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MEMORANDUM

DATE: August 22, 2019
TO: John Day Innovation Gateway Area Plan Team
FROM: Kevin Chewuk, DKS Associates
SUBJECT: **Technical Memo #8:**
Implementation and Transportation Funding

P18194-000

This memorandum documents required amendments to the John Day Transportation System Plan (TSP) to implement the Innovation Gateway Area Plan (Concept Plan) and identifies potential funding sources for proposed transportation improvements in the Concept Plan study area.

Proposed Concept Plan

The proposed Concept Plan is shown in Figure 1. Most of the study area north of the John Day River is zoned for industrial use, while most of the area south of the river is zoned for general commercial use. The proposed Concept Plan includes offices, a wastewater treatment plant, parks and open space and a campground north of the river, and a hotel, parks and open space, public works facility and greenhouses south of the river. These uses are generally allowed under the City's Development Code with the current zoning, except for the campground in the General Industrial zone and the hotel in the General Commercial zone. An overlay zone is proposed for the concept plan area to allow these expanded uses.

Figure 1: Proposed Concept Plan



Land Use and Motor Vehicle Trip Generation Assumptions

Land use is a key factor in developing a functional transportation system. The amount of land that is planned to be developed, the type of land uses, and how the land uses are mixed together have a direct relationship to the expected demands on the transportation system. Understanding the amount and type of land use is critical to maintaining or enhancing transportation system operations.

Estimates of future vehicle trips generated by the Concept Plan area were determined by applying trip generation rates to land use types. Vehicle trips for the Concept Plan area were estimated for two scenarios:

- **Existing Zoning** – this assumes land use permitted under existing zoning without the proposed overlay. This scenario includes the office space, public works facility, and parks and open spaces permitted outright with the existing zoning. In addition, a permitted use is assumed to replace the proposed non-permitted campground in the General Industrial zone (assumed to be replaced with a light industrial facility) and the non-permitted hotel in the General Commercial zone (assumed to be replaced with a shopping center).
- **Existing Zoning with Proposed Overlay** – this scenario assumes the existing zoning with the proposed zoning overlay. The proposed overlay for the Concept Plan area will allow the proposed campground in the General Industrial zone and the proposed hotel in the General

Commercial zone. This scenario includes the office space, public works facility, and parks and open spaces assumed in the Existing Zoning scenario, in addition to the proposed campground and hotel.

Overall, the Concept Plan area with the proposed zoning overlay is expected to generate about 158 motor vehicle trips during the weekday p.m. peak hour, or roughly 8 more than what was assumed with existing zoning without the proposed overlay (see Table 1). With the recommended improvements in place (as documented in Technical Memorandum #7), development of the Concept Plan area with the proposed zoning overlay would not significantly impact the transportation system.

Table 1: Vehicle Trip Estimates for the John Day Innovation Gateway Area Plan

Land Use	ITE Land Use	Size	Forecasted Weekday PM Peak Vehicle Trip Generation*		
			In	Out	Total
Existing Zoning					
Office	Code 710 (General Office Building)	42,000 square feet	7	41	48
Public Works Facility	Code 712 (Small Office Building)	7 employees	3	5	8
Parks and Open Spaces (i.e., pavilion, lawn, open space, beach, trails, water garden, greenhouses)	Code 411 (Public Park)	90 acres**	15	13	28
Light Industrial	Code 110 (General Light Industrial)	20,000 square feet	4	28	32
Shopping Center	Code 820 (Shopping Center)	15,000 square feet	27	30	57
Total for Existing Zoning			53	97	150
Proposed Zoning Overlay					
Office	Code 710 (General Office Building)	42,000 square feet	7	41	48
Public Works Facility	Code 712 (Small Office Building)	7 employees	3	5	8
Parks and Open Spaces (i.e., pavilion, lawn, open space, beach, trails, water garden, greenhouses)	Code 411 (Public Park)	90 acres**	15	13	28
Campground	Code 416 (Campground/	50 campsites	9	5	14

Table 1: Vehicle Trip Estimates for the John Day Innovation Gateway Area Plan

		Recreation Vehicle Park)			
Hotel	Code 310 (Hotel)	100 rooms	31	29	60
Total for Proposed Zoning Overlay			65	93	158
Change (Proposed Zoning Overlay – Existing Zoning)			+12	-4	+8

*Based on ITE Trip Generation Manual, 10th Edition

**90 acres of park space assumed as a conservative estimate

Street Functional Classification

The proposed street system modifies some of the classifications of the John Day Transportation System Plan (TSP). Given the City’s standards, the estimation of traffic volumes on area streets and overall circulation needs, recommended classification/reclassification is as follows:

- **W. Main Street** will continue to serve as an Arterial Street
- **Patterson Bridge Road, Bridge Street and the proposed Government Entry Road** will continue to be Collector Streets
- **7th Street** is recommended to be a Minor Arterial Street, modified from a Collector Street in the TSP
- **Gateway Drive and Johnson Drive** are newly identified streets that were not in the TSP and are recommended as a Collector Street and Local Street, respectively

Street Design

The John Day TSP includes the typical street cross sections for the City. However, the Concept Plan recommends different street standards within the plan area to better fit the vision. Several future streets need additional design treatments or are envisioned to be different from the typical cross sections. They are as follows:

- **W Main Street between Johnson Drive and Patterson Bridge Road**

W Main Street between the proposed Johnson Drive and Patterson Bridge Road is constrained by upward slopes on the south side of the highway. The south side of the highway along this segment also has no development potential and is recommended to include a sidewalk on the north side only (see Technical Memorandum #7 for the proposed street cross section). The sidewalk on the north side is recommended to be wider (8 feet versus 6 feet in the HDM standard)

and include a four-foot buffer. A left turn lane is only recommended at the proposed hotel driveway, Screech Alley and Patterson Bridge Road intersections with W Main Street. Otherwise, the center turn lane can be narrowed at mid-block locations as feasible.

■ **7th Street**

The current street design standards in the John Day TSP (amended by the 2009 John Day Local Street Network Plan) for an Arterial would require 7th Street to include at least 62-feet of right-of-way. This includes two 14-foot travel lanes and a 12-foot center turn lane, two 5-foot bike lanes and a 6-foot sidewalk on each side.

Narrower travel lanes are recommended along 7th Street (12 feet versus 14 feet) to encourage slower vehicular travel speeds. Given the relatively slow vehicular speeds expected, it is recommended to include sharrows instead of bike lanes. In addition, no center turn lane is recommended given the lack of driveways and slow travel speeds. A sidewalk is recommended on only one side of 7th Street given the proposed multi-use path that will parallel the roadway (see Technical Memorandum #7 for the proposed street cross section).

■ **Gateway Drive**

The current street design standards in the John Day TSP (amended by the 2009 John Day Local Street Network Plan) for a Collector would require Gateway Drive to include at least 40-feet of right-of-way. This includes two 11-foot travel lanes, two 5-foot bike lanes and a 6-foot sidewalk on one side.

Given that Gateway Drive is sloping upwards, wider travel lanes are recommended (12 feet versus 11 feet). Wider landscape strips are recommended to enhance the pedestrian experience and allow for occasional on-street parking. No bike facilities are recommended since facilities are recommended on adjacent routes (i.e., 7th Street, Patterson Bridge Road and Government Entry Road) (see Technical Memorandum #7 for the proposed street cross section).

■ **Government Entry Road**

The current street design standards in the John Day TSP (amended by the 2009 John Day Local Street Network Plan) for a Collector would require Government Entry Road to include at least 40-feet of right-of-way. This includes two 11-foot travel lanes, two 5-foot bike lanes and a 6-foot sidewalk on one side.

Since Government Entry Road travels uphill, wider travel lanes are recommended (14 feet versus 11 feet). Given the expected low traffic volumes and slow vehicular speeds, it is recommended to include sharrows instead of bike lanes. A two-foot gravel shoulder is recommended on each side for pedestrian travel in place of a sidewalk given rural nature of the surrounding uses and the

minimal pedestrian travel expected (see Technical Memorandum #7 for the proposed street cross section).

■ Johnson Drive

The current street design standards in the John Day TSP (amended by the 2009 John Day Local Street Network Plan) for a Local Street would require Johnson Drive to include at least 40-feet of right-of-way. This includes two 10-foot travel lanes, an 8-foot parking lane and a 6-foot sidewalk on one side.

Parking is proposed to be provided in lots surrounding Johnson Drive, so no on-street parking is recommended. In addition, a network of walkways and trails is recommended just to the west of Johnson Drive that would connect to recommended sidewalks on W Main Street. Therefore, no sidewalks are recommended along the alignment (see Technical Memorandum #7 for the proposed street cross section).

Pedestrian Facilities

Pedestrians approaching and traveling within the project site will be able to safely and efficiently walk between destinations using a proposed system of sidewalks, multi-use paths and trails. As a primary pedestrian thoroughfare, an improved W Main Street section will include a continuous sidewalk on the north side from downtown John Day to Patterson Bridge Road, and from downtown John Day to the proposed Johnson Drive on the south side. No sidewalk is recommended on the south side west of the proposed Johnson Drive due to the lack of adjacent development and topography constraints. In addition, curb ramps are recommended at each intersection crossing along W Main Street to bring them into Americans with Disabilities Act (ADA) compliance.

The proposed 7th Street extension will serve as the primary pedestrian route north of the John Day River. It will provide a continuous pedestrian connection between Patterson Bridge Road and Bridge Street. This street is proposed to include a 5-foot sidewalk and a multi-use path will parallel the roadway on the south side.

A 5-foot sidewalk is recommended on the east side of Patterson Bridge Road between W Main Street and the proposed Government Entry Road. The proposed Gateway Drive will also provide a local walkway linking the proposed 7th Street with the proposed Government Road extension. This street is proposed to include a 5-foot sidewalk on the north side. Government Entry Road is also proposed to include a 5-foot shoulder on each side for pedestrian travel from Patterson Bridge Road to Valley View Drive.

The proposed multi-use path on the south side of the proposed 7th Street will provide a primary walkway along the John Day River. This multi-use path will provide for convenient and comfortable travel and recreation between the Oregon Pine and Innovation Gateway areas and the proposed Aquatic Center and existing multi-use pathway network within 7th Street Park, east of Bridge Street. In addition, a proposed network of multi-use paths and trails will link the proposed multi-use path along the John Day River with Hill Family City Park, Davis Creek Park and Campground, Oregon Pine, and Innovation Gateway areas.

An improved Oregon Pine Bridge and a bridge adjacent to Hill Family City Park will provide new pedestrian crossings of the John Day River, in addition to the existing crossings at Patterson Bridge Road and Bridge Street. This network of river crossings will provide shorter block lengths for the pedestrian system, will increase pedestrian access to destinations, and will also provide a recreational loop trail.

Safe and comfortable pedestrian crossings will be provided where facilities cross streets. This will include curb extensions and marked cross-walks where appropriate. A pedestrian wayfinding system for the site and the entire downtown area should also be developed.

Bicycle Facilities

The proposed 7th Street extension will serve as a local bikeway, serving those traveling from downtown John Day and the neighborhoods to the north and east. Given the relatively slow vehicular speeds along the proposed street, bicyclists will share travel lanes with vehicular traffic. It is recommended to include sharrows to alert drivers to share the street and be designed with 12-foot travel lanes to allow bicyclists to travel outside of the door zone of parked vehicles.

In addition, cyclists can travel along the proposed multi-use path along the John Day River between the Oregon Pine and Innovation Gateway areas and Bridge Street. A potential link to Hill Family City Park and 7th Street Park will also connect the site with the multi-use path networks in these parks. This multi-use path will provide for convenient and comfortable bicycle travel between the Oregon Pine and Innovation Gateway areas and Bridge Street.

W Main Street will serve as the primary bikeway south of the John Day River. It is recommended to include 6-foot bike lanes between downtown John Day and Patterson Bridge Road. The recommended bike lanes will also enhance the Old West Oregon Scenic Bikeway through the project area.

Government Entry Road is proposed to include a 5-foot shoulder on each side for bike travel from Patterson Bridge Road to Valley View Drive. Sharrows are also recommended on Patterson Bridge Road between W Main Street and the proposed Government Entry Road.

In addition, it is recommended that bike racks and bike storage zones be incorporated in strategic locations along streetscapes and within future development to encourage bicycle use. A bicycle wayfinding system for the site and the entire downtown area should also be developed. This system could also consider routing to mountain biking opportunities, to enhance the city's reputation for the sport.

Transit Facilities

The Concept Plan sets the stage for future transit, recognizing that the type and extent of service improvements will play out over time. Specifics of transit service will depend on the actual rate and type of development, City and County resources and policies, and consideration of local options. Bus pull-outs are recommended in strategic locations along the proposed 7th Street alignment to serve future bus service. The on-street sidewalk and multi-use pathway network will connect transit users from these facilities to other key destinations. Within reasonable proximity to the project site, pedestrians and cyclists can also access the existing bus stops on W Main Street.

The project site will be served by high quality pedestrian/bicycle connections. A network of river crossings will provide shorter block lengths and is oriented towards pedestrian and bicycle users, with active and inviting pathways and public walkways on both sides of the river. It is intended that the project site will also include a supportive mix of uses and amenities for encouraging transit ridership. Future bus stop locations should also include necessary infrastructure (e.g., shelter, bench, signage) to encourage transit ridership.

TSP Amendments

The following provides a summary of the recommended amendments to the John Day TSP resulting from the Innovation Gateway Area Plan.

- The City should adopt the modified or new transportation system improvements, shown in Figure 2 at the end of this document and in Table 1 of Technical Memorandum #7, to replace the projects in the TSP for the Concept Plan area.
- These recommended street functional classifications for the Innovation Gateway Area should update the classifications in the TSP:
 - Maintain classification of W. Main Street as an Arterial Street
 - Maintain classification of Patterson Bridge Road as a Collector Street
 - Maintain classification of Bridge Street as a Collector Street
 - Maintain classification of the proposed Government Entry Road as a Collector Street

- Reclassify 7th Street as a Minor Arterial Street
- Classify Gateway Drive as a Collector Street
- Classify Johnson Drive as a Local Street
- The City should modify typical street cross sections for the streets in the Innovation Gateway Area Plan area, including for W Main Street, 7th Street, Gateway Drive, Government Entry Road and Johnson Drive. This would require an amendment to the City’s street design standards included in the TSP.

Potential Transportation Funding Sources

New transportation funding options include local taxes, assessments and charges, and state and federal appropriations, grants, and loans. Factors that constrain these resources, include the willingness of local leadership and the electorate to burden citizens and businesses with taxes and fees; the portion of available local funds dedicated or diverted to transportation issues from other competing City programs; and the availability of state and federal funds. The City should consider all opportunities for providing or enhancing funding for the transportation improvements included in the Concept Plan.

Counties and Cities have used the following sources to fund the capital and maintenance aspects of their transportation programs. As described below and summarized in Table 2, they may help to address existing or new needs identified in the Innovation Gateway Area Plan.

Funding Option	Allowed Use of Funds	Existing or New Funding Source	Action Required to Implement	Example Charge	Potential Additional Annual Revenue
System Development Charge	Capital improvements	New	City Council action	\$500 per peak hour trip for new development	\$10,000
Transportation Utility Fee	Capital improvements or maintenance	New	City Council action	\$1 per month for residential units and \$.01 per month per square foot for non-residential uses	\$100,000
Local Fuel Tax	Capital improvements or maintenance	New	Voter Approval	One cent per gallon	\$12,000
County Vehicle Registration Fee	Capital improvements	New	Voter Approval (County- wide)	\$18 for passenger cars, and \$8 for motorcycles per	\$11,000

Table 2: Potential Transportation Funding Options

	or maintenance			year	
Property Tax Levy	Capital improvements or maintenance	New	Voter Approval	\$0.20 per \$1,000 in assessed value (per year, for 5 years)	\$20,000 (per year, for 5 years)
Transient Room Tax	Capital improvements or maintenance	New	City Council action	n/a	n/a
Local Improvement Districts	Capital improvements	New	Affected Property Owners	n/a	n/a
Debt Financing	Capital improvements	New	Varies	n/a	n/a

Transportation System Development Charge

System development charges (SDC) are fees collected from new development and used as a funding source for all capacity adding projects for the transportation system. The fee is based on the proposed land use and size and is proportional to each land use’s potential PM peak hour vehicle trip generation.

The City may wish to collect an SDC for transportation facilities based on the transportation needs established. As an example, an SDC rate of \$500 per peak hour trip (and assuming similar growth as the previous years) would provide the City with \$10,000 annually. If an SDC is desired, a rate study would be required to determine appropriate fees based on capacity projects costs, growth potential, and local preferences.

Transportation Utility Fee

A transportation utility fee is a recurring monthly charge that could be paid by all residences and businesses within the City. The City can base the fee on the estimated number of trips a particular land use generates or as a flat fee per residence or business. This fee is typically collected through regular utility billing; however, it could be collected as a separate stand-alone bill. Existing law places no express restrictions on the use of transportation utility fee funds, other than the restrictions that normally apply to the use of government funds¹. Some local agencies utilize the revenue for any

¹ Implementing Transportation Utility Fees, League of Oregon Cities.

transportation related project, including construction, improvements and repairs; however, many choose self-imposed restrictions or parameters on the use of the funds.

For every \$1.00 per month in charged rates for residential units and \$0.01 per month per 1,000 square feet of non-residential uses in the City, the City could expect to collect about \$100,000 annually. La Grande, for example, charges a flat fee of \$8 per month for all users.

Local Fuel Tax

Twenty-five cities and two counties in Oregon have adopted local fuel taxes ranging from one to ten cents per gallon. The fuel distributors pay collected taxes to the jurisdictions monthly. The process for presenting such a tax to voters will need to be consistent with Oregon State law as well as the laws of the City. Nearby locations with a fuel tax include Sisters (three cents per gallon), Oakridge (three cents per gallon), and The Dalles (three cents per gallon).

To estimate the potential revenue generated from a local fuel tax in John Day, the monthly gallons of fuel utilized per resident was assessed in Oregon, and each of the jurisdictions where ODOT administers the local fuel taxes². Based on this analysis, Oregon residents utilized on average around 35.89 gallons per month. Assuming the Oregon rate (35.89 gallons per resident, per month), John Day residents were estimated to utilize around 62,000 gallons of fuel per month. A local fuel tax of one cent per gallon could generate an additional \$1,000 monthly or \$12,000 annually.

County Vehicle Registration Fee

The State of Oregon currently requires vehicle owners to register their vehicles and then review their registration on a biennial basis. The State's biennial registration fee is \$112. In addition to the State fee, Multnomah and Washington Counties also have a vehicle registration fee. Multnomah County has a \$38 biennial vehicle registration fee and Washington County a \$60 biennial (or \$30 annual) vehicle registration fee. Vehicle registration fees for Counties in Oregon can be enacted by ordinance, but if a County has a population less than 350,000 residents (like Grant County), then the ordinance requires voter approval. Under State law, 40 percent of the collected fee must go to the Cities within a County, unless they agree to a different percentage.

² Based on 2015 population reports compiled by the Population Research Center, Portland State University, and Taxable Fuel Distribution Reports published by ODOT, June 2016.

Grant County has 8,304 registered passenger cars, and 280 registered motorcycles³. As an example, with a biennial registration fee of \$18 for passenger cars, and \$8 for motorcycles, the County could expect to collect over \$75,000 annually, with \$45,000 going to the County, and \$30,000 distributed to Cities, including around \$11,000 to John Day.

Property Tax Levy

Property tax levies are another funding option available to Cities. Voter approval is required to enact a local option tax, and the tax may be imposed for up to five years at a time, at which time a City will need voter approval if it desires to renew the levy. The only exception is that a levy for a specific capital project may be imposed for the expected useful life of the capital project up to a maximum of 10 years. Assuming a rate of \$0.20 per \$1,000 in assessed value as a five-year levy for the City, the City could expect to collect around \$100,000 million over five years⁴.

Transient Room Tax

Transient room taxes are taxes for temporary lodging at hotels, motels, campgrounds, and similar facilities. The City may choose to dedicate some portion of the tax to transportation projects. This tax could place more of the cost burden for the transportation improvements in the City on non-residents. Nearby locations with a transient room tax include Burns (9%), Prineville (8.5%), and Heppner (5%).

Local Improvement Districts

Local Improvement Districts (LIDs) can fund capital transportation projects that benefit a specific group of property owners. LIDs require owner/voter approval and a specific project definition. Assessments against benefiting properties pay for improvements. LIDs can supply match for other funds where a project has system wide benefit beyond benefiting the adjacent properties. LIDs are often used for sidewalks and pedestrian amenities that provide local benefit to residents along the subject street. Property owners pay fees through property tax bills over a specified number of years.

Debt Financing

While not a direct funding source, debt financing is another funding method. Through debt financing, available funds can be leveraged and the cost can be spread over the projects useful life.

³ Oregon Motor Vehicle Registrations by County, as of December 31, 2018.

⁴ Based on total assessed value of property in John Day for FY 2017-18 (\$97,422,307); John Day Budget for Fiscal Year 2017-2018.

Though interest costs are incurred, the use of debt financing can serve not only as a practical means of funding major improvements, but it is also viewed as an equitable funding source for larger projects because it spreads the burden of repayment over existing and future customers who will benefit from the projects. One caution in relying on debt service is that a funding source must still be identified to fulfill annual repayment obligations. Three methods of debt financing are listed below:

- **General Obligation (GO) Bonds** – Subject to voter approval, a City can issue GO bonds to debt finance capital improvement projects. GO bonds are backed by the increased taxing authority of the City, and the annual principal and interest repayment is funded through a new, voter-approved assessment on property throughout the City (i.e., a property tax increase). Depending on the critical nature of projects identified and the willingness of the electorate to accept increased taxation for transportation improvements, voter-approved GO bonds may be a feasible funding option for specific projects. Proceeds may not be used for ongoing maintenance.
- **Limited Tax General Obligation (LTGO) Bonds** – Limited Tax General Obligation (LTGO) Bonds are similar to General Obligation (GO) bonds; however, they do not have to be voted on by constituents. A City pledges its general revenues to bondholders along with the utility revenues. The advantages to this option are that it does not require reserves or coverage (such as Revenue bonds) and does not require a vote.
- **Revenue Bonds** – Revenue bonds are debt instruments secured by rate revenue. For a City to issue revenue bonds for transportation projects, it would need to identify a stable source of ongoing rate funding. Interest costs for revenue bonds are slightly higher than for general obligation bonds due to the perceived stability offered by the “full faith and credit” of a jurisdiction.

Better Utilizing Investments to Leverage Development (BUILD) Grant

The BUILD Transportation Grant program is awarded on a competitive basis for projects that will have a significant local or regional impact. Funding provided under National Infrastructure Investments have supported capital projects which repair bridges or improve infrastructure to a state of good repair; projects that implement safety improvements to reduce fatalities and serious injuries, including improving grade crossings or providing shorter or more direct access to critical health services; projects that connect communities and people to jobs, services, and education; and, projects that anchor economic revitalization and job growth in communities.

Statewide Transportation Improvement Program (STIP) Enhance Funding

ODOT has modified the process for selecting projects that receive STIP funding to allow local agencies to receive funding for projects off the state system. Projects that enhance system connectivity

and improve multi-modal travel options are the focus. The Concept Plan prepares the City to apply for STIP funding.

All Roads Transportation Safety (ARTS) Funding

The ARTS Program is designed to address safety needs on all public roads in Oregon. The program is data driven to achieve the greatest benefits in crash reduction and blind to jurisdiction. The available money is separated into two categories — systemic and hot spots. Systemic projects are proven, low-cost measures that have successfully reduced the occurrence of fatal and serious injury crashes and that can be widely implemented, like rumble strips on the shoulder of the road. Hot spots are identified by a higher than normal crash occurrence. These are often higher cost projects and are targeted to a specific segment of roadway or intersection. Local agencies and ODOT regions submit applications to the region ARTS representative.

Connect Oregon

Connect Oregon is a competitive grant program that invests in air, rail, marine, and bicycle/pedestrian infrastructure to ensure Oregon’s transportation system is strong, diverse, and efficient. Connect Oregon projects are eligible for grants that cover up to 70 percent of project costs. A minimum 30 percent cash match is required from the recipient for all grant funded projects. Projects eligible for funding from state fuel tax revenues are not eligible for Connect Oregon funding.

LEGEND

- - - - - FUTURE JOHN DAY RIVER MULTI USE TRAIL
- - - - - FUTURE STREETS
- - - - - FUTURE STREETS (outside Plan area)
- ← GRANT COUNTY PEOPLE MOVER ROUTES
- } } FUTURE BRIDGE

PROJECTS

Constructing or Improving Streets within the Plan area

- 1 7th Street: Extend minor arterial from Bridge St to Patterson Bridge Rd
- 2 Government Entry Road: Construct a collector street from Patterson Bridge Road to Valley View Drive; include shoulders
- 3 Gateway Drive: Construct a collector street from 7th St to Government Entry Rd; install sidewalk along the north side
- 4 Johnson Drive: Construct a local street north of W Main St
- 5 W Main Street Upgrade Segment 1: Improve between NW 3rd Avenue and Johnson Drive to include one travel lane in each direction, a center turn lane, and sidewalks and bike lanes on both sides
- 6 W Main Street Upgrade Segment 2: Improve between Johnson Drive and Patterson Bridge Road; include one travel lane in each direction, a left-turn lane at key intersections, bike lanes on both sides and a sidewalk on the north side
- 7 Patterson Bridge Road: Construct to collector standards between W Main Street and Government Entry Road; include a sidewalk on the east side and sharrows

New Multi-Use Paths and Trails in the Plan area

- 8 John Day River Multi-Use Path: Construct a multi-use path between the Oregon Pine Bridge and 7th Street Park
- 9 Oregon Pine and Innovation Gateway Area Paths and Trails: Construct path and trail network within the Oregon Pine and Innovation Gateway Areas; provide a connection to the Oregon Pine Bridge river crossing and W Main Street pedestrian and bicycle facilities
- 10 Hill Family City Park Paths and Trails: Construct path and trail network within the Hill Family City Park; provide a connection to the proposed Hill Family City Park Bridge
- 11 Davis Creek Park and Campground Paths and Trails: Construct path and trail network within the Davis Creek Park and Campground; provide a connection to the John Day River multi-use path

Constructing or Improving Bridges the Plan area

- 12 Oregon Pine Bridge: Improvements to the existing bridge to serve pedestrian and bicycle river crossings
- 13 Hill Family City Park Bridge: Construct a bridge to serve pedestrian and bicycle river crossings

