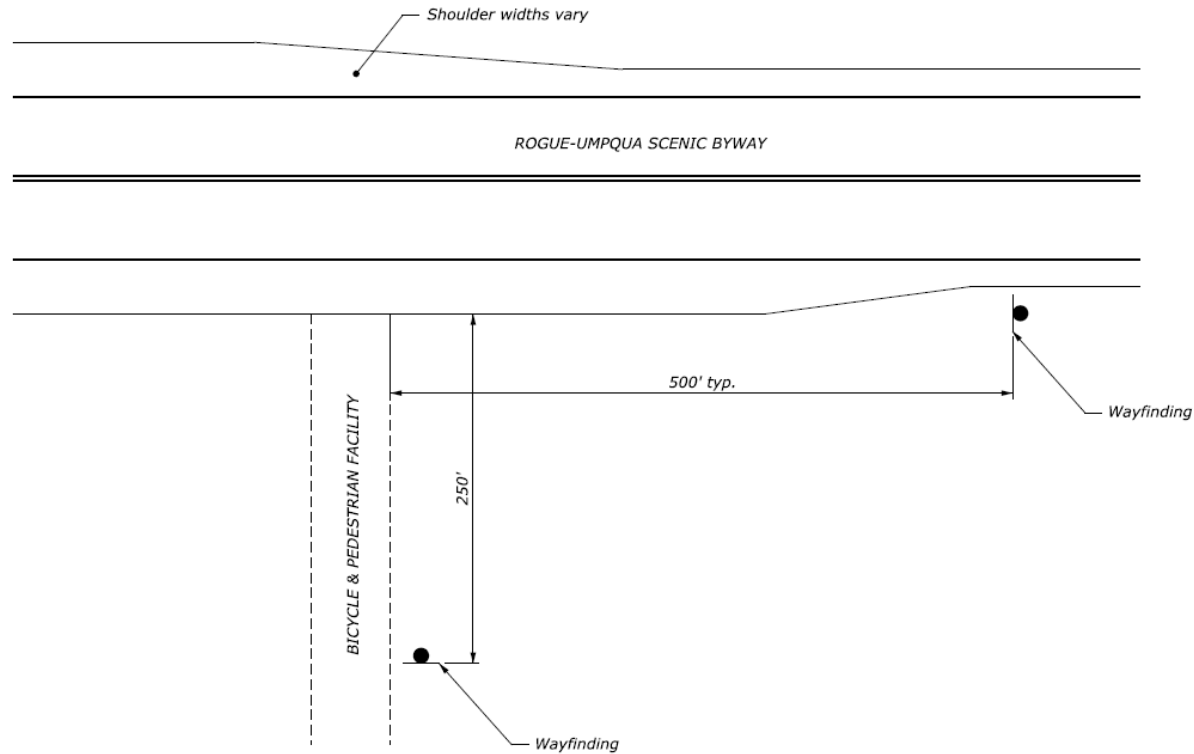
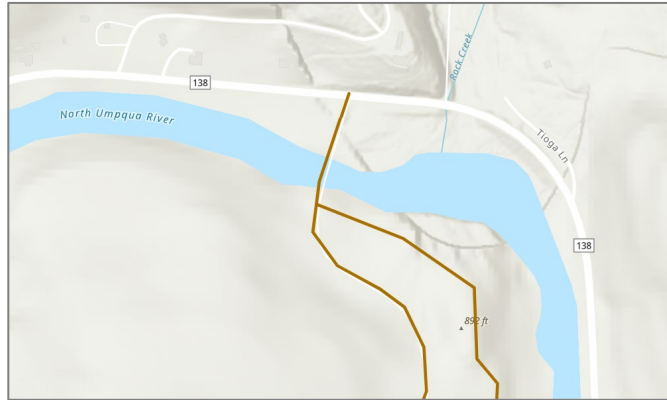


The background features a series of overlapping, semi-transparent blue geometric shapes, primarily triangles and quadrilaterals, that create a dynamic, layered effect. The colors range from light sky blue to a deep, dark navy blue. The shapes are positioned on the right side of the frame, extending towards the center.

# Design Typical Sections



## Example: Swiftwater



### NOTE:

1. The locations of sign installation shown are approximate with exact locations to be determined in the field
2. Dimensions shown are generic. Adjust to fit site conditions.
3. Recommended to repeat SIGNAGE on long stretches of highway or trails, and at or beyond major intersections as additional wayfinding.
4. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for additional size and placement requirements of signs and striping.
5. Hiking Trail SIGNAGE shown per MUTCD. Also refer to OPRD RL-100 Hiking Signage.
6. All improvements require approval by roadway authority.
7. All improvements require further study to understand potential impacts.
8. All projects must include appropriate environmental and archaeological reviews including cultural surveys.

## ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN

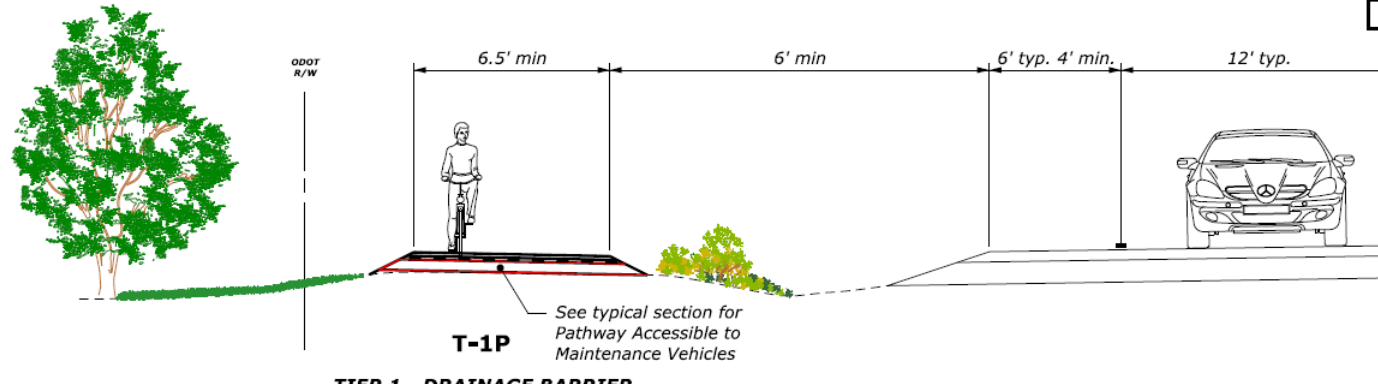
This drawing is conceptual and is not intended for construction. Property lines and ownership, if shown, are based on online data from multiple sources and may not be accurate.

NO SCALE

## TYPICAL DIRECTIONAL SIGNAGE

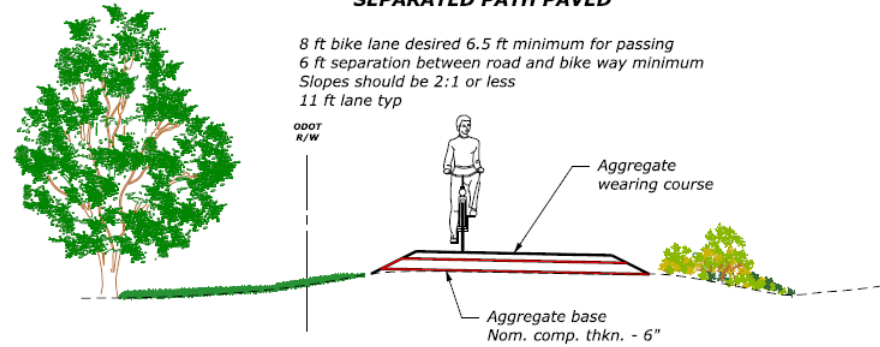


PROJECTS				
SEGMENT	NEED ID		LENGTH (MI)	FACILITY
1	1	T-1P	11.4	OR138
3	7	T-1P	5.3	OR138
3	8	T-1P	12.3	OR230
4	1	T-1P	0.2	OR230
4	4	T-1P	3.5	OR230
4	6	T-1P	9	OR62
4	7	T-1P	11.7	OR62
5	1	T-1P	8.8	OR62
5	2	T-1P	1.3	RGT
5	5	T-1P	1.8	OR62
5	10	T-1P	0.7	OR62
5	14	T-1P	0.6	OR62
6	3	T-1P	5.4	OR234
6	4	I-1P	1.6	OR234



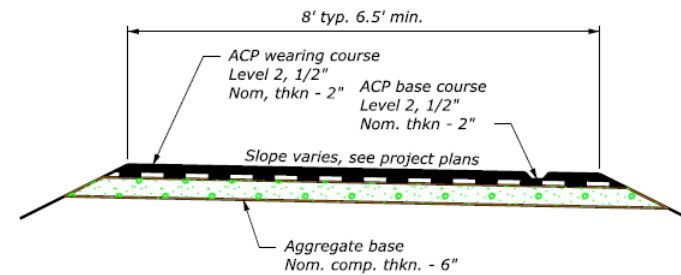
**T-1P**  
TIER 1 - DRAINAGE BARRIER  
SEPARATED PATH PAVED

8 ft bike lane desired 6.5 ft minimum for passing  
6 ft separation between road and bike way minimum  
Slopes should be 2:1 or less  
11 ft lane typ



**T-1U**

**TIER 1 - DRAINAGE BARRIER  
SEPARATED PATH UNPAVED**



**PATHWAY ACCESSIBLE TO  
MAINTENANCE VEHICLES**

PROJECTS				
SEGMENT	NEED ID		LENGTH (MI)	FACILITY
3	1	T-1U	3.9	OR138
3	6	T-1U	4.1	OR138
3	11	T-1U	3.3	OR62
3	12	T-1U	2.1	OR62

**NOTE:**

- Trail may be narrowed due to site and right of way constraints. Trails narrower than 6' could require a design exception.
- Shoulders less than 6' in width could require a design exception.
- All improvements require approval by the roadway authority.
- A barrier or rail is recommended if:  
The slope between 1V:3H and 1V:2H with a vertical drop greater than 6' or parallel body of water or other substantial obstacle)  
OR - the slope is between 1V:2H and 1V:1H with a drop of greater than 4'  
OR - the slope is steeper than 1V:1H with a drop of 1' or greater  
(See AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities, p3-19)
- Rogue Gorge Trail (RGT)  
Diamond Lake Highway (DLH)

**ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN**

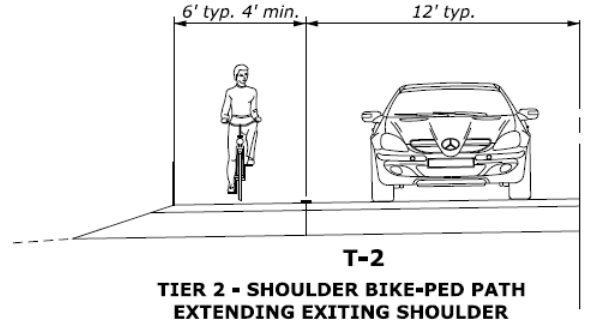
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NO SCALE

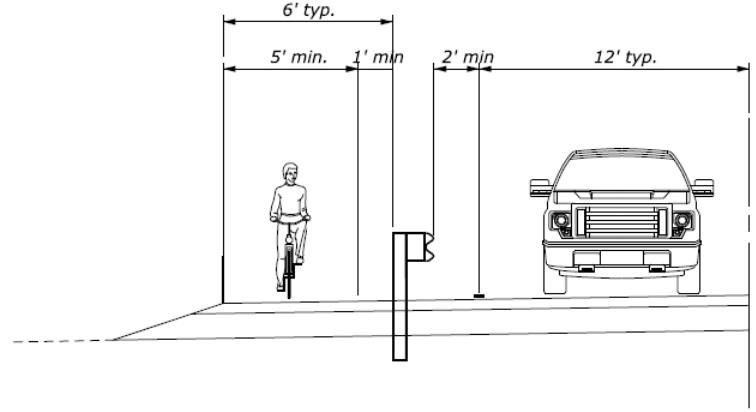
**TYPICAL SHOULDER  
IMPROVEMENTS  
TIER 1**



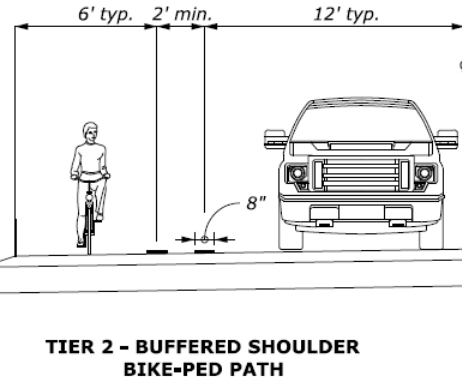
PROJECTS				
SEGMENT	NEED ID		LENGTH (MI)	FACILITY
1	2	T-2	14.3	Buckhorn Road
1	3	T-2	1.4	OR138
1	5	T-2	0.7	OR138
1	6	T-2	3.3	OR138
2	3	T-2	0.3	OR138
4	5	T-2	1.5	OR230
5	11	T-2	2.6	OR62
5	12	T-2	0.7	OR62
5	13	T-2	3.3	Elk Creek Road
5	15	T-2	1.9	OR62
5	16	T-2	0.7	OR62
5	19	T-2	1.4	Old Ferry Road
5	20	T-2	6.3	OR62
6	1	T-2	1.4	OR62
6	2	T-2	5.3	OR234
6	6	T-2	4.5	Antioch Road
6	7	T-2	5.3	Table Rock Road
6	8	T-2	2.3	Tresham Lane; Wheeler Road



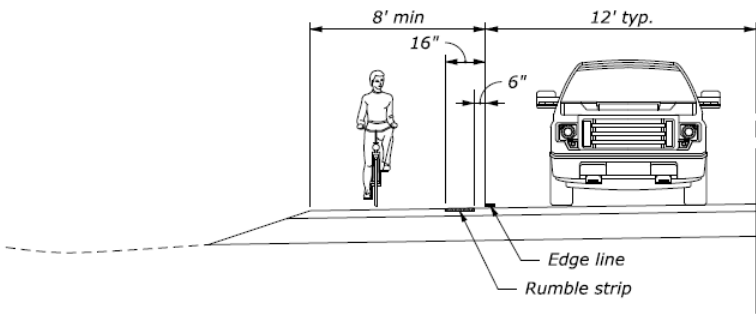
4-inch solid white stripe - no buffer  
 6 ft minimum bike lane desired (8 ft shoulder recommended)  
 4 ft bike lane in select locations with limitations or obstacles  
 12 ft lane typ



4-inch solid white stripe  
 6 ft bike lane desired (8 ft shoulder recommended)  
 5 ft minimum width to include 1 ft for shy distance  
 2 ft from face of rail to fog line minimum



8-inch solid white stripe as buffer  
 6 ft minimum bike lane (8 ft shoulder recommended)  
 4 ft desired buffer with 2 ft minimum  
 Total bike lane and buffer width to be 8 ft  
 12 ft lane typ



4-inch solid white stripe - no buffer  
 6 ft bike lane desired, 4 ft minimum (8 ft shoulder recommended)  
 8 ft total distance for fog line and bike path,  
 with rumble strip outside of the 6 ft bike path  
 12 ft gaps on 40 to 60 ft intervals in rumble strips is recommended

- NOTE:**
- Trail may be narrowed due to site and right of way constraints. Trails narrower than 6' could require a design exception.
  - Shoulders less than 6' in width could require a design exception.
  - Trails outside of guardrail should include shin protectors.
  - All improvements require approval by the roadway authority.
  - A barrier or rail is recommended if:  
 The slope between 1V:3H and 1V:2H with a vertical drop greater than 6' or parallel body of water or other substantial obstacle)  
 OR - the slope is between 1V:2H and 1V:1H with a drop of greater than 4'  
 OR - the slope is steeper than 1V:1H with a drop of 1' or greater  
 (See AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities, p3-19)

**ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN**

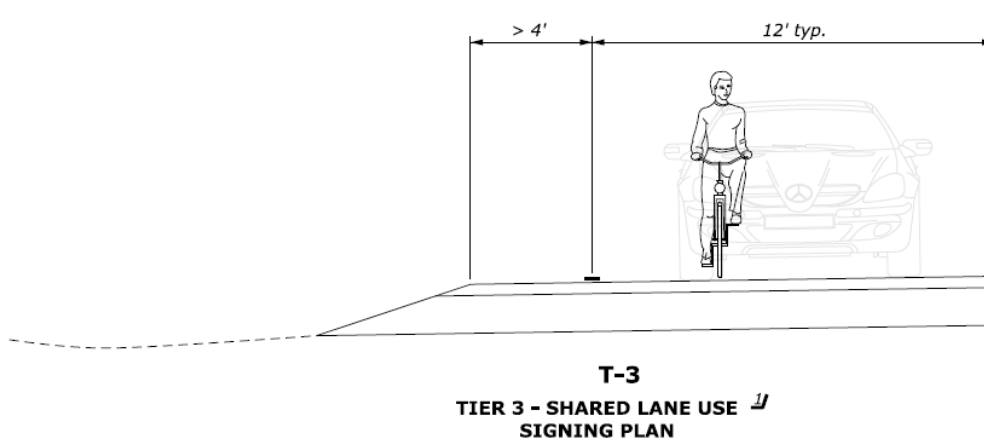
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NO SCALE

**TYPICAL SHOULDER  
IMPROVEMENTS  
TIER 2 VARIATIONS**



PROJECTS				
SEGMENT	NEED ID		LENGTH (MI)	FACILITY
1	11	T-3	1	OR138
1	12	T-3	4.4	NUT
2	6	T-3	0.5	NF-4750
2	9	T-3	0.4	NF-4770
3	2	T-3	4	Birds Point Road (NF 2610)
3	3	T-3	4.1	NF-430
3	4	T-3	6.4	NF-4792
3	9	T-3	11.8	DLH
3	10	T-3	8.1	NF-6530
3	13	T-3	X.X	NF 2610,
4	8	T-3	11	RGT
4	9	T-3	3.6	Discovery OHV



**NOTE:**

- Shoulders less than 6' in width could require a design exception.
- All improvements require approval by the roadway authority.
- A barrier or rail is recommended if:  
The slope between 1V:3H and 1V:2H with a vertical drop greater than 6' or parallel body of water or other substantial obstacle)  
OR - the slope is between 1V:2H and 1V:1H with a drop of greater than 4'  
OR - the slope is steeper than 1V:1H with a drop of 1' or greater  
(See AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities, p3-19)
- Rogue Gorge Trail (RGT)  
Diamond Lake Highway (DLH)

**FOOTNOTE:**

- Shared lane markings are less preferred on roadways with speeds over 35 mph.

**ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN**

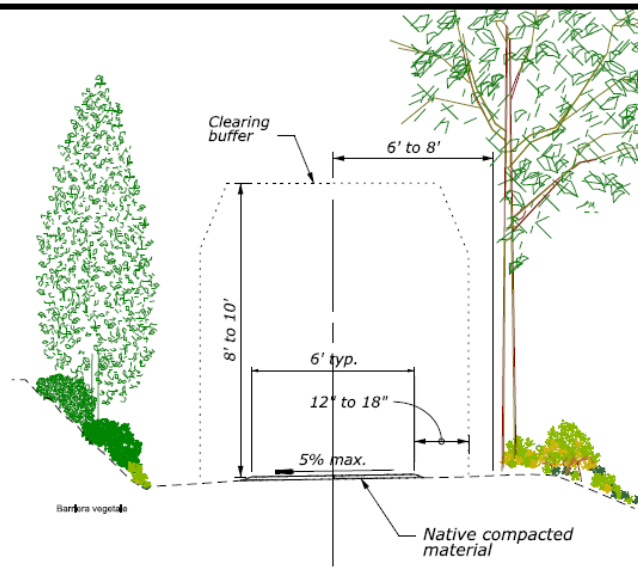
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NO SCALE

**TYPICAL SHOULDER IMPROVEMENTS TIER 3**



PROJECTS				
SEGMENT	NEED ID		LENGTH (MI)	FACILITY
1	7	T-1C4	0.7	BLM Trails
1	8	T-1C4	0.9	BLM Trails
1	9	T-1C4	5.7	NUT
2	0	T-1C4	0.5	NUT
2	1	T-1C4	5.5	NUT
2	2	T-1C4	2.3	NUT
2	4	T-1C4	4.6	NUT
2	5	T-1C4	3.8	NUT
2	7	T-1C5	0.6	OR138
2	8	T-1C4	3.5	NUT
2	11	T-1C4	8.4	NUT
2	13	T-1C4	6.6	NUT
2	14	T-1C4	2.5	OR138
4	2	T-1C4	11.2	RRT
4	3	T-1C4	0.8	OR230
4	10	T-1C4	3.8	RGT
5	3	T-1C4	10.7	NST
5	4	T-1C4	3.9	NEW
5	6	T-1C5	2.6	SST
5	7	T-1C5	4.4	SST
5	9	T-1C5	1.1	New
5	18	T-1C4	5.8	OFR



**T-1C4**  
**TIER 1 - USFS CLASS 4**  
**BIKE-PED PATH**

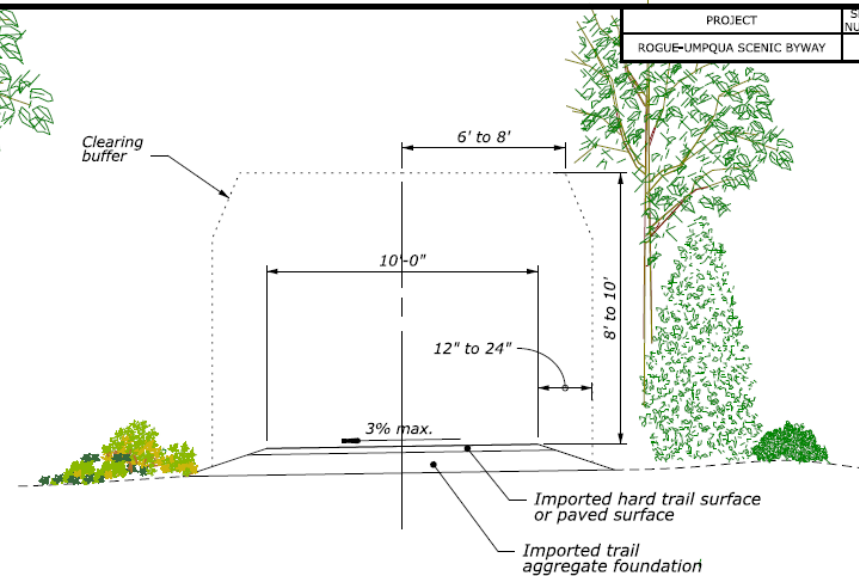
24" to 60" single lane  
4' to 14' double lane  
36" structures minimum

Native with improved sections and grading  
Protrusions are uncommon and ≤ 3"  
Obstacles ≤ 8"

Target Grade 2-8%  
Short Pitch Max 10%  
Match Pitch Density is 5-10% Trail

Target cross slope 3-5% or crowned  
Max Cross slope is 5%

Design Clearing  
8'-10' Height  
6'-8' Wide  
12" to 18" shoulder clearance  
Radius 8' to 10'



**T-1C5**  
**TIER 1 - USFS CLASS 5**  
**BIKE-PED PATH**

36" to 60" single lane  
6' to 10' double lane  
60" structures minimum

Imported material, Uniform, Stable  
No Protrusions  
no Obstacles

Target Grade 2-5%  
Short Pitch Max 8%  
Ma

Tar  
Ma

De  
8'-  
6'-  
12'  
Rac

**NOTE:**

- Trail may be narrowed due to site and right of way constraints. Trails narrower than 6' could require a design exception.
- Shoulders less than 6' in width could require a design exception.
- All improvements require approval by the roadway authority.
- A barrier or rail is recommended if:  
The slope between 1V:3H and 1V:2H with a vertical drop greater than 6' or parallel body of water or other substantial obstacle)  
OR - the slope is between 1V:2H and 1V:1H with a drop of greater than 4'  
OR - the slope is steeper than 1V:1H with a drop of 1' or greater  
(See AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities, p3-19)
- Rogue Gorge Trail (RGT)  
Rogue River Trail (RRT)  
North Umpqua Trail (NUT)  
North Shore Trail (NST)  
South Shore Trail (SST)  
Old Gerry Road (OFR)

**Example: Clearwater & OR138**



**ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN**

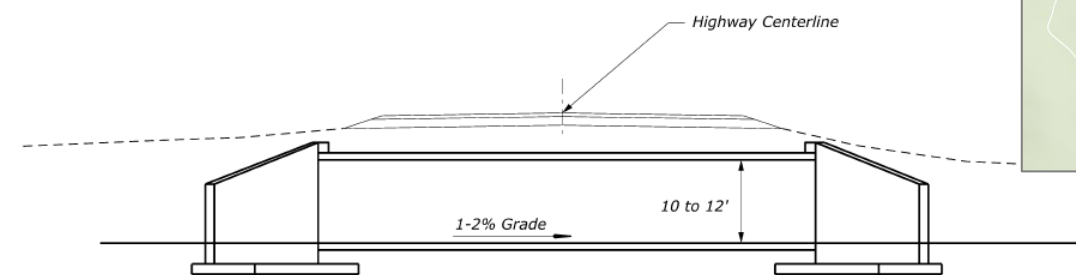
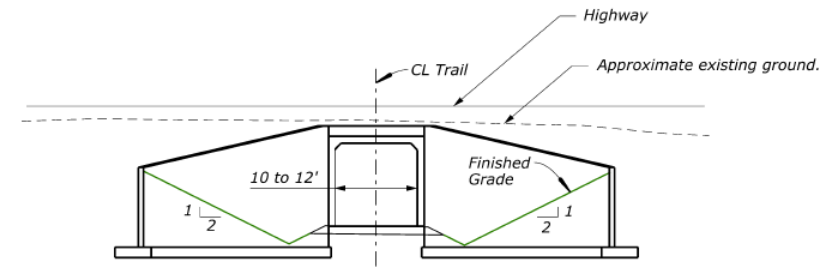
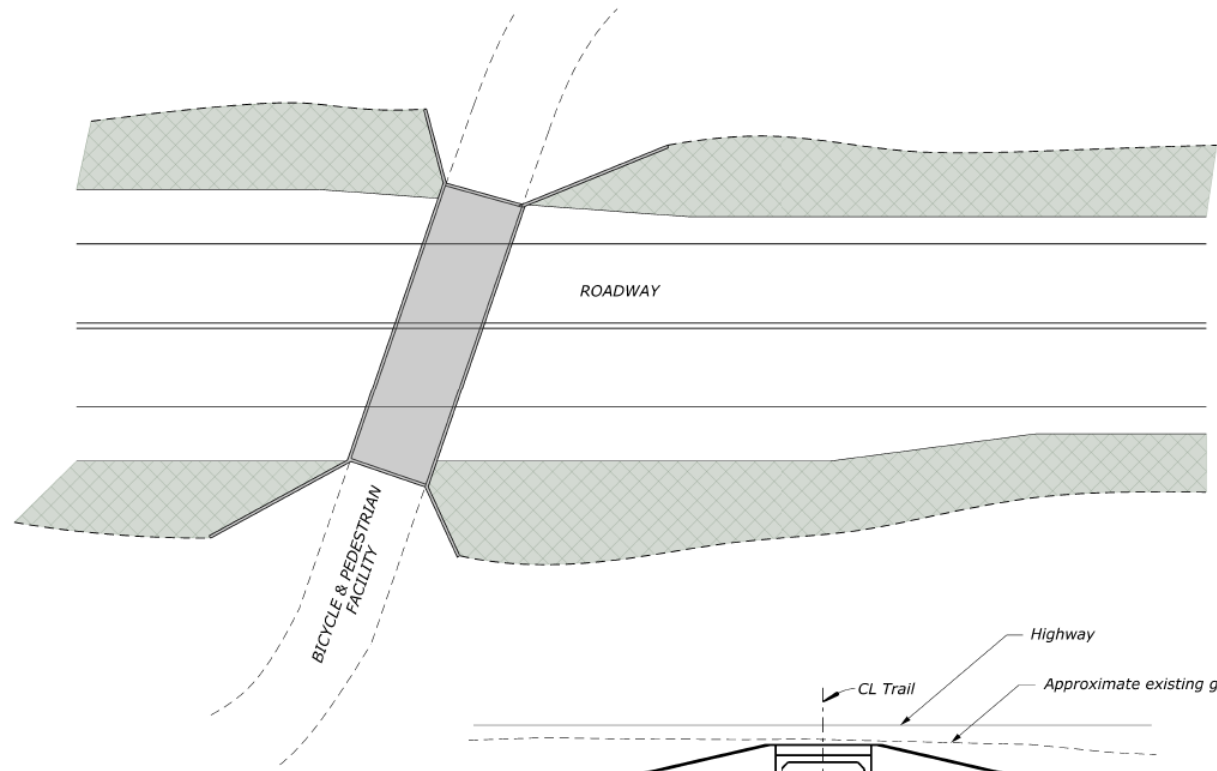
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NO SCALE

**USFS TYPICAL TRAIL IMPROVEMENTS**  
**T-1C4 AND T-1C5**



PROJECTS			
SEGMENT	NEED ID		FACILITY
2	24	T-UC	OR138
3	5	T-UC	OR138

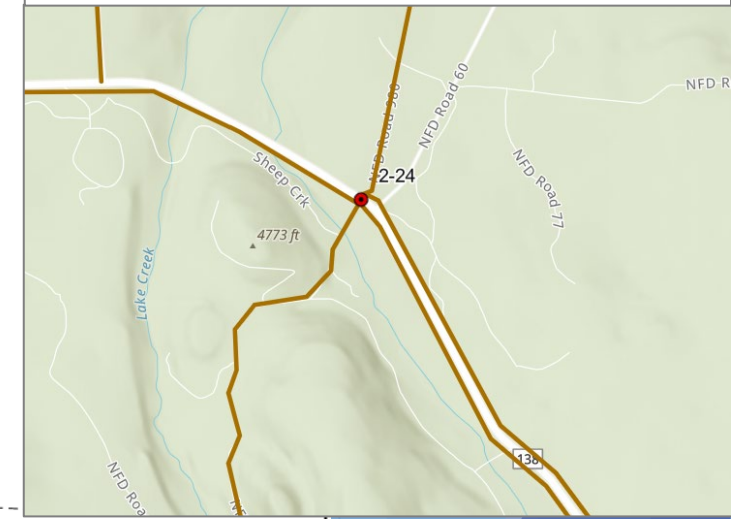


T-UC

NOTE:

- Trail may be narrowed due to site and right of way constraints. Trails narrower than 6' could require a design exception.
- Trails outside of guardrail should include shin protectors.
- All improvements require approval by the roadway authority.
- Undercrossing, culvert cover, grade, drainage requirements, and clearances to be determined in project development.
- A barrier or rail is recommended if:  
 The slope between 1V:3H and 1V:2H with a vertical drop greater than 6' or parallel body of water or other substantial obstacle)  
 OR - the slope is between 1V:2H and 1V:1H with a drop of greater than 4'  
 OR - the slope is steeper than 1V:1H with a drop of 1' or greater  
 (See AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities, p3-19)

Example: NF4792 & OR138



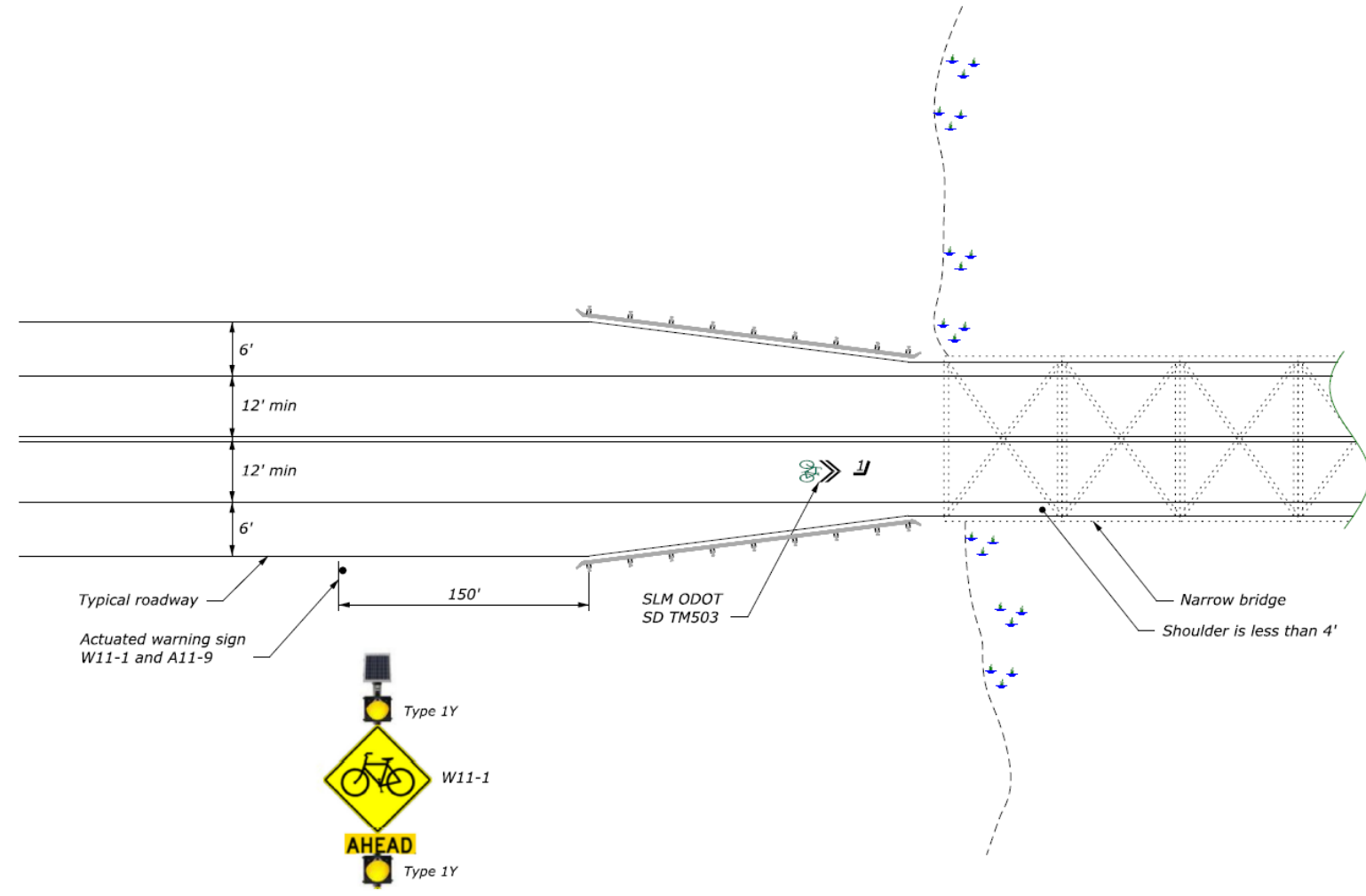
NO SCALE

TYPICAL UNDERGROUND CROSSING T-UC

ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN

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**FOOTNOTE:**

 Shared lane markings are less preferred on roadways with speeds over 35 mph.

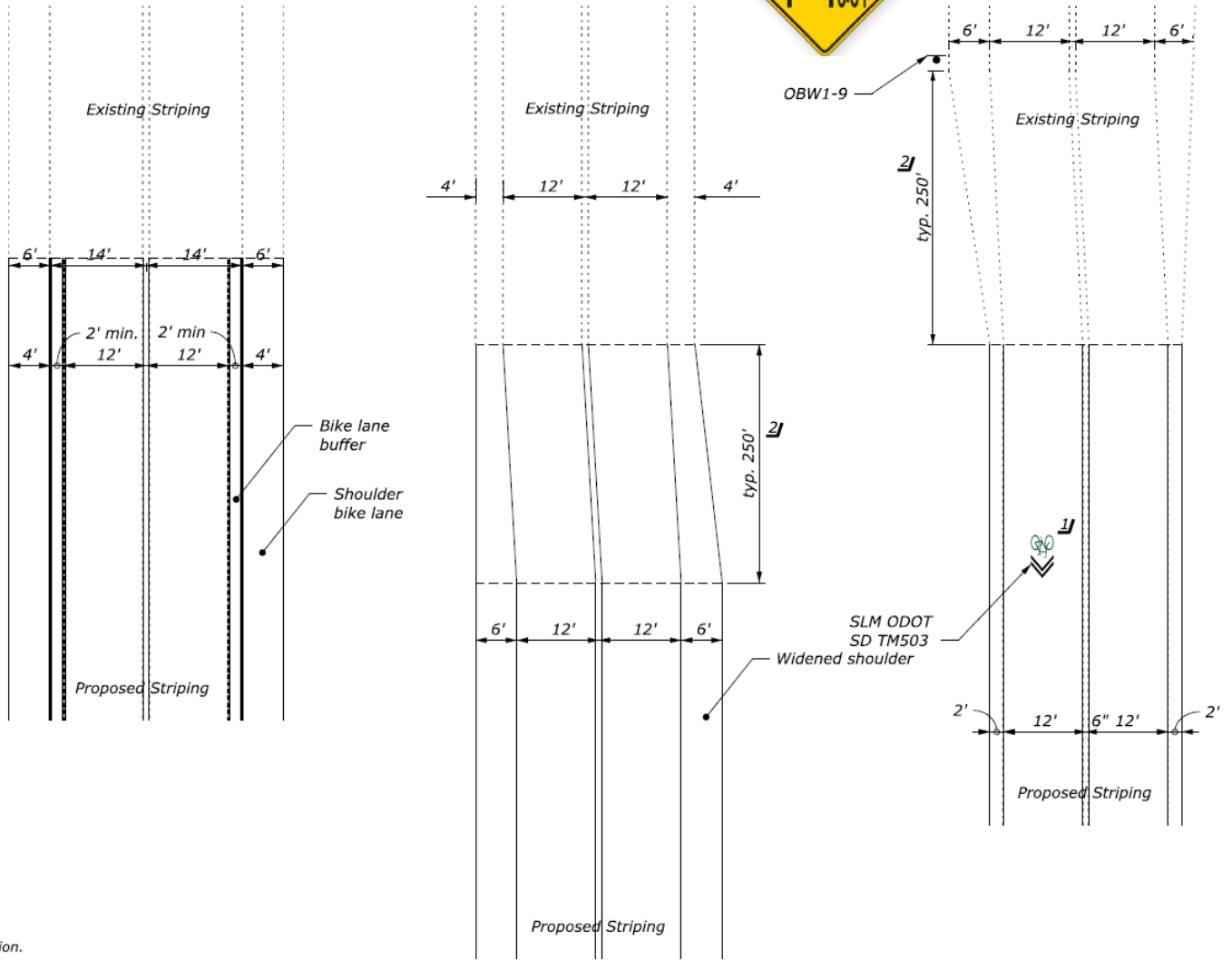
**ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN**

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NO SCALE

**TYPICAL NARROW BRIDGE STRIPING AND SIGNAGE**





**FOOTNOTE:**

- 1** Shared lane markings are less preferred on roadways with speeds over 35 mph.
- 2** Transition length is dependant on 85th percentile speed and total width of transition. Final length to be determined during design.

**ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN**

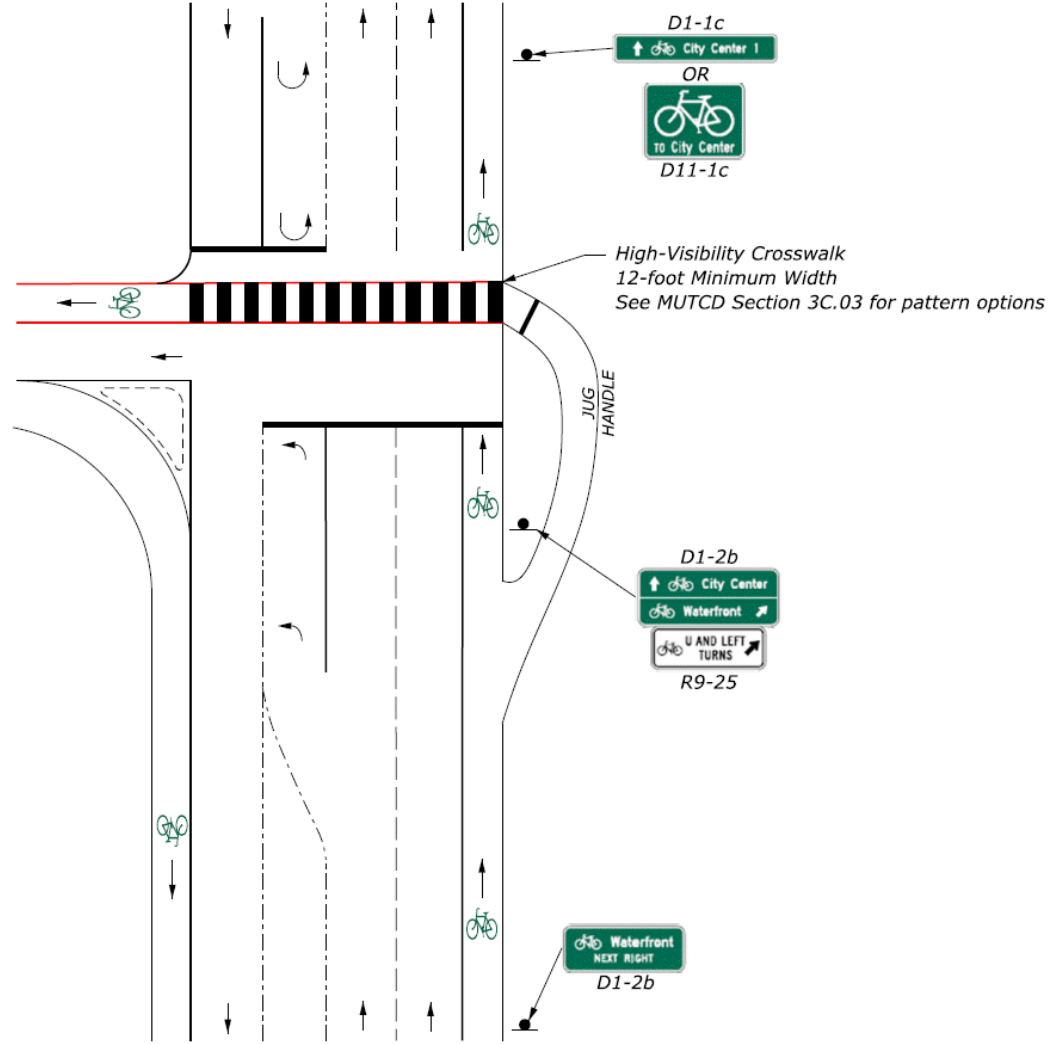
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NO SCALE

**TYPICAL RE-STRIPING FOR BIKE LANES**



PROJECTS			
SEGMENT	NEED ID		FACILITY
1	21	T-CROSS	OR138
1	24	T-CROSS	OR138
1	25	T-CROSS	OR138



Example: Little River Rd & OR138

**ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN**

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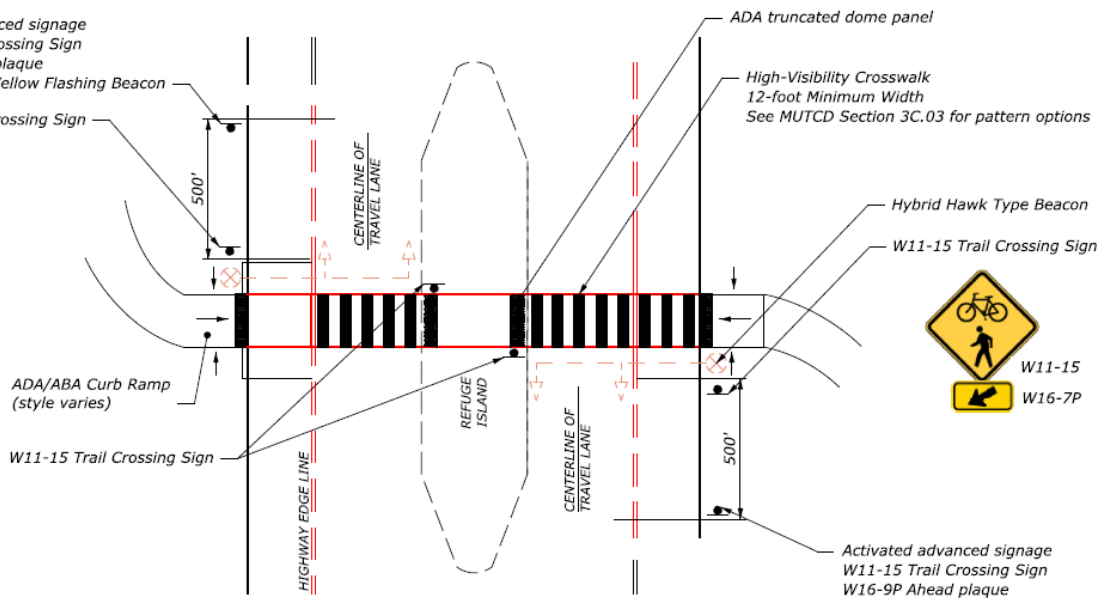
NO SCALE

**TYPICAL JUG HANDLE BIKE/PED CROSSING APPROACH**



Activated advanced signage  
 W11-15 Trail Crossing Sign  
 W16-9P Ahead plaque  
 ODOT Type 1Y Yellow Flashing Beacon

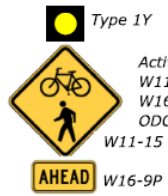
W11-15 Trail Crossing Sign



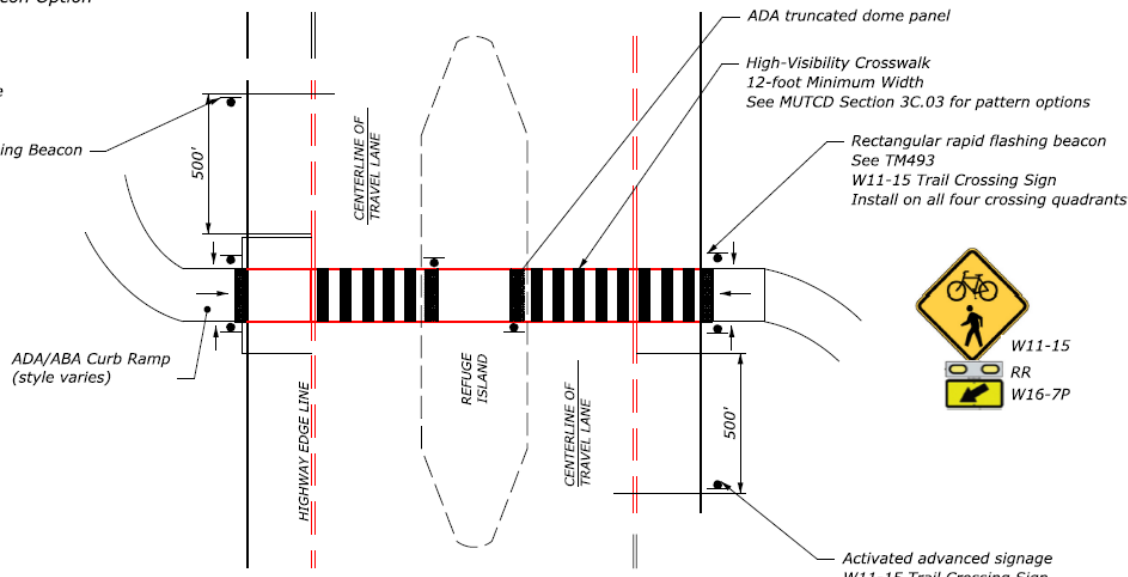
Activated advanced signage  
 W11-15 Trail Crossing Sign  
 W16-9P Ahead plaque  
 ODOT Type 1Y Yellow Flashing Beacon

Pedestrian Hybrid Beacon Option

PROJECTS			
SEGMENT	NEED ID		FACILITY
1	21	T-CROSS	OR138
1	24	T-CROSS	OR138
1	25	T-CROSS	OR138
3	23	T-CROSS	OR62
3	26	T-CROSS	OR62
3	28	T-CROSS	OR62

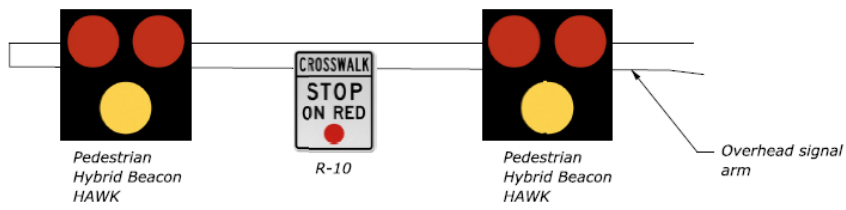


Activated advanced signage  
 W11-15 Trail Crossing Sign  
 W16-9P Ahead plaque  
 ODOT Type 1Y Yellow Flashing Beacon



Rectangular rapid flashing beacon  
 See TM493  
 W11-15 Trail Crossing Sign  
 Install on all four crossing quadrants

Pedestrian Rapid Flashing Beacon Option



## ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN

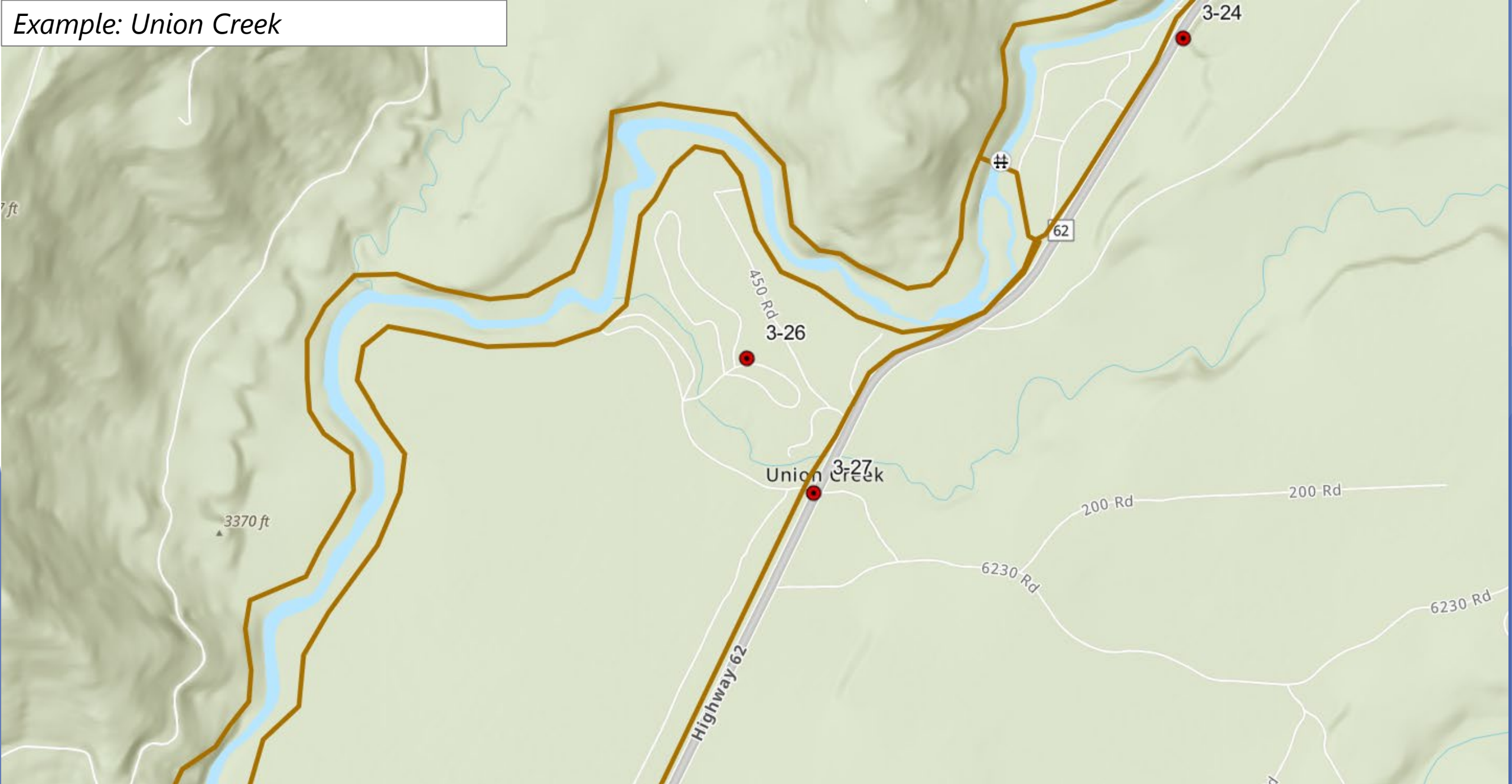
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NO SCALE

## TYPICAL REFUGE ISLAND CROSSING T-CROSS



Example: Union Creek



# Area Plans

The background features a complex geometric design with overlapping translucent blue shapes. A large, solid dark blue area occupies the right side of the frame. On the left, several lighter blue, semi-transparent shapes overlap, creating a layered effect. A thin, light blue line runs diagonally across the lower portion of the image, intersecting the various blue shapes.



PROJECTS	TYPICAL SECTION
1-4 <b>Colliding Rivers to Bobcat Lane:</b> Separated bike path on north and south side (alternating) through Glide	T-1P
1-5 <b>Bobcat Lane to Lone Rock Bridge:</b> Shoulder bike path on OR138	T-2
1-6 <b>Lone Rock Bridge to Narrows Wayside:</b> Shoulder bike path on OR138	T-2
<b>Bicycle-Pedestrian Safety Improvements on Bridge:</b> Bicycle-Pedestrian safety improvements on bridge at Colliding Rivers	NA
1-22 <b>Gateway:</b> Gateway to Scenic Byway at or near USFS North Umpqua Ranger District office	NA
1-23 <b>Bicycle-Pedestrian Highway Crossing:</b> Bicycle-Pedestrian Highway Crossing to connect Glide separated bike path across OR 138	T-CROSS
1-24 <b>Bicycle-Pedestrian Highway Crossing:</b> Bicycle-Pedestrian Highway Crossing to connect Glide separated bike path across OR 139	T-CROSS
1-25 <b>Proposed Bicycle-Pedestrian Bridge:</b> Proposed bicycle-pedestrian bridge either attached to existing Lone Rock bridge or next to bridge	NA

LEGEND	
	Existing Bike-Ped Facility
	Tier 1
	Tier 2
	Proposed Bike-Ped Facility
	Tier 1
	Tier 2
	Tier 3
	Proposed Bike-Ped Bridge
	Proposed Addition to existing bridge
	Existing Pedestrian Crossing
	Proposed Pedestrian Crossing



### ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN

This drawing is conceptual and is not intended for construction. Property lines and ownership, if shown, are based on online data from multiple sources and may not be accurate.






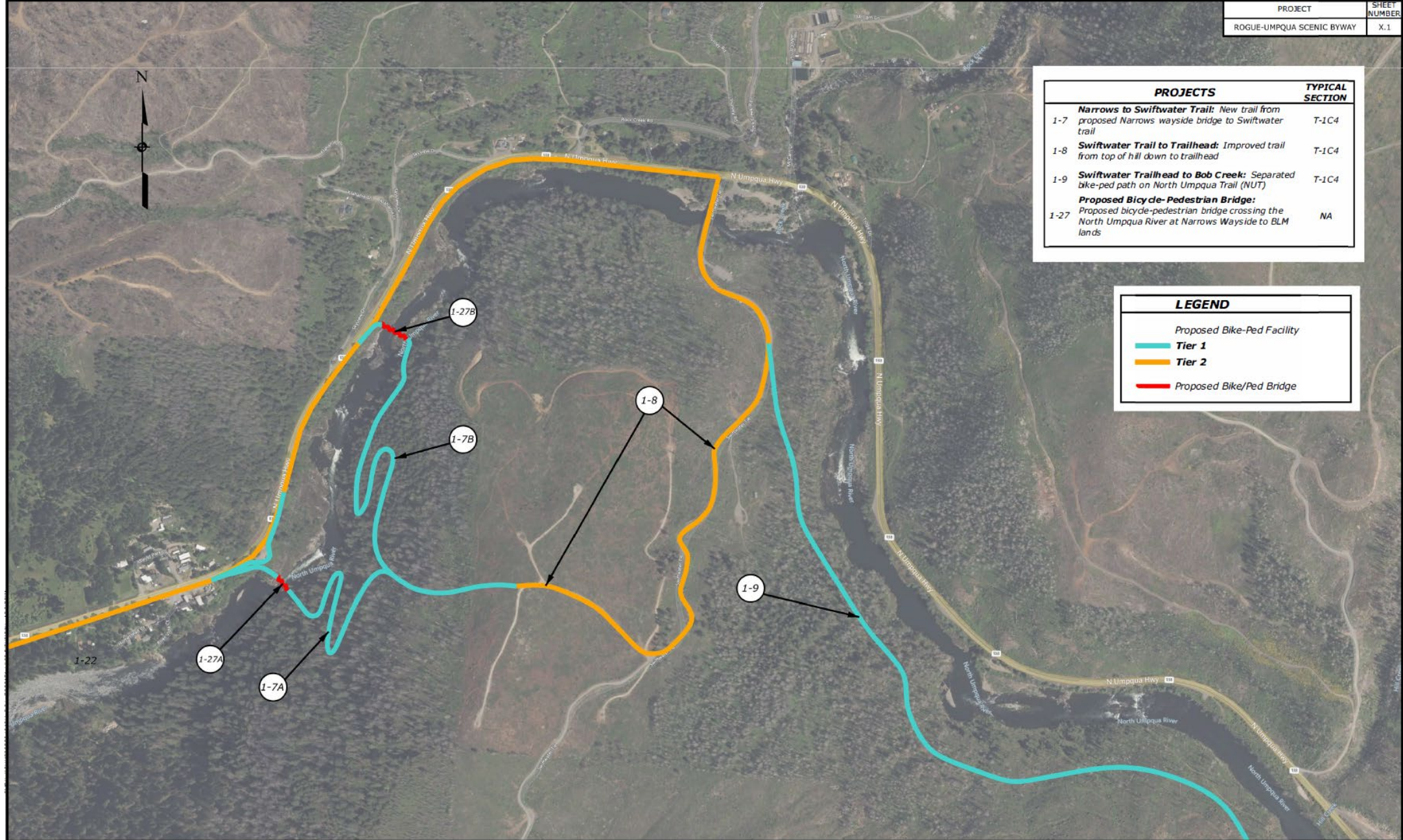
**GLIDE**





	<b>PROJECTS</b>	<b>TYPICAL SECTION</b>
1-7	<b>Narrows to Swiftwater Trail:</b> New trail from proposed Narrows wayside bridge to Swiftwater trail	T-1C4
1-8	<b>Swiftwater Trail to Trailhead:</b> Improved trail from top of hill down to trailhead	T-1C4
1-9	<b>Swiftwater Trailhead to Bob Creek:</b> Separated bike-ped path on North Umpqua Trail (NUT)	T-1C4
1-27	<b>Proposed Bicycle-Pedestrian Bridge:</b> Proposed bicycle-pedestrian bridge crossing the North Umpqua River at Narrows Wayside to BLM lands	NA

<b>LEGEND</b>	
Proposed Bike-Ped Facility	
	<b>Tier 1</b>
	<b>Tier 2</b>
	Proposed Bike/Ped Bridge



### ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN

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### NARROWS WAYSIDE & SWIFTWATER





Actuated pedestrian crosswalk with pedestrian crosswalk refuge island  
Existing parking island

LEGEND	
	Existing Bike-Ped Facility
	Tier 3
	Proposed Bike-Ped Facility
	Tier 1
	Tier 2

PROJECTS	TYPICAL SECTION
3-27 <b>Bicycle-Pedestrian safety improvements on bridge:</b> Bicycle-Pedestrian safety improvements on Natural Bridge	NA
4-7 <b>OR 62 from MP 57 to High Cascades Ranger Station:</b> Separated bike-ped path along west side of OR62 from OR 230 interchange to High Cascades Ranger Station	T-1P



### ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN






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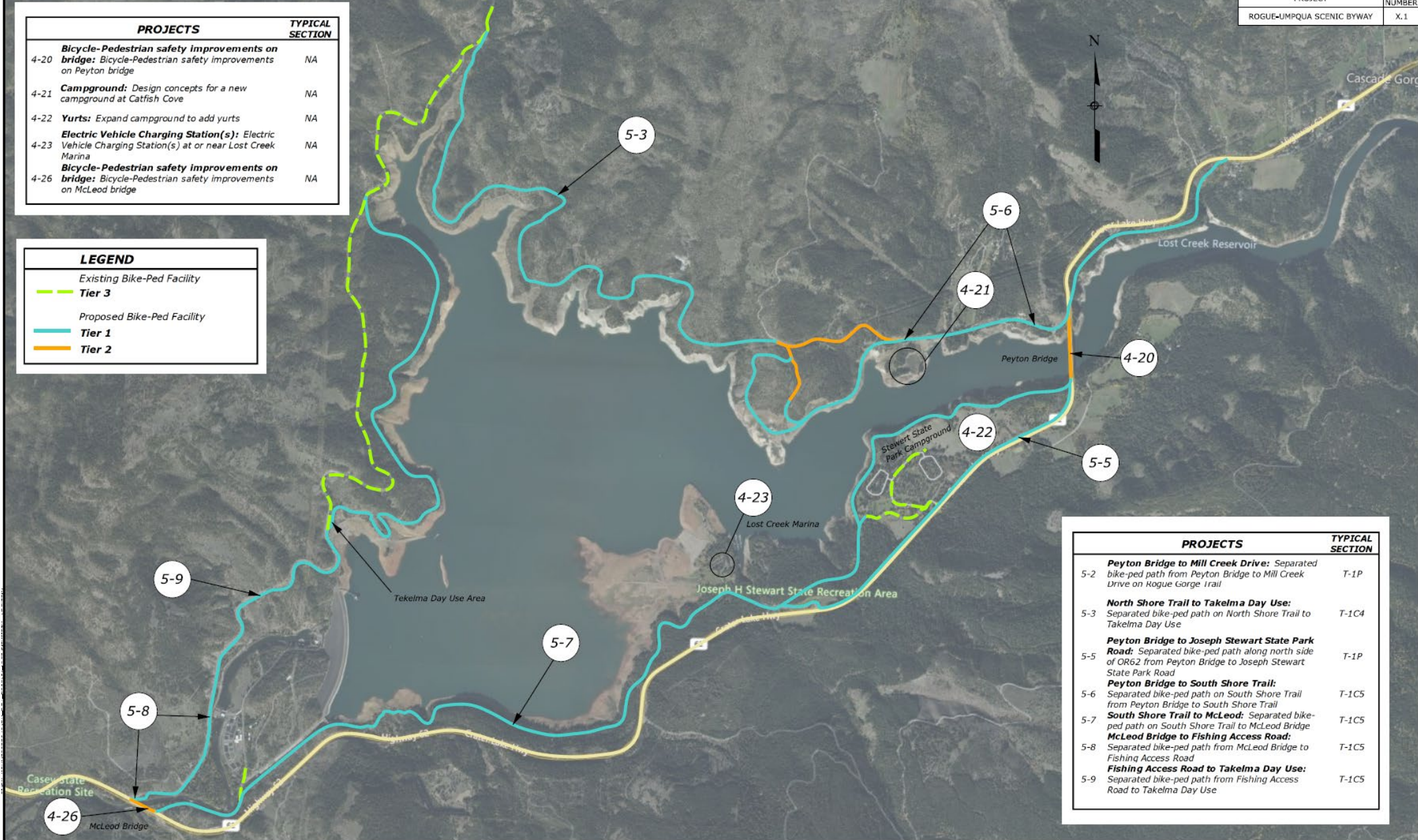


### UNION CREEK



PROJECTS	TYPICAL SECTION
4-20 <b>Bicycle-Pedestrian safety improvements on Peyton bridge:</b> Bicycle-Pedestrian safety improvements on Peyton bridge	NA
4-21 <b>Campground:</b> Design concepts for a new campground at Catfish Cove	NA
4-22 <b>Yurts:</b> Expand campground to add yurts	NA
4-23 <b>Electric Vehicle Charging Station(s):</b> Electric Vehicle Charging Station(s) at or near Lost Creek Marina	NA
4-26 <b>Bicycle-Pedestrian safety improvements on bridge:</b> Bicycle-Pedestrian safety improvements on McLeod bridge	NA

LEGEND	
	Existing Bike-Ped Facility
	Tier 3
	Proposed Bike-Ped Facility
	Tier 1
	Tier 2



PROJECTS	TYPICAL SECTION
5-2 <b>Peyton Bridge to Mill Creek Drive:</b> Separated bike-ped path from Peyton Bridge to Mill Creek Drive on Rogue Gorge trail	T-1P
5-3 <b>North Shore Trail to Takelma Day Use:</b> Separated bike-ped path on North Shore Trail to Takelma Day Use	T-1C4
5-5 <b>Peyton Bridge to Joseph Stewart State Park Road:</b> Separated bike-ped path along north side of OR62 from Peyton Bridge to Joseph Stewart State Park Road	T-1P
5-6 <b>Peyton Bridge to South Shore Trail:</b> Separated bike-ped path on South Shore Trail from Peyton Bridge to South Shore Trail	T-1C5
5-7 <b>South Shore Trail to McLeod:</b> Separated bike-ped path on South Shore Trail to McLeod Bridge	T-1C5
5-8 <b>McLeod Bridge to Fishing Access Road:</b> Separated bike-ped path from McLeod Bridge to Fishing Access Road	T-1C5
5-9 <b>Fishing Access Road to Takelma Day Use:</b> Separated bike-ped path from Fishing Access Road to Takelma Day Use	T-1C5

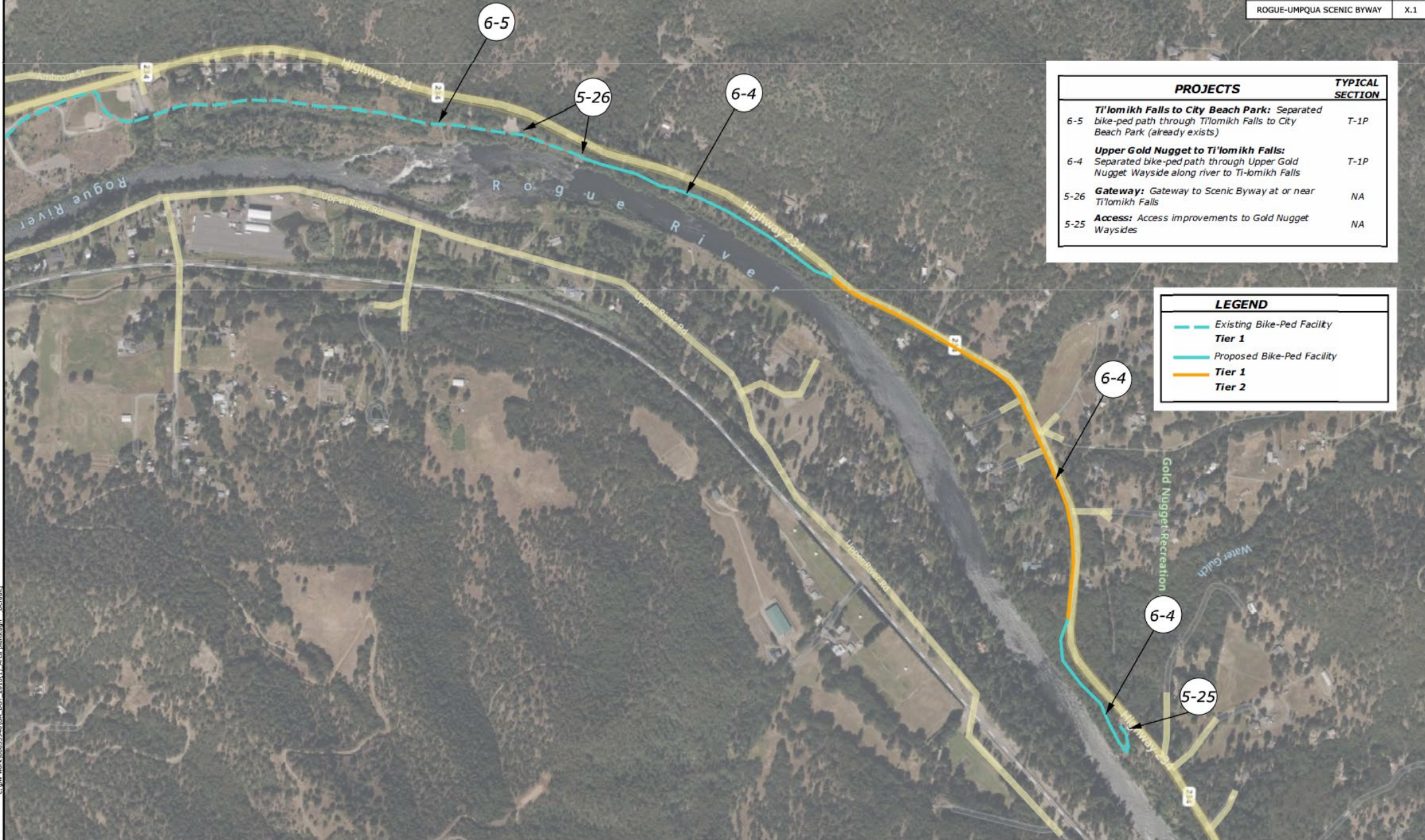
## ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN

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## LOST CREEK LAKE





PROJECTS		TYPICAL SECTION
6-5	<b>Ti'lomikh Falls to City Beach Park:</b> Separated bike-ped path through Ti'lomikh Falls to City Beach Park (already exists)	T-1P
6-4	<b>Upper Gold Nugget to Ti'lomikh Falls:</b> Separated bike-ped path through Upper Gold Nugget Wayside along river to Ti'lomikh Falls	T-1P
5-26	<b>Gateway:</b> Gateway to Scenic Byway at or near Ti'lomikh Falls	NA
5-25	<b>Access:</b> Access improvements to Gold Nugget Waysides	NA

LEGEND	
	Existing Bike-Ped Facility
	Tier 1 Proposed Bike-Ped Facility
	Tier 1
	Tier 2

**ROGUE-UMPQUA BICYCLE & PEDESTRIAN CORRIDOR PLAN**

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**GOLD NUGGET WAYSIDE**



[Explore Federal Lands](#) >

[FLH Projects](#)

[Public Notices](#)

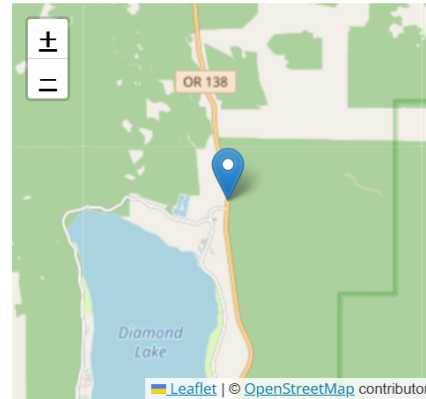
[Traffic Alerts](#)

## Rogue-Umpqua Bicycle and Pedestrian Corridor Plan

 [Memo-3b Needs-Assessment May-2024 DRAFT.pdf](#) (8.83 MB)

### Introduction

The partner agencies of Oregon Department of Transportation (ODOT), US Forest Service (USFS), and FHWA Western Federal Lands (WFL) are coordinating a series of related transportation planning efforts along the Rogue-Umpqua National Scenic Byway between Roseburg and Gold Hill, Oregon. The corridor includes OR 138 from Roseburg to Diamond Lake, OR 230 to OR 62 from Diamond Lake to approximately Eagle Point, OR 234 from Eagle Point to Gold Hill. The 172-mile route connects the communities of Roseburg in the north and Medford and Grants Pass in the south to state and federal recreation sites in the Umpqua National Forest, Crater Lake National Park, and Rogue Siskiyou National Forest.





### Project Details

**Project Number:** OR DOT 2018(1)

## Project Documents

For a printable version of the information on this page, click the link below. As the project progresses, new documents and materials will be added here. Check back regularly for new documents.

- [Webmap of Identified Needs](#) 
- [Needs Assessment \(Memo 3b – DRAFT\)](#)
- [Provide your feedback on the draft Needs Assessment \(Memo 3b\) – comments will be accepted through June 15, 2024](#) 
- [Printable Project Overview](#)
- [August 8th-10th Open House Posters](#)
- [August 8th-10th Open House Presentation](#)
- [Engagement Strategy \(Memo 1\)](#)
- [Existing Conditions \(Memo 2\)](#)
- [Demand Management Analysis \(Memo 3a\)](#)
- [Public Webinar \(January 2024\)](#)

▶ See: [Project Website](#) | [Web map of Identified Needs](#)



# Next steps and Future Engagement

- ▶ Conceptual Designs and Cost Estimates Memo (Draft Available in January!)
- ▶ **Revisions to Identified Needs (Part 1)**
- ▶ Open Houses
  - ▶ 1.28 – Prospect Public Library
  - ▶ 1.29 – Gold Hill Public Library
  - ▶ 1.30 – Glide Community Center
- ▶ **Revisions to Identified Needs (Part 2)**
- ▶ Final Report (Spring 2025)

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