

OREGON
SCENIC
BYWAYS
PROGRAM

Oregon Scenic Byway

PROPOSAL NAME: Umpqua River Scenic Byway

PROPOSERS: Cities of Oakland, Sutherlin, Elkton,
Scottsburg and Reedsport Community
of Kellogg

CONTACT PERSON: Tom Llewellyn



Passage for The Ages

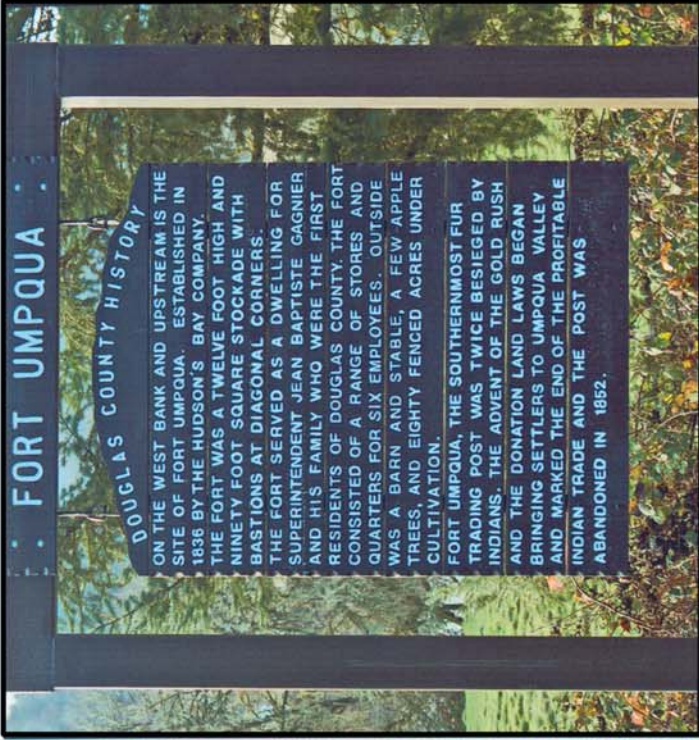


Oregon Scenic Byway Review

- PROPOSAL NAME:** Umpqua River Scenic Byway
- PROPONENTS:** Cities of Oakland, Sutherlin, Elkton, Scottsburg and Reedsport
Community of Kellogg
- CONTACT PERSON:** Tom Llewellyn
- NARRATIVE:** Starting in either Oakland or Reedsport, the Umpqua River Scenic Byway is a 66 mile journey along the river that is a Passage for the Ages. The route is rich in natural beauty and historic significance as well as outstanding recreational opportunities. Typical of other inland routes from Interstate 5 through the Coast Range to the sea, the Byway intersects the Pacific Coast Scenic Byway, Highway 101, an All American Road. But the Umpqua River route also exhibits unique qualities that make it a visual wonderland. Historic, geologic, agricultural, and natural elements interplay to explain the importance of the Umpqua River to the people who have lived and are living in its basin. Numerous pullouts and waysides offer access to the river plus many natural and historic sites. Brandy Bar, Bunch Bar and Yellow Creek are recreational areas; Dean Creek Elk Viewing Area, Purple Martin Viewing Area, and the Reedsport Discovery Center offer opportunities to explore the natural wonders of the Umpqua River; Historic Oakland, Elkton, Fort Umpqua, Kellogg and Scottsburg provide a window to the past with rich history from early settlements in the 1800s.
- STRENGTHS:** Typical river flowing inland to the Pacific in South Central Oregon. Year-around access for a variety of vehicles, including bicycles. Several interesting side trips, but the whole route can be easily driven in one day. Generous support continues to be provided by cities, community groups, chambers of commerce and private enterprises along the route.
- CONCERNS:** Highway speed on the route may make it difficult for vehicles to slow in time to enjoy the many features along the route. Signage well in advance of the features should mitigate this issue.
- RECOMMENDATIONS:** Scenic Byway status. Portals may vary and may be more than two.



Fort Umpqua restoration

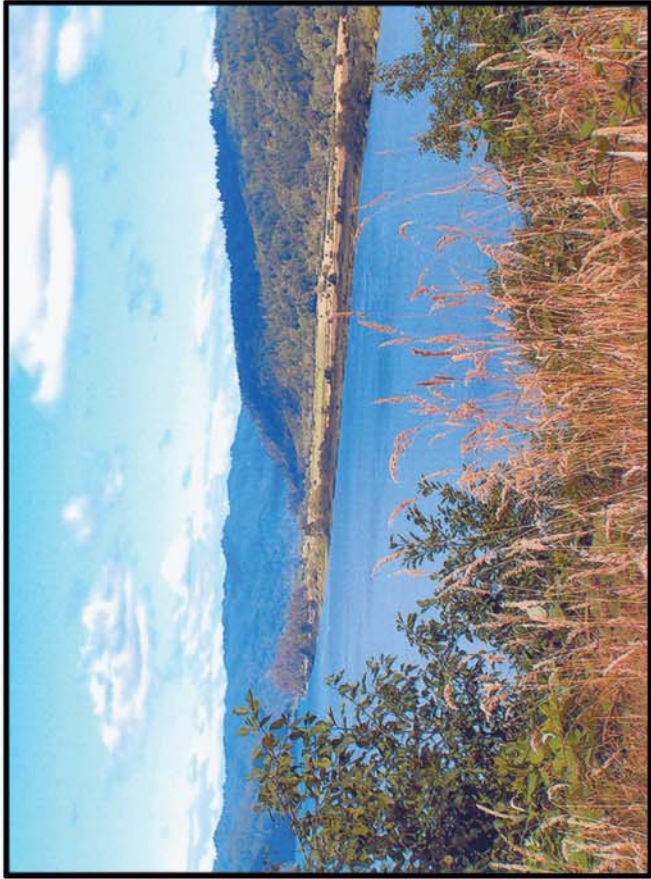


FORT UMPQUA

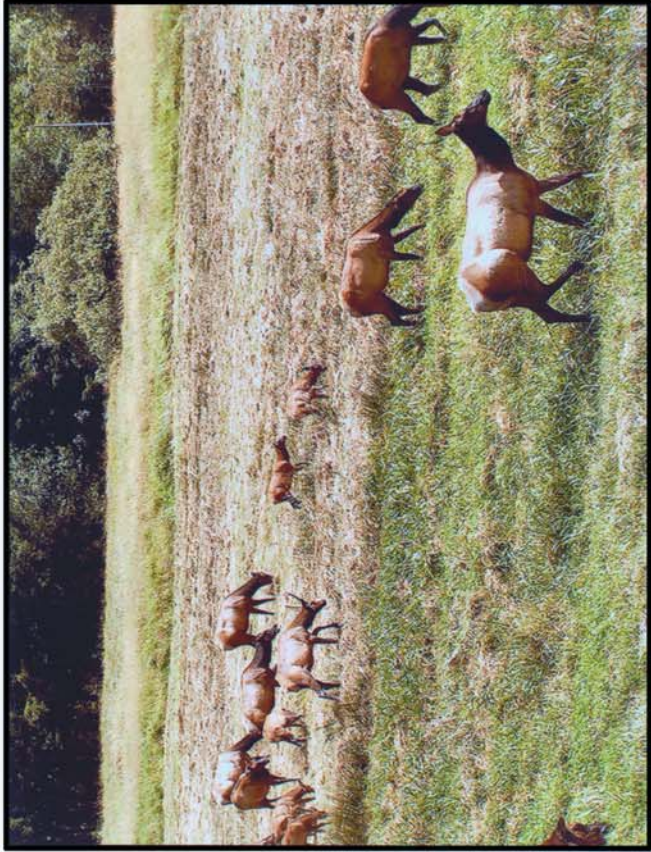
DOUGLAS COUNTY HISTORY

ON THE WEST BANK AND UPSTREAM IS THE SITE OF FORT UMPQUA. ESTABLISHED IN 1838 BY THE HUDSON'S BAY COMPANY, THE FORT WAS A TWELVE FOOT HIGH AND NINETY FOOT SQUARE STOCKADE WITH BASTIONS AT DIAGONAL CORNERS. THE FORT SERVED AS A DWELLING FOR SUPERINTENDENT JEAN BAPTISTE GAGNIER AND HIS FAMILY WHO WERE THE FIRST RESIDENTS OF DOUGLAS COUNTY. THE FORT CONSISTED OF A RANGE OF STORES AND QUARTERS FOR SIX EMPLOYEES. OUTSIDE WAS A BARN AND STABLE, A FEW APPLE TREES, AND EIGHTY FENCED ACRES UNDER CULTIVATION.

FORT UMPQUA, THE SOUTHERNMOST FUR TRADING POST WAS TWICE BESIEGED BY INDIANS. THE ADVENT OF THE GOLD RUSH AND THE DONATION LAND LAWS BEGAN BRINGING SETTLERS TO UMPQUA VALLEY AND MARKED THE END OF THE PROFITABLE INDIAN TRADE AND THE POST WAS ABANDONED IN 1852.

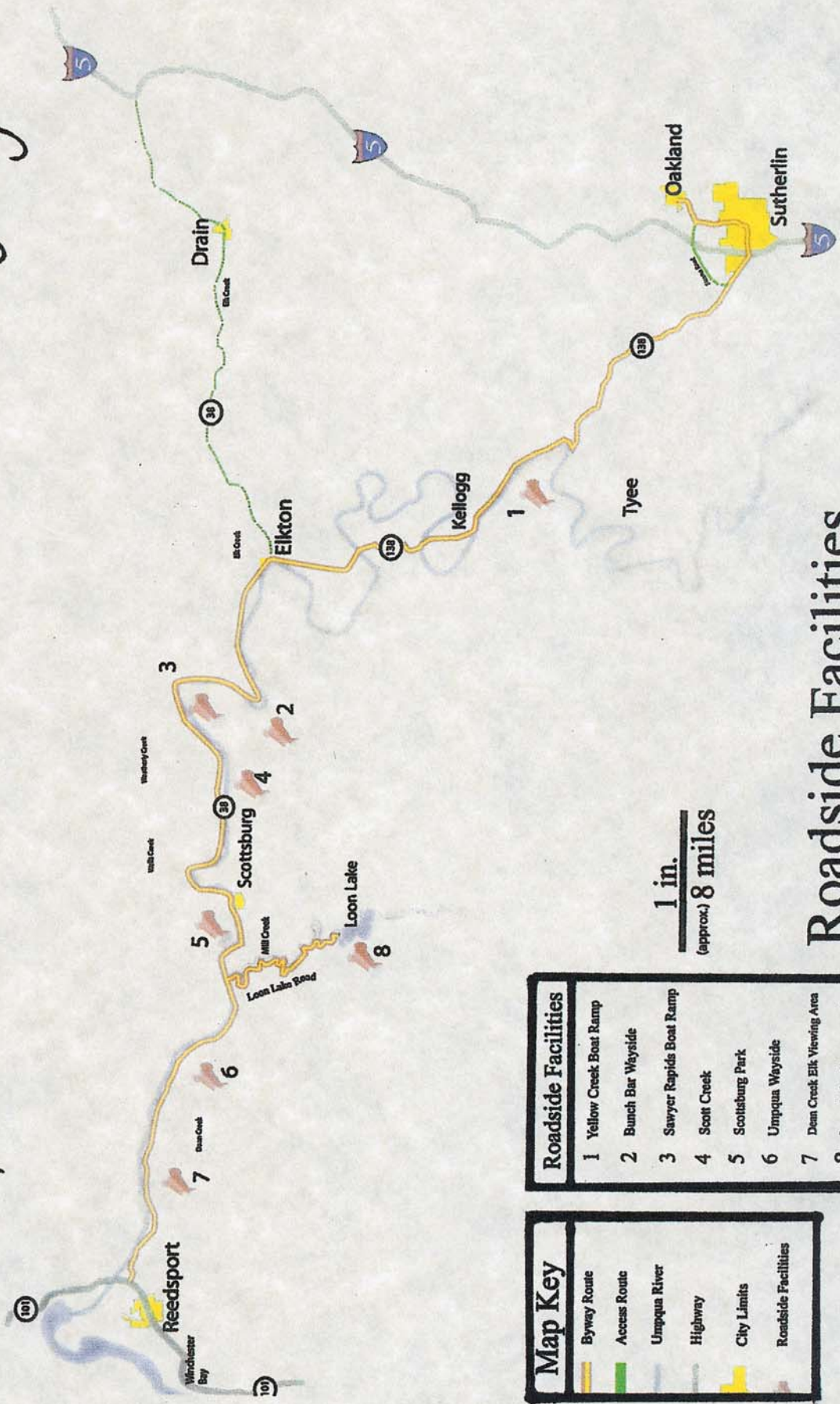


Umpqua River Reedsport



Dean Creek Elk Herd

Umpqua River to the Sea Scenic Byway



1 in.
(approx.) 8 miles

Roadside Facilities	
1	Yellow Creek Boat Ramp
2	Bunch Bar Wayside
3	Sawyer Rapids Boat Ramp
4	Scott Creek
5	Scottsburg Park
6	Umpqua Wayside
7	Deer Creek Elk Viewing Area
8	Loon Lake Campground

Map Key	
	Byway Route
	Access Route
	Umpqua River
	Highway
	City Limits
	Roadside Facilities

Roadside Facilities