

Glide Gateway and North Umpqua Corridor

Outdoor Recreation Conceptual Framework

for Priority Projects



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GLIDE, OREGON

Gateway to the North Umpqua

One of the most prized recreational spots in Oregon is the North Umpqua area. It features unparalleled natural beauty, complete with towering forests, roaring rivers, waterfalls, lakes, camp sites, wildflowers, hiking trails, wildlife, and more. Residents and visitors access these treasures along Highway 138 through the North Umpqua River Corridor, which is part of a National Scenic Byway.



Archie Creek Wildfire

When the Archie Creek Wildfire exploded near Glide, Oregon in September 2020, it tore through the North Umpqua River Corridor, devastating more than 131,000 acres of land before it was fully contained in November. More than 100 homes were lost, and many recreation areas were destroyed. A large section of the spectacular 79-mile North Umpqua National Recreational Trail remains closed. However, the North Umpqua River, designated a Wild and Scenic River by Congress in 1988, rushes on, and local communities are committed to restoring recreational opportunities and rebuilding their outdoor recreation-based economies.



Project Background



North Umpqua Outdoor Recreation Working Group

A group of nonprofit organizations, federal partners, and local and state governments came together to coordinate recovery efforts in the wake of the Archie Creek Wildfire. As the working group evolved, they continued to build collaboration around a shared vision for conservation and outdoor recreation projects in Glide, and the surrounding area. The shared vision will promote health and wellbeing, boost recreation and gateway economies, and encourage sustained stewardship of North Umpqua lands and waters.



NPS-RTCA

Rivers, Trails and Conservation Assistance Program

National Park Service – Rivers, Trails, and Conservation Assistance Program

At the request of Glide Revitalization and associated partners, the **National Park Service – Rivers, Trails, and Conservation Assistance Program (NPS-RTCA)** provided technical support for community and outdoor recreation planning, as well as other wildfire recovery strategies.

NPS-RTCA staff work collaboratively with partners to help communities engage stakeholders, build consensus, and prioritize tasks. By building collaboration and identifying opportunities, regional and community action plans are developed to leverage and contribute to shared successes.

NPS-RTCA supports locally led conservation and outdoor recreation projects across the United States. NPS-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 and programs that engage future generations in the outdoors.

Glide Gateway Project History

Together with partners and stakeholders, NPS-RTCA collected feedback from the community about the project approach, led outreach efforts, and helped to better define the scope of the project in spring and summer of 2022. By fall, more than a dozen one-on-one interviews had been conducted with different stakeholders throughout the Umpqua corridor. NPS-RTCA also completed an initial data analysis to highlight trends and opportunities for five topic areas and presented it to primary stakeholders. This resulted in a workshop proposal to expand the discussion.

Planning Area

To meet the needs of the communities in the North Umpqua River Corridor, the project extends beyond the area burned by the 2020 Archie Creek Wildfire. It includes three areas:

- **Town of Glide:** The main focus of the project will be on Glide as a gateway community to outdoor recreation opportunities in the North Umpqua region.
- **Greater Glide Area:** The area within a 20-minute drive of Glide is a high priority for physical infrastructure projects and a primary target for stakeholder outreach and public engagement activities.
- **North Umpqua Corridor:** The natural and recreational assets along key watershed areas in the North Umpqua Corridor make up the supporting area of the project to build regional opportunities, including surrounding organizations.

Themes and Trends

Based on the data analysis, four themes were developed as a framework for identifying trends and brainstorming recreation opportunities at the workshop. The four themes included:

1 Healthy Glide

How can we bring outdoor recreation to Glide?

- Many of Glide's recreation opportunities require more than a 15-20-minute drive.
- Adults in Douglas County are generally active, with 81% leading an active lifestyle.
- According to trail use documented on Strava, there are numerous walkers, runners, and bikers who use the Glide Loop, the football field, and side streets to exercise.

3 Regional Outdoor Experience

How do we develop a welcoming visitor experience for the exploration of the Umpqua Corridor while also building a vibrant community?

- Within a 20-minute drive of Glide, there is an estimated \$38 million in sales revenue from outdoor recreation related businesses, including amenities. Food, drink, lodging, and retail could produce a lot of economic output and impact if money is kept within the area by supporting businesses.
- The Umpqua Corridor is more frequently visited by residents of Douglas County rather than residents of Oregon. Residents of Oregon, and those outside of the state, predominately visit the Diamond Lake area.
- Based on travel counts and hiking participation rates from the Oregon Department of Transportation (ODOT), the Highway 138 Umpqua Corridor sees 45,000 potential hikers drive through Glide. There is an opportunity to help them further explore the area.

2 Economic Development

How can we cultivate and sustain entrepreneurs and businesses in the Glide area to serve residents and visitors?

- The United States Forest Service National Visitor Use Monitoring Program (USFS NVUM) participation rates show similar figures to Glide with respect to hiking and camping among residents. Fishing, rafting, and kayaking had a much higher rate of participation among Glide residents compared to the USFS NVUM survey.
- Popular hiking sections have a few characteristics, including easy access, proximity to water, a scenic experience, and a day use area. These are the most used areas among the public land of the region.

4 Stewarding Our Public Land

How can we foster a collaborative approach for engaging with public land managers to build and maintain trails, protect natural resources, and enjoy our natural assets?

- Numerous disconnected volunteer opportunities exist for trail and land stewardship in the area. There is an opportunity to coordinate efforts for recruitment and prioritization of projects between land managers and volunteer managers. Over the past year, multiple entities have been in the process of revamping and expanding volunteer management.

Community Workshop

The workshop in October was a culmination of the project definition, stakeholder analysis, and opportunity analysis activities that took place during the first half of the Glide Gateway Project. Participants included community and regional leaders involved in outdoor recreation, conservation, health, and community development who represented an organization or a project currently underway in the area.

Of the 53 people invited, 31 attended representing 14 different organizations. The workshop was a chance for participants to build a common understanding of the trends and themes for the region and brainstorm ideas for building on the opportunities of economic development, health, and stewardship for Glide and the region. Please see the Workshop Report in the appendix for more information.

Healthy Glide Subcommittee

Following the October workshop, two subcommittees were formed to refine and build on the diverse ideas and visions it produced. The first, led primarily by the National Forest Foundation and public land managers, focused on coordinating volunteer opportunities for land stewardship throughout the planning area. The second, the Healthy Glide Subcommittee, focused on ideas specific to the community of Glide, including developing a Glide Regional Trail Hub, creating an information hub, and making Glide more welcoming.

NPS-RTCA helped facilitate meetings for the Healthy Glide Subcommittee with the goal in mind to refine and further develop the many ideas identified. As a first step, the values and final product of the subcommittee were defined through consensus. The subcommittee agreed that ideas should be grounded in community desires, built on collaboration, developed for feasibility, and focused on enhancing and preserving the rural character of Glide.

Residents want to visit special places of their own, where everyone in the community has access to opportunities that help them lead healthy, engaged lives. With this in mind, and linking back

After receiving an overview of themes and trends, workshop participants were split into two different groups for a facilitated brainstorming session. No criteria were provided to the group. Facilitators were guided to think big (but not unrealistic) and to lead the group towards more collaborative projects as opposed to projects and initiatives of the single groups being represented. After the group finished the brainstorming session, the facilitators guided the group in formalizing their big ideas that tie into the many projects discussed. Both groups had many overlapping topics that were noted and were consistent with identifying opportunities and long-term vision items.

Many great ideas were explored during the workshop, and the working group evaluated options based on capacity and organizational goals to develop.

Short-Term Opportunities

Roughly 75% of the ideas noted were short-term opportunities or components of larger initiatives that need capacity to be accomplished. These included ideas such as branding the area as the last stop for services, creating a pedestrian loop around Glide, improving safe routes to schools, and developing destination areas within Glide. The bigger ideas discussed could be developed in a seamless way in the future, as interest and funding allow. These ideas could be incorporated into the information hub/visitor center or trail network in the future if the group and community decide to proceed on those paths.

Big Ideas

About 20% of the ideas identified at the workshop were big vision projects where participants wanted to see a large change to what currently exists, but not all the components of how to make the vision happen were outlined. Examples include holistic planning for Glide businesses to better benefit each other, creating a bicycle pedestrian pathway linking Glide to public land, and creating a visitor information hub.

INFORMATION HUB/VISITOR CENTER

The information hub/visitor center emerged as a central theme in discussions for both groups, serving as a pivotal connector for various ideas. Such a space could help enhance the quality of life for the community by offering programs such as fire history interpretation combined with fire awareness and education. Additionally, it could serve as a clearinghouse for volunteer opportunities and training related to regional stewardship, as well as act as an information hub where visitors could orient themselves relative to the Glide community.

An information hub/visitor center in Glide could:

- Be integrated with a community park and urban trail system.
- Be a destination oriented scenic byway recreational corridor.
- Serve as space for a youth engagement program and project development.
- Promote businesses and cluster them together.

For the big visions that came out of the workshop to come to life, partnership and agreement will be essential, including both internal to Glide and collaboration with regional, state, and federal agencies. NPS-RTCA, or other technical assistance programs, would be helpful in developing a community-driven vision and action steps to make progress on these big ideas.

Both big visions are centered around built infrastructure with secured land agreements for placement. These projects can take 3-5 years and sometimes much longer from concept to completion. If the Umpqua Recreation Working Group or another smaller committee work toward these big vision goals, it will be necessary to have small wins along the way. This can be accomplished by phasing work, accomplishing the goals of the infrastructure through programming and events, and developing a clear conceptual plan for development.

The interconnected projects, including the information hub/visitor center and business development opportunities, were based on the ideas that came out of the workshop in October 2022. With these seemingly independent projects, the core vision can often get lost in the complexity of the work. To tie these concepts together in the long-term, the subcommittee developed the common thread of creating a welcoming Glide for both residents and visitors.

Project Prioritization

This project began through a partnership with the Federal Emergency Management Agency (FEMA) and NPS-RTCA. The main project goal was to develop actionable steps for recovery and revitalization from the wildfire, with a long-term vision of creating a welcoming Glide.

The following are the prioritized projects, outlined from the perspective of community leaders, to initiate the first steps.

These short projects summaries are intended to provide concise background, options, and opportunities for people of Glide and partners to move toward the long-term vision. It is the intention that each of these project summaries can be used as a standalone document.

PRIORITY PROJECT 1 **A Gateway to the North Umpqua**

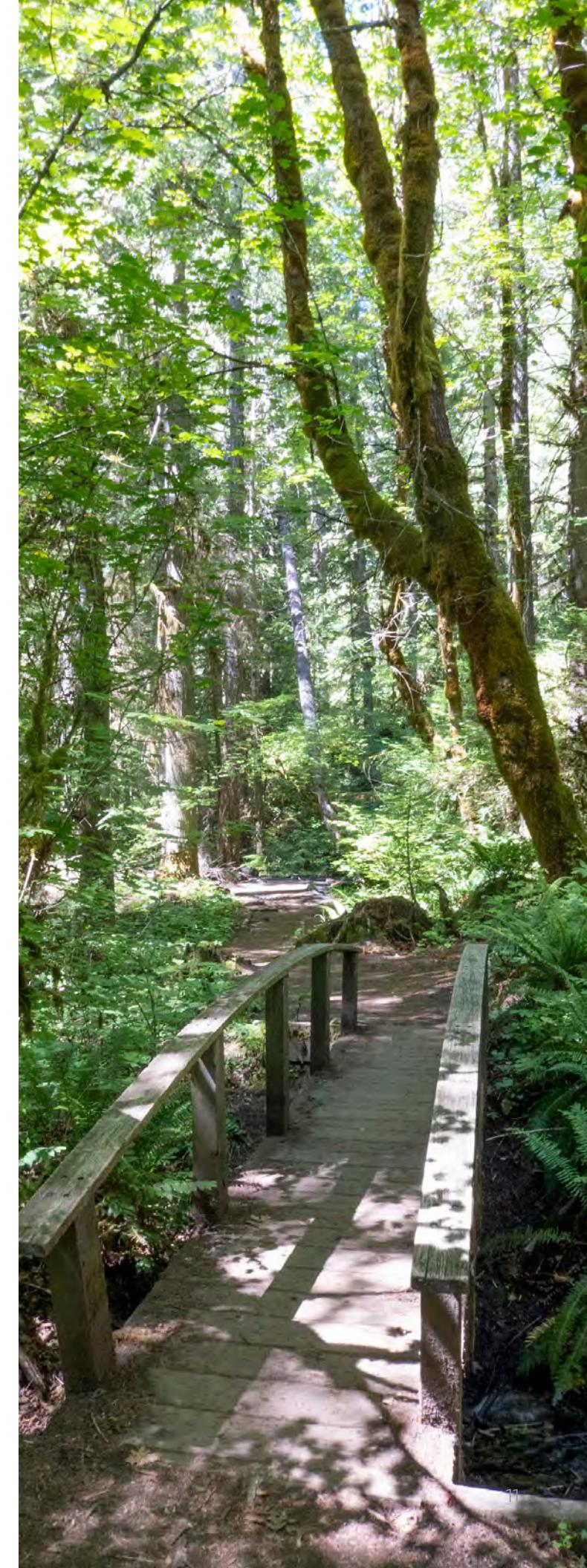


PRIORITY PROJECT 2 **Safe Routes Around Glide**



PRIORITY PROJECT 3 **Placemaking with Streetscaping**

PRIORITY PROJECT 4 **Glide Art Trail**



PRIORITY PROJECT 1

A Gateway to the North Umpqua

Each year, about 400,000 vehicles travel through Glide on Highway 138—one of Oregon’s most scenic National Byways. Many of these travelers are heading to public lands around Diamond Lake, Crater Lake, and the North Umpqua region. Glide, located just past Roseburg, is the only major community along this stretch of highway, making it a natural gateway to the area’s incredible outdoor recreation.

Glide wants to encourage visitors to stop, explore, and support local businesses. Creating inviting spaces, improving signage, and adding thoughtful streetscaping would help give the town a stronger identity and make it more appealing as a destination—not just a place to pass through. Currently, drivers approaching Glide see over two dozen signs pointing to popular sites, like the Colliding Rivers Viewpoint, the Umpqua National Forest Ranger Station, local schools and fields, boat launches, and the Veterans Memorial.

Like many small towns in Oregon, Glide is transitioning from a resource-based economy to one focused on services, small businesses, and outdoor recreation. The community is growing and attracting new residents, even as it remains unincorporated. After the devastating Archie Creek Fire, Glide showed its resilience—rebuilding and looking for new ways to grow its economy.

The National Park Service-Rivers, Trails, and Conservation Assistance (NPS-RTCA) program began working with Glide during this important time of change. Local leaders saw the potential of the surrounding public lands as an engine for economic development.

Across the country, gateway communities near public lands have successfully used outdoor recreation to boost local economies. Increased tourism can bring more customers to shops and restaurants, encourage volunteer involvement, and lead to better parks and infrastructure. Glide is well-positioned to serve as a key stop for people visiting Crater Lake National Park and the Umpqua National Forest.

As the community looks ahead, ideas like expanding RV camping, creating a trail information hub, and organizing volunteers are all on the table. By working together, Glide and its partners are building a stronger future rooted in outdoor recreation and community pride.

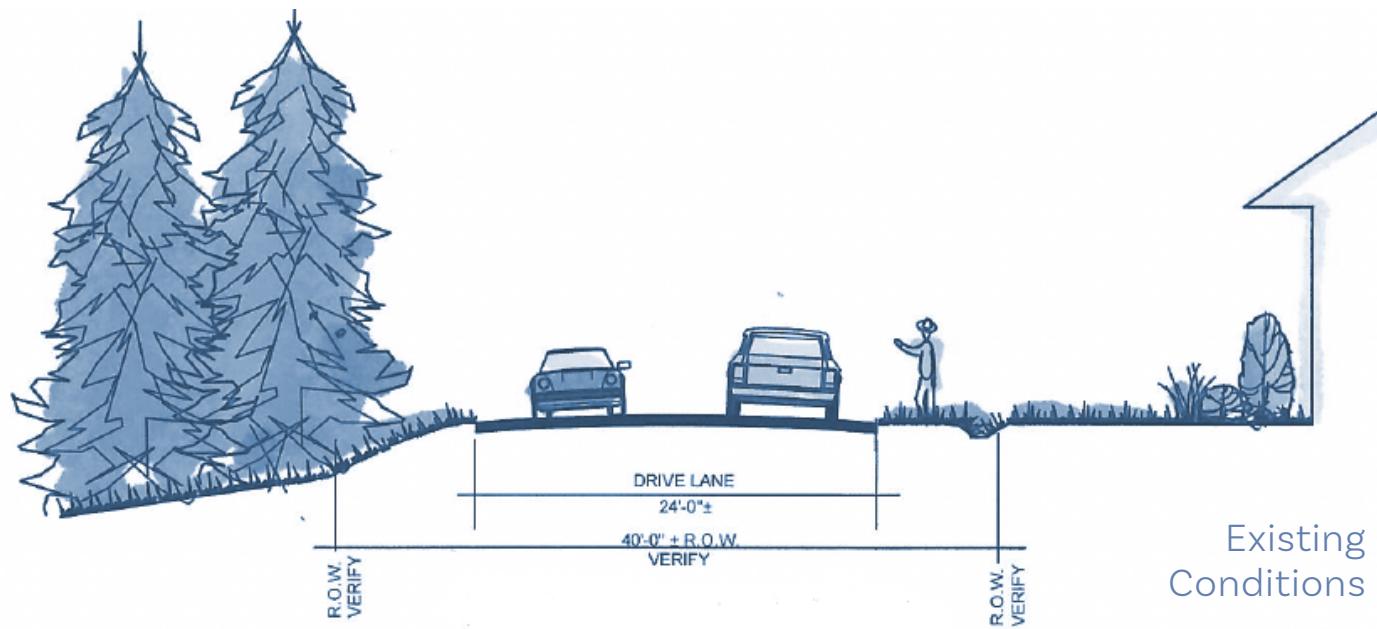


PRIORITY PROJECT 2

Safe Routes Around Glide

Creating safe routes for pedestrians and cyclists is a top priority for Glide. This includes making improvements along Glide Loop Drive and adding a separate trail along the 0.18-mile along the 0.18-mile section of Highway 138 with shoulder-only access, which would create a safe pedestrian loop around Glide.





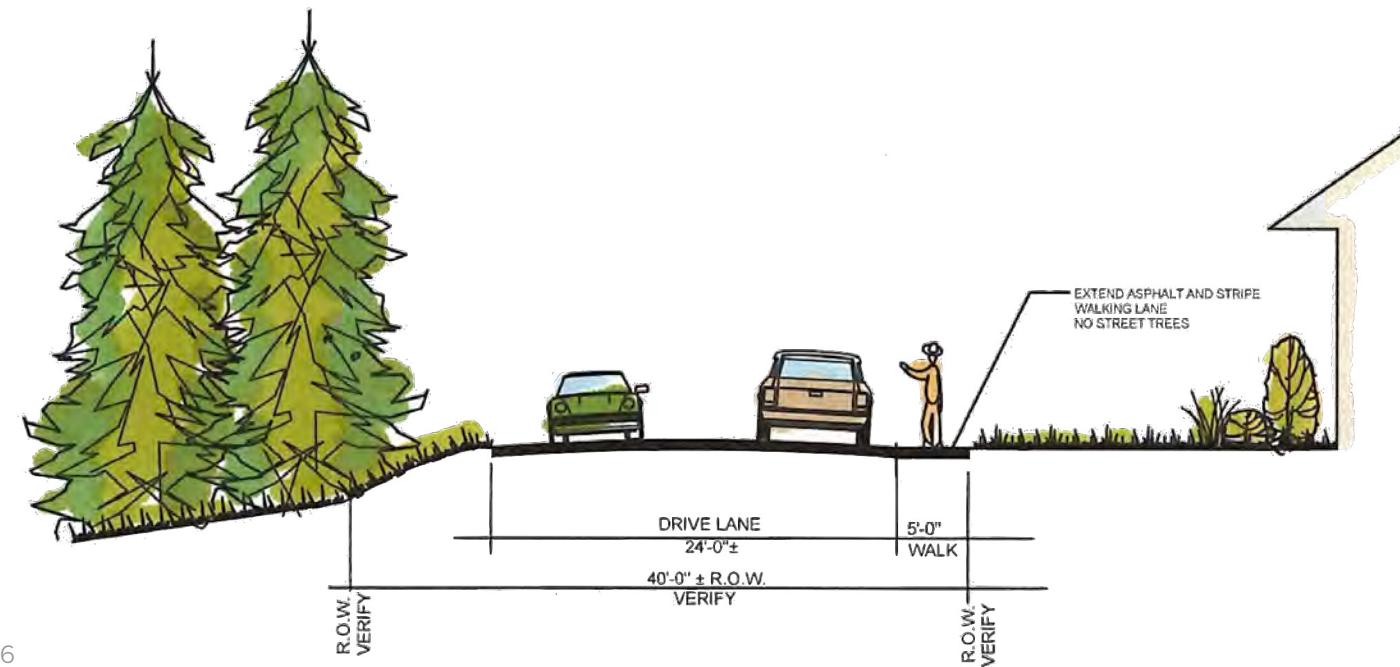
Glide Loop Drive

Popular with walkers, runners, and bikers, Glide Loop Drive meanders along the North Umpqua River. The roughly 1.8-mile residential road begins at the Colliding Rivers Overlook and ends at the other side of town. The 20-foot road has a median line, a speed limit of 35 mph, and narrow shoulders. It does not have sidewalks or bike lanes.

The 2022 Douglas County Transportation System Plan recommended adding a sidewalk on one side and 6-foot bike lanes to both sides of Glide Loop Drive. In addition to lowering the speed limit and removing the median line, there are three possible approaches for creating safer, more enjoyable ways to exercise or recreate along Glide Loop Drive. The cost for making the simplest changes, such as removing the median line and lowering the speed limit will cost less than widening the lane but will have only a modest improvement in pedestrian access.

Concept 1: Access Lane

At a minimum, an access lane on the residential side of the street would widen the road and give walkers and bikers a dedicated path.



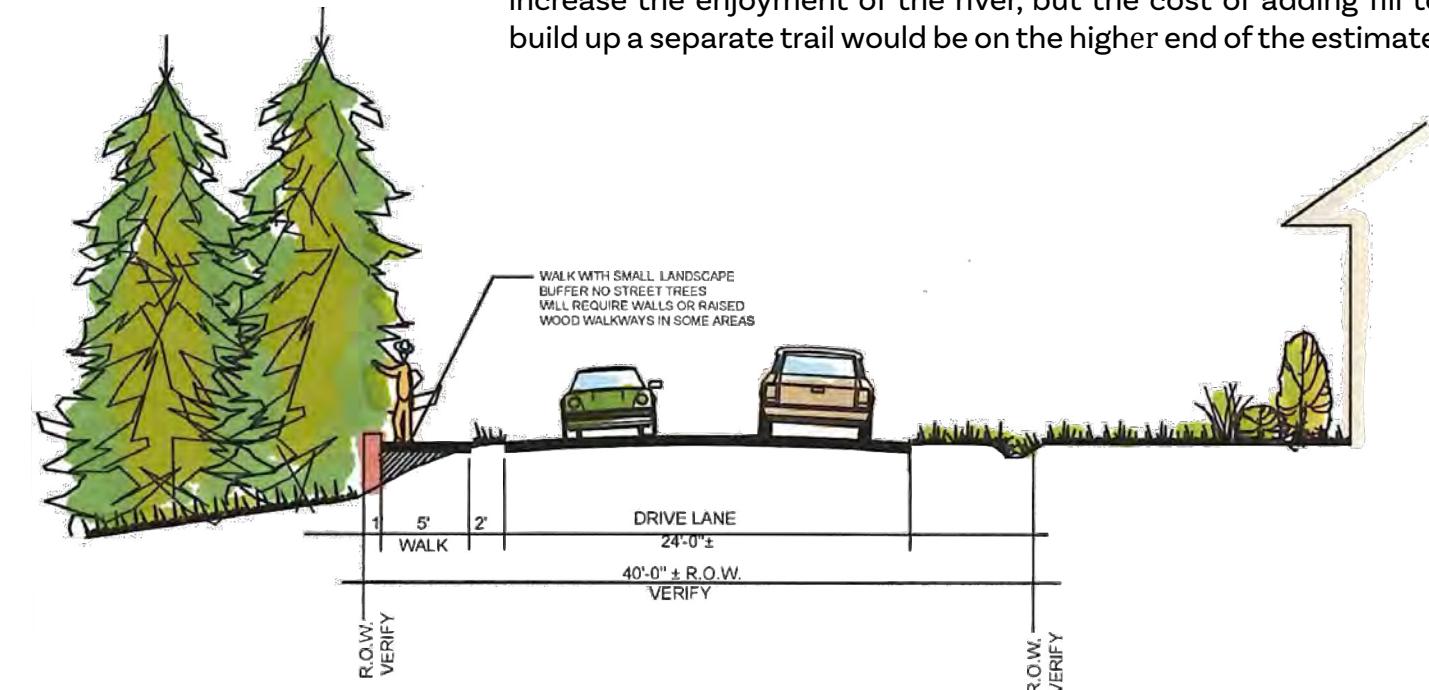
Concept 2: Pedestrian Sidewalk

A sidewalk on the residential side of the street with a tree buffer in between would give pedestrians a safer and more pleasant path to walk.



Concept 3: River Trail

Explore right of way access for a separate, standalone trail along the river. Adding a separate, standalone trail along the river would increase the enjoyment of the river, but the cost of adding fill to build up a separate trail would be on the higher end of the estimate.





Highway 138 Connection

Adding a separate trail along the 0.18-mile section of shoulder-only access would complete a safe pedestrian loop around Glide. The land adjacent to this section is privately owned and forested running along a drainage. Given its proximity to a freshwater pond and an emergent

freshwater wetland area, adding a separate trail to this section may require an elevated boardwalk to minimize impact on the surface and conform to the topography without major excavations. Wetland delineation would need to be determined by a licensed professional.

Initial Steps

- Identify a core group of champions who will push this project forward.
- Explore opportunities to raise awareness of pedestrian use along Glide Loop Drive and the need safety improvements. Organize a community walk/bike afternoon where a section of the Glide Loop is open for pedestrian use only for a few hours.
- Decide on phased priority through community engagement, or if it is more appropriate, apply to the Safe Routes to School (SRTS) Project Identification Program to better identify community desires.
- Related to design, determine what approach would be the most appropriate to accomplish community goals with a combination of scenic and active transportation value.
- Verify the right-of-way width on Glide Loop Drive. Depending on the direction of the design, determine where and how many rights-of-way would have to be purchased.
- If going after the SRTS Construction grant, a survey of middle and elementary schoolers should be conducted as soon as possible. Jess will have more details on this.
- Explore the opportunity for an engineer to provide a more detailed analysis of the design challenges to determine the feasibility of the design options and provide a more accurate cost for the complete loop system.
- Work with ODOT and Douglas County to gather technical details about management, right-of-way width, culverts, drainages, etc., and define the need for improvement through one-pagers or presentations.
- Engage the community through an open house, or alongside another event, to better understand their desired use for the road.
- Based on input from landowners and the community, select a preferred option for path development.
- In collaboration with Douglas County and ODOT, professional staff will need to be engaged in the development of the conceptual plan, as well as the engineering, permitting, and construction processes.

Considerations

- Landowners along Glide Loop Drive should be engaged in the process as early as possible as they may be able to provide opportunities or constraints that would determine the option to pursue.
- Incorporate long-term maintenance costs for any enhancements to Glide Loop.
- Plan for additional wayfinding signage for awareness and safety.
- Adding physical separation between pedestrian access and vehicle use will enhance the experience and safety.
- The road is narrow as is with drainage and a slope into the river on both sides.

Resources

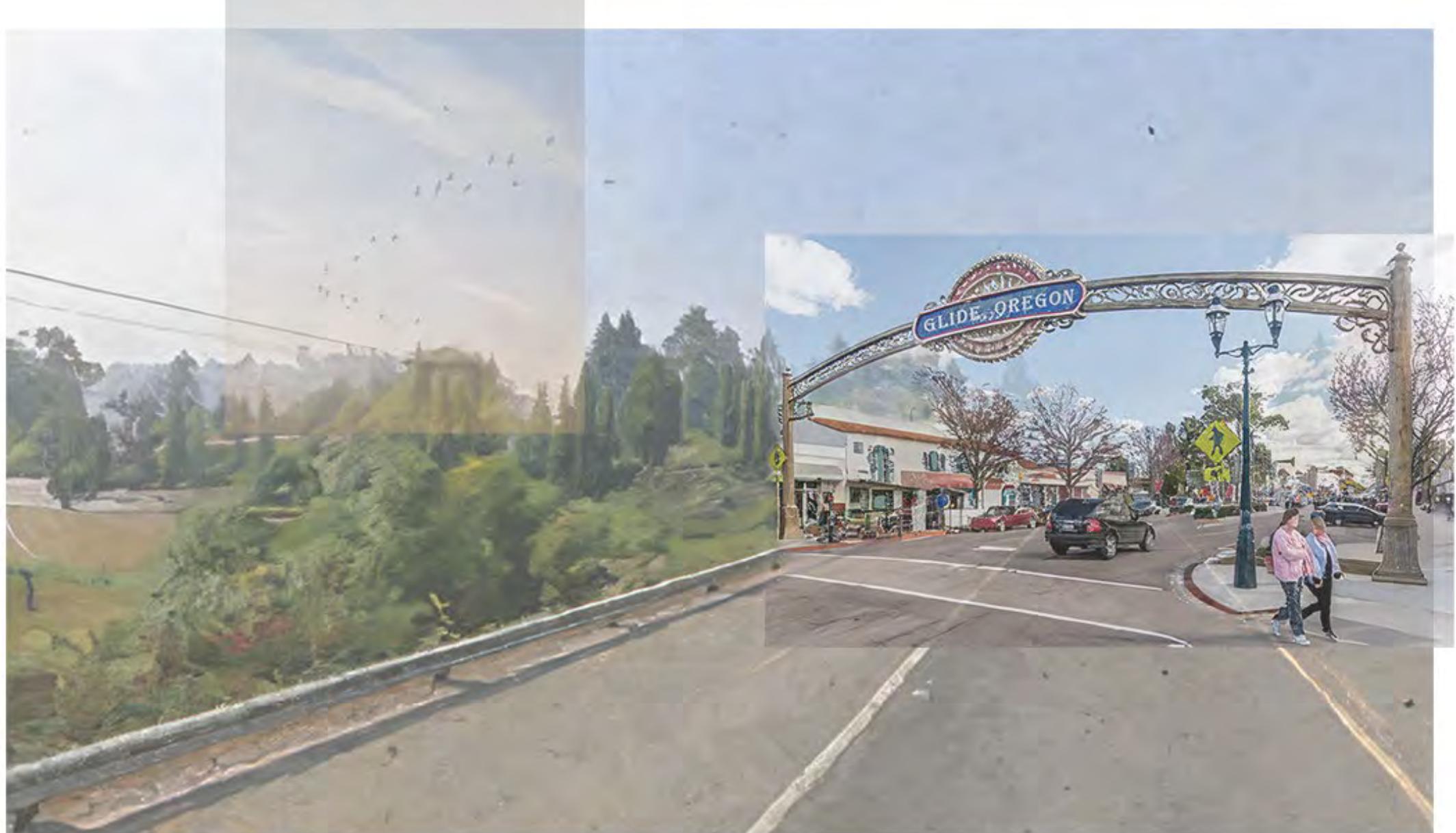
- Glide Revitalization could act as the champion for the project, engaging the community and advocating for enhancement.
- Douglas County Engineering and Planning may be able to provide planning and engineering assistance. See the Douglas County Transportation System Plan.
- Oregon Department of Transportation may be able to provide planning resources and funding through its Pedestrian and Bicycle Program, as well as provide guidance for enhancing pedestrian access in its Bicycle & Pedestrian Design Guide.
- Safe Routes to School Construction grant:
 - Requires a Letter of Interest and Scope by February, a full application is due in April.
 - Focused on pedestrian access for middle and elementary schools.
 - Scoring is enhanced by showing community need through surveys, initial planning, right-of-way commitments if needed, and any other pre-engineering work before submission.
- Safe Routes to School Project Identification Program:
 - Potentially rolling submission.
 - Provides consultation services to create a comprehensive safe route to school plan which includes community education and engagement. It would include cost estimates but not engineering.
 - This is ideal depending on the level of community input and approval of enhancing Glide Loop Drive.
- Oregon Community Paths Program:
 - Pre-applications accepted from August 1 to September 15, 2024.
 - Focused on active transportation connections using multi-use paths.
 - Could be a Phase 2 funding source.
- Thrive Umpqua may be able to provide technical assistance as well as funding sources.
- Small Town and Rural Design Guide
- U.S. National Highway Traffic Safety Administration's Walkability Checklist
- Safe Routes Partnership Walkability Assessment Checklist
- Bicycle Friendly America Program's Community Quick Assessment by the League of American Bicyclists

PRIORITY PROJECT 3

Placemaking with Streetscaping

Pedestrian and bicycle access along Highway 138 is a mix of paved path and shoulder. The paved path is separated from the highway and is ideal for bikers and walkers. It totals 1.3 miles and is 8-feet wide. The path along the shoulder spans for 0.18 miles and runs along a drainage that limits trail development. It is about 12-feet wide with no separation to the highway traffic.

Currently, there are few areas to safely cross the road. There are six crossings along the existing trail that run parallel to the highway. All are low-volume roads. ODOT is in the process of improving one crosswalk across the highway.



Potential Improvements

Improved Signage

A more holistic approach to signage would help brand Glide as the gateway to the North Umpqua, give visitors a better understanding of available goods and services, and encourage them to stop and explore the area. For example, the Colliding Rivers Viewpoint area is one of most compelling stops for visitors. This location is an ideal opportunity for Glide to embrace its identity as the gateway to the North Umpqua. Adding a larger “Welcome to Glide” sign that is complemented by art and includes a brief overview about what is available in town would encourage more visitors to stop. Once visitors do stop, it would be helpful to have additional wayfinding signs that highlight destinations as they are developed including the business district, athletic fields, and more.

Destination Areas

Offering visitors another destination in addition to the Colliding Rivers Viewpoint area would encourage them to stop and explore. One possible opportunity would be to establish a business district on the other side of town and connect the stretch of businesses with public spaces nearby, such as the Glide Community Center, Veterans Memorial, and carved octopus installation.

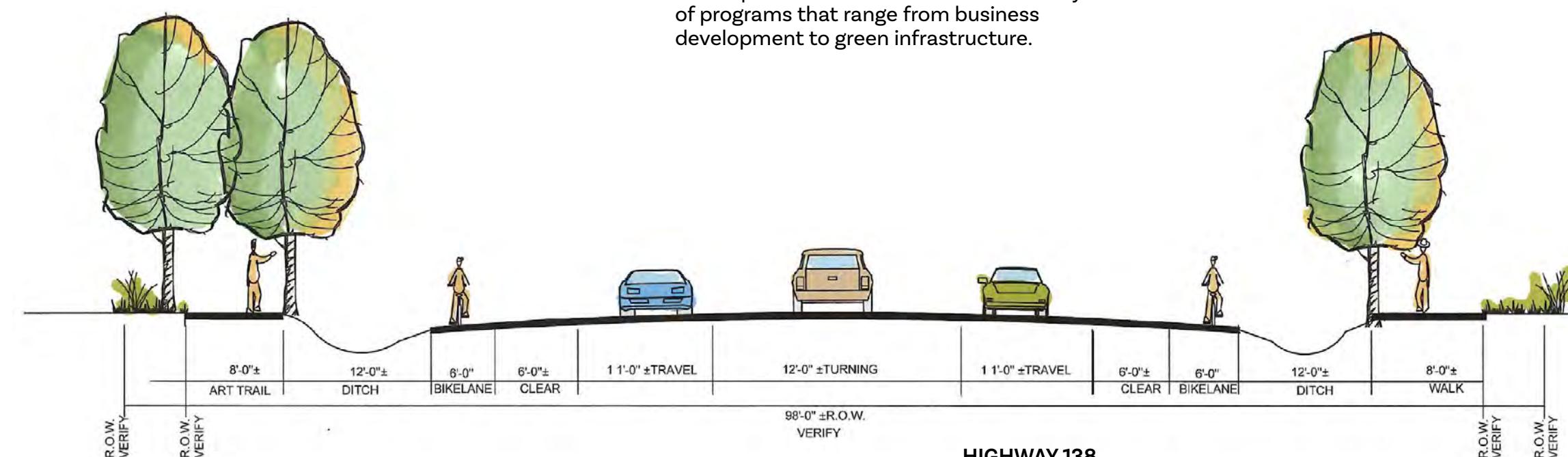
Woonerf (A Dutch term meaning living street or shared space) design principles could be used to integrate walking areas into the roadways to create a well-designed mixed-use area on low volume roads. These include public areas with landscaping, seating areas, and play equipment. Adding a prominent Business District sign with associated branding would give the area a cohesive look and feel that would stand out to visitors driving by. Creating a mixed-use area with an inviting feel would become the heart of the community, drawing visitors to the space.

Streetscaping

Both Highway 138 and the pathways that run along both sides of it are relatively featureless stretches of concrete, asphalt, or gravel. The pathways are separated from the road by a roughly 10-foot drainage ditch. During heavy rains, the ditch often holds standing water that gives off an unpleasant odor. In addition, the grade of the trail dips below the elevation of the highway in places, nearly putting pedestrians at eye-level with exhaust.

Strategic landscaping along roadsides can improve a sense of place and safety, as well as create an inviting environment to explore. In addition to overall beautification, planting plans should focus on providing shade and a separation between the highway and the path. Along with aesthetic improvements, landscaping can provide other social, economic, and environmental benefits when properly planned, planted, and maintained.

For example, green infrastructure could help manage stormwater runoff. Instead of ditches with standing water, there could be a bio-retention area with water-absorbing plants that mimic the natural water cycle to safely slow and absorb the water in place. As the plants absorb the water and it evaporates into the atmosphere, they could also hold the standing water in the substrate that will gradually filter the water.



Resources

- Glide Revitalization could act as the champion for the project, engaging the community and advocating for enhancement.
- Douglas County Engineering and Planning may be able to provide planning and engineering assistance.
- Oregon Department of Transportation may be able to provide planning resources for signage improvement if looking at opportunities within the Highway 138 corridor.
- NPS-RTCA may be able to assist with design concepts and action plans for specific initiatives.
- University of Oregon’s Landscape Architecture Program.
- Citizen’s Institute on Rural Design offers workshops.
- The Environmental Protection Agency’s Recreation Economy for Rural Communities Program offers resources and workshops that result in action planning for the community.
- Main Street America’s Resource Center provides many toolkits for streetscaping and developing corridors in towns and resources.
- Oregon State University’s Extension Services has a green infrastructure toolkit.
- The U.S. Department of Agriculture’s Rural Development mission area offers a variety of programs that range from business development to green infrastructure.

Considerations

- Any signage improvements within the right-of-way of the road will be managed by ODOT. Signage outside the right-of-way will need approval by the property owner.
- The drainage ditch between the pathway and Highway 138 is considered a wetland and manages stormwater runoff from the highway. Any suggested improvements may need an associated stormwater engineering plan.
- Many of the opportunities in this project require support from professional planners and engineers. However, local groups can be advocates to promote ideas and concepts.

Initial Steps

1. Get involved in the Highway 138 Scenic Byway planning. Many of these topics may be covered in the Federal Highway Administration’s planning process.
2. Organize a visitor perspective drive through with residents as if it is their first time visiting Glide. What would they need to know? Where would they be compelled to stop? This could be improved by integrating visitors into the experience as well.
3. Define a core group of champions around a specific initiative and explore technical assistance opportunities.

PRIORITY PROJECT 4

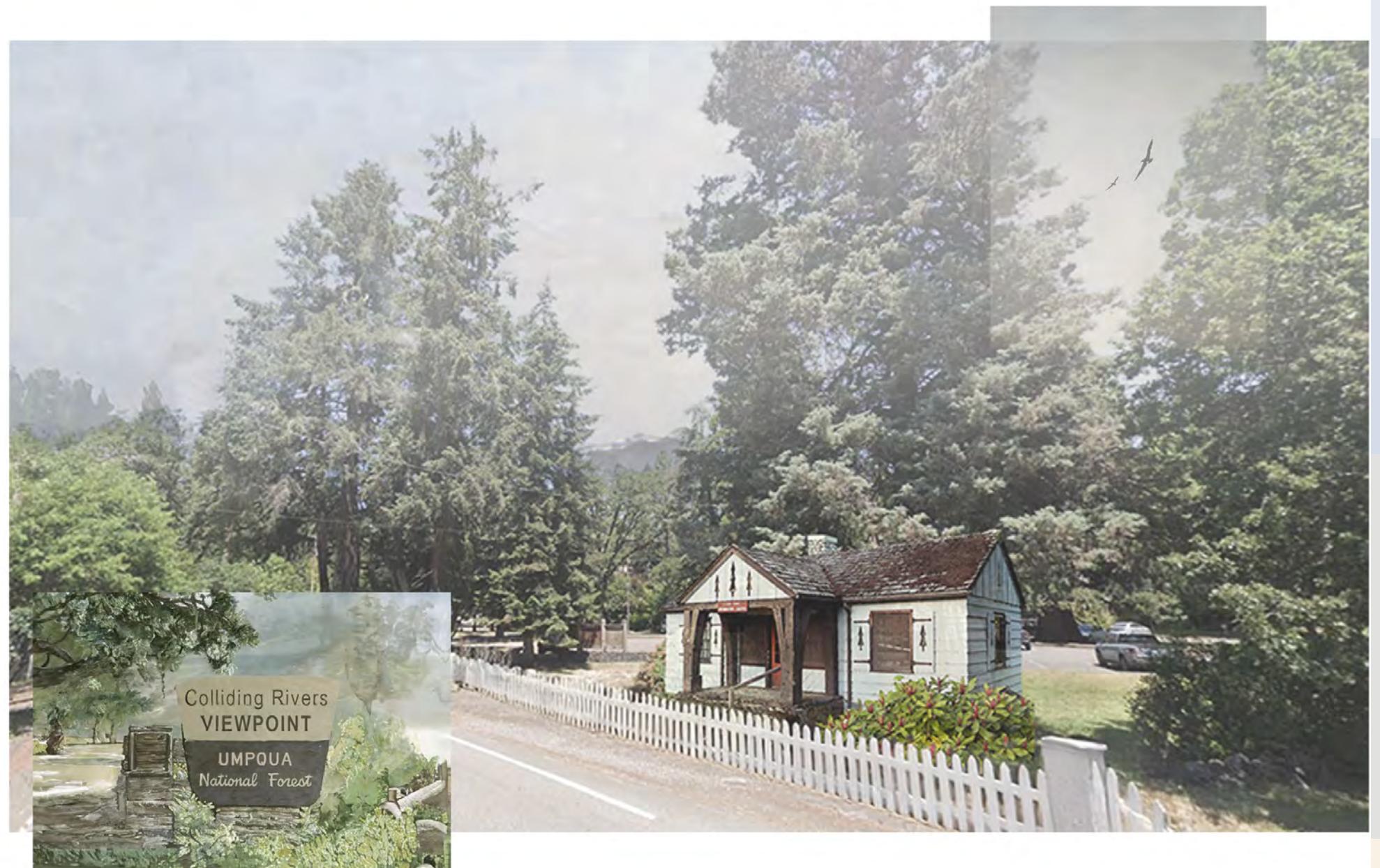
Glide Art Trail

The idea of an art trail along Highway 138 was first brought up during the initial workshop and it continued to be a popular idea for all committees since then. A Glide Art Trail would tie together the themes of creating a welcoming space, building a trail, and developing pedestrian connections and partnerships.

Key components of an art trail already exist. In addition to two murals, there is the recent Glide Octopus installation, which has a compelling story that emerged from the Archie Creek Wildfire. After the wildfire, a local artist saw an opportunity to turn a tree root base into a sea creature. However, the octopus is barely visible as it is behind a building near the Veteran's Memorial, where there is no path or sign to indicate it is there.

Art provides the opportunity to create destinations for people to explore. It can be complemented with other initiatives like creating safe pedestrian access and streetscaping opportunities. If one thinks about the improved walkways as a body, the art integration could provide the soul for the trail that will draw visitors and create desirable public spaces for residents.

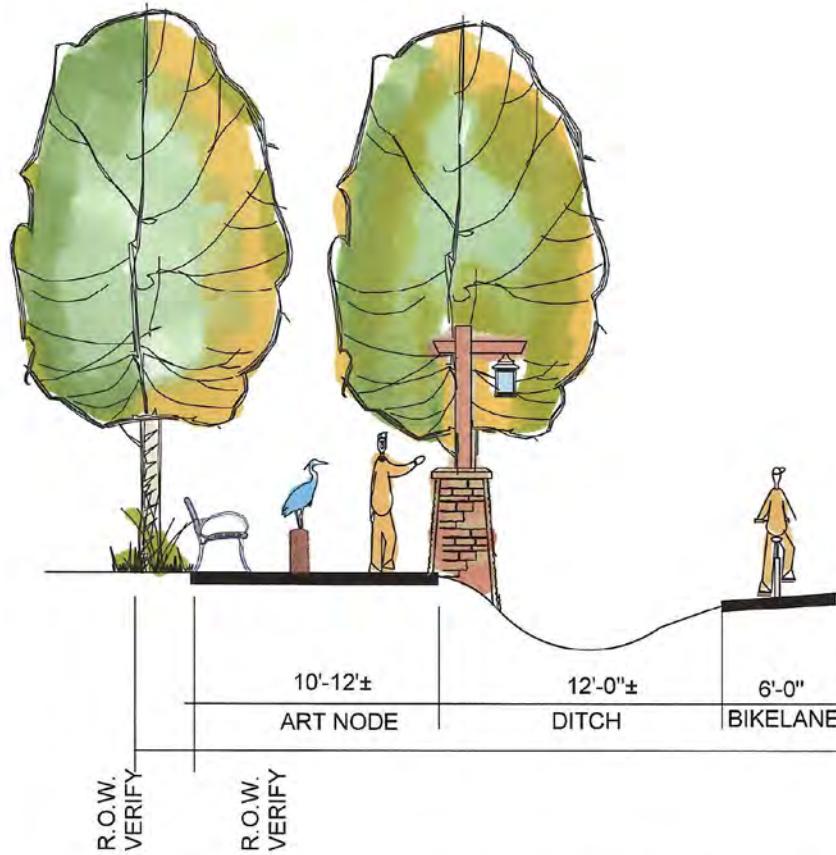
The core of the Glide Art Trail would be to provide the glue between the areas of the community managed by different entities. First, each destination could be an improved public space used for picnics, kiosks with wayfinding information, and general streetscaping along Highway 138. The improvements could be scaled depending on the landowner/manager and location. A larger opportunity may exist at the Glide Community Center, whereas an art installation inside the historic Ranger Station could simply be hanging on the wall.



The second major outcome of a cohesive Glide Art Trail could be coordination and partnership between entities. If art installations existed at the historic Ranger Station, high school, Community Center, business area, and if possible, Glide Revitalization's new building, it would tie together many of the community's organizations with a common goal. The high school art class could be a partnership for more permanent installations. The students could be compensated for their work or have an agreement for an apprenticeship with a local artisan.

At each installation, people could be encouraged to explore other installations in Glide and each destination could highlight the role of the organization or area in the community.

A variation on the Glide Art Trail along Highway 138 could be more of a regional art discovery approach. This would disperse art installations throughout the North Umpqua Valley, challenging residents and visitors to find them all. This could lead people to explore areas they normally wouldn't and be able to highlight assets across the region through one channel.



NORTH UMPQUA HIGHWAY (138)
ART NODE

Considerations

- Landowners/managers will have to work together creatively to create a cohesive experience.
- Artists should be compensated for their time and materials.
- In addition to the design of the art installations, the design of the space around the art needs to be just as inviting by providing benches, tables, plantings, and other improvements.

Potential Partnerships/Support

- Glide Revitalization could act as the champion for the project, engaging the community and advocating for enhancement.
- Experience Roseburg may be able to provide guidance based on their experience with art installations.
- Thrive Umpqua may be able to provide technical assistance as well as funding sources.
- Glide Community Center, US Forest Service, and teachers from the middle and high School.
- National Endowment for the Arts - Our Town Program

Initial Steps

1. Explore a partnership between landowners and managers using the existing Healthy Glide Subcommittee to pursue the Glide Art Trail. Refine the idea with partners to lay the path forward.
2. After a direction is determined, start small and gradually build on the concept.
3. Engage local artisans in the process for their input and opportunities they may see.
4. Seek ways to highlight existing art in the region.

A Work in Progress

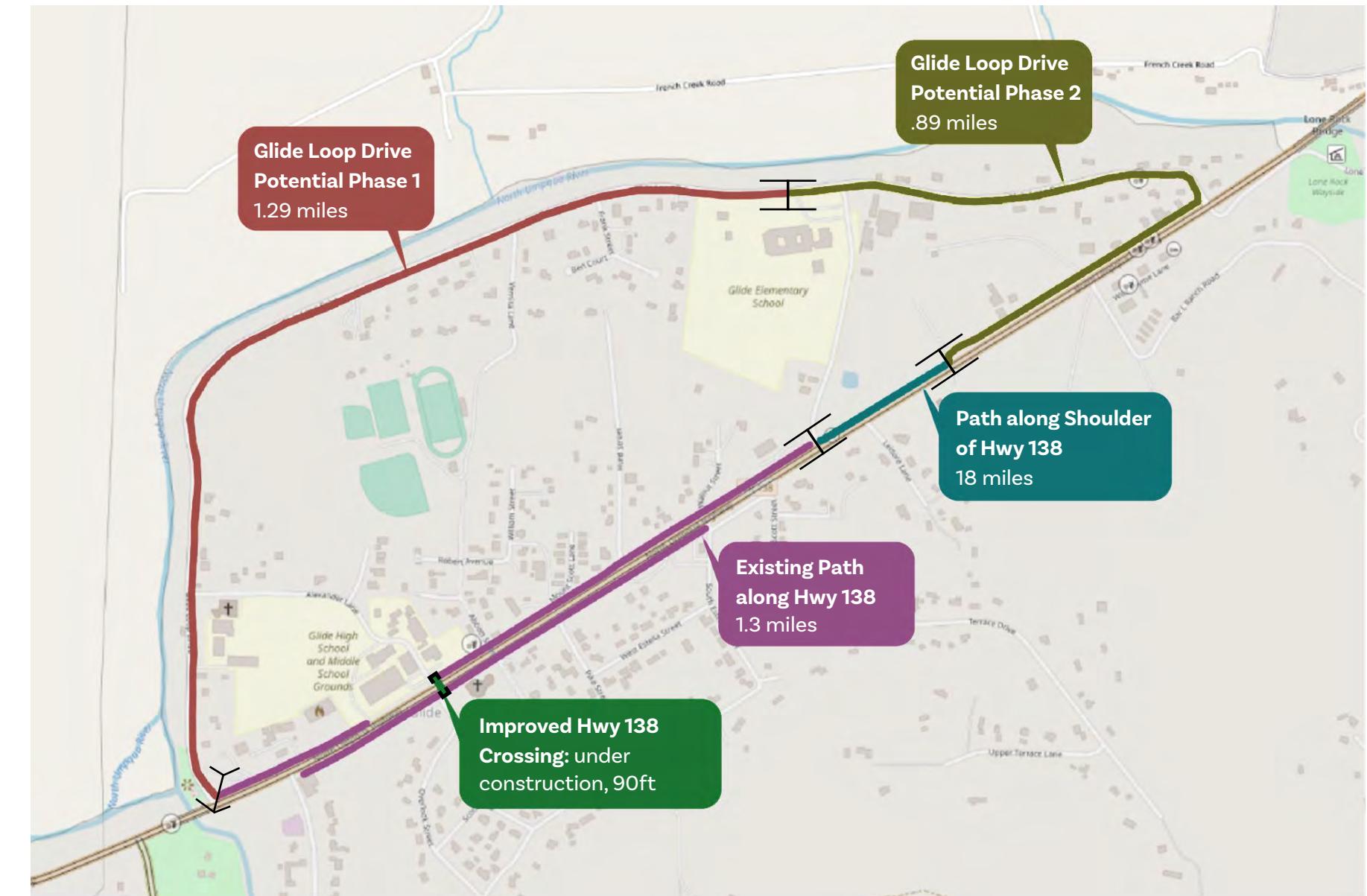
As a result of the partnership with NPS-RTCA and project support in Glide, there has been a renewed interest in creating safe routes to school. Thrive Umpqua, a local nonprofit organization based in Roseburg, is now working with Glide to follow-up on the information gathered by NPS-RTCA around improving the paths and trails within the community to provide safe non-motorized transportation and create a more welcoming Glide for visitors and residents.

Additional safety improvements include painted crosswalks and signage designed to raise driver awareness of pedestrian crossings. Finally, driver awareness for walkers and bikers can be improved through media, events, and on-the-ground walkability/bikeability assessments, such as the Walkability Checklist available from the National Highway Traffic Safety Administration.

In November 2023, a meeting was convened by Thrive Umpqua that included ODOT, Douglas County Planning, and staff from Glide schools. There was agreement that enhancing pedestrian access along two key roads—Glide Loop Drive and Highway 138—would create an inviting 3.2-mile pedestrian loop around the heart of downtown Glide as shown in the map.

A recent enhancement has been the traffic beacon for crossing Highway 138 (highlighted in green) with a rough cost of \$300,000 using Rapid Response funding. Following the success and continued need to provide safe routes to school, Glide Loop Drive was identified in this meeting as a priority.

With potential costs, depending on drainage, utility lines, and right-of-way, estimating around \$2 million per mile, it is recognized that the complete loop will not



be built using a single funding source. The phased approach, with the perspective of serving primarily elementary and middle school students, would be the Glide Loop Drive Phase 1 section labeled in the map.

Safe Routes to School considers bidirectional bicycle traffic and walking accommodations. The Federal Highway Administration recommends a path that is a minimum of 10-feet wide for simultaneous uses. Safe Routes to School would additionally be more focused on residential

access, putting the path on the residential side and not the river side of Glide Loop Drive. If the asphalt for cars width is between 20-24 feet and the right-of-way for the road is 40-feet, the recommended path may not fit within the right-of-way. This would likely require easements and purchases of private property, in addition to rerouting water drainage areas. This will all increase the cost of the path. Further information can be found on the project summary sheet in the appendix.

Conclusion

Disaster recovery is a harrowing process where communities gradually piece their lives back together. It also offers the opportunity to create a new vision for the future rooted in resilience, cooperation, and quality of life improvements. This was the core intention from FEMA, which supported NPS-RTCA's work with the many talented and dedicated partners of the North Umpqua Corridor. Together, we made progress on building a concept

for the future from the perspective of visitors and residents in the area to experience an environment that is inviting and fulfilling. The work, however, has just begun in outlining the many projects, ideas, and approaches of this document. The next steps can be complex and require ample persistence, but we hope that the common vision outlined in this document can provide some momentum that will push opportunities forward.

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NPS-RTCA

Rivers, Trails and Conservation Assistance Program

The National Park Service – Rivers, Trails, and Conservation Assistance program (NPS-RTCA) supports community-led natural resource conservation and outdoor recreation projects across the nation. NPS-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 and programs that engage future generations in the outdoors. As a collaborative partner, NPS-RTCA helps achieve successful project outcomes by engaging communities in the visioning, planning, and implementation of each project.



FEMA

The Federal Emergency Management Agency – Community Assistance Recovery Support Function (CARSF) enables local governments to effectively and efficiently carry out community-based recovery planning and management in a post-disaster environment. CARSF also supports state or territorial governments in developing programs of support for local recovery planning.