

John Day Integrated Park System

2021 Competitive & Recovery Grants Program

City of John Day

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Application Form

Project Overview & Narrative Questions (400-word maximum per question response)

I have read the final Grant Guidelines posted on Mar. 2, 2021*

2021 Travel Oregon Competitive & Recovery Grants Guidelines

Yes

Project Category*

Please note: FOR-PROFIT entities are ONLY eligible to select the Tour Operators/Guides/Outfitters category.

Select one:

Outdoor Recreation

Tourism Region*

Select the tourism region(s) your grant project impacts:

Eastern Oregon

Project Name*

John Day Integrated Park System

Grant Amount Requested*

\$99,876.00

Total Project Cost*

\$1,095,253.00

Project Description*

Describe the project for which funding is requested (detail how the project will provide a COVID-19 appropriate visitor experience).

The City of John Day and the John Day/Canyon City Parks and Recreation District are partnering to build a new integrated park system at the confluence of the John Day River, Canyon Creek and Davis Creek in John Day. The central feature will be a new riverfront park (the Hill Family Park) with a multi-modal bridge across the John Day River to provide trail access to the new riverfront trail system, 7th Street Sports Complex, Kam Wah Chung Interpretive Center, residential areas and the Grant County Fairgrounds.

The integrated park system will help create a walkable community with connections to the John Day River, downtown John Day and the John Day Innovation Gateway. Our long-term goals are to improve riverfront access, create additional in-city camping and recreation opportunities along the John Day River, and improve access to our parks spaces. This proposal keeps what is great about our community - our river,

our fairground, the Kam Wah Chung national historic landmark, and the 7th Street complex - and enhances it by bringing these community sites together as part of a master park system.

These parks are used daily by residents throughout Grant County and Oregon. The Parks & Recreation District services over 2,500 residents in John Day and Canyon City at the 7th Street Sports Complex. Day use visitors from neighboring cities frequently visit the parks, with over 40% of patrons visiting from outside the community. In addition, the Kam Wah Chung Heritage Site had nearly 10,000 visitors in 2019 (pre-COVID) with guides conducting 16-20 visitors per hour through the store and interpretive center.

The integrated park system will tie together active participation features from multiple existing parks and will create the infrastructure needed for future active recreation facilities, like the new Central Grant County Aquatics Center. The project also creates a walkable and bike friendly bridge and parking system to connect downtown John Day and surrounding residential and Main Street commercial areas to the John Day Riverfront.

The total construction cost for the integrated park system is \$1,095,253. The City of John Day and the John Day Parks & Recreation District have invested \$332,150 toward local match for this project via land acquisitions and improvements/cash already spent on the trail design and construction. We secured \$191,300 from the Oregon State Parks and Recreation Department (OPRD) Recreational Trails Program (Grant Agreement RT18-007) and an additional \$471,927 from OPRD's Large Government Grant Program (Grant Agreement LG19-017). These grant funds must be fully expended by Oct 31st of this year and we are on target to do so with the purchase of a new bridge over the John Day River and completion of the new riverfront park improvements and trail system.

We are requesting \$99,876.00 from Travel Oregon to complete this project. Travel Oregon's funds will install wayfinding, signage and kiosks, purchase cycling infrastructure (bike stations), and install waste management solutions, picnic tables and park benches throughout the integrated park system. It will also assist with cultural displays and improved signage to help visitors navigate throughout the park system and to guide them to improved downtown parking, including our new electric vehicle charging stations and The Pit Stop rest area under construction on Highway 26/Main Street.

The integrated park system takes a placemaking approach to improve the overall health of our community, honoring our heritage as a historic ranching, mining and timber community. It includes new waypoints, roads, bike/ped bridges and trails with improved parking, creating a COVID-19 appropriate visitor experience by providing ample room for socially-distanced exploration. It encourages and promotes visitors passing through John Day to stop and shop, explore downtown and reach areas of the city invisible from the highway, including the John Day Riverfront and new integrated park system.

Need*

Describe the need for your project.

The integrated park system project is part of the John Day Innovation Gateway Area Plan, an integrated community development, transportation and design plan that envisions the revitalization of 100 acres of reclaimed brownfields and adjacent riverfront properties as a dynamic, thriving and welcoming public space. Travel Oregon's grant will help us complete this multi-million-dollar riverfront restoration project that began in 2017 with the City's purchase of the former Oregon Pine mill site. With it, we will be able to purchase much-needed signs, waypoints, kiosks, waste management solutions, park benches, picnic tables, and cycle stations that are not funded in the current infrastructure budget for the integrated park system (see Enclosure 1 for an overview of the park system and its current progress and designs).

We have created a new plan for improving waypoints and signage because our current signage is woefully inadequate. Current signs lack specificity, direction, and a common design element. They are disjointed, unhelpful and fail to direct visitors to key locations and visitor attractions. Signs are also confusing due to their ad-hoc placement, scale and features (see Plan and Current Conditions in Enclosure 2).

This project will install 15, 6-inch signs on local streets and trails to assist with wayfinding and 10, 9-inch highway-rated signs on U.S. Highway 395S (S. Canyon Blvd) and U.S. Highway 26 (Main Street). It also includes 12 directional wayfinding signs for local trails and three two-post black iron kiosks with trail maps. New trail waypoints have already been installed at the Davis Creek Park and this design will be replicated throughout the integrated park system for these additional kiosks. A custom cultural display at the pinnacle

of Davis Creek Park overlooking the John Day River and Canyon Creek watersheds will provide sociocultural information about the area and its historic use by native Paiute tribes and by mining and timber enterprises.

This grant will also create enhancements to The Pit Stop, our new Main Street Parking and rest area (restrooms funded by Travel Oregon's Destination Ready Grant). A new digital sign will be erected at The Pit Stop to advertise local events. Two ProPark Cycle Stations (four bays) capable of fully enclosing four bikes will also be installed at The Pit Stop, with digital (bluetooth phone app) locks for 24/7/365 remote access. Four U-shaped bike stands will also be purchased for short-term use by cyclists, along with a pump and repair station conveniently located at the site. This will encourage cyclists traveling John Day's scenic bikeway to stop, rest and recover downtown and give them the ability to lock up their gear if they plan to stay longer. Bike lockers will also be available for equipment stowage for backpackers hiking the new Blue Mountains Trail, which ends/begins in John Day. We have also ordered a poster grip frame to advertise the agencies that have contributed grant funding toward this project (see Enclosure 3 for revised site plan and CycleSafe quote).

Waste management systems procured through this grant will be installed throughout the integrated park system. Eleven (11) 32-gallon thermoplastic trash cans and seven (7) dog waste management systems will be installed at key locations in the parks. Four (4) 6-foot benches (no backs) and eight (8) 6-foot benches with back will be installed along with twelve (12) picnic tables, four each at 8-foot rectangular, 46-inch square, and 46-inch round. None of these amenities currently exist in our parks.

Finally, we are proposing to custom build two entry monuments, one at the east and one at the west entrance to the park system on U.S. Highway 26 (Main Street) to identify the park locations. These custom built monuments will be sited on city property and/or right-of-way and will be designed to meet ODOT visibility standards, but will be built at a scale that is eye catching, welcoming and appealing to travelers.

DEI*

How does your project advance your destination in welcoming visitors and locals with diverse ethnic, racial and cultural backgrounds and varied abilities?

This project will improve diversity by helping to ensure the safety of visitors and creating a welcoming environment for individuals of all ethnic, racial and cultural backgrounds. The project specifically highlights the cultural heritage of John Day and Eastern Oregon. The ADA-accessible trails and restrooms as well as other park amenities will also allow individuals of varied abilities to enjoy the park system and John Day Riverfront.

The cultural displays proposed for the Davis Creek lookout will highlight the Northern Paiute tribes that were the native inhabitants of our region along with the site's history, from gold discovery in Canyon Creek in 1862 through the large scale ranching, dredge mining and timber industries that occupied the valley to today. The ethnic diversity of John Day's Chinese immigrants who settled with the western migration along the Oregon Trail will also be highlighted as part of this cultural display, identifying John Day's historic China Town and the unique mix of Europeans, Hispanics, African Americans and Chinese immigrants that settled the city in the mid-to-late 19th Century.

As noted by the Malheur National Forest heritage webpage: "The ethnic diversity of eastern Oregon was incredible by modern standards. Besides at least three distinct Indian groups, and several nationalities of Europeans, there were Hispanics, African Americans and Chinese. Chinook Jargon, a trading language made up of Indian, English and French words, was understood and spoken by enough people to allow all these groups to interact. The Chinese, who made up the second largest ethnic group, after Europeans, started the settlement which is now called John Day. They numbered in the thousands and came primarily to mine but also worked as laborers and merchants. The Hispanics and African Americans worked mainly as buckaroos (from the Spanish word *vaquero* meaning cowboy) however one of the first freight stages was owned and operated by an African American."

Our proposed entrance monuments will be constructed from a combination of local materials, including locally harvested dimensional lumber, which will help visitor's recall our community's natural resource heritage. Life size elk, deer and other fauna that make their home in the Malheur National Forest will also be featured as part of the park system, along with information about the wetland, riparian habitat of the John Day watershed. Kiosks will describe the proposed river restoration work the City is undertaking and its

potential to increase critical habitat at certain times of the year for ESA listed Mid-Columbia summer steelhead, especially along the mouth of Canyon Creek, a cold-water tributary to the John Day River at the center of the integrated park system. This reach is also used at certain periods of the year by ESA listed Bull trout, and state sensitive species that include Pacific lamprey, Chinook salmon, and Westslope cutthroat trout.

Each information kiosk and the waypoints will be designed with our natural and cultural heritage in mind to encourage visitors to connect with the site and its unique history. This proposal will allow us to honor the past while creating modern, accessible amenities for current and future generations of all socioeconomic backgrounds to enjoy. The cultural displays will promote greater appreciation for diversity and inclusion.

This approach is broadly supported by our community. Letters of support have been submitted by a wide range of regional partners, including public agencies, private businesses and individuals. They are: 1188 Brewing Company; Grant County Chamber of Commerce; Grant County Community Health Improvement Coalition; Eastern Oregon Visitor's Association; Fossil Shift Bike Shop; Grant County Economic Council; Grant County Economic Development Office; Grant County Fairgrounds; JDCC Parks & Recreation District; Dr. Jim Klusmier; John Day Farmer's Market; OSU Extension; and the Oregon Trail Electric Cooperative.

Timeline*

Describe the timeline for execution of your project. Include any foundational work completed or underway. Highlight any potential issues to the timeline that could inhibit project completion by Nov. 30, 2021.

This project is shovel ready and the park system will be undergoing construction throughout the summer. The integrated park system was reviewed at time of application and approved by the State Historic Preservation Office (SHPO Case No. 19-1106) and the wetland determination was approved by the Department of State Lands (WD# 2019-0110). No wetlands will be impacted by this proposal and all signage and amenities will be installed on publicly-owned lands.

Upon notice of award and agreement, we will finalize our sign and amenity plan and place orders for each of the park improvements that will be purchased through outside vendors: all waste stations, benches, picnic tables, the CycleSafe bike station, and signs/kiosks. We will then contract with a design firm to design and build the Davis Creek cultural display and city monument entrance signs.

Orders placed through external vendors for the park amenities can be filled between one week and six weeks after ordering and will be placed within three weeks of arrival in John Day.

Lead time is 8-10 weeks for the CycleSafe bike stations.

No other issues are anticipated with this project.

We are planning to engage the local community to volunteer help with the construction and placements of the amenities, including our partners and supporting agencies that provided letters of support. The John Day public works department will provide the equipment and materials including manlifts, skid steers, mini excavators and concrete footings as needed for the installation.

The proposed schedule for the project is as follows:

- April 30 – Award announcement
- NLT May 31 – Documentation signed
- June 01 – Orders placed for waste management systems, picnic tables, park benches, cycling stations, kiosks and signage/waypoints; contract for design of monuments and cultural displays
- July – August – Installation of equipment and kiosks through community outreach events
- September – Local open house / community celebration event
- October – Final Report to Travel Oregon and Grant Closeout

Permitting*

All required permits for this project have been secured.

Yes

Project Deadline Acknowledgement*

As an applicant I understand that, if awarded funding, my project must be completed by Nov. 30, 2021 and that Travel Oregon will not authorize a timeline extension for this project. If my project is not complete by Nov. 30, 2021, any unspent grant funds must be returned to Travel Oregon and no further disbursement of remaining funds will occur.

I confirm acceptance and acknowledgement of the project completion deadline.

Affirmation Signature*

As of the date of this grant application, I affirm that all information submitted is true and accurate, and confirm that the project can be completed by November 30, 2021.

Nicholas A. Green

Required Supporting Documents

NOTE: You can only upload a single file in each upload field. For example, all support letters must be combined into a single document to upload. Learn more about how to combine documents into a single pdf.

Entity's Federal W-9 Form*

Please upload your entity's Federal W-9 Form. The form must be filled out completely, signed and dated.

W-9 Information Form-signed.pdf

Grant Budget*

It is required that applicants use the grant budget template provided here.

Grant-Budget-21_John Day IPS.xlsx

Before submitting your application, please triple-check that you have uploaded all of the required documentation.

Optional Documents

Do you have additional supporting upload materials that might be helpful for the Review Committee?

Examples include: letters of support, architectural drawings, site plans, quotes/screenshots showing product costs.

1. IPS Overview and Hill Family Park Design v2.pdf
2. John Day IPS Map Sign Plan and Assessment.pdf
3. Pit Stop Plan and Cycle Safe Quote-Specs.pdf

4. Letters of Support.pdf

File Attachment Summary

Applicant File Uploads

- W-9 Information Form-signed.pdf
- Grant-Budget-21_John Day IPS.xlsx
- 1. IPS Overview and Hill Family Park Design v2.pdf
- 2. John Day IPS Map Sign Plan and Assessment.pdf
- 3. Pit Stop Plan and Cycle Safe Quote-Specs.pdf
- 4. Letters of Support.pdf

Request for Taxpayer Identification Number and Certification

Give Form to the
requester. Do not
send to the IRS.

► Go to www.irs.gov/FormW9 for instructions and the latest information.

Print or type. See Specific Instructions on page 3.	1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank. City of John Day	
	2 Business name/disregarded entity name, if different from above	
	3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes. <input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ► _____ Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner. <input checked="" type="checkbox"/> Other (see instructions) ► Oregon Municipal Corporation	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ <i>(Applies to accounts maintained outside the U.S.)</i>
	5 Address (number, street, and apt. or suite no.) See instructions. 450 E. Main Street	Requester's name and address (optional) Nicholas Green, City Manager 450 E. Main Street John Day, OR 97845
6 City, state, and ZIP code John Day, OR 97845		
7 List account number(s) here (optional)		

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.


Social security number									
			-			-			
or									
Employer identification number									
9	3	-	6	0	0	2	1	9	2

Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
- I am a U.S. citizen or other U.S. person (defined below); and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person ► 	Date ► 03/31/2021
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.

ATLANTA GA 39901-0001

In reply refer to: 0752439619
Aug. 27, 2018 LTR 4076C 0
93-6002192 000000 00
00031143
BODC: TE

RECEIVED

AUG 27 2018

CITY OF JOHN DAY

CITY OF JOHN DAY
OFFICE OF CITY CLERK
450 E MAIN ST
JOHN DAY OR 97845-1238



057242

Federal Identification Number: 93-6002192
Person to Contact: Customer Service
Toll Free Telephone Number: 1-877-829-5500

Dear Taxpayer:

This responds to your request for information about your federal tax status. Our records do not specify your federal tax status. However, the following general information about the tax treatment of state and local governments and affiliated organizations may be of interest to you.

GOVERNMENTAL UNITS

Governmental units, such as States and their political subdivisions, are not generally subject to federal income tax. Political subdivisions of a State are entities with one or more of the sovereign powers of the State such as the power to tax. Typically they include counties or municipalities and their agencies or departments. Charitable contributions to governmental units are tax-deductible under section 170(c)(1) of the Internal Revenue Code if made for a public purpose.

ENTITIES MEETING THE REQUIREMENTS OF SECTION 115(1)

An entity that is not a governmental unit but that performs an essential government function may not be subject to federal income tax, pursuant to Code section 115(1). The income of such entities is excluded from the definition of gross income as long as the income (1) is derived from a public utility or the exercise of an essential government function, and (2) accrues to a State, a political subdivision of a State, or the District of Columbia. Contributions made to entities whose income is excluded income under section 115 may not be tax deductible to contributors.

TAX-EXEMPT CHARITABLE ORGANIZATIONS

An organization affiliated with a State, county, or municipal government may qualify for exemption from federal income tax under section 501(c)(3) of the Code, if (1) it is not an integral part of the government, and (2) it does not have governmental powers inconsistent with exemption (such as the power to tax or to exercise enforcement or regulatory powers). Note that entities may meet the requirements of both sections 501(c)(3) and 115 under certain circumstances. See Revenue Procedure 2003-12, 2003-1 C.B. 316.

0752439619
Aug. 27, 2018 LTR 4076C 0
93-6002192 000000 00
00031144

CITY OF JOHN DAY
OFFICE OF CITY CLERK
450 E MAIN ST
JOHN DAY OR 97845-1238

Most entities must file a Form 1023, Application for Recognition of Exemption Under Section 501(c)(3) of the Internal Revenue Code, to request a determination that the organization is exempt from federal income tax under 501(c)(3) of the Code and that charitable contributions are tax deductible to contributors under section 170(c)(2). In addition, private foundations and other persons sometimes want assurance that their grants or contributions are made to a governmental unit or a public charity. Generally, grantors and contributors may rely on the status of governmental units based on State or local law. Form 1023 and Publication 4220, Applying for 501(c)(3) Tax-Exempt Status, are available online at www.irs.gov/eo.

We hope this general information will be of assistance to you. This letter, however, does not determine that you have any particular tax status. If you are unsure of your status as a governmental unit or state institution whose income is excluded under section 115(1) you may seek a private letter ruling by following the procedures specified in Revenue Procedure 2007-1, 2007-1 I.R.B. 1 (updated annually).

If you have any questions, please call us at the telephone number shown in the heading of this letter.

Sincerely yours,



Teri M. Johnson
Operations Manager, AM Ops. 3

CITY OF JOHN DAY INTEGRATED PARK SYSTEM									
INCOME									
	BUDGET		Actual		Expenses/Receipt Tracker				
	Cash	In-Kind	Cash	In-Kind	Line Item #	Date	Vendor Name	Invoice # (if applicable)	Amount (\$)
<i>Grant Request (place in "Cash" column)</i>	<i>\$99,876.00</i>								
OTHER INCOME									
John Day & JDCC Parks & Rec Local Match for Integrated Park System and Trails		\$332,150.00		\$332,150.00	<i>Donated Land and Cash match</i>	<i>2019-2020</i>	<i>City of John Day & JDCC Parks & Recreation District</i>	<i>N/A</i>	<i>\$ 332,150.00</i>
OPRD Recreation Trails Program Grant	\$191,300.00				<i>Davis Creek Park & Riverfront Trails</i>	<i>2019-2020</i>	<i>OPRD</i>	<i>N/A</i>	<i>\$ 191,300.00</i>
OPRD Integrated Park System Grant	\$471,927.00		\$105,087.51		<i>Hill Family Park (Under Construction)</i>	<i>2019-2021</i>	<i>OPRD</i>	<i>N/A</i>	<i>\$ 105,087.51</i>
SUB TOTAL INCOME	\$763,103.00	\$332,150.00	\$105,087.51	\$332,150.00					
TOTAL INCOME	\$1,095,253.00		\$437,237.51						
EXPENSES									
LINE ITEM	BUDGET		Actual						
	Cash	In-Kind	Cash	In-Kind					
1	Trash Cans 32 gal thermoplastic (11 count)	\$4,455.00							
2	Dog Waste System Receptacle (7 count)	\$1,246.00							
3	Dog Waste System Dispenser (7 count)	\$784.00							
4	Dog Waste System Sign (7 count)	\$182.00							
5	6' Bench without Back (4 count)	\$2,980.00							
6	6' Bench with Back (8 count)	\$7,880.00							
7	Bench Mounting Hardware (12 count)	\$216.00							
8	8' Rectangular Picnic Table (4 count)	\$2,600.00							
9	46" Square Picnic Table (4 count)	\$2,680.00							
10	46" Round Picnic Table (4 count)	\$2,760.00							
11	Table Mounting Hardware (12 count)	\$360.00							
12	Shipping for all park accessories	\$2,000.00							
13	ProPark Standard Model 2 door starter unit (1 ea.)	\$3,795.00							
14	ProPark Standard Model 2 door adder unit (1 ea.)	\$2,895.00							
15	ProPark digital access system (4 count)	\$3,800.00							
16	Bluetooth locker access maintenance kit	\$685.00							
17	Poster grip frame (advertising)	\$598.00							
18	Inverted U classic series (4 count)	\$916.00							
19	Outdoor public work stand with tools	\$715.00							
20	Outdoor pump station with guage	\$715.00							
21	Shipping for all bike accessories	\$1,854.00							
22	6" High Sign (Local Street / Trail) (15 count)	\$900.00							
23	9" High Sign (Highway) (10 count)	\$1,000.00							
24	Directional Sign (Trail Wayfinding) (12 count)	\$360.00							
25	Two-post Iron Kiosks with Maps (3 count)	\$10,500.00							
26	Davis Creek Park Display (Custom Build)	\$7,500.00							
27	Digital sign for the Pit Stop Local Event Advertising	\$5,500.00							
28	City Entry Monument Signs (2 count)	\$30,000.00							
SUB TOTAL EXPENSES	\$99,876.00	\$0.00	\$0.00	\$0.00					
TOTAL EXPENSES	\$99,876.00		\$0.00		Total Expenses				\$ 628,537.51

BUDGET COLUMNS (C & D) ONLY FOR APPLICATION. LEAVE "ACTUAL" COLUMNS (E & G) BLANK FOR GRANT APPLICATION (ONLY USE ONCE AWARD IS MADE TO TRACK ACTUAL INCOME)

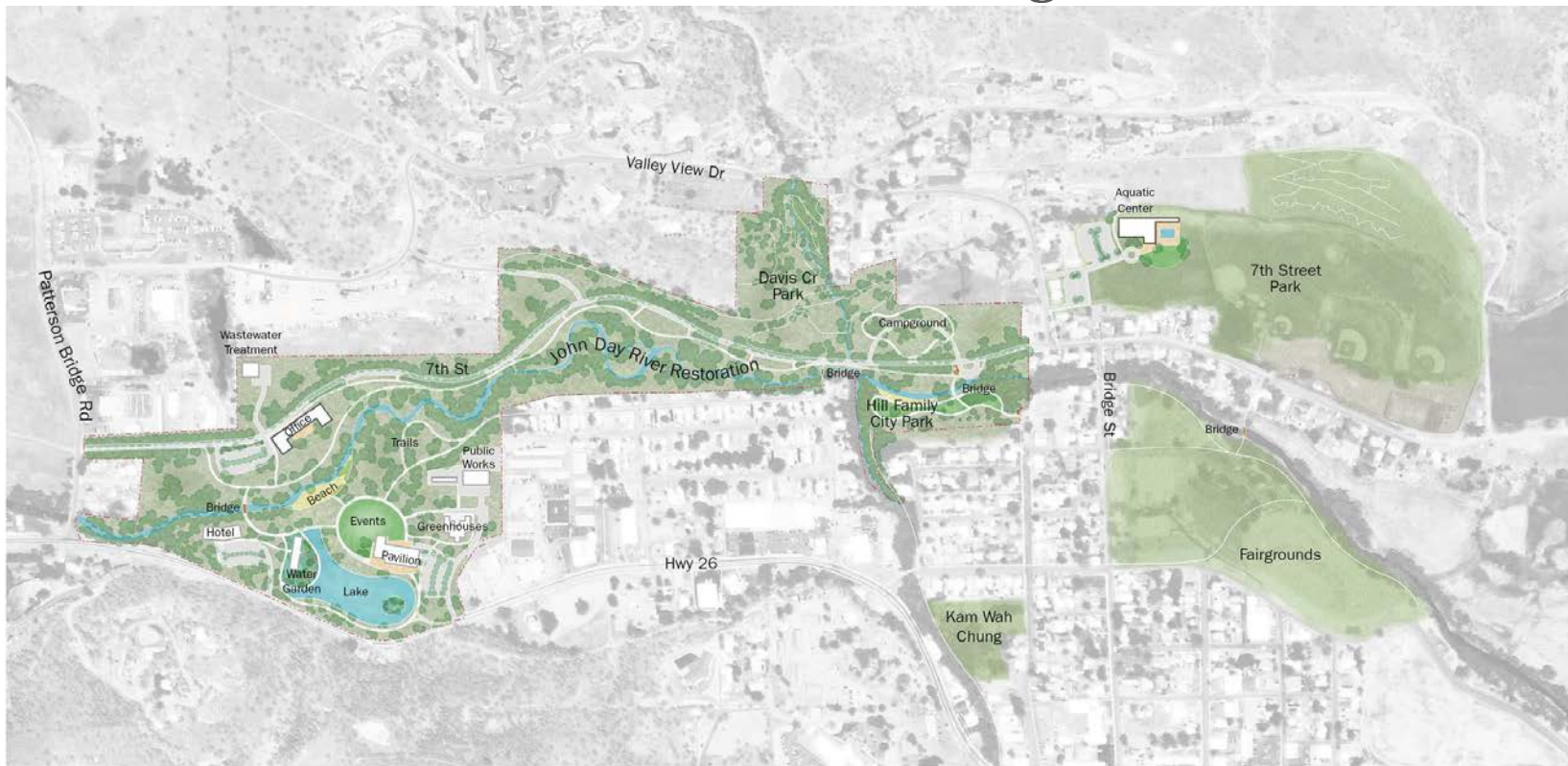
An aerial photograph of the City of John Day, Oregon. The foreground shows a residential area with many mobile homes and some larger houses. A winding river or stream flows through the middle of the town. In the background, there are rolling hills and mountains under a cloudy sky. A large white rectangular box is overlaid on the bottom right portion of the image, containing the title and date.

CITY OF JOHN DAY TRAIL SYSTEM UPDATE

MARCH 31, 2021

INNOVATION GATEWAY UPDATE

- Final Area Plan adopted Nov 12th, 2019
- Received 2019 LOC Award for Excellence
- One of 10 communities chosen for EPA's Recreation Economies for Rural Communities grant



GATEWAY EAST

7th Street Aquatic Center, Fairground and Hill Family Park – Future Integrated Park System



GATEWAY CENTRAL

Davis Creek Park, Future Campground, River Restoration Area/Greenway to Kam Wah Chung



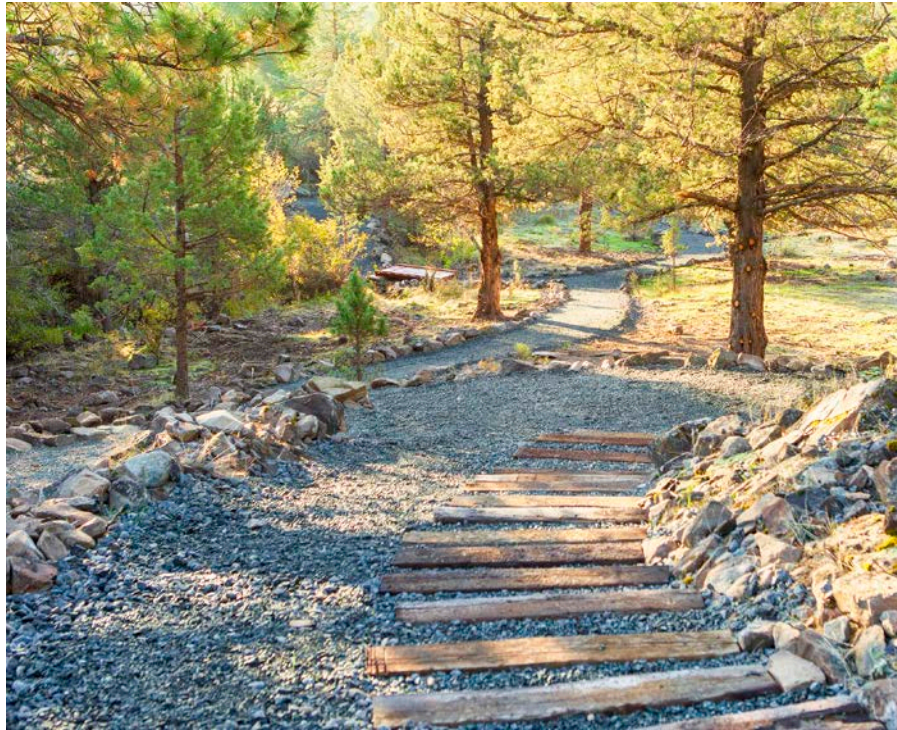
GATEWAY WEST

Wastewater Treatment Plant, Hotel/Convention Center, Pavilion, Greenhouse, Public Works Shop, Future Office Space, Riverfront Trails



JOHN DAY INNOVATION GATEWAY TRAIL SYSTEM PHASE 1

- \$191,300 awarded by OPRD for recreational trails in Davis Creek, Kam Wah Chung and Riverfront
- Phase 1 Trail systems completed October 1, 2019



TRAIL FEATURES

Davis Creek Trail (top) features rustic stairs, stone and moderate ascents



North Trail (bottom) features wide avenues with scenic vistas

JOHN DAY RIVERFRONT TRAIL

River trail offers 0.25 miles of river views on six- to eight-foot paths



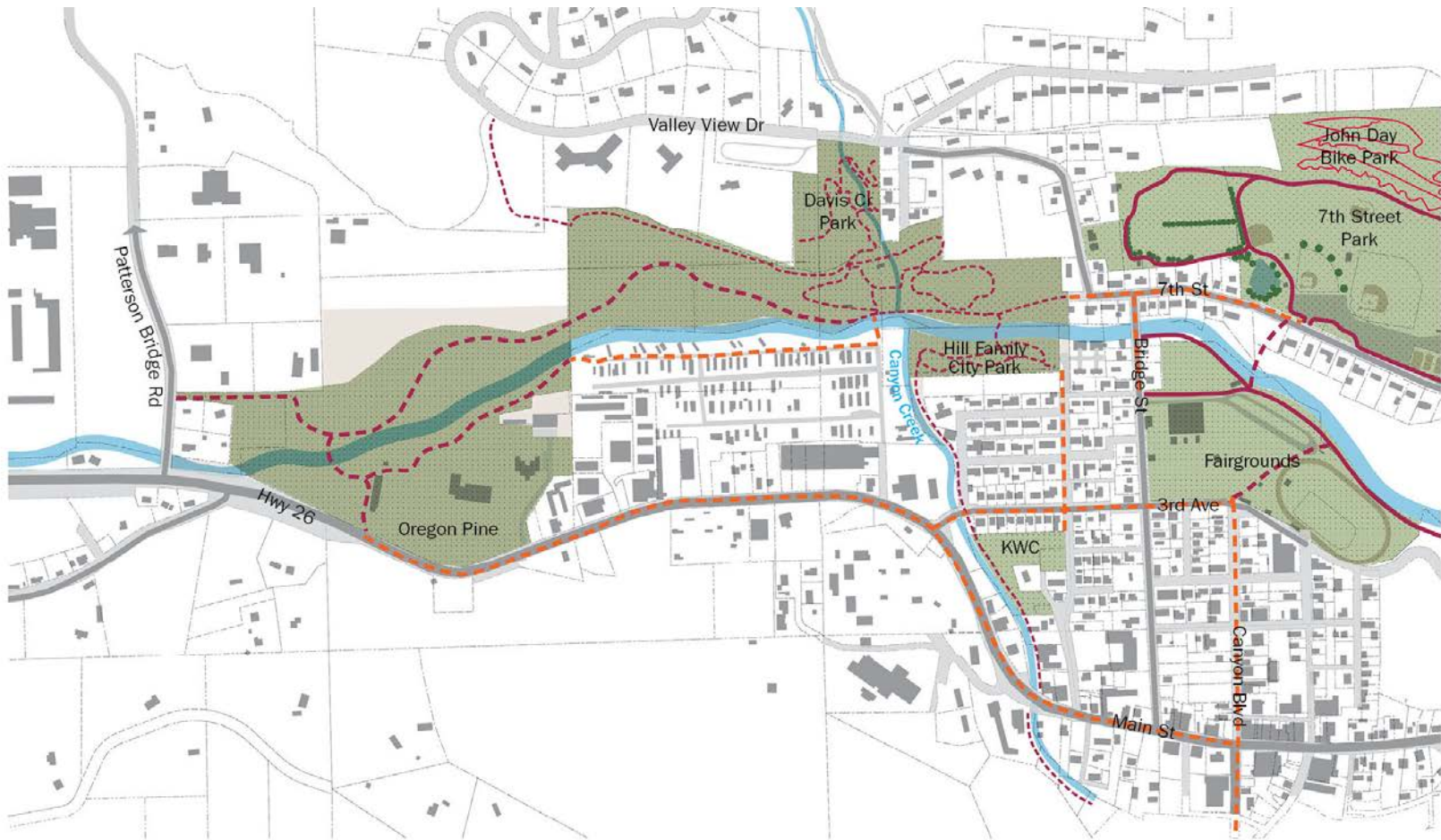
PARKS PRIOR TO OPRD GRANTS

Existing trail systems prior to RTP and Integrated Park System awards



INTEGRATED PARK SYSTEM

Trails connecting Davis Creek and John Day River now complete; Integrated Park System grant will fund trail expansion to 7th Street and Kam Wah Chung

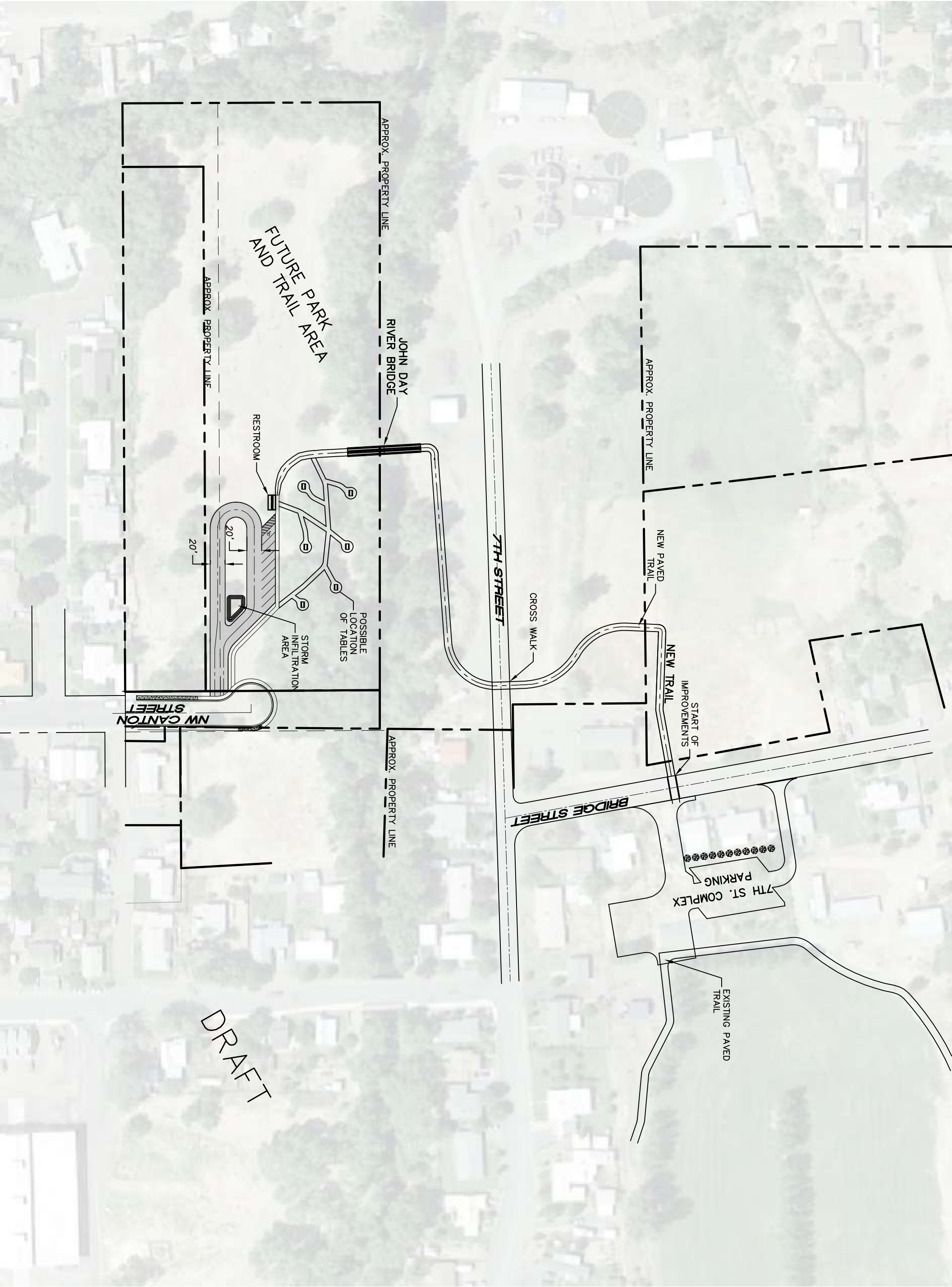


--- Proposed On Street Pedestrian Connection
 --- Proposed Trail

NEXT STEPS

1. Phase 1 RTP trail complete
2. Integrated Park System awarded; began construction in 2020
3. EPA Recreation Economies for Rural Communities planning assistance team provided cultural, historic overlay and master plan to expand trail system
4. Sign plan and brand design funding awarded by Outdoor Recreation Roundtable (ORR)
5. Public Restrooms on Main Street (the Pit Stop) funded by Travel Oregon Destination Ready Grant
6. Signage/waypoints/kiosks and park amenities along trail network requested through Travel Oregon Competitive & Recovery Grant (March 2021)

HILL FAMILY PARK SCHEMATIC WITH
7TH STREET CONNECTOR TRAIL



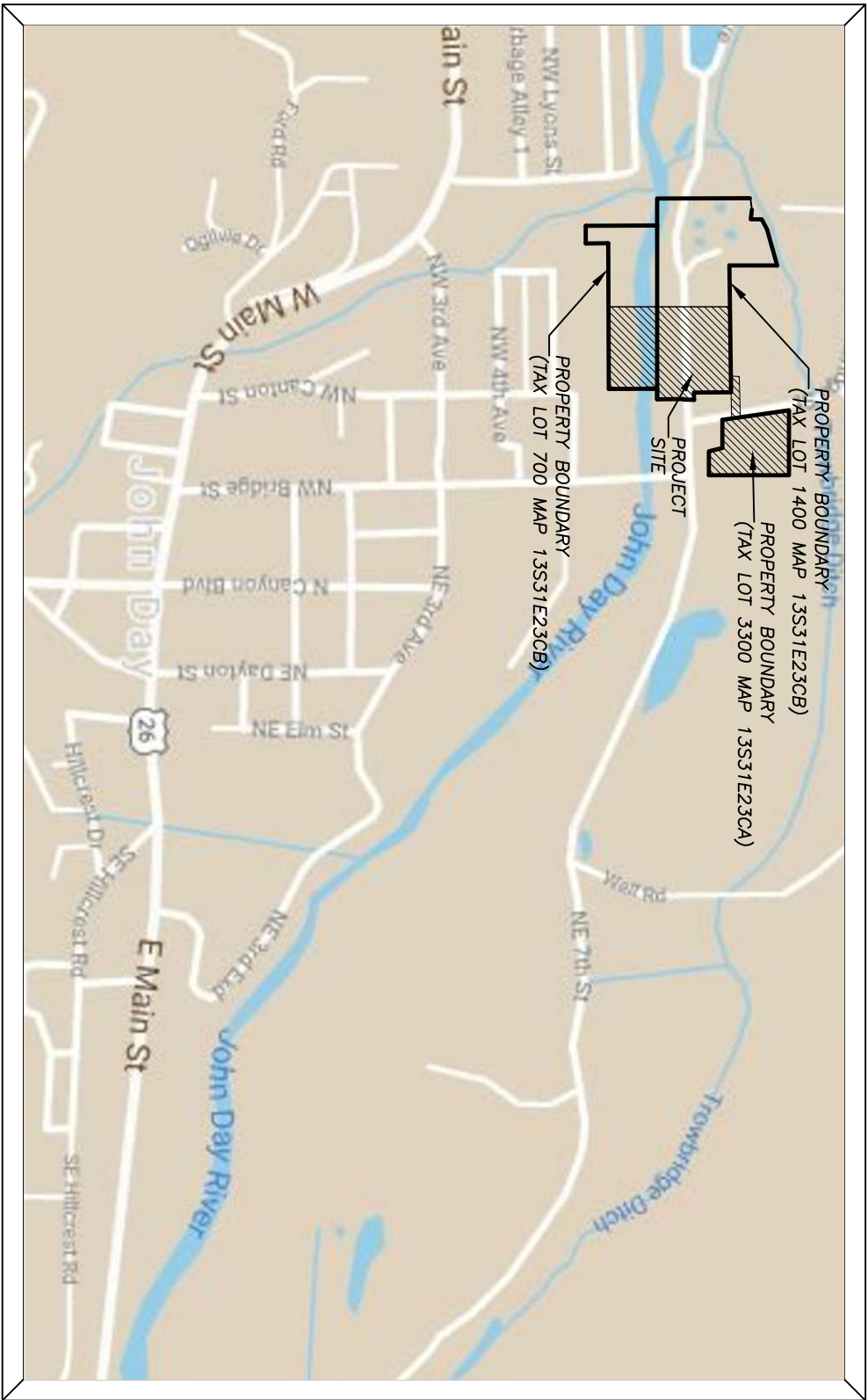
DESIGN REVIEW

for JOHN DAY HILL PARK

OWNER

CITY OF JOHN DAY

450 E. MAIN ST.
JOHN DAY, OR 97845
PH: 541-589-0028
EMAIL: lieudlenna@grantcounty-or.gov



VICINITY MAP

NTS (GOOGLE MAPS)

ENGINEER:

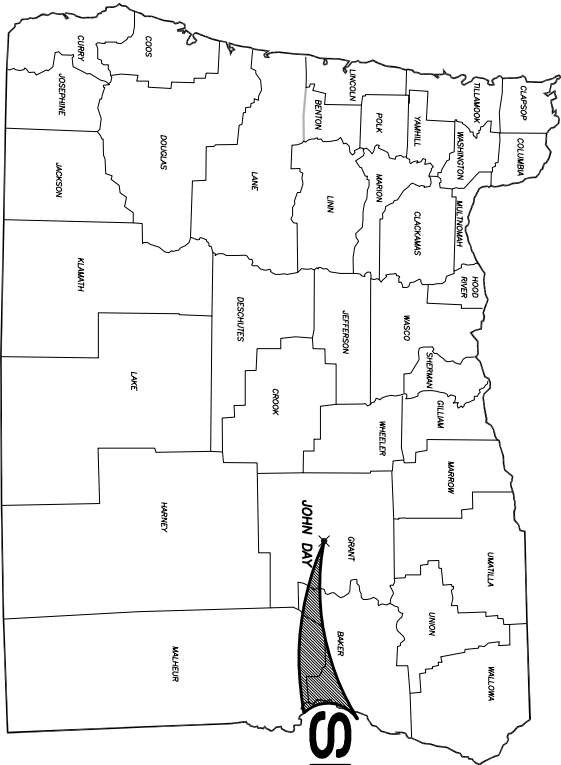
SISUL ENGINEERING

158 E. MAIN STREET
JOHN DAY, OR 97845
CONTACT: JOE HITZ
PH: 541-575-3777

SURVEYOR

BENCHMARK LAND SURVEYING

217 N. CANYON BLVD.
JOHN DAY, OR 97845
CONTACT: JOE HITZ
PH: 541-575-1251

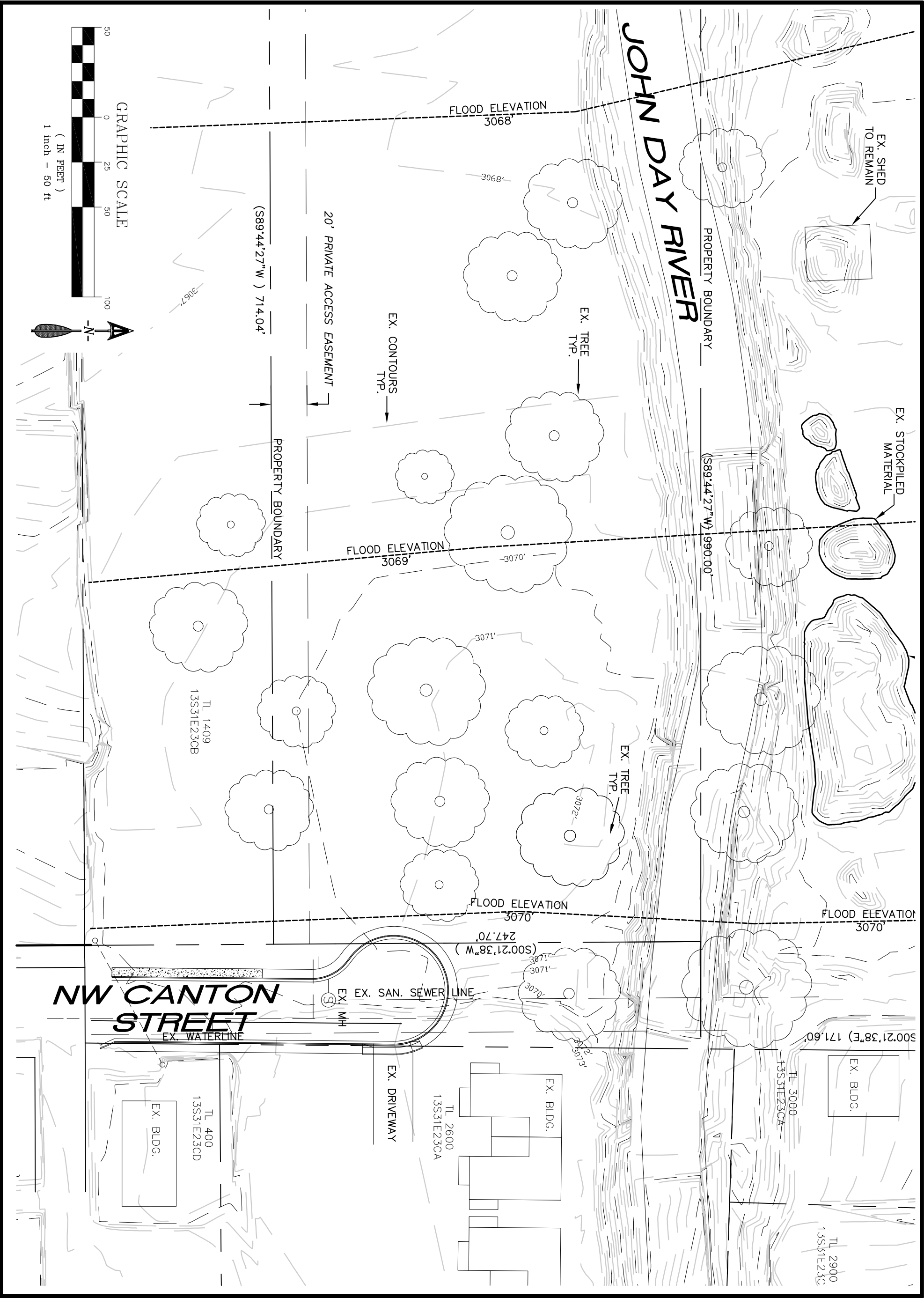


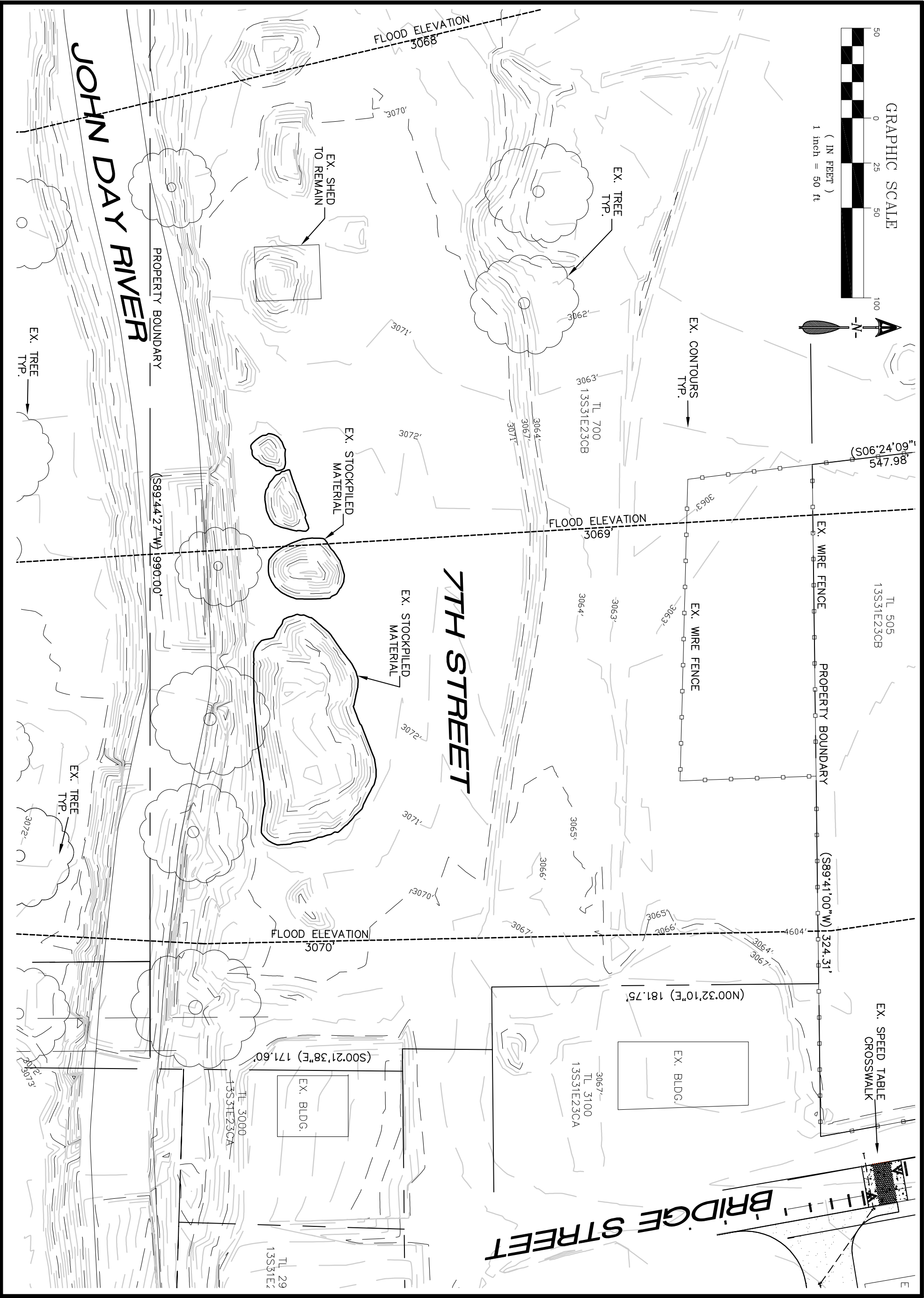
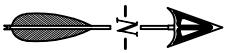
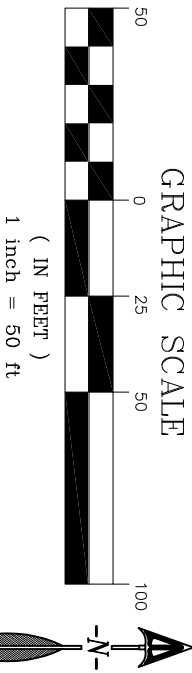
OREGON VICINITY MAP

INDEX	
SHEET	DESCRIPTION
1	COVER
2	EXISTING SITE SOUTH
3	EXISTING SITE NORTH
4	EXISTING SITE 7TH ST.
5	PROPOSED PROJECT SOUTH
6	PROPOSED PROJECT NORTH
7	PROPOSED PROJECT 7TH ST.
8	STREET DETAILS
9	BRIDGE DETAILS
	RESTROOM DETAILS

MOST RECENT REVISION TO THIS SET OF PLANS.

OCT. 2020





REVISIONS	BY

PHASE 1
HILL PARK PROJECT
CITY OF JOHN DAY, OREGON

EXISTING SITE
NORTH

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON 97845
(541) 575-3777

DATE OCT. 2020

SCALE NOTED

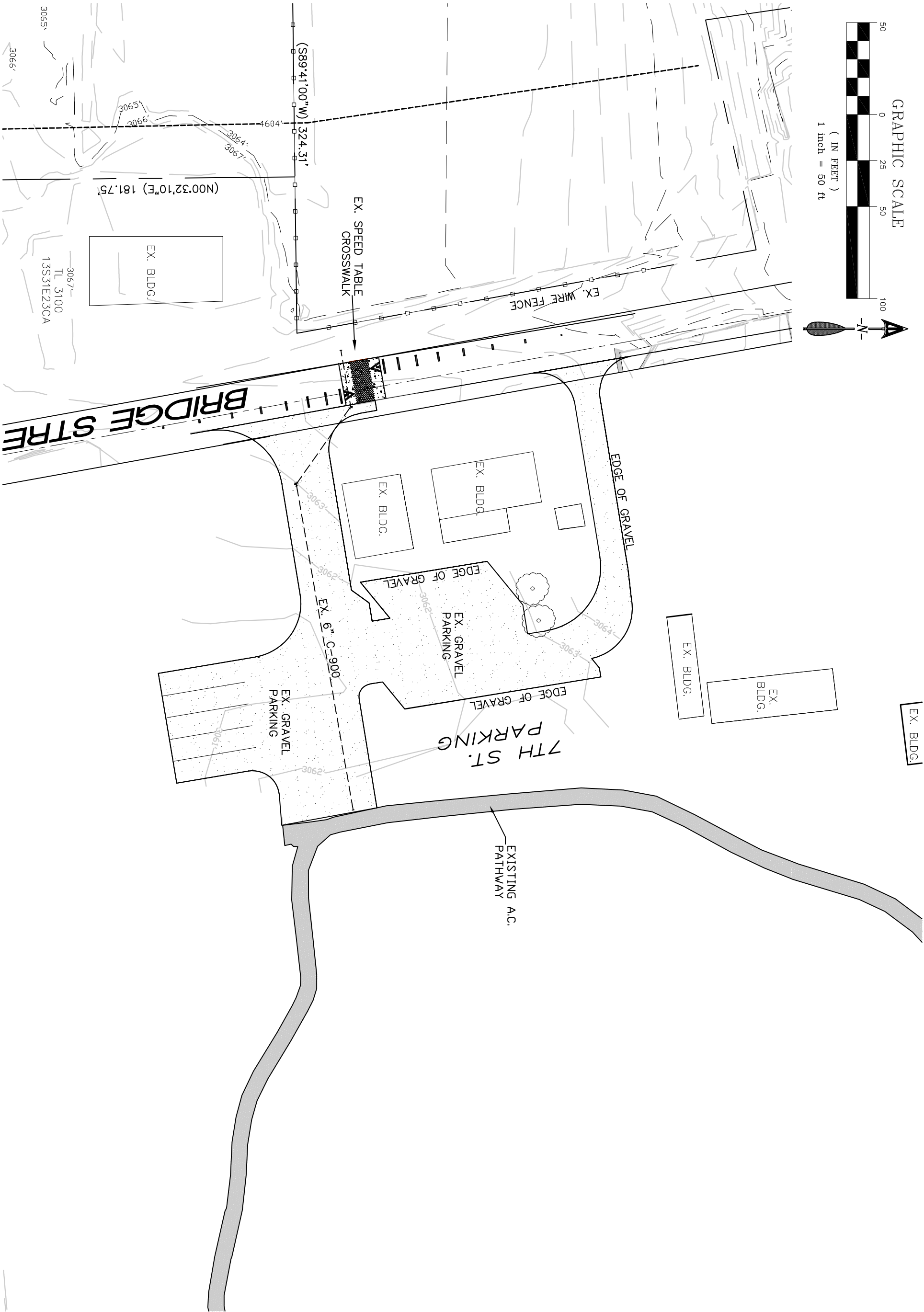
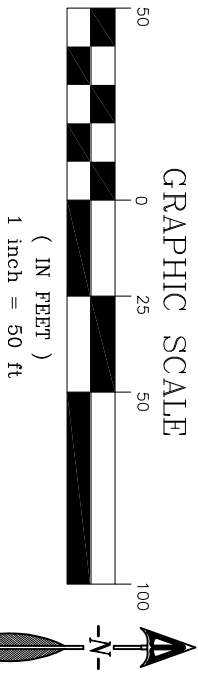
DRAWN GB

JOB XX-XXX

SHEET

02

OF 09 SHEETS



REVISIONS	BY

PHASE 1
HILL PARK PROJECT
CITY OF JOHN DAY, OREGON

EXISTING SITE
7TH ST.

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON 97845
(541) 575-3777

DATE OCT. 2020

SCALE NOTED

DRAWN GB

JOB XX-XXX

SHEET

03

OF 09 SHEETS

EX. SHED
TO REMAIN

PROPOSED PREFABRICATED
PEDESTRIAN TRUSS STYLE
BRIDGE SEE SHEET 8

4' BOLLARD
WITH LIGHTS
TYP.

EX. STOCKPILES TO BE
REMOVED

EX. BLDG.

APPROX. PROPERTY LINE

RECYCLED WATER LINE
TO BE EXTEND FOR
IRRIGATION PLAN

4' BOLLARD
WITH LIGHT
TYP.

16' DECORATIVE
STREET LIGHT
TYP.

TRAIL SYSTEM KIOSK,
DOG STATION AND
GARBAGE CAN

PROPOSED FUTURE
PICNIC TABLES TO BE
FIELD LOCATED FOR
SHADE & ACCESS

PROPOSED BIKE
RACK

PROPOSED 6' CONC.
SIDEWALK
PER TYP. SECTION

PARK SIGN TO
BE APPROVED
BY CITY
KEEP RIGHT
SIGN

EX. DRIVEWAY

EX. BLDG.

FUTURE PARK
AND TRAIL AREA

PROPOSED PREFABRICATED
CONCRETE RESTROOM
PROPOSED F.F. 3070'
SEE SHEET 9

PROPOSED 1"
WATER LINE

ROUGH GRADING
DIRECTION

PROPOSED SEWER
SANITARY MANHOLE

SS MH

20'

2%

20'

20'

20'

20'

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20'

20'

EX. 20' PRIVATE ACCESS EASEMENT

APPROX. PROPERTY LINE

EMERGENCY GRAVEL
TURNAROUND SEE SHEET 7

TEMP BLOW OFF

PROPOSED TRANSFORMER
TO BE APPROVE BY
UTILITY COMPANY
APPROVED BY CITY

PROPOSED TREES
SPECIES AND
SPACING TO BE
APPROVED BY CITY

PROPOSED STORM
INFILTRATION AREA
DO NOT ENTER
ONE WAY SIGN

PROPOSED COMMON
UTILITY
TRENCH
PER TYP.
SECTION

EX. BLDG.

NW CANTON
STREET

EX. WATERLINE

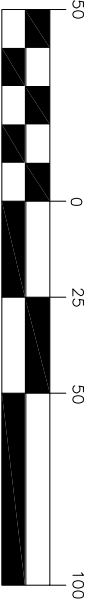
EX. SAN. SEWER LINE

EX. MH

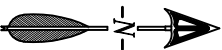
24" DRIVEWAY
RAMP

PROPOSED
POWER VAULT

GRAPHIC SCALE



(IN FEET)
1 inch = 50 ft



REVISIONS

BY

PHASE 1 HILL PARK PROJECT CITY OF JOHN DAY, OREGON

PROPOSED SITE PLAN SOUTH

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON 97845
(541) 575-3777

DATE OCT. 2020

SCALE NTS

DRAWN GB

JOB XX-XXX

SHEET

04

OF 09 SHEETS

[illegible]

*PHASE 1
HILL PARK PROJECT
CITY OF JOHN DAY, OREGON*

PROPOSED SITE PLAN NORTH

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON 97845
(541) 575-3777

DATE OCT. 2020

SCALE
NTS

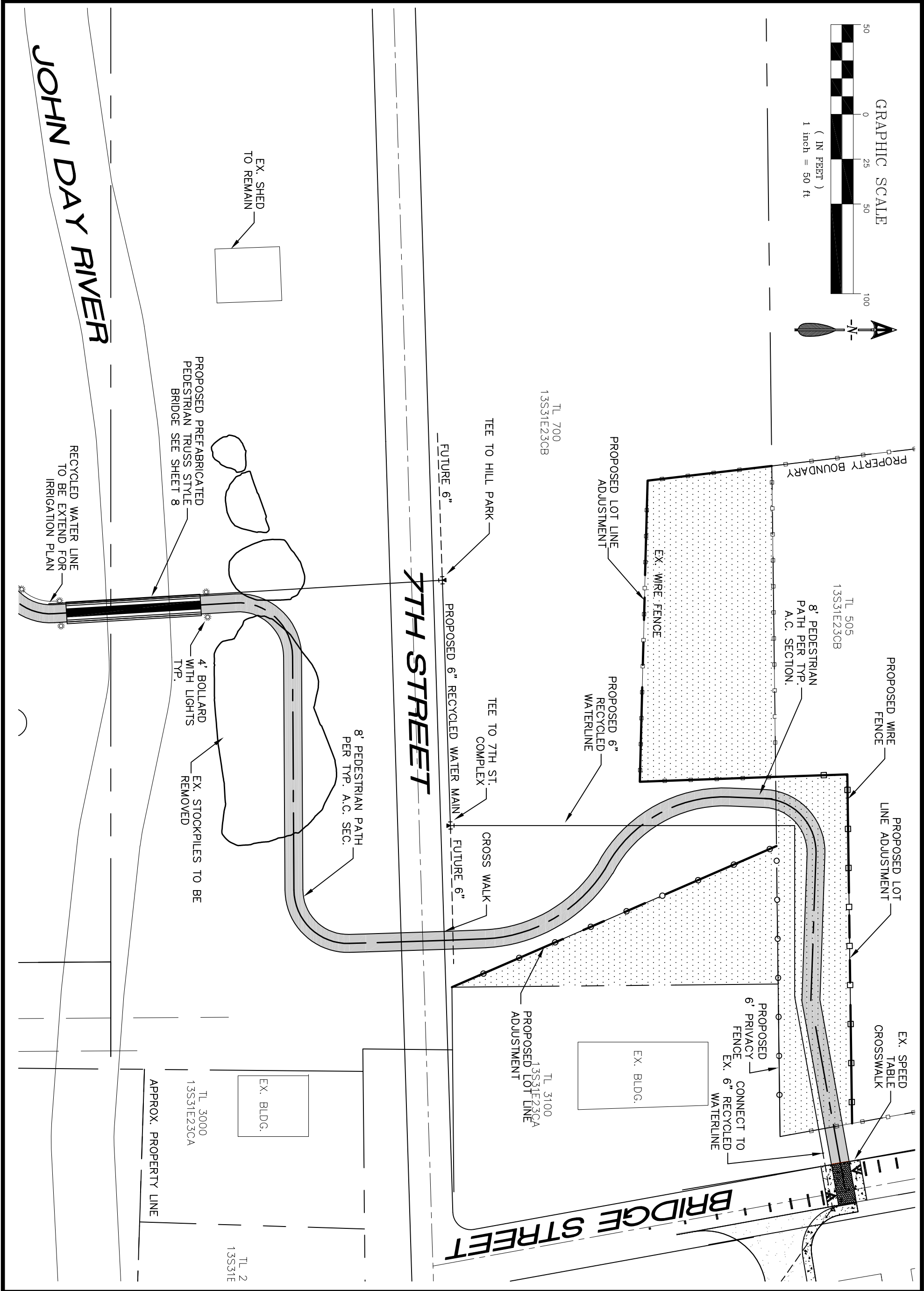
DRAWN GB

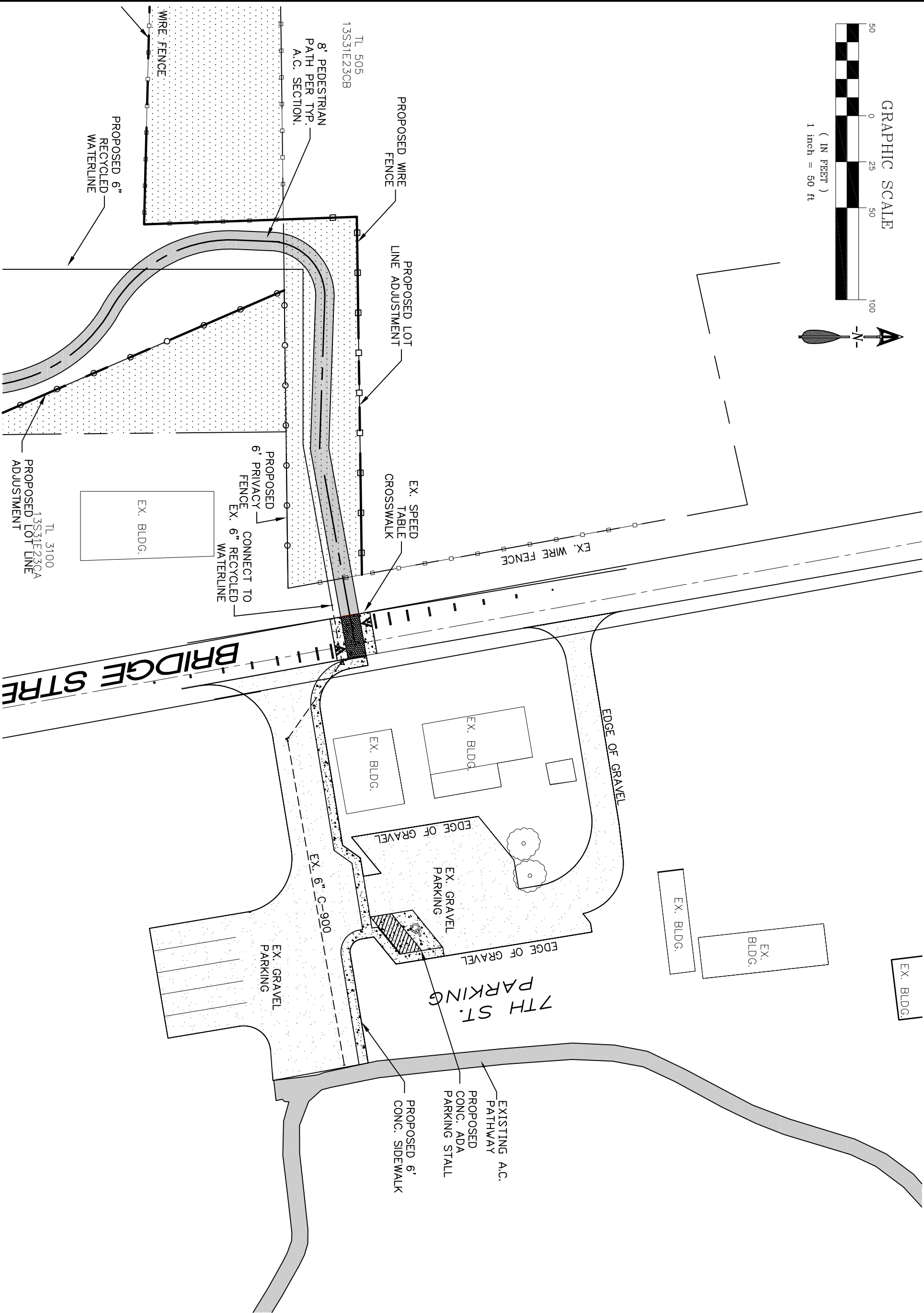
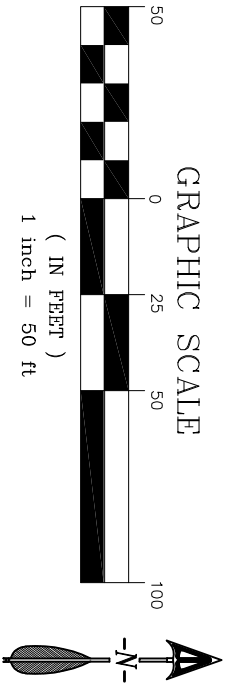
JOB XX-XXX

SHEET

05

OF 09 SHEETS





REVISIONS	BY

PHASE 1
HILL PARK PROJECT
CITY OF JOHN DAY, OREGON

PROPOSED SITE
PLAN 7TH ST.

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON 97845
(541) 575-3777

DATE OCT. 2020

SCALE NTS

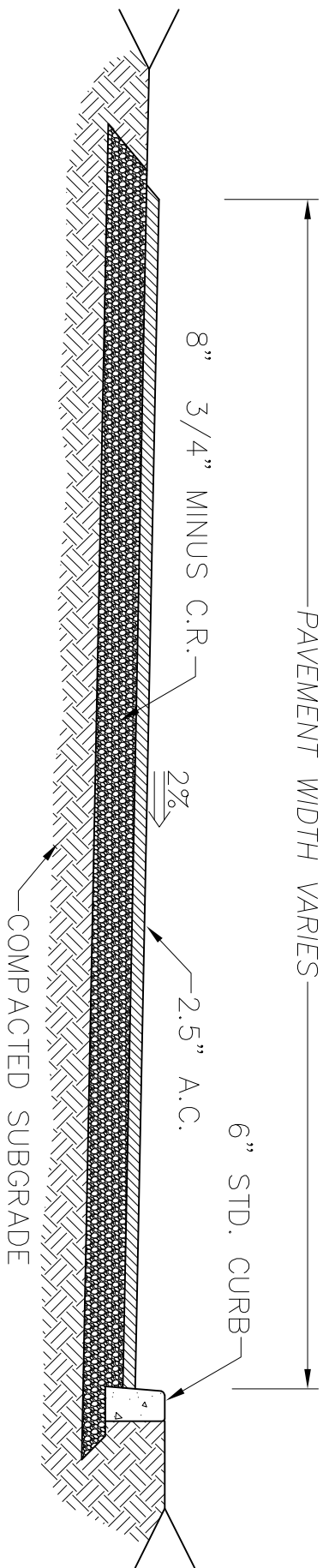
DRAWN GB

JOB XX-XXX

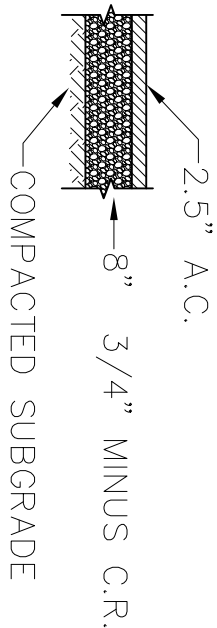
SHEET

06

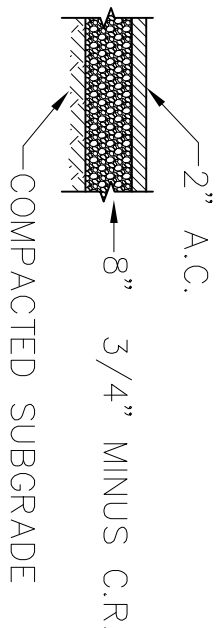
OF 09 SHEETS



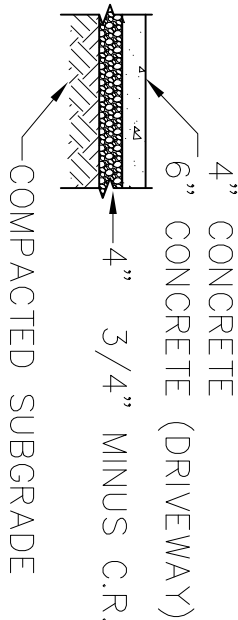
TYPICAL A.C. ACCESS SECTION
NTS



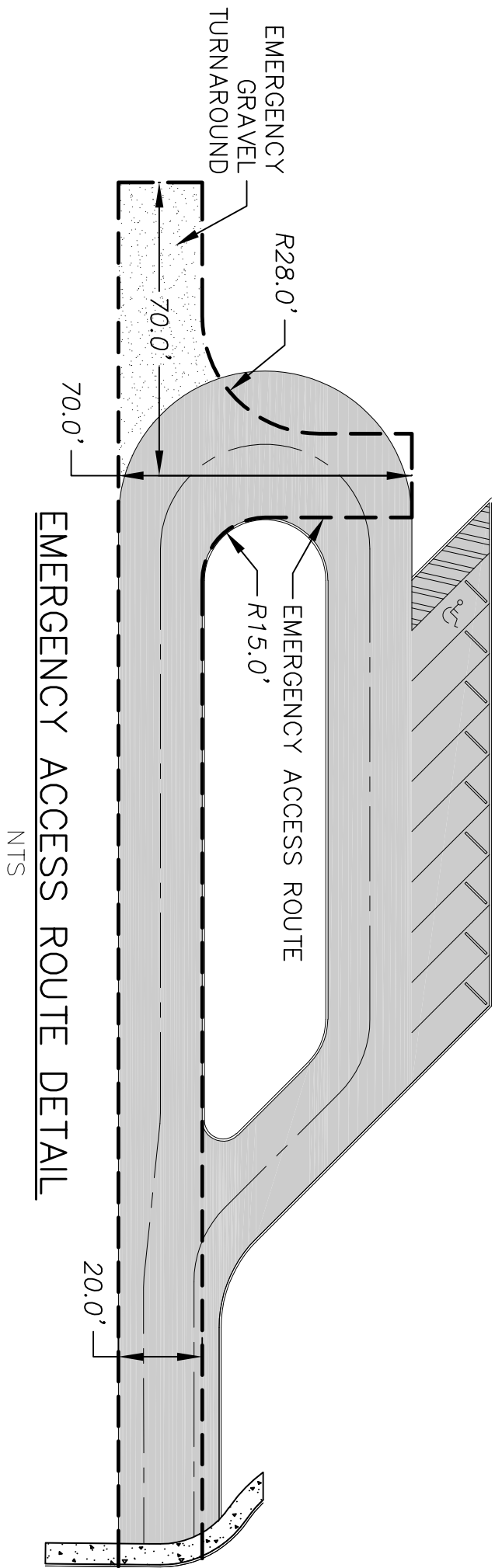
TYPICAL A.C. PARKING SECTION
NTS



TYPICAL A.C. TRAIL SECTION
NTS



TYPICAL CONC. SECTION
NTS



REVISIONS	BY

PHASE 1
HILL PARK PROJECT
CITY OF JOHN DAY, OREGON

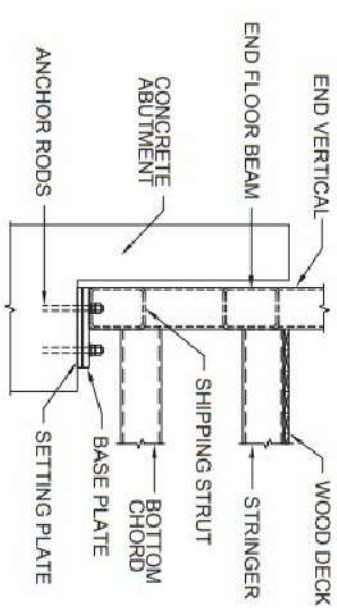
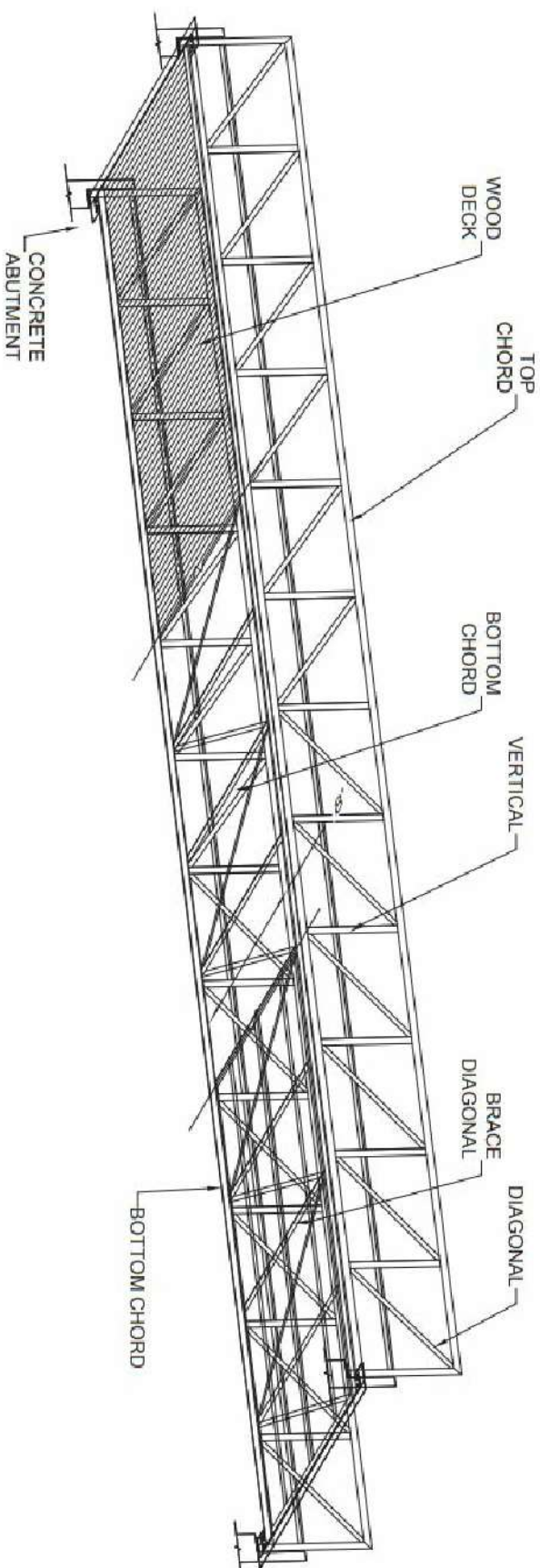
STREET
DETAILS

SISUL ENGINEERING

158 E. MAIN STREET
JOHN DAY, OREGON 97845
(541) 575-3777

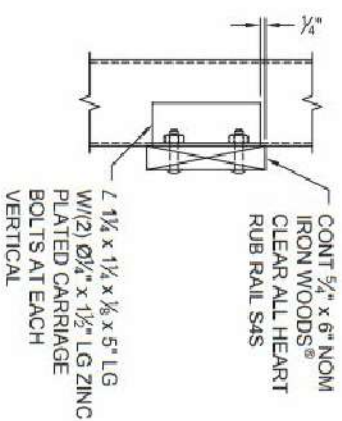
DATE	OCT. 2020
SCALE	NTS
DRAWN	GB
JOB	XX-XXX
SHEET	07
OF 09	SHEETS

Pedestrian Truss Bridge Details

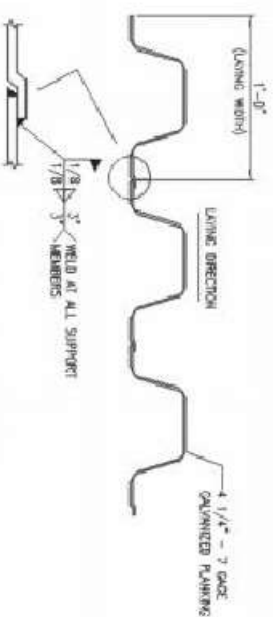


BEARING SIDE VIEW

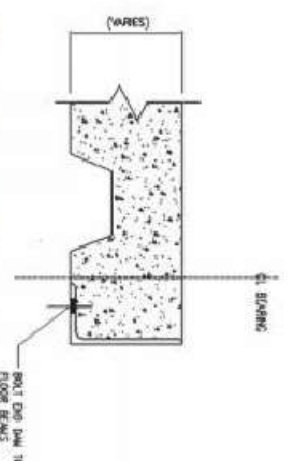
INFORMATION PROVIDED FOR REPRESENTATION ONLY.
ACTUAL BEARING DIAGRAMS TO BE BASED ON FINAL DESIGN.



Asphalt Floor Connections

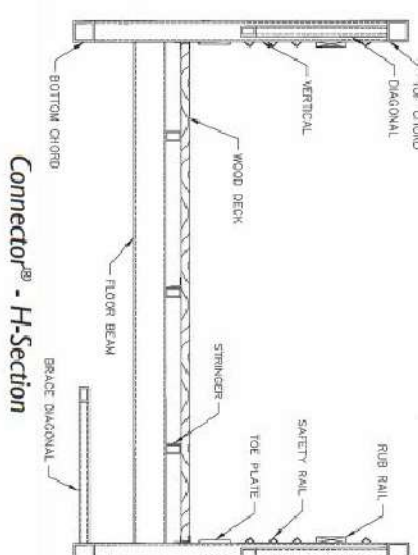


Concrete Deck Reinforcing

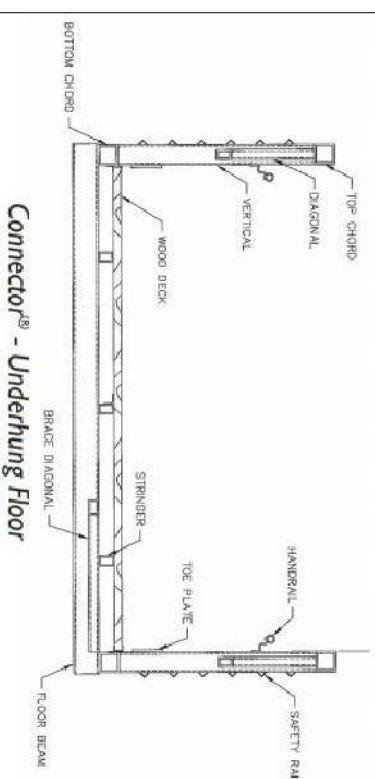


End Dam Detail

Section Views



Connector® - H-Section



Connector[®] - Underhung Floor

[illegible]

*PHASE 1
HILL PARK PROJECT
CITY OF JOHN DAY, OREGON*

BRIDGE DETAILS

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON 97845
(541) 575-3777

DATE OCT. 2020

SCALE	NTS
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DRAWN	GR
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JOB	XX	YYY
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/// ///

OF 09 SHEETS

*PHASE 1
HILL PARK PROJECT
CITY OF JOHN DAY, OREGON*

*PHASE 1
HILL PARK PROJECT
CITY OF JOHN DAY, OREGON*

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON 97845
(541) 575-3777

DATE OCT. 2020

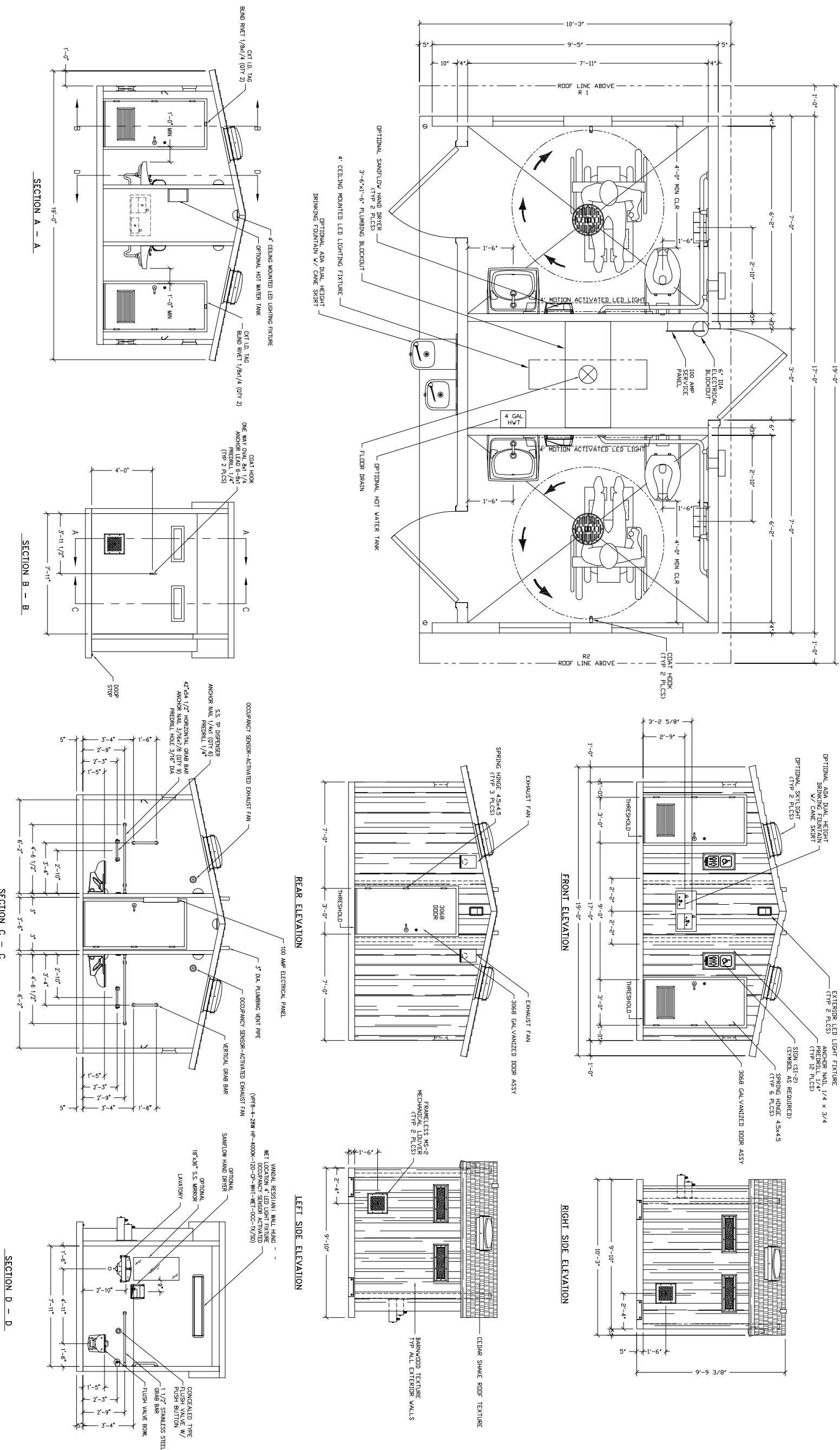
SCALE
NTS

DRAWN GB

JOB
18-

SHEET

CC



REAR ELEVATION

LEFT SIDE ELEVATION

FRONT ELEVATION

RIGHT SIDE ELEVATION

SECTION A - A

SECTION B - B

SECTION C - C

SECTION D - D


JOHN DAY INTEGRATED PARK SYSTEM




PROPOSED SIGN PLAN


LEGEND


 Park Sign


 Directional Sign


 Cultural Display

 Trail System Kiosk

 Picnic Area

 Dog Poop Station

 Bike Lockers

 City Entryway Monument

 Trash Can



EV Charging Station



THE PIT STOP

John Day Signage

Current State of Affairs

We have plenty of signs to show people how to get out of John Day, but few to show people what to do in John Day...





There are more signs that point to churches than parks/trails/recreation.

Our most well-advertised amenity:



Bike Park Signs





Davis Creek Signs

South City Entrance



West City Entrance





East City Entrance





Potential Locations for
large Signs or Kiosks



Recreation areas that need signage



Future Park Outlet



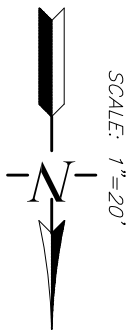
7th St. Complex



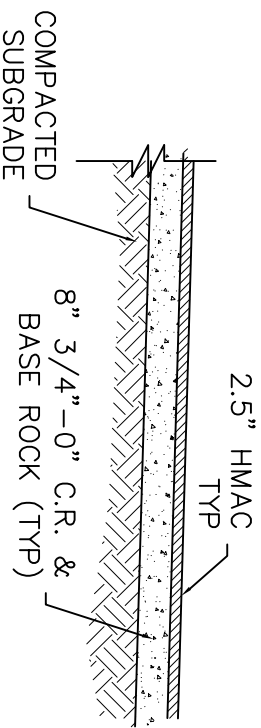
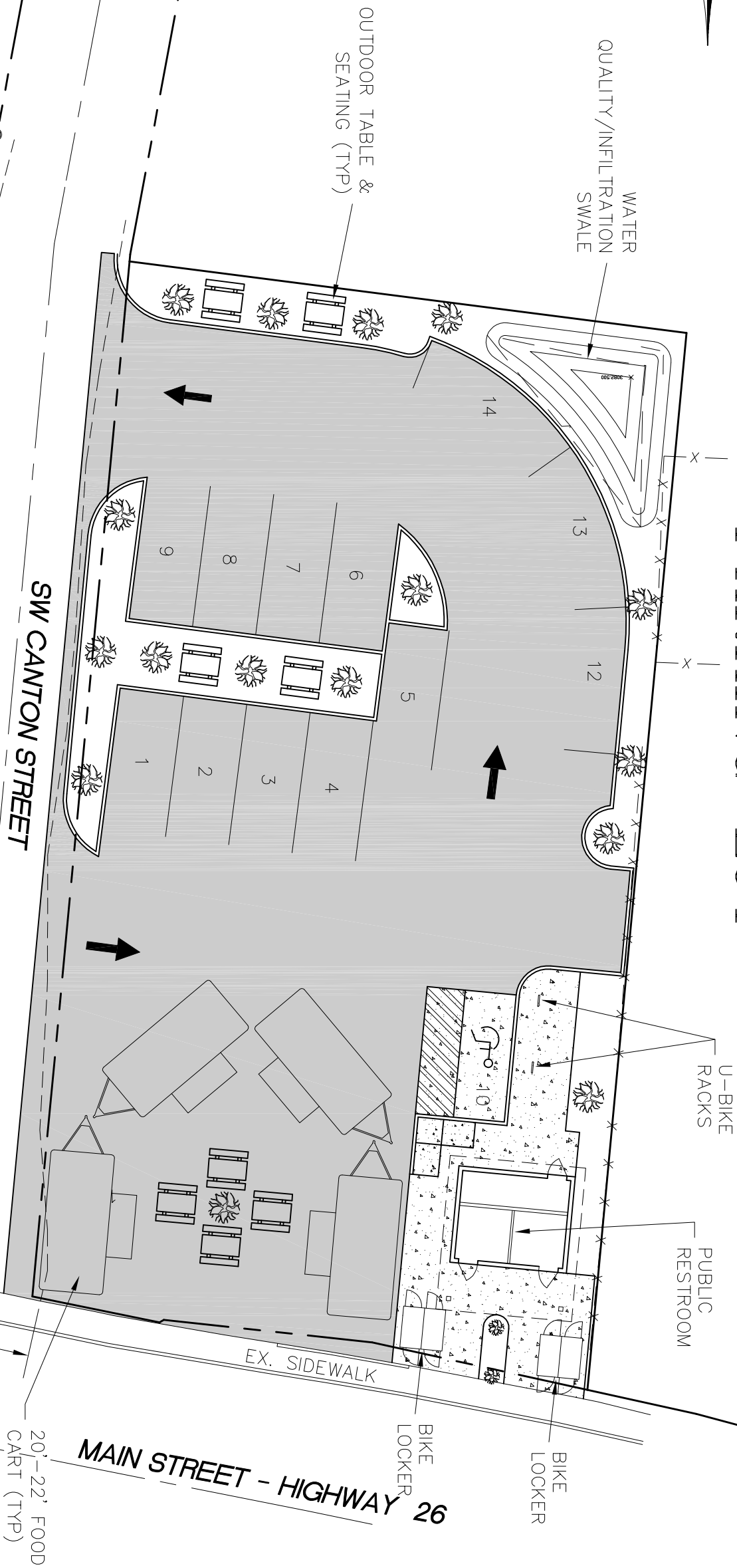
Hill Family Park



Prospector's Trail



WEST SIDE PARKING LOT



TYP PAVEMENT SECTION

NTS

REVISIONS	BY

INNOVATION GATEWAY
ECONOMIC REVITALIZATION PROJECT
CITY OF JOHN DAY, OREGON

DOWNTOWN FOOD COURT &
PARKING IMPROVEMENTS
WEST PARKING LOT

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON 97845
(541) 575-3777

DATE	JAN 2021
SCALE	NOTED
DRAWN	JH
JOB	20-
SHEET	01
OF 01	SHEETS



5211 Cascade Rd. SE #210
Grand Rapids, MI 49546
T888-950-6531 F616-954-0290

Proposed Contract	
Date	Doc #
3/30/2021	17960

Company Name / Billing Address	Shipping Address
City of John Day Nicholas Green 450 E. Main Street John Day, OR 97845 United States	City of John Day Nicholas Green 450 E. Main Street John Day, OR 97845 USA

Price Valid	Terms	Rep	FOB
30 Days	PrePaid	SG	Origin

Item	Description	Qty	Price	Total
10001	Bike Parking Project PROPARK Standard Model 2 Door Starter Unit: 2 - 10 sq. ft. triangular compartments accommodating 1 bike each. Parts Included: 2 standard doors (refer to door description below), 1 top panel, 1 interior OSB partition, 2 end panels with built in frames, 4 leveling plates, anchor bolts, assembly hardware & 2 coat hooks. Color: Sandstone; Overall Dimensions: H-50", L-77 5/8", W-42"; Door Opening: H-45", W-30 3/4"	1	3,795.00	3,795.00T
12500	Inside Dimensions: Right triangle, H-46", L-74", FW-31", BW - 6" Propark Standard Model 2 Door Adder Unit; Attaches to a Propark starter unit to create a bank of lockers. Parts Included: 2 standard doors (refer to door description below), 1 top panel, 2 partitions, 2 coat hooks, 1 frame set, 2 leveling plates, anchor bolts & assembly hardware. Color: Sandstone. Overall Dimensions: H-50", L-77 5/8", W-38"	1	2,895.00	2,895.00T
15740	PROPARK: Standard Model Locker Door with Digital Access Upgrade: Vending type Cam style chromed 1/4 turn T-handle, fully recessed, internally mounted. Lock: Cyclesafe's exclusive cellular digital access system eliminates key change-outs and taking cash payments. Durable motorized latching system. Provides fast entry, and is immune to drilling and picking. Locking mechanism includes Bluetooth chip, (8) - AA alkaline long life quantum batteries, auxiliary power port, infrared override sensor and key fob in case of failure. Cloud based mobility platform software is compatible with Apple iOS v4 or better, and Android 4.41 or better. Simple cloud based maintenance app for system administrators to easily track and manage locker access. Chip Activation Fee Included. CycleSafe, Inc. supplies the hardware and Movatic LLC supplies the software application.	4	950.00	3,800.00T

Quote valid for 30 days. Terms and Conditions attached. Thank you for the opportunity to quote.

Subject to all Cycle Safe terms & conditions document FM4.1.002.

Subtotal
Sales Tax (0.0%)
Total

Cycle Safe Inc:

Name: _____
Title: _____
Date: _____

Customer:

Name: _____
Title: _____
Date: _____

Quality Parking Systems since 1980
www.cyclesafe.com



5211 Cascade Rd. SE #210
Grand Rapids, MI 49546
T888-950-6531 F616-954-0290

Proposed Contract	
Date	Doc #
3/30/2021	17960

Company Name / Billing Address
City of John Day Nicholas Green 450 E. Main Street John Day, OR 97845 United States

Shipping Address
City of John Day Nicholas Green 450 E. Main Street John Day, OR 97845 USA

Price Valid	Terms	Rep	FOB
30 Days	PrePaid	SG	Origin

Item	Description	Qty	Price	Total
15746	Bluetooth Locker Access Maintenance Kit (Provides maintenance team emergency access to lockers) ***1 kit required per every 24 Doors*** Kit Includes: 2 Digital Key Fobs - (allows locker access without using cell phone) 2 Replacement 10-Cell Battery packs and Cases 1 12-Volt Auxiliary Power Pack (Dead battery override)	1	685.00	685.00T
19905	Poster Grip frame - Large. Holds 44x72" media.	1	598.00	598.00T
12728	Rack, Inverted U - Classic Series - Surface - Cross Bar - Plastisol Coated Black.	4	269.00	1,076.00T
19952	Bike Fixation - Outdoor pump with gauge, long hose, Floor mount.	1	700.00	700.00T
19957	Bike Fixation - Public Work Stand with tools. Powder-coated (specify color).	1	715.00	715.00T
	Sub Total			14,264.00
Freight	This estimate includes shipping & handling. It's based on a semi-truck delivery as defined in the Freight Inspection & Claim Instruction document. Any variation (ex: lift gate needed or construction site delivery) will result in added charges. Freight costs subject to market conditions.		1,854.00	1,854.00
Payment Ter...	Orders <\$10,000 prepaid. Orders >\$10,000 eligible for payment plan with approval. Payment method: Company check, ACH, Wire Transfer or major credit card. Options: 1.) Third party financing with monthly payments. 2.) 50% down and 50% at shipment. (no additional fees) 3.) 50% down, balance due net 30. This plan includes a processing fee on the balance payment. 5% of balance if paid by check, wire transfer or ACH. 8% if paid by credit card.		0.00	0.00T

Quote valid for 30 days. Terms and Conditions attached. Thank you for the opportunity to quote.

Subject to all Cycle Safe terms & conditions document FM4.1.002.

Cycle Safe Inc:
Name: _____
Title: _____
Date: _____

Customer:
Name: _____
Title: _____
Date: _____

Subtotal	\$16,118.00
Sales Tax (0.0%)	\$0.00
Total	\$16,118.00

Quality Parking Systems since 1980
www.cyclesafe.com

SECURE BIKE PARKING

Provided By  **CycleSafe**
SECURE BICYCLE PARKING

Powered By  movatic

HOW TO RENT



Download the
Movatic App



Enter Payment
Info

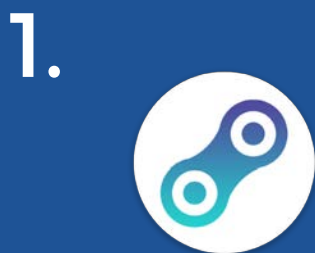


Find Bike
Locker



Click on a Locker to
Unlock and Your
Rental Begins

RETURN



Open Movatic
App



Click to End
Rental



Rental
Automatically Bills

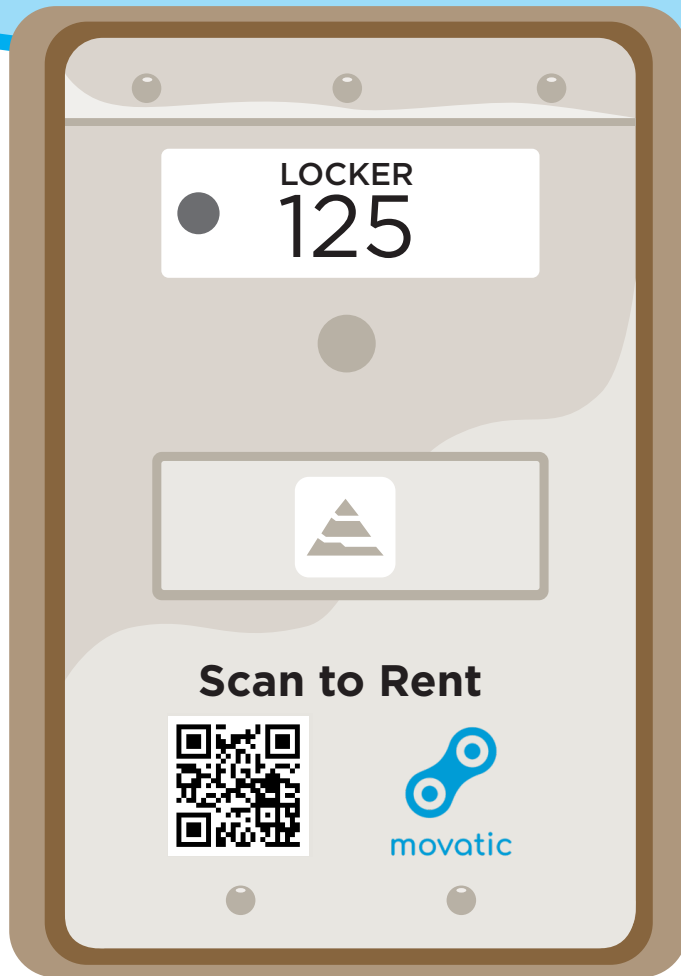
SCAN



Follow this QR Code for
quick access to download
the movatic app

DIGITAL ACCESS BIKE LOCKERS

On Demand Secure Bicycle Parking from your Mobile Device



Boost Revenue

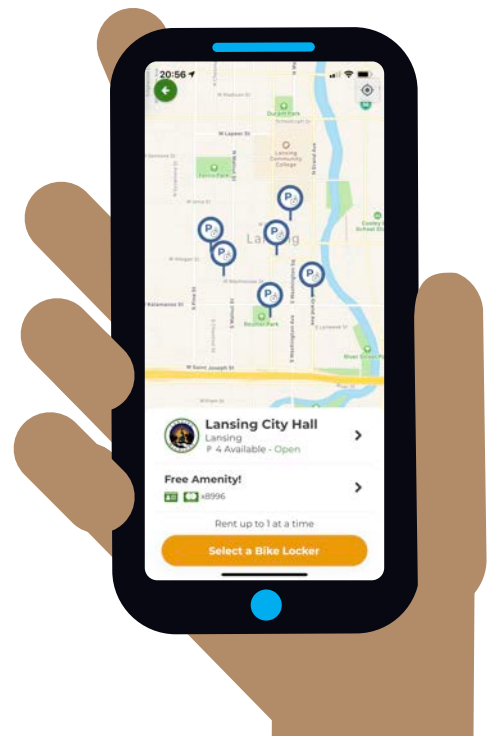
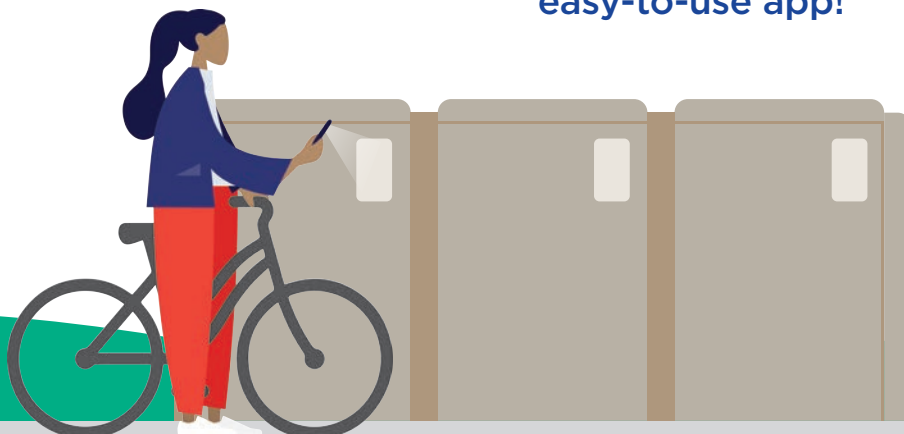


Simplify Management



Improve Security

Scan to rent bike
parking with an
easy-to-use app!



INVEST YOUR TIME WISELY

Digital On-Demand Bike Lockers from CycleSafe increase your parking revenue while easing the administrative burdens associated with standard locks. Goodbye forever lost keys!



Boost Revenue

- Maximize rental availability
- Decrease operating costs
- Reinforce your brand with the customizable app.



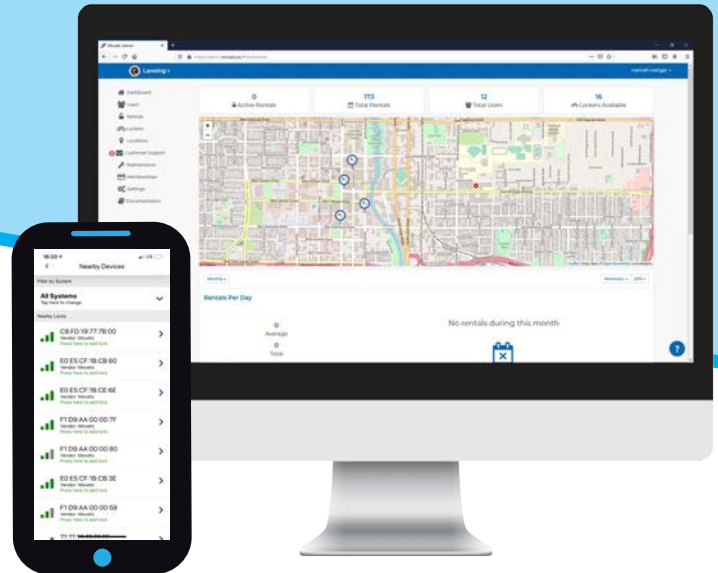
Simplify Management

- On-demand management and reporting
- User-friendly, intuitive system
- Reduce administrative time



Improve Security

- Quick and secure payments
- Grant and restrict usage in seconds
- Real-time user data



Easy online mobile and desktop administration provides a combination of simplicity and efficiency.



CycleSafe®
SECURE BICYCLE PARKING

CycleSafe, Inc.
5211 Cascade Rd. SE, Suite 210
Grand Rapids, Michigan 49546

+1-616-954-9977

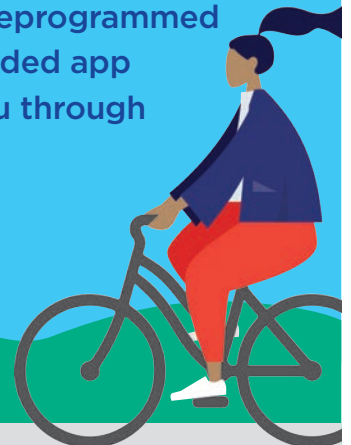
+1-888-950-6531

www.cyclesafe.com

Learn More and Schedule a Demo

info@cyclesafe.com

We'll send you a demo door with your preprogrammed custom branded app and walk you through the process.



CYCLESAFE BICYCLE LOCKER SYSTEMS

PROPARK® SERIES



Setting
the
Standard
for
Secure
Bicycle
Parking



CycleSafe®
SECURE BICYCLE PARKING

What is a CycleSafe Bicycle Locker?

A bicycle locker is like a garage for your bicycle. Bicycle lockers provide excellent, secure bicycle parking by providing protection from theft, vandalism and inclement weather. The lockers are designed to accommodate one bicycle per door along with gear such as panniers, lights, helmets, etc.

CycleSafe creates long lasting products with high quality materials that support sustainable solutions, manufactured to ISO 9001/14000 quality and environmental standards. Products that last longer enable society to conserve resources with a lower impact on the environment with energy efficiencies and raw material management.

Users receive one key that opens one locker. Each locker has a unique lock and key to provide maximum security. Key duplication is restricted to authorized users only.

Keyless bicycle parking is available with CycleSafe Smartloc™ Wireless System. This innovative technology allows wireless management of multiple lockers with existing proximity card or keypad access.

Cyclists reserve a locker with a rental application for long or short term use from your local Bike Parking Administrator. Locker management recommendations with sample rental agreements, marketing programs and database management are available to implement your program.

CycleSafe enhances communities with green building products to provide peace of mind for the cyclist and the owner.



Space efficient bike lockers are angular compartments to back a bike into a pie shaped stall accessed by an individual locked door.

Fitting all standard bicycles, dimensions are 4' (1.2m) high X 6' 6" (2.0m) deep X 3' 3" (0.9m) wide. Double-Tier units increase capacity with a reduced footprint.

About CycleSafe, Inc.

CycleSafe is the #1 choice of cyclists and facility managers worldwide.

CycleSafe serves planners for transit, education, corporate, government, and healthcare facilities by providing bicycle parking solutions with the best in quality, innovation, and reliability. Our products help achieve healthy and sustainable communities and increase employee productivity, recruitment, and retention.

Founded over 35 years ago, CycleSafe has locker installations in many international locations including the United States, Japan, Canada, Ireland, Scotland, England, The Netherlands, and France still in use. Our high manufacturing quality standards and engineered materials make our lockers the top choice of facility planners worldwide.



CycleSafe supports several organizations that promote bicycle advocacy and alternative transportation. We're committed to being an active participant in creating a safer, healthier environment and society.

Sponsors of:



US Green Building Council



Bikes Belong Coalition



Safe Routes to School



Association for Commuter Transportation



Association of Pedestrian and Bicyclist Professionals



League of American Bicyclists



peopleforbikes.org
People for Bikes

Versatile System Solutions

The bicycle locker pioneer: CycleSafe lockers are engineered with high strength poly-resin composites with the high impact resistance of structural steel. The benchmark in secure bicycle parking, CycleSafe offers the most secure, versatile and cost effective bicycle locker to outperform and outlast the competition.

Our quality manufacturing standards produce a rigid structure that ships knocked down in kit form for ease of assembly for reduced freight, or pre-assembled and shipped upon request.

Product Overview

The ProPark® series by CycleSafe is a modular, interlocking locker system that stores bikes and gear in a weatherproof, fire-retardant, vandal-deterrent structure.

A standard unit has a door on each side with a diagonal interior partition, creating two triangular stalls to stow bikes horizontally with handlebars near the door. This modular system can be configured to meet any site's specifications, designed to be flexible, to accommodate future expansion. Models and features may include:

- Single-Sided Access (limited access)
- Double-Sided Access (standard model)
- CycleSafe Electronic Access Door (long term/short term keyless entry)
- Double-Tier Locker (high capacity)
- Display Side Panels (marketing and communications)
- Storage Bins (cyclists gear)

Setting the Standard for Secure Bicycle Parking

- Awarded the first bicycle storage patent issued in the U.S.
- Industry's most durable locker, with a 30-plus year proven product life
- Selected by more North American transit agencies, corporations, and institutions than any other cycle storage unit
- Five-year limited warranty
- Manufactured to ISO 9001 and 14000 international quality
- Contributes to LEED certification
- Made in the USA



At a transit hub, on campus, or at the office, CycleSafe lockers promote community health and fitness.

Know the CycleSafe Difference

CycleSafe takes pride in engineering products for the best performance—both for the locker owner and for the cyclist.

Security

- **Unmatched durability.** CycleSafe ProPark® series lockers are made of high-density polyester SMC (sheet molding compound) with long-glass fiber reinforcement. This impact-resistant, flame-retardant composite material will not crack, dent, warp, corrode, or sustain UV degradation. With more than 70 percent mineral content, our proprietary composite is one of the strongest structural materials available and the most durable composite used in the locker industry. Hardware is also selected for quality, with all exposed metal made of stainless steel.
- **Secure design.** The patented interlocking design incorporates structural features that make it secure against pry bars, knives, weather, and fire—problems that often plague other bike storage products.
- **Superior locks.** The standard lock is a pop-out T-handle mechanism with an Abloy® high-security locking cylinder—one of the best exterior locksets on the market. Abloy locks use a key-control system that prohibits key copying except through a certified service center. (Other brands available upon request only)



Versatility

- **Appearance.** Clean lines, neutral colors, and custom design options and finishes make CycleSafe lockers compatible with any architectural setting.
- **Space.** Efficient interior space of only 10 sq. ft. per locker accommodates even large bikes, scooters, or personal mobility transporters. Promotes site sustainability – as many as 20 bikes can be stored in the area of a single parking space using our double tiered system.
- **Options.** A wide variety of configuration, lock, and accessory options provide solutions for any site.
- **For the future.** Modular system flexibility allows for future relocation, expansion, or upgrade. Double your capacity by adding a double tier or upgrade to electronic access.

Beyond conventional materials, thermoset composites unique properties are engineered for demanding applications.

Lowest Lifecycle Cost

- **Durable.** While other bike lockers warp, crack, rust, fade, and sag, our industrial-grade lockers look and perform like new after decades of use.
- **Flame-resistant.** Some lockers on the market go up in flames when ignited; ours are rated self-extinguishing. A very important feature to know that even an isolated fire will not travel to surrounding lockers.
- **Low-maintenance.** Maintenance is as simple as an occasional cleaning, and our coating has graffiti-resistant properties to allow for easy removal and restoration to original finish.
- **Smart investment/Cost sharing Programs.** Leverage your return on investment in CycleSafe through locker rental, leasing programs and advertising on display end panels.

Contact CycleSafe for specifications and certifications on our engineered products.

“I’ve had years of experience with five or six other bike locker brands, and CycleSafe provides the best quality.”

Angela Rae,
Trip Reduction Administrator,
Apple Computer



CycleSafe Systems are selected by more Agencies and Companies worldwide than any other bicycle storage unit.

Engineering /Architectural / Contracting

Adolfson & Peterson Construction
Austin Tao & Associates
Hilderman Thomas Frank & Cram
Peter A. Basile Sons Inc.
Johnson Mirmiran & Thompson

Education/Universities

Ellisville State School
UC Santa Barbara
University of Vermont
University of Michigan
Oregon Health and Science University
University of Oregon
McMaster University
California State University
Edinburgh University (UK)
Rutgers University
Sacramento State University
San Francisco State University
Stanford University
State University of New York
University of Minnesota
University of San Francisco
University of Washington
University of Wisconsin

Corporate

Lockheed Martin
Marnell Carrao
WSI
Rockville Town Square
Salt River Project
Victoria Airport Authority
Eaton Corporation
Hines Corporation
2000 Tower Oaks Development

Rockville Town Square
Apple Computer
Bayer Corporation
GlaxoSmithKline
Hewlett Packard
IBM Corp.
Intel
Merck & Co.
Siemens

Government/Municipal

U.S. Dept. of Energy
U.S. Environmental Protection Agency
U.S. Air Force, Army, Navy
City of Phoenix
City of Indianapolis – Bikeport LLC
Mid-America Regional Council
Missoula In Motion
City of Toronto
Cincinnati Police Department
City of Upland
Dakota County
City of Grand Rapids
CID Corry Station
OKI Regional Council of Governments
Regional Municipality of Waterloo
City of Blue Springs
City of Amsterdam (NL)
City of San Francisco

Transit

Vancouver Translink
Pierce Transit
King County Metro
Washington Metro Area Transit Agency
New Jersey Transit
Glendale, AZ Park and Ride Facility
Sound Transit

Chicago Area METRA
LA County METROLINK
Minnesota Rideshare
Seattle Metro Transit Authority
State of Connecticut DOT
State of Maryland DOT
Surrey County Council (UK)

Medical/Healthcare/Fitness

National Institute of Fitness
BikePort LLC
Northwestern Memorial Hospital
VA Medical Hospital – San Francisco
South Central Foundation Health Care Organization
Palomar Pomerado Health
Barnsley General Hospital (UK)
BJC Health Center, St. Louis
Blackpool Victoria Hospital (UK)
Montreal General Hospital
Nottingham City Hospital (UK)
San Francisco General Hospital
Stanford Medical Hospital

Property Management

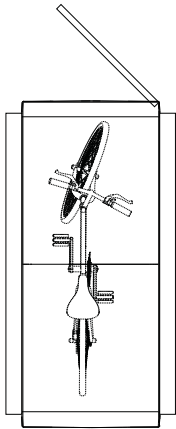
MCG Development
Oakhurst Capital Partners
Dana B. Kenyon Company
McKinley Properties
Cousins Properties
Standard Pacific Homes
AMLI Residentia

Structural Options

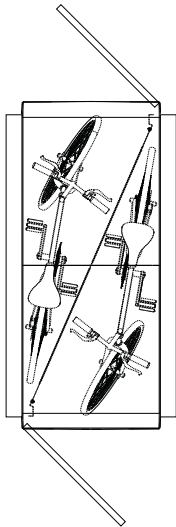
*Standard Model SM/M02
2 Bike Capacity*



*Standard Model SM/M10
10 Bike Capacity*



*SM/S01
Standard
Model
Single Side
Access
1-Door
1 or 2 Bike
Capacity*



*SM/M02
Standard
Model
Double Side
Access
2-Door
2 Bike
Capacity*

Since facility needs and requirements vary, CycleSafe offers a full range of models, upgrades, and accessories for our locker system.

Standard Model (SM)

The industry standard for bicycle commuters, this system accommodates two bicycles, one per door. This Standard model is the basis for all the CycleSafe models and supports the Security and Quality claims. Units are modular and may be expanded or upgraded to accommodate site or program requirements.

Door-View Model (DV)

The Door View model provides managers the ability to monitor locker contents or usage without allowing a full public view. It features a framed 11" x 11" polycarbonate window in the door.



DV/M02

Side-View Model (SV)

The end panels on the Side View model have weatherproof, shatterproof polycarbonate inserts 23" x 60" that make the locker contents instantly visible for security purposes – and for locating an available locker. A polycarbonate interior partition allows a clear view through a row of lockers. Perforated metal or other architectural materials may be specified.



SV/M02

View-Thru Model (VT)

This model offers full view thru, combining a window in the door, end panels and interior partitions to allow full public view of contents and locker availability. Polycarbonate is the standard material for viewing, perforated metal inserts can be substituted for minimizing visibility.



VT/M02

Double-Tier Model (DT)

The Double Tier model offers maximum space efficiency to double the bike parking capacity by stacking a second locker on top of a lower locker. Similar to lifting a bike on a car roof rack, twice as many lockers can be added without increasing the footprint. The lock mechanism is located at the base of the upper door for easy access. A door check holdback mechanism props the door open for ease of entry. A retrofit kit is available to add double tier units to existing locations. Double Tier units measure approximately 101" in height, and can be specified with Door View windows.



DT/M04

Smartloc™ CycleSafe Keyless Access

This CycleSafe Smartloc design provides cyclists user access to lockers with a plethora of benefits.

Smartloc Electronic Access facility manager Benefits:

- Administrative monitoring & reporting
- Revenue generating via hourly, daily, or even monthly use rentals.
- Further revenue opportunities through bike or personal mobility device rentals.
- Automated credit/debit card billing directly to the end user.
- Increased locker occupancy rates by enabling multi-user access to each locker.
- Identify and track users through online membership database.
- Eliminates need for management of door key distribution and locker assignment.

Smartloc Electronic Access end user Benefits:

- Keyless access, on demand use.
- Safe secure and flexible program for parking bikes.
- 24/7 online availability and reservation capabilities.
- Unique key code combinations for each access event.
- Convenient & inexpensive means to protect your valuable bicycle transportation.

For further information contact info@cyclesafe.com or your local representative for details.

Single-Side Access Option

If your site plan requires lockers to be placed against a wall due to limited space, choose the Single Sided Access option. Each locker provides parking for one or two bikes, with a fixed rear panel with no interior partition. This model can also be specified with or without windows for viewing contents or locker availability. See chart on page 11 for ordering details.



*SM/S01
Single-Sided Access Option*

Display Panel Options

CycleSafe's display end panels give users unlimited options for integrated communications or architectural enhancements.

- **Communications:** The recessed portion of the end panel (24" x 60") allows you to incorporate promotional messages, including custom logos and transit maps, or to sell revenue-generating ad space. Our most popular design incorporates an aluminum poster grip frame, making it easier to interchange promotional formats. Other display formats include adhesive labels, backlit panels, and programmable LED displays.



SM/M06 with Wayfinding panel



SM/M08 with Promotional panel

Interior Partition Options

The standard interior partition is made of OSB, an engineered wood product, sealed and painted to compliment the exterior color scheme. Other available options include white UL grade composite, coated, stainless, perforated metals, or clear polycarbonate.



Interior partition

Lock Options

CycleSafe offers a full line of locking options to fulfill your locker access control & key management needs. Solutions include:

#10605 Standard T-Handle removable plug lock to Abloy® Exec Series Maximum Security vending cylinder lockset (UL 437 rated) with factory restricted keys, w/3 keys provided, keyed different. Disc tumbler cylinder contains few moving parts and offers picking and environmental resistance. The steel bolt provides maximum resistance against attack by pulling. Nickelsilver key with heavy duty polymer key bow.



#10607 Upgrade T-handle removable plug lock to Abloy® Exec Series cylinder w/Masterkeying. Abloy's® unique rotating disk locking mechanism provides master-keying possibilities and superior resistance to corrosion, manipulation and attack.

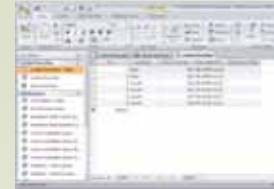
#19536/19535 Compix® vending type Pop-out heavy duty T-handle w/chrome finish and 7 pin tubular Chicago Ace II removable lock cylinder, brass w/chrome finish w/2 keys, available keyed different. Quality at affordable price.



#11680 Exterior mount GE Key Safe Box: Stores keys for short term on-demand use with programmable coded access per door.



#10651 Velkey, Hanging File to Index Keys



#_____ Data Management Program

#10792 Exterior Lock Weather Shield – protects lock in high moisture or low temperature environments shown w/door ID plate option



#10720 Padlockable Handle with spring return includes bracket to secure user supplied padlock or bicyclist U-Lock (cyclists or owner to provide lock) to replace T-Handle. Zinc coated/heavy duty construction handle or stainless steel handle upon request. Intended for open- access bicycle lockers.



#15600 ProPark Door with Trilogy Lock by Alarm Lock (PDL 6100) with proximity Smart Card (HID) or Pin combination to replace T-Handle. Intended to provide restricted access for allocated use.



“Without hesitation we recommend CycleSafe as the best bike locker on the market.”

Michael Williams,
Manager of Transportation
Systems, University of
Washington

Accessories

Outfit your lockers with any number of special features based on site/
user demands. Options include:



#10635 Door check/holdback kit for propping door open, allowing unrestricted access



#10790 Coat hook, partition mounted, for hanging personal items – (2 double hooks per order)



#10768 Door mounted 4-1/2" x 5" stainless steel louvered vent to reduce heat, mold, mildew in extreme climates.



#19901 - 24" x 60"
#19905 - 44" x 72"
PosterGrip® snap-in aluminum frame for displaying ads, maps, etc. on display end panel:



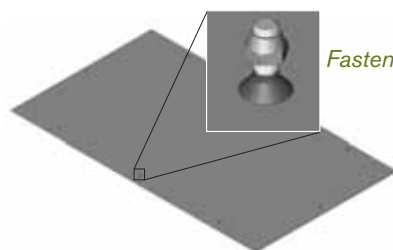
#10789 Door-mounted storage bin for non-View Thru models only



#15800 Power Center – GFI electrical outlet for charging Electric Bikes or other accessories



#10689 Aluminum mounting plate.
#10755 Interior door brace for asphalt/non-concrete surface



Fastener detail

10670 Floor panel, for SM/02



#10709 Bicycle parking decals

Available by special order

- Solar panel kit for electric bike charging station
- #10020 CycleManager® CD-ROM for locker program administration

Sample Configurations

Services

At CycleSafe, we complement our world-class products with a range of services to meet our clients' needs.

- **Technical assistance:**

Provided at no extra charge by our customer service representatives.

- **Customization:** Custom locker colors, custom design features, integration of customer logo, etc.

- **Delivery:** Via common carrier, palletized and ready to assemble. Units may be delivered fully assembled upon request; freight charges will apply.

- **Installation:** Complete step by step installation manual is provided with all orders. Installation referrals are available in some areas.

- **Consulting:** Site planning and product layout services available for cost efficient maximized bicycle parking upon request.

For more information, call us at 888-950-6531.

Model Styles

SM – Standard two door, a free standing and anchored locker allows access from both sides for optimum individual security. (One of our most popular configurations).

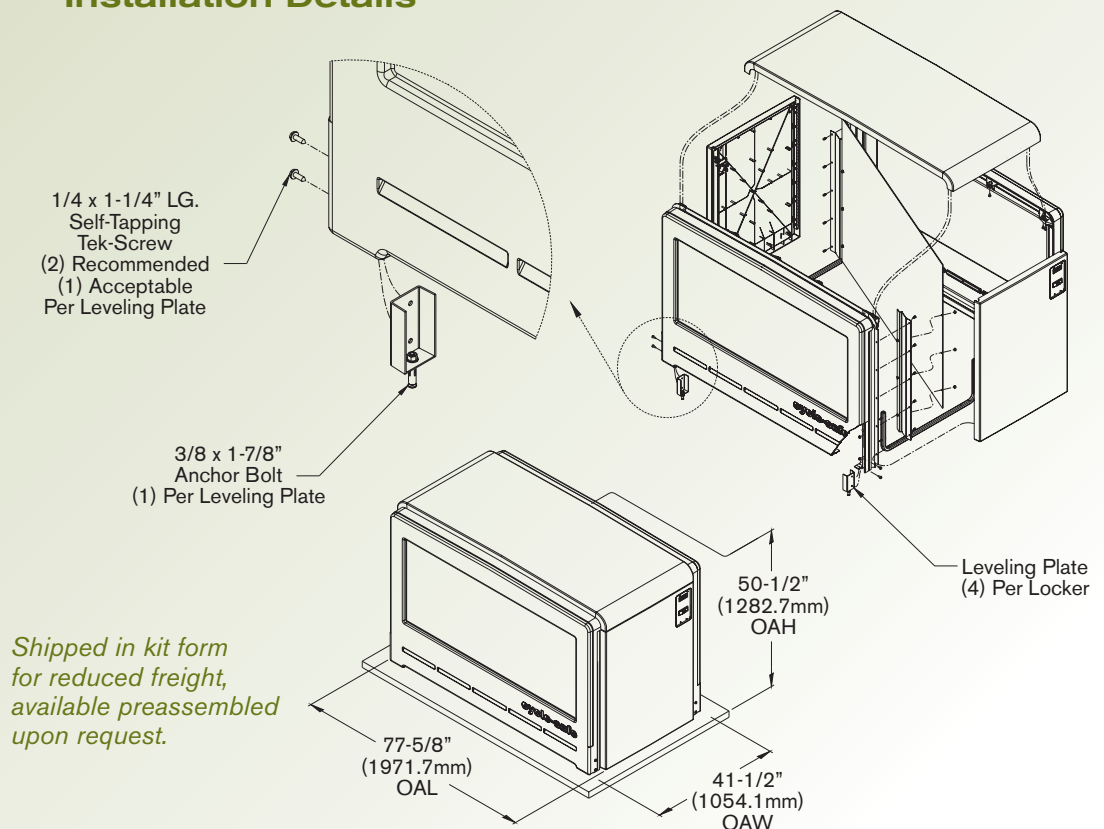
DV – Door-View offers a framed 11" x 11" polycarbonate window in the door to monitor locker contents or usage without a full view of interior.

SV – Side-View provides visibility of the locker contents with a weatherproof and shatter-proof polycarbonate insert 23" x 60" on the end panels with a polycarbonate interior partition to allow a clear view through a row of lockers. Perforated metal can be specified to limit visibility into the lockers.

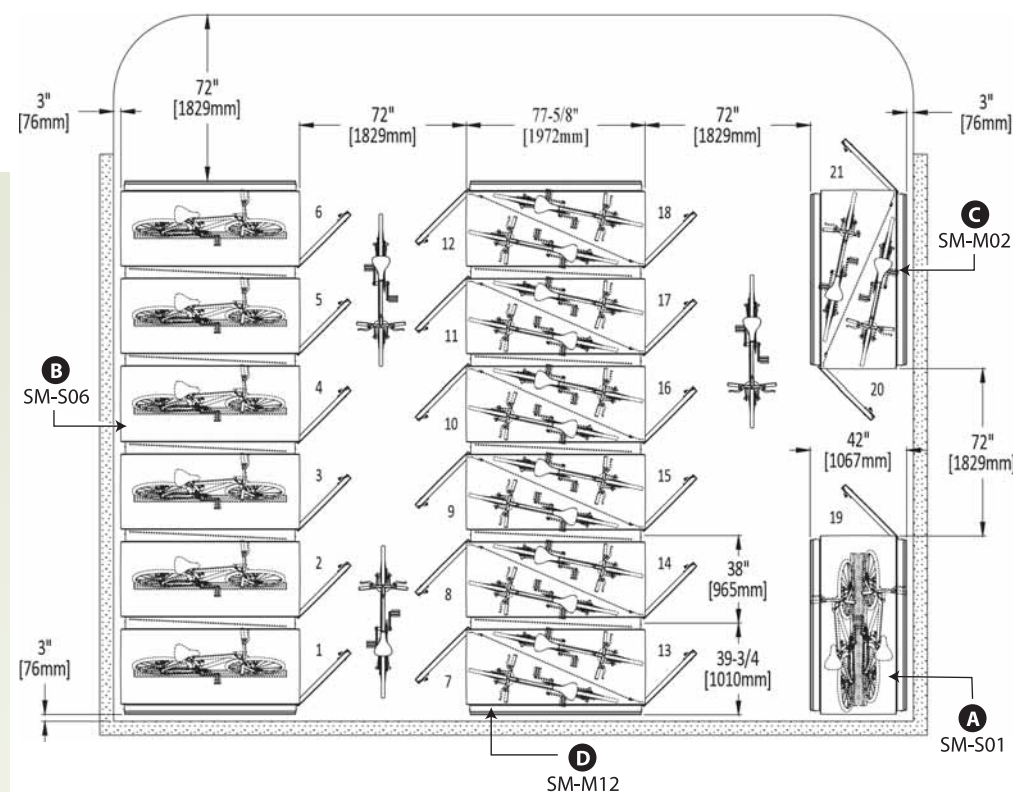
VT – View-Thru combines both the door view window, side panels and interior partitions to provide full public view of contents and locker availability. Polycarbonate is the standard material for viewing, perforated metal inserts can be substituted for minimizing visibility.

DT – Double-Tier maximizes space efficiency and bike parking capacity placing a second row of lockers on top of a bottom row of lockers with a minimal footprint. A door check holdback kit props the door open for ease of entry. May be specified with single sided access or view thru options.

Installation Details



CycleSafe ProPark Series Bicycle Locker Layout



CycleSafe ProPark Series Locker Clearance & Capacities

- A** SM-S01 – one door access for 1-2 bikes
- B** SM-S06 – one door access for 6 bikes
- C** SM-M02 – two door access for 2 bikes
- D** SM-M12 – two door access for 12 bikes

Also available:

- DT/SM-M04 – double tier 4 door access for 4 bikes (not shown)
- DT/SM-S02 – two door single access for 2 bikes (not shown)

SM = Standard Model, Two Door
DV = View Thru Door
SV = Side View
VT = View Thru/Full
DT = Double Tier

All locker systems are 4'2" high x 6'6" deep x length listed in chart below.

S = Single Side Access (1) Door M = Double Side Access (2) Door

Part #	Model & Option Description
SM-S01	Standard Model + (1) Door = (1/2) Bike Capacity
SM-M02	Standard Model + (2) Doors = (2) Bike Capacity
DV-M02	Door-View + (2) Door Access = (2) Bike Capacity
SV-M04	Side-View + (4) Door Access = (4) Bike Capacity
VT-M06	View-Thru + (6) Door Access = (6) Bike Capacity
DT/SM-M24	Double-Tier + (24) Doors = (24) Bike Capacity

Model	Name	Description
SM	Standard	No Windows
DV	Door-View	Windows in Doors
SV	Side-View	Windows in Sides
VT	View-Thru	Windows in Doors & Sides
DT	Double-Tier	Stacked Lockers & Spacers

M02 Locker Dims are 50-1/2" OAH x 42" OAW x 77-5/8" OAL

Part Number	(2) Door Model / Number of Bicycles				Shipping Weight	
	SM	DV	SV	VT	LB	KG
M02	02	02	02	02	450	204
M04	04	04	04	04	760	345
M06	06	06	06	06	1120	508
M08	08	08	08	08	1350	612
M10	10	10	10	10	1740	789
M12	12	12	12	12	1970	894
M14	14	14	14	14	2280	1034
M16	16	16	16	16	2590	1175
M18	18	18	18	18	2900	1315
M20	20	20	20	20	3310	1501
M22	22	22	22	22	3590	1628
M24	24	24	24	24	3870	1755

Part Number	Model DT/	Shipping Weight	
		LB	KG
M04	04	912	414
M08	08	1544	700
M12	12	2276	1032
M16	16	2748	1246
M20	20	3540	1605
M24	24	4012	1820
M28	28	4644	2106
M32	32	5276	2393
M36	36	5908	2680
M40	40	6740	3057
M44	44	7312	3317
M48	48	7884	3576

Row Length	
IN	CM
43	109
81	206
119	302
157	399
195	495
233	592
271	688
309	785
347	881
385	978
423	1074
461	1171

Part Number	(1) Door Option / Number of Bicycles				Shipping Weight	
	SM	DV	SV	VT	LB	KG
S01	01	01	01	01	393	178
S02	02	02	02	02	646	293
S03	03	03	03	03	949	430
S04	04	04	04	04	1122	509
S05	05	05	05	05	1455	660
S06	06	06	06	06	1628	738
S07	07	07	07	07	1881	853
S08	08	08	08	08	2134	968
S09	09	09	09	09	2387	1083
S10	10	10	10	10	2740	1243
S11	11	11	11	11	2963	1344
S12	12	12	12	12	3186	1445

Part Number	Model DT/	Shipping Weight	
		LB	KG
S02	02	798	362
S04	04	1316	596
S06	06	1934	877
S08	08	2292	1040
S10	10	2970	1347
S12	12	3328	1510
S14	14	3846	1745
S16	16	4364	1980
S18	18	4882	2214
S20	20	5600	2540
S22	22	6058	2748
S24	24	6516	2956

Row Length	
IN	CM
43	109
81	206
119	302
157	399
195	495
233	592
271	688
309	785
347	881
385	978
423	1074
461	1171

WINNER
of an
Award of Excellence
Society of Plastics
Industry

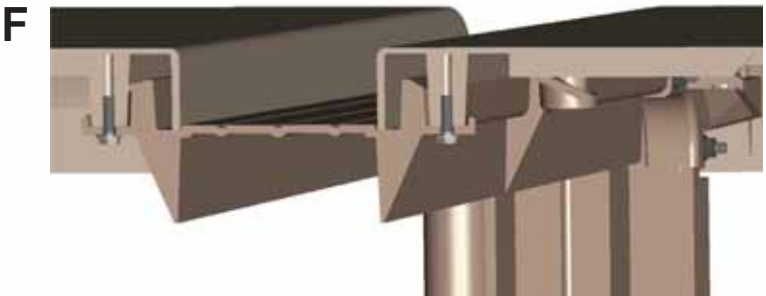
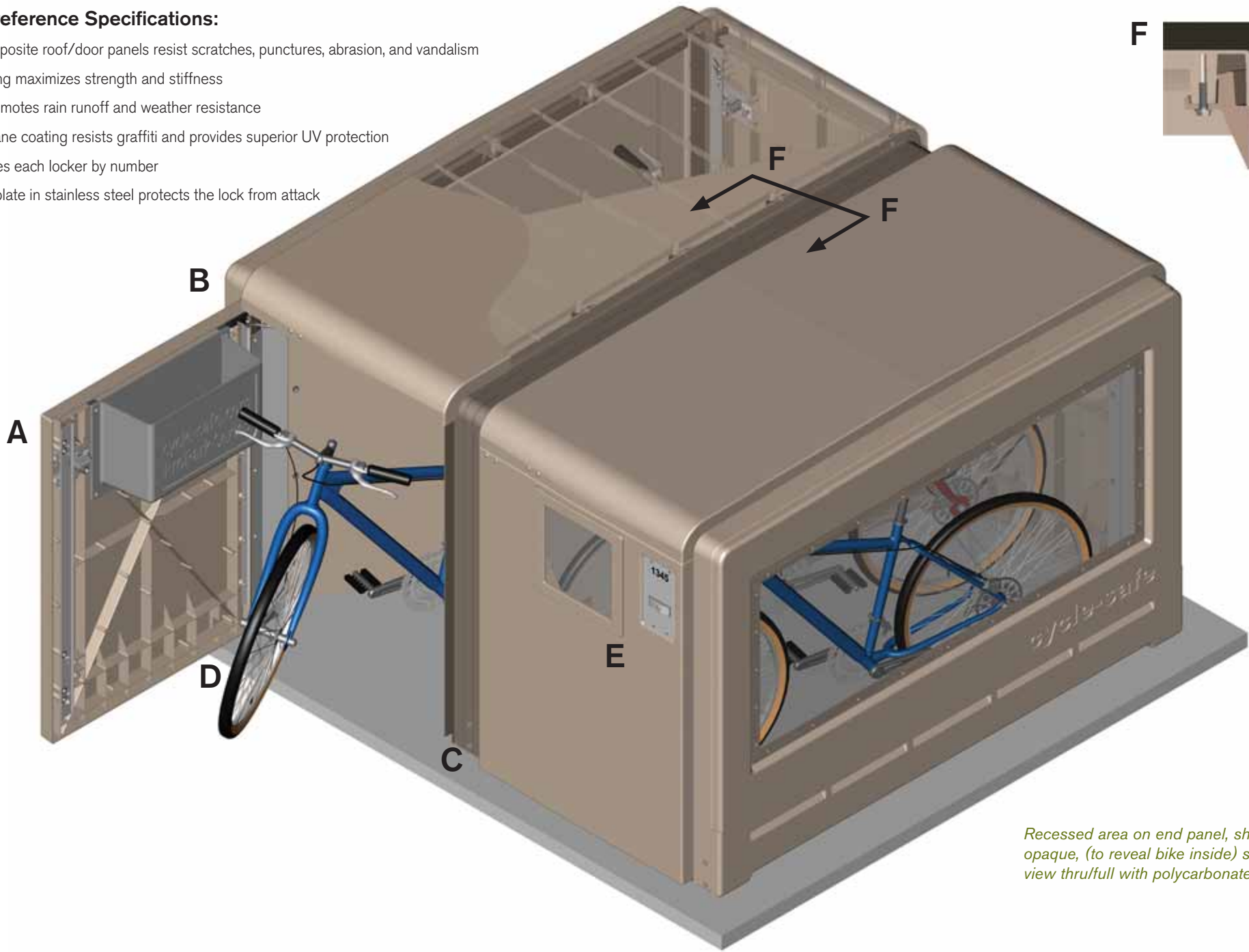
Sustainable Manufacturing

CycleSafe locker components are structurally engineered and compression molded in a 1,000-ton press at 300° F. These advanced composite parts use a closed-emission process that does not emit VOCs. Our product standards are environmentally sustainable. CycleSafe products meet ISO 9000 and 14000 requirements.



CycleSafe Preference Specifications:

- 1. Reinforced composite roof/door panels resist scratches, punctures, abrasion, and vandalism
- 2. Integral 2" ribbing maximizes strength and stiffness
- 3. Vaulted roof promotes rain runoff and weather resistance
- 4. Industrial urethane coating resists graffiti and provides superior UV protection
- 5. ID plate identifies each locker by number
- 6. Lock surround plate in stainless steel protects the lock from attack

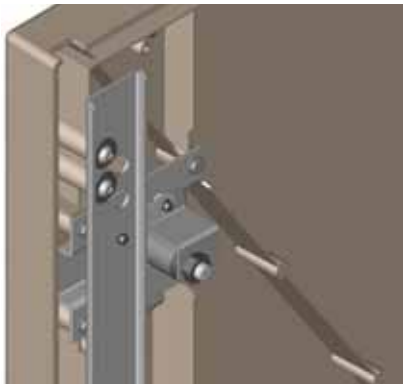


Patented, pry resistant, flanged panel edge interlocking design.

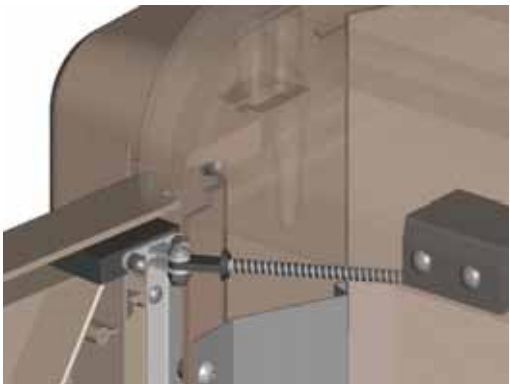
Recessed area on end panel, shown opaque, (to reveal bike inside) simulates view thru/full with polycarbonate panel.

**ABLOY® EXEC
High-Security
Locks Loaded
with Features:**

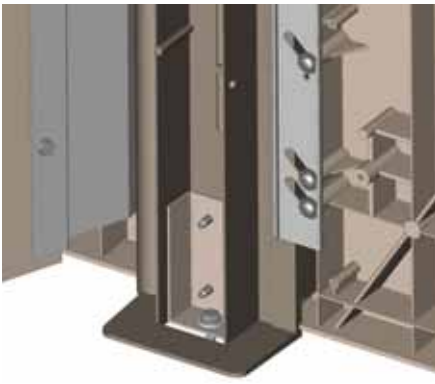
CycleSafe System uses ABLOY® EXEC keyway and maximum security T-handle cylinder. The ABLOY “Pull-Dog” cylinder design has maximum resistance to pulling, over 4,000 lbs. of pull strength. The new ABLOY EXEC disc cylinder allows for user-friendly operation and with millions of combinations per keyway it provides the extensive keying capabilities needed to ensure total key security. The absence of pins and springs ensures both durable and reliable operation, a superior lock design for severe environments. Other lock systems are available.



A Full-length stainless steel latch bar bolsters security



B Door check/hold back.



C Leveling plates anchor to concrete pad (or C-strut) with stainless steel expansion anchor bolts to allow 3" of vertical adjustment.



D Concealed piano hinge is full-length for door security.



E Framed polycarbonate door window and recessed lock area.

Complete Parking Solutions

To complete your bicycle parking program, CycleSafe offers a full line of secure bicycle parking products, including lockers, racks and shelters. Our range of materials, technologies and processing knowledge is unmatched in the industry.



CycleSafe Station -
*Double Tier Lockers, Cycle Port Shelters,
Vertical WallRack*



Cycle Port™ Shelter
U/2 Racks



U/2™ Bike Racks



Vintage® Bike Racks



WallRacks™



Bike Check™

Improve your community service and image. Contribute to alternative transportation. Promote healthy lifestyles. Maximize safety and security at your facility. CycleSafe products hold U.S. patents with new patents pending.



P: 616.954.9977 F: 616.954.0290 TF: 888.950.6531
info@cyclesafe.com www.cyclesafe.com

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LS4.1.001-C Rev.7-15-12

“We installed 30
CycleSafe lockers
nearly 10 years ago.
...They're good
as new after all
these years.”

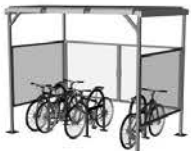
Brad Wade,
IBM Alamaden
Research Center



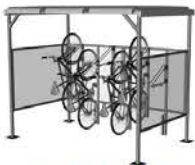
LOCKERS



CYCLEPORT
STATION



COVERED
BIKE PARKING



VERTICAL RACK
SHELTERS



U-RACKS



VINTAGE RACKS



WALLRACKS

You're Getting the Best!

CYCLESafe's patented (#US4016686)

PROPARK MODULAR OUTDOOR BICYCLE LOCKER SYSTEMS

outperform and outlast all other lockers in the industry.

Here's why:

Unmatched Durability:

- Manufactured in the USA using hot compression molded **SMC** fiberglass reinforced polyester composite frames, top panel & doors – the most durable material
- Thermoformed ABS end panels have recessed surfaces, & soft radial edges with built in **SMC** frames
- A modular system with Five individual custom molded and patented interlocking parts
- High strength structural molded in ribs and bosses to provide enhanced rigidity
- Class A self-extinguishing, ULV-1 flame resistant construction prevents spreading fire
- Interior partitions are made of stained, coated & sealed exterior rated OSB
- The premium exterior finish consists of a two-part industrial maintenance finish which is fade, mar, graffiti & abrasion resistant
- UV protected stipple texture **PITTHANE® ULTRA** Gloss Urethane Enamel, PPG
- *View thru components (when selected) are shatterproof, weatherproof, polycarbonate panels that provide visibility into locker contents for security and locker availability.*
- *Polycarbonate Interior partitions allows visibility through a full row of lockers*
- Ground contact leveling plates & stainless 3/8" expansion anchors included for mounting

Superior Doors:

- Sequential number plate door ID made of **Metalphoto®** 20+ years outdoors durability
- Lock area cover plate is brushed stainless steel
- Concealed, tamper proof full length piano type hinges with stainless pins
- Full length heavy duty latching security bar with 5 fastening points.
- Internally Mounted vending type Pop-out chrome ¼ turn T-handle, fully recessed

Versatile and Easy to Own:

- Customizable to your colors (please provide RAL color #'s). Standard Color is Sandstone
- *Stack two of these units to create twice the amount of bike parking which lowers your cost per square foot without increasing locker footprint.*
- Works with all bike types and sizes, including wide handle and electric bikes.
- Weight: Total 450 lbs. for a starter unit, 360 lbs. each adder unit, Heaviest part 90 lbs.
- Overall Dimensions: H-50", L-77 5/8", W-42". Each adder expands the width by 38"
- Door Opening: H-45", W-30 ¾"
- Overall Height Double Tier - Both Lockers: 100"
- Inside Dimensions: (Double sided locker) Right triangle, H-46", L-74", FW-31", BW – 6. (Single sided locker) H-46", L-77", W-31"
- Easy to assemble, sets up almost anywhere on a flat surface
- Lockers are relocatable and expandable



March 30, 2021

Travel Oregon

Re: Competitive and Recovery Grants Program - City of John Day

Dear Reviewers:

I am a rural Oregon small business owner based in **rural Grant County** in the **City of John Day**. I'm writing this letter to express my support of the City of John Day's Competitive & Recovery Grants Program application to Travel Oregon.

In recent years, the City of John Day has completed or is working on many projects improving outdoor recreation and business district enhancements including walking, biking and hiking trails, downtown parking and John Day Riverfront parks. We are also in the process of creating public restrooms on Main Street. With the requested funding from Travel Oregon, the City of John Day will be able to highlight work that has already been accomplished through signage and amenities in those areas.

Additional wayfinding/signage/kiosks and public area infrastructure would not only assist in beautifying our community, but they would encourage more people to stop and take advantage of all we have to offer. As a small brewpub on Main Street, we see many locals and tourists alike that are not aware of these amenities but would take advantage of them if they knew where to find them. Tourists would be more willing to stop and explore our downtown area if we had clear signage for parking, especially oversized parking, and knew that public restrooms were available. Many people come into the pub asking for places to take their dogs, stretch their legs or stay for a couple days. Additional signage and amenities would make tourists more likely to stop in our community and stay for longer stretches of time, bringing greatly needed income into our area.

I hope you provide the requested funds to the City of John Day so that 1188 Brewing and other small businesses and residents in the city can further benefit from the projects that are being worked on or already completed.

Sincerely,

Shannon Adair

Shannon Adair, Founder

541-575-1188 | shannon.adair@1188brewing.com

301 West Main Street
John Day, OR 97845



541-575-0547
www.gcoregonlive.com
gcadmin@gcoregonlive.com

Chamber of Commerce

March 25, 2021

Travel Oregon
319 S.W. Washington St., Suite 700
Portland, OR 97204

To whom it may concern:

The Grant County Chamber of Commerce is in support of the City of John Day's application for the Competitive & Recovery Grant.

We receive hundreds of visitors every year here at the Chamber and one of the things they are most interested in is hiking and outdoor recreation. Many of them want to know if there are any trails around or close to town because they don't have a lot of time to head to the mountains, but they want to spend some time here and experience the beauty of our area.

If the grant is awarded, the City will use it to improve signage and provide picnic tables and benches for their parks and trails. They will provide cycling infrastructure such as bike stations, lockers, seating, trash cans and doggie waste stations as well.

Improved signage along U.S. 26 and U.S. 395 to identify parks trails and other amenities is desperately needed.

Sincerely,

A handwritten signature in blue ink that reads "Tammy Bremner".

Tammy Bremner
Manager, Grant County Chamber of Commerce



March 29, 2021

RE: Letter of Support for the Competitive & Recovery Grants Program

The Grant County Community Health Improvement Coalition is excited to provide a letter of support for the City of John Day's application to improve both outdoor recreation and business district/main street enhancements for wayfinding. The City has taken an active role in organizing efforts to promote community health.

The City of John Day understands that many factors beyond health care influence the health of our community, including the social and physical determinants of health - physical environment, social isolation, and concentrations of poverty. Their grant application seeks to improve health and wellness by creating social and physical environments that promote good health for our residents as well as visitors.

Improved wayfinding, signage, and kiosks along local trail systems with picnic tables, bench and cycling infrastructure at our parks and sports complex would improve livability, promote good health, and enhance the availability of community-based resources in support of community living and opportunities for recreational and leisure-time activities. Furthermore, improvement to downtown John Day will positively influence the social and economic conditions that support improved health for low-income communities, such as ours.

The Grant County Community Health Improvement Coalition supports the City's commitment to improving the conditions in which we live, learn, work, and play, knowing that their investment will create a healthier community. We encourage you to support their application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Katrina Randleas".

Katrina Randleas, M.S. IMH-E®
Board Chair
Grant County Community Health Improvement Coalition



Eastern Oregon Visitors Association
PO Box 511 La Grande, OR 97850
541-970-4551
www.eova.com / www.visiteasternoregon.com

March 30, 2021

Oregon Tourism Commission
c/o Grants Review Committee
319 SW Washington St., Suite 700
Portland, OR 97204

To the Travel Oregon Grants Review Committee,

I'm happy to write this letter in support of the two projects proposed by the City of John Day for trail improvements for their integrated parks system and main street and wayfinding enhancements. These projects will increase access to existing recreation and culture and heritage infrastructure in the community and further develop John Day's identity as a recreation gateway community.

This past October EOVA participated in the City's Recreation Economy for Rural Communities workshops, aimed at helping the community develop its main street identity by leveraging adjacent outdoor recreation assets. The City already has made great progress toward implementing the resulting action plan and funding these projects will help continue that momentum toward putting John Day on the map for visitors and leveraging its regional assets such as the Old West Scenic Bikeway, Malheur National Forest, John Day River, and the emerging Blue Mountains Trail. These investments will also help the community tell their diverse history by highlighting cultural and heritage sites such as the Kam Wah Chung State Heritage Site in a COVID-safe manner.

EOVA looks forward to continued collaboration with the City of John Day on these projects and fully supports their request for funding.

Sincerely,

Alana Garner Carollo
Executive Director
541-970-4551 / execdirector@visiteasternoregon.com



3/29/2021

To whom it may concern:

I am writing to express my support and excitement for the projects funded by Travel Oregon. These funds are requested by the City of John Day and will greatly improve our community and its ability to be a destination for travelers.

As a small business owner, as well as an active community member, having quality recreation opportunities in our community will help to bolster our economic viability by attracting visitors to stay longer and retain the young families and working professionals in our community.

The improvements will provide great amenities for residents of Grant County that will help attract tourists to our region and retain active community residents. This is a unique opportunity to create quality attractions and treasured community asset and I offer my full support in the funding, planning and implementation of the City of John Day proposal.

Sincerely,

Russ Comer, Owner

Fossil Shift Bike Shop

John Day Or. 97845



March 28, 2021

RE: City of John Day's application for Travel Oregon's Competitive and Recovery Grant Program

To whom it may concern:

As a member of the Grant County Economic Council (GCEC), which is a local 501(c)(3) non-profit, I am writing to express our enthusiastic support for the City of John Day's application for the Competitive and Recovery Grant Program. The GCEC's mission is to increase the vibrancy of the John Day Valley through the development of community assets.

We have previously worked with the City of John Day on the local bike park which includes single track, flow trails and a pump track located within the city limits. The bike park like many other parks and trails are not visible to tourists or travelers passing through. The proposal the City has put together will go a long way to improving wayfinding to many of our communities' great assets, which not only include our incredible parks and trails, but also the John Day River. It will enhance the experience for all who come to visit and for those who live in our community.

This past year has been hard on everyone, but especially those who live in frontier rural areas. The City's proposal will help create a connection from our Main Street/Downtown (Hwy 26) to our public space and recreational areas. It will give more reason to stop and explore or stay an extra day which will greatly benefit our local businesses.

Please consider funding this application. It is very well thought out and its impact will be seen for generations.

Sincerely,

A handwritten signature in blue ink, appearing to read 'A. Lieuallen', is positioned above the printed name.

Aaron Lieuallen

Grant County Economic Council, Treasurer



March 29, 2021

Travel Oregon
319 SW Washington St., Suite 700
Portland, OR 97204

RE: Letter of Support for the City of John Day's Travel Oregon Competitive and Recovery Grants Application

Dear Michelle Woodard,

Grant County Economic Development is in full support of John Day's application for the Travel Oregon Competitive and Recovery Grant. As a frontier community, we have limited access to resources, including the enhancement of tourism in our county. Studies have shown that enhancing tourism positively impacts housing values, attracts new businesses, and draws in new residence. It is necessary to inspire tourism to our region by enhancing and expanding wayfair signage, expand on cycling infrastructure and improving our parks and trails.

I am writing to you today to ask you to help fund John Day's application for the Travel Oregon Competitive and Recovery Grant. In Oregon's Kitchen Table - Grant County - John Day, participants positively identified that John Day should become a hub for outdoor recreation and adventure travel in Eastern Oregon. Unfortunately, COVID-19 has had devastating impact on our local businesses and community. John Day's initiative of tourism expansion is a driving catalyst to support our local economy into resiliency and recovery. John Day has a uniquely rich cultural history along with attractive outdoor recreational opportunities, creating an abundance of tourism possibilities. With increased wayfair signage, more visitors are inclined to stop and enjoy our local shops and dining. By expanding our cycling infrastructure, we are able to grow our tourist demographics. The improvement of our parks and trails is allowing for more COVID-19 friendly safe spaces for local residents and tourist alike.

Grant County Economic Development is committed to continued support of John Day's vision of inspiring outdoor recreation, enhancing visitor experience, and travel to our beautiful frontier community. However, we need other organizations, such as Travel Oregon, to support our county in continuing to build our community and help this region recover from the impacts of COVID-19 and, ultimately, prosper economically.

We hope you will consider funding the City of John Day's application for the Travel Oregon Competitive and Recovery Grant.

Sincerely,

Tory Stinnett, Director
Grant County Economic Development



March 29, 2021

Mindy Winegar
411 NW Boulder Lane
John Day, Or 97845
541-575-1900
winegarm@grantcounty-or.gov

Travel Oregon Grant

Dear Travel Oregon,

I am writing in regards to a grant application that you will be receiving from the City of John Day. I am in full support of this grant for city so they can provide trail improvement that include, signage for all trails located in the city, improvements at the parks with picnic table, benches and waste management. Along with trail signage the grant funding will help with signage on our highways to direct people to our great community and what it all has to offer.

I strongly recommend that Travel Oregon approves the Grant to the City of John Day for upgrades to their park and trail systems and the signage needs.

Thank you for your consideration,

Mindy Winegar



March 26, 2021

RE: Support for City of John Day

To Whom This May Concern:

The John Day/Canyon City Parks and Recreation District wishes to express its support for the City of John Day's application to the Competitive & Recovery Grant Program, specifically the Outdoor Recreation and Business District/Main Street Enhancement for Wayfinding categories.

Improved wayfinding, signage and kiosks along our trail systems, along with picnic tables, benches and much needed cycling infrastructure at our parks and sports complex would improve public access to our outdoor recreation sites and enhance our recreational value. The City's application supports and reinforces our efforts to develop and improve recreational amenities by creating a cohesive and integrated outdoor recreation system that area residents and visitors will have the opportunity to use.

Additionally, enhancing our business district/main street with improved signage, public parking, and public restroom as well as cultural marks and landmark monuments will only continue to increase our communities capacity for tourism, which we as a parks and recreation district also support.

John Day Canyon City Parks and Recreation supports the City's vision to create an outdoor recreation community that people can enjoy. We encourage you to support their application.

Sincerely,

Zach Williams

Zach Williams
Board Chairman
John Day/Canyon City Parks and Recreation

3/29/21

Dear Travel Oregon,

I am writing in support of my city's plans for improvements that would be made possible by the Travel Oregon Competitive & Recovery Grant Program.

My town has been steadily improving it's appearance and growing it's recreational opportunities over the last many years. I am excited to watch this but am aware that funding for these projects is crucial. Receiving a grant would be incredibly helpful in implementing the planned to this small community.

I have watched as small projects have been completed and recognize each item is a great addition to our attractiveness as a destination. I know we have many plans in the works and would greatly appreciate additional funding your organization could provide.

Respectfully,

James Klusmier DDS

March, 26th 2021

Travel Oregon
319 S.W. Washington St., Suite 700
Portland, OR 97204

To Whom it may concern;

The John Day Farmers Market is very supportive of the City of John Day's application for the Travel Oregon Competitive & Recovery Grant Program.


The City of John Day is part of the Agriculture Tour/Farm Loop through Central and Eastern Oregon. The pristine landscape of the John Day River Valley receives visitors, year round to explore the beauty of our frontier wilderness and experience all of the rich natural resources our region has to offer. As agri-tourism becomes more & more popular, John Day has a wonderfully situated location that boasts a rich heritage of timber and mining, as well as our unique Chinese influence that can be viewed at our Kam Wha Chung Museum. John Day sits among beautiful waterways, and is located among many farms, orchards and farm stands. Events, such as Cycle Oregon, often pass through our Eastern Oregon Paradise, where visitors can relax in our quaint community.

As the John Day Farmers Market Manager, I am often stopped by tourists asking where things are and what there is to do in the "Great Outdoors" of John Day. If the city is awarded this grant, they could improve our trails, enhance existing recreational sites with the addition of amenities, add waste disposal systems to keep our areas beautiful and add cycling infrastructure to accommodate the large amount of cyclists we receive each year.

In addition to allowing the City of John Day to improve its recreational spaces, this grant would also enable the City to add signage that is desperately needed. Clearly marked wayfinding signage would be incredibly helpful to allow our visitors to fully take in all that our beautiful city has to offer.

I humbly request your consideration in choosing the City of John Day as a recipient of this amazing grant opportunity.

Sincerely,

A handwritten signature in cursive script, reading "Stephanie LeQuieu".

Stephanie LeQuieu
John Day Farmers Market Manager



**Extension Service – Grant County
Open Campus**
Oregon State University
116 NW Bridge Street, Suite 1
John Day, Oregon, 97845

P 541-575-1911 | **F** 541-575-2248
extension.oregonstate.edu/grant

3/29/2021

To Whom it May Concern:

It is my pleasure to write a letter of support for the City of John Day's proposal for the Travel Oregon Competitive and Recovery Grant Program. The Outdoor Recreation and Business District/Mainstreet proposal set forward by the City is a rigorous approach to community enhancement. With the onset and continuation of COVID we know that infrastructure must be in place to provide visitors with safe and appropriate experiences. We also know based on the research that visitors are coming to rural areas more than ever before. The city and partners have put forth a plan to create experiences in John Day creating infrastructure needed to create or provide a COVID-19 appropriate visitor experience.

Both pieces of this grant proposal provide a healthy community for visitors to support their stays and create structure for the influx of people we have coming to rural areas to enjoy the wide open spaces.

Also important is the inclusivity of different visitors. We hope to expand our options for cycling, hiking, and handicapped visitors. Improved signage for those outside of the area is essential to way find in our area, as well as pointing out diverse cultural experiences.

From the prospective of the Oregon State University Extension Mission: We are committed to creating positive change through programs and providing spaces where each person feels safe and welcome, this proposal does just that. This proposal integrates with our goal of providing programs, partnerships and volunteer opportunities that are focused on healthy communities and economies.

Thank you for consideration of this community project.

Didgette McCracken

Didgette McCracken

Grant County Open Campus Coordinator

Oregon State University



A Touchstone Energy® Cooperative

OREGON TRAIL ELECTRIC COOPERATIVE

Corporate Headquarters: 4005 23rd Street · PO Box 226 · Baker City, Oregon 97814
Phone (541) 523-3616 · Fax (541) 524-2865 · www.otec.coop

March 29, 2021

Todd Davidson, Chief Executive Officer
319 SW Washington, Suite 700
Portland, OR 97204

Re: Travel Oregon Competitive and Recovery Grants Program

To whom it may concern:

Oregon Trail Electric Cooperative (OTEC) is supportive of the City of John Day's (City) application for Travel Oregon Competitive & Recovery Grants program. As a local non-profit, member-owned electric cooperative we are proud to support the City's campaign to enhance its economic recovery and development efforts.

The award of this grant would be key in the aid in improving the livability and viability of John Day. The grant would also help in our own efforts to promote beneficial electrification by promoting the electric vehicle charging stations we have installed in downtown John Day aligning with our strategy to support a key industry in Grant County, tourism. The projects outlined in their application are also highlighted in the virtual reality (VR) tour that OTEC created for John Day, which was in part supported by the Travel Oregon Wine Country License Plate grant program. OTEC is proud to partner with the City in these efforts as we know that what's best for the member, businesses and communities we serve, is also what's best for OTEC.

We believe the City's efforts are essential to the future health and sustainability of the City of John Day and Grant County at large and will continue to support their efforts.

Should you have any questions related to this matter please contact Lea Gettle at lgettle@otec.coop or 541-524-2831.

Sincerely,

Les Penning
Chief Executive Officer

Proudly serving Baker, Grant, Harney and Union counties

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La Grande
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La Grande, Oregon 97850
(541) 963-3155
Fax (541) 963-8515

Todd Davidson, Chief Executive Officer
March 29, 2021
Page 2

cc: Charlie Tracy, Director of Engineering
Lea Gettle, Director of Administration and Strategic Services