

Oregon Conservation and Recreation Fund Field Trip -Sisters, Oregon
July 28, 2025

Stop 1 - 12:00 ish - Meeting Place - Camp Sherman Store & Fly Shop, Camp Sherman

[25451 FS Road 1419, Camp Sherman, OR 97730](https://maps.app.goo.gl/afLn2HQqQGstzJYT8) |

The store has a deli with made to order sandwiches, drinks, snacks, outdoor picnic tables, and an adjacent restroom (outhouse). Summer is busy so if you'd like to order a sandwich please allow some time.* If parking lots are full, turn right at the store (south) and park along gravel road heading south (Rd 700).

Stop 2 -1:00 pm - Depart for Lake Creek Confluence with Metolius River- Rd 700

<https://maps.app.goo.gl/afLn2HQqQGstzJYT8> |

Gather at the river signs and fish platform by the store and we will caravan to the 2nd stop on Rd 700.

Darek Staab of Trout Unlimited will present a Metolius introduction and exploration of the restoration site and challenges. (20 min)

Stop 3 - 1:30 pm – Depart for Wildlife Crossing Overview - Rd 14 & Hwy 20

<https://maps.app.goo.gl/SUXbtGgmksq2Xwnp8> | **(Leave some cars here and carpool)**

From Stop 2, proceed right on Rd 700, cross bridge and continue to Rd 14 where you came in then turn left. Stop at the Hwy 20 intersection and park at open gravel area to the right at intersection of Rd 14 (Camp Sherman Rd) and Highway 20.

Jeremy Austin of Central Oregon Land Watch will introduce the Bend to Suttle Lake Wildlife Crossings plan by busy Highway 20. (20-30 min)

Stop 4 - 2:15 pm- Depart for Suttle Lake -Restored Lake Creek stream channel

<https://maps.app.goo.gl/mfRgYvgPRzBu1dgm9> |

Proceed down Hwy 20 to the west and turn left at Suttle Lake Lodge sign. Follow signs towards the lodge, turn right at Suttle Lake sign off Road 2070. Drive across bridge and park nearby on road or to opening to the right by a small cabin. Please be careful to avoid blocking the narrow road.

Introduction to the Sockeye salmon story by *Darek Staab* and partner *Nate Dachtler USFS*.

(Note- This was not funded by OCRF but needed to connect the sockeyes travel from the Metolius to Lake Creek, through Suttle Lake to Link Creek and Blue Lake. (20 min)

Stop 5- 2:45 pm- Depart for Camp Caldera- Link Creek Restoration -Rd 2070

<https://maps.app.goo.gl/yNCHFLfap8xAPZE89> |

Proceed back to Rd 2070 and turn right. (Road along Suttle Lake - the road you came in on). The Camp is behind a gate with key code and we must enter with Darek. Park at Lodge parking lot.

3:00 pm-Caldera Staff will introduce Camp Caldera and the partnership with Trout Unlimited.

Walk to Blue Lake and explore from the outlet downstream to key sites along Link Creek – *Derek Staab and Nate Dachtler (60 min)*

4:00 pm- Depart for Sisters- Stop at RD 14 to retrieve cars left there

6:30 PM - *OCRF Advisory Committee Dinner – Sisters Saloon and Ranch Grill

190 E Cascade Ave, Sisters, OR 97759

<https://maps.app.goo.gl/EMiLbtof773mrdoi9>

Check in to Best Western Ponderosa Lodge –

790 W Barclay Dr, Sisters, OR 97759

<https://maps.app.goo.gl/QrNqk8UzVFrEkXXo6>

Reservations are under your name, will need to provide a personal card for incidentals

*The OCRF/ODFW can only cover meal costs for OCRF Advisory Committee members and ODFW Staff. Any spouses/family costs will need to be paid separately. All alcohol purchases will need to be paid separately as well.





Challenge

The Most Dangerous Highway in Oregon

Highway 20, between Bend and Suttle Lake, crosses through several important wildlife movement corridors for mule deer, elk and other wildlife, according to wildlife studies conducted by the Oregon Department of Fish and Wildlife.

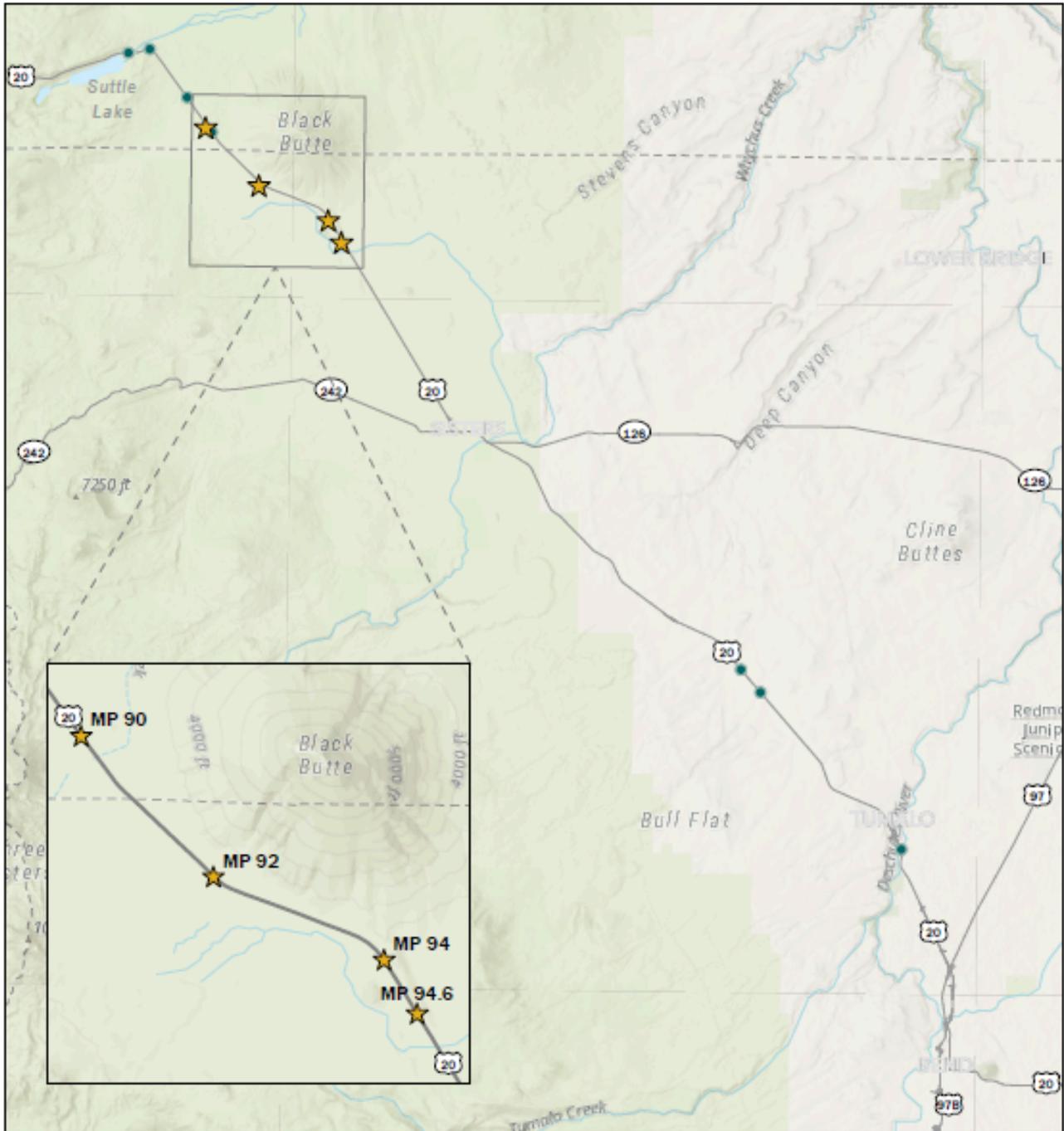
Per the Oregon Department of Transportation, this section of highway sees the highest density of deer and elk wildlife-vehicle collisions in the entire state, with 350 to 600 mule deer and elk killed every year by vehicle strikes.

Solution

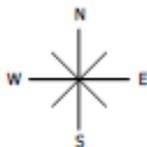
A Proven Technique to Improve Safety for People and Wildlife

The goal of the Bend to Suttle Lake Wildlife Passage Initiative is to construct safe wildlife crossings for the benefit of wildlife and motorists along a 35-mile stretch of Highway 20 between Bend and Suttle Lake.

Potential Locations for Wildlife Crossings



Sources
 Crossing Locations: River Design Group, Samara Group, 2024
 Wildlife Collision Density: Oregon Department of Transportation, 2019
 Deer and Elk Activity: Oregon Department of Fish and Wildlife, 2023
 F. Noonan
 August 7 2024

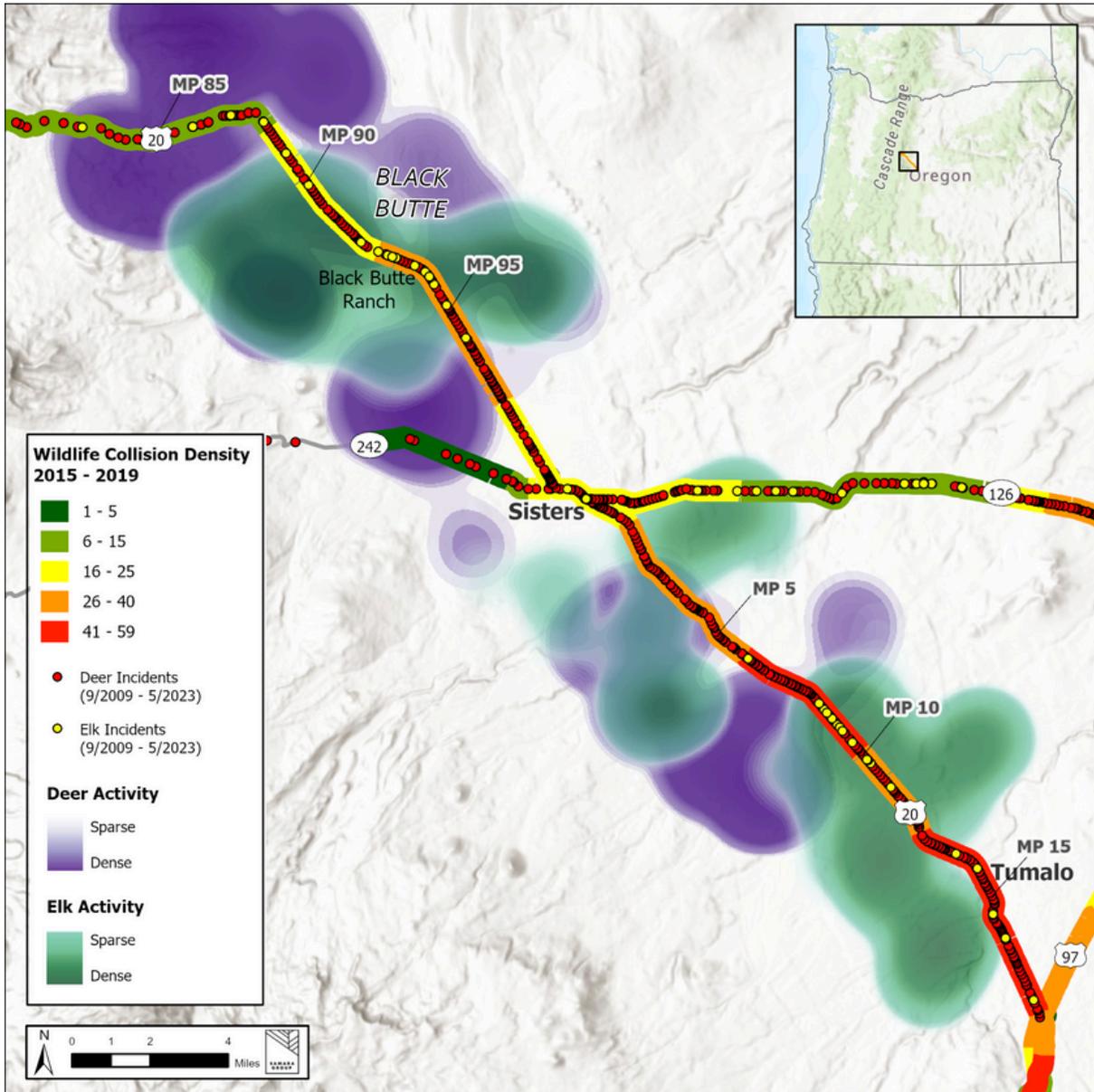


0 1 2 Miles

-  Priority Wildlife Crossing Location
-  Potential Wildlife Crossing Location



Deer and Elk in the Project Area



This map displays collision densities, reported wildlife–vehicle collision incidents, and GPS collaring data for deer and elk along Highway 20 between Bend and Suttle Lake. The GPS collaring data (green and purple polygons) displays deer and elk activity within 4 miles of the highway.

PARTNERS

To address the growing safety concern for both wildlife and motorists along Highway 20, state and federal agencies, nonprofits, landowners, and institutions came together to form the Bend to Suttle Lake Wildlife Passage Initiative. This broad partnership brings together the expertise, relationships, and regulatory authority essential to success.



A Timely Opportunity

In 2019, the Oregon legislature passed House Bill 2834, which directs ODOT and ODFW to coordinate efforts to reduce wildlife-vehicle collisions based on available data. Since the bill's passage, the legislature has allocated \$12 million to support wildlife crossing initiatives across the state.



At the federal level, the U.S. Congress recently allocated unprecedented grant opportunities to address wildlife passage concerns, including \$350 million to competitive grants through a Wildlife Crossing Pilot Program.



The recent progress at the state and federal level provides a once-in-a-generation opportunity to secure the funding needed to plan, design, and implement projects that will successfully address the wildlife and motorist safety concerns between Bend and Suttle Lake.



Contribute to Help Wildlife Migrate Safely

Individuals, businesses and organizations are invited to support this critical project with a tax-deductible gift. Scan the QR code or go to <https://bit.ly/Donate2Bend2Suttle>.

On behalf of the B2S coalition, thank you!

PROCESS

By addressing priority wildlife crossing sites in a stepwise process, B2S will ensure the necessary resources are secured for full project implementation at each location. For phases 2 and 3 we will raise the non-federal match required by federal grant programs. Our goal is to see projects on the ground between 2027 and 2030.



Phase 1: Assessing Feasibility

Complete a feasibility study to identify potential multi-species crossing sites.

Fundraising goal: \$150,000 | **Fundraising Status:** Complete



Phase 2: Engineering, Design & Planning

Finalize engineering and design for the top four priority crossing locations identified in the feasibility study; engage corridor communities.

Total Estimated Cost: \$3,408,000 million

Fundraising goal: \$852,000 (25% non-federal match)

Fundraising Status: Active



Phase 3: Construction

Construct crossings at the four highest priority locations with completed engineering, design and permitting.

Total Estimated Cost: Est. \$58 million for four overcrossings in 2027 dollars; includes all engineering, design, permitting, fencing, monitoring, maintenance, and construction/implementation costs.

Fundraising goal: \$14.5 million (25% non-federal match)

Fundraising Status: Begins upon completion of Phase 2



Phase 4: Evaluation & Monitoring

Monitor crossing sites post construction and evaluate how the crossings are contributing to public and wildlife safety.

Total Estimated Cost: \$1.6 Million for four structures over five years; note this cost is included in construction cost estimate provided above.

Wildlife Crossings



Proven to Work

Wildlife underpasses or overpasses are proven to significantly reduce collisions. In their first two years, the Crawford Road and Lava Butte wildlife underpasses on Hwy 97 in Central Oregon were used by 31 different species and deer-vehicle collisions were reduced by over 90% within fenced areas. During the 2022 fall mule deer migration, Highway 97 wildlife crossings at MP 154 and MP 180 had a combined 88% success rate for wildlife passage.



Broadly Supported

There is broad bipartisan support for wildlife crossings from voters in urban, suburban, and rural communities across the state. A 2020 poll by Pew Charitable Trusts found that 86% of Oregon voters favor constructing more wildlife crossings.



A Good Investment

Wildlife crossings are a wise investment, yielding annual benefits of \$250,000 to \$443,000 per structure. Research from September 2022 finds that vehicle damage, medical expenses, and lost hunting value impose an average cost of \$16,967 for a deer collision and \$56,782 for an elk collision. The cumulative cost for those two species alone on Oregon's roads totaled \$91.7 million in 2022. Meanwhile, the public resource value of an animal to the state can, on its own, be as high as \$50,000 per animal for some species.



Contact information

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