Prineville Transportation System Plan Update

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Parametrix

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Chapter 1: Introduction

The Prineville Transportation System Plan (TSP) is a long-term plan for managing, preserving, and improving the transportation system to support the needs of the Prineville community. This section introduces the updated 2025 TSP and provides an overview of the purpose, planning process, and policy context that influenced the development of the TSP.

1.1 Purpose of the Transportation System Plan

The TSP serves as a blueprint and vision for transportation system development in Prineville for the next 20 years. This 2025 TSP updates the 2013 Prineville TSP with added focus on 3rd Street/U.S. 26 and the West Y–O'Neil Highway intersection and includes the following:

- Assesses the existing and future conditions of Prineville's transportation system and determines transportation needs for all modes of travel including driving, walking, biking, and transit.
- Addresses issues related to safety for all modes of travel.
- Discusses the freight, rail, and aviation needs of the system.
- Includes both near- and long-term projects that directly address transportation issues in the city of Prineville and provides an evaluation system for prioritizing these projects.
- Includes an implementation plan for funding and financing projects.

Figure 1. Cattle Drive on 3rd Street/U.S. 26 (source: Tequask)

1.2 Plan Process

The 2025 Prineville TSP process began in November 2022 and concluded in 2025. The project management team was composed of staff from the City of Prineville (City), the Oregon Department of Transportation (ODOT), and the consultant team. A separate project advisory committee (PAC), composed of stakeholders and agency staff, provided input in developing recommendations at key milestones throughout the project. The project advisory committee processed public input, provided feedback, and made recommendations to the project management team.

The project team developed the Public Involvement and Communications Plan to engage with stakeholders and the public throughout the process and to gather feedback on system needs, the proposed goals, and solutions. The Public Involvement and Communications Plan can be found in Appendix A. A summary of engagement activities is available in Appendix H. Throughout the planning process, the stakeholders involved in this project were part of the decision-making process, as illustrated in Figure 2.

The Prineville Planning Commission took part in making recommendations to City Council on the final TSP and provided direction to City staff throughout the development of the TSP.

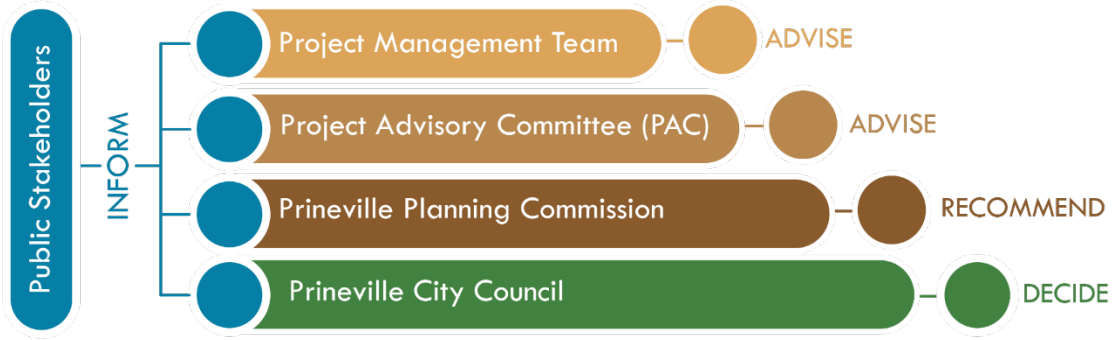

Figure 2. TSP Decision-Making Process

1.3 Policy Context

TSPs are developed per Oregon Transportation Planning Rule (TPR) (OAR 660-012) and must be consistent with existing regional, state, county, and local plans, policies, and documents including the Oregon Highway Plan, the ODOT 2020 Transportation System Plan Guidelines, and the Prineville Comprehensive Plan (adopted in 2007 and amended as recently as 2024). The TPR implements Statewide Planning Goal 12. Transportation, which promotes the development of safe, convenient, and economic transportation systems designed to maximize the benefit of investment and reduce reliance on automobiles.

The project team reviewed more than two dozen plans, policies, and other documents while developing the 2025 TSP. Appendix B includes a complete review and analysis of relevant plans and policies to the Prineville TSP.

1.4 Study Area

Prineville is located in Crook County, roughly 36 miles northeast from Bend and near public lands including the Ochoco National Forest and Crooked River National Grassland. The city is bisected geographically into two distinct areas: the northeast half of the city lies in the Ochoco Valley along the Crooked River and Ochoco Creek, while the Tom McCall area is located in the southwest half of the city on a plateau that overlooks the Ochoco Valley. The Prineville TSP considers all the land within the city limits and the Prineville urban growth boundary (UGB).

The TSP considers deficiencies on City-owned roadways, as well as county and state roadways within the UGB. This includes U.S. 26 (locally, 3rd Street), OR 126 (locally, Ochoco Highway), OR 27 (locally, Main Street/Crooked River Highway), OR 370 (locally, O'Neil Highway), and OR 380 (locally, Combs Flat Road/Paulina Highway). U.S. 26, OR 126, and OR 370 converge at the west edge of the city at the "West Y" interchange.

1.4.1 Current Land Use

Most residential zones, public services, and the main commercial corridor— 3rd Street/U.S. 26—are located in the Ochoco Valley, while the Tom McCall area is home to the Prineville airport and industrial uses. In the past decade, Prineville has seen substantial growth of data storage facilities in the Tom McCall area that have been a major driver of economic growth.

Most of Prineville's residential land is zoned for lower-density single-family residences, primarily R2. Prominent R2 zoning areas are located from approximately zero to two blocks south of 3rd Street/U.S. 26 to the Prineville city limits, bordered on the east and west by SE Combs Flat Road and SW Park Drive, respectively, and west of Barnes Butte to approximately N Main Street. Prominent R4 (residential redevelopment) zoning areas are located approximately three blocks north of 3rd Street/U.S. 26 around Harwood Park and Ryegrass Ditch. Figure 3 displays current zoning.

Prineville has several parks throughout the city (Figure 4). One state park, Ochoco Wayside State Park (look-out), is located near the industrial area bisected by the Ochoco Highway and provides an unobstructed view of the Prineville core and the Ochoco Valley. Other popular park facilities include Ochoco Creek Park and Stryker Park on NE 4th Street, and Barnes Butte on the east edge of the city limits.

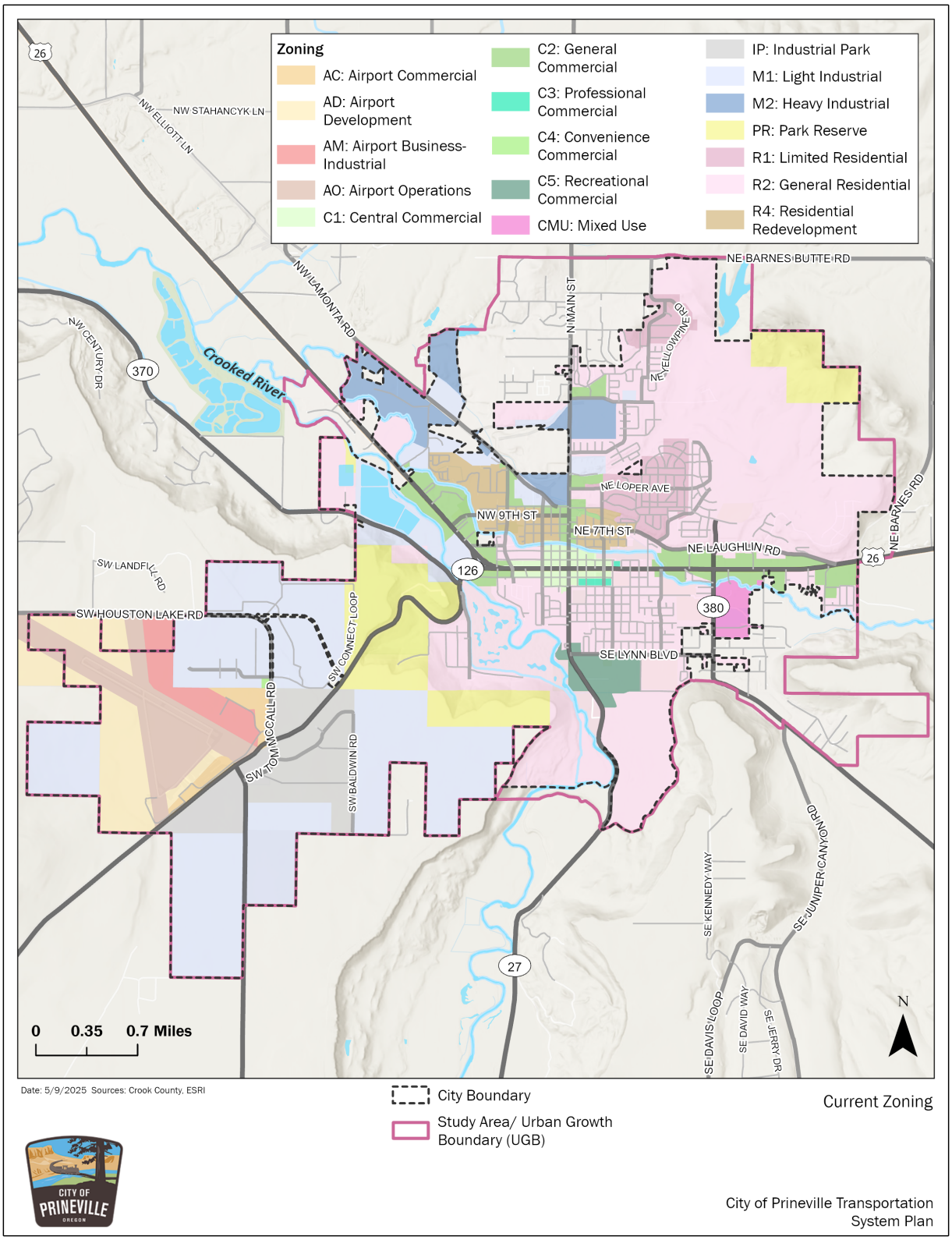

Figure 3. Current Zoning

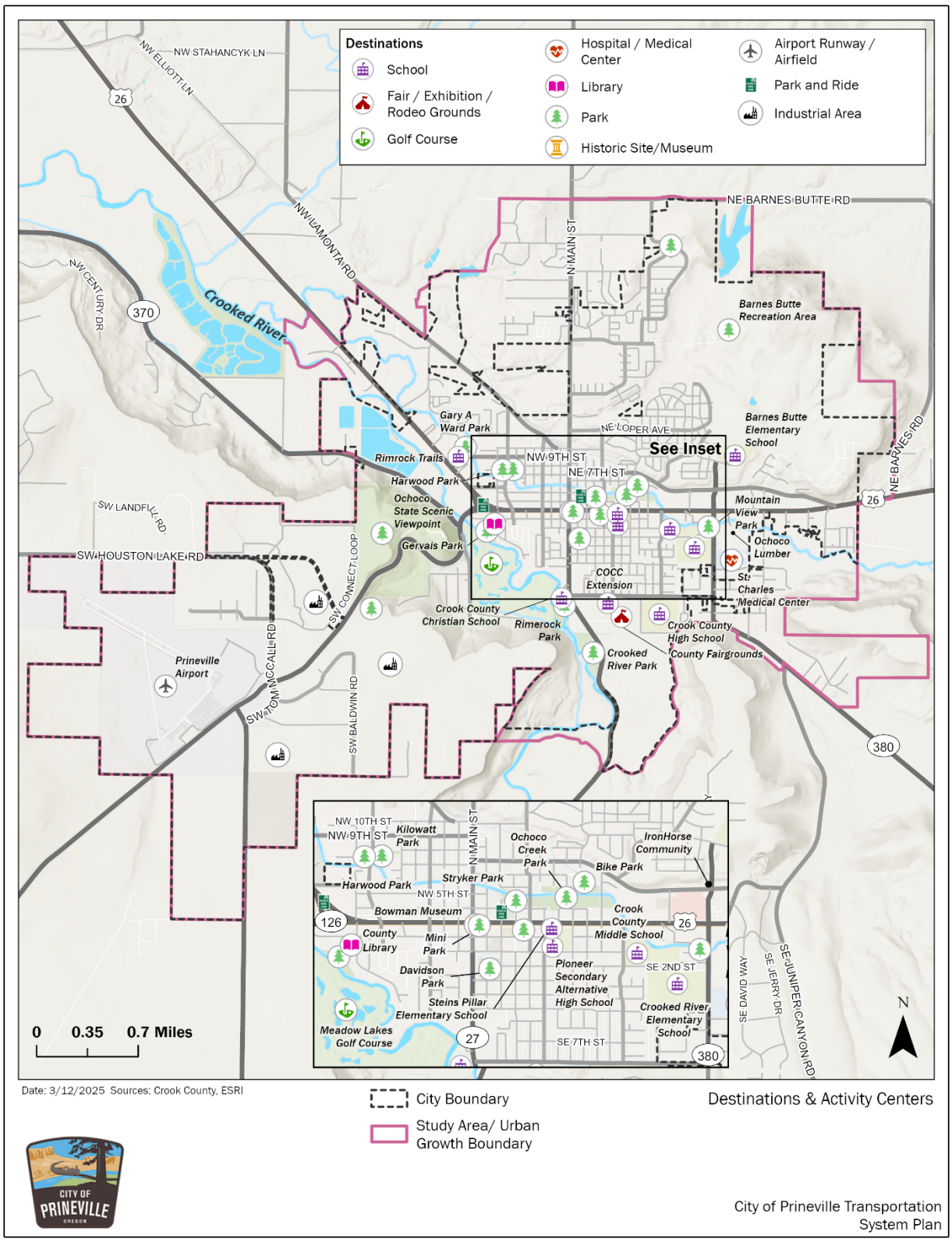

Figure 4. Destinations and Activity Centers

1.4.2 Future Land Use

New residential and industrial growth in Prineville is expected to continue over the 20-year horizon of the city's Comprehensive Plan that could influence the city's transportation needs. The areas in the list below (and labeled on Figure 5) are expected to see the most substantial growth. Figure 5 shows the Comprehensive Plan land use designations.[1]

1. Tom McCall area/Prineville Airport.
2. Barnes Butte and the area east of NE Combs Flat Road, north of 3rd Street/U.S. 26.
3. Iron Horse site.
4. Ochoco Lumber site.
5. Area along U.S. 26 between NW Lamonta Road and NW O'Neil Highway, southeast of the Crooked River Wetlands.
6. Area around NW Lamonta Road and NW Lon Smith Road and the area east near N Main Street and NE Peters Road.
7. Along S Main Street/S Crooked River Highway near the Crook County Fairgrounds and south to the Juniper Flood Control Canal.

Many large properties within the city have been master planned before the previous TSP. Two significant developments on the city's east side have influenced growth in Prineville over the planning period. The Ochoco Lumber site and Iron Horse continue as key development sites within Prineville given their respective sizes and locations. The TSP update accounts for planned growth in these areas and other employment lands. The Iron Horse site is zoned for residential use and is expected to continue to support residential development. The Ochoco Lumber site is designated as mixed-use, and it supports medical office space, mixed-use retail, and residential development. Development of the Ochoco Lumber and Iron Horse sites will require strong multimodal connections between downtown and the city's east side.

[1] https://www.cityofprineville.com/sites/default/files/fileattachments/community_development/page/2454/comprehensive_plan_through_ordinance_1269.pdf

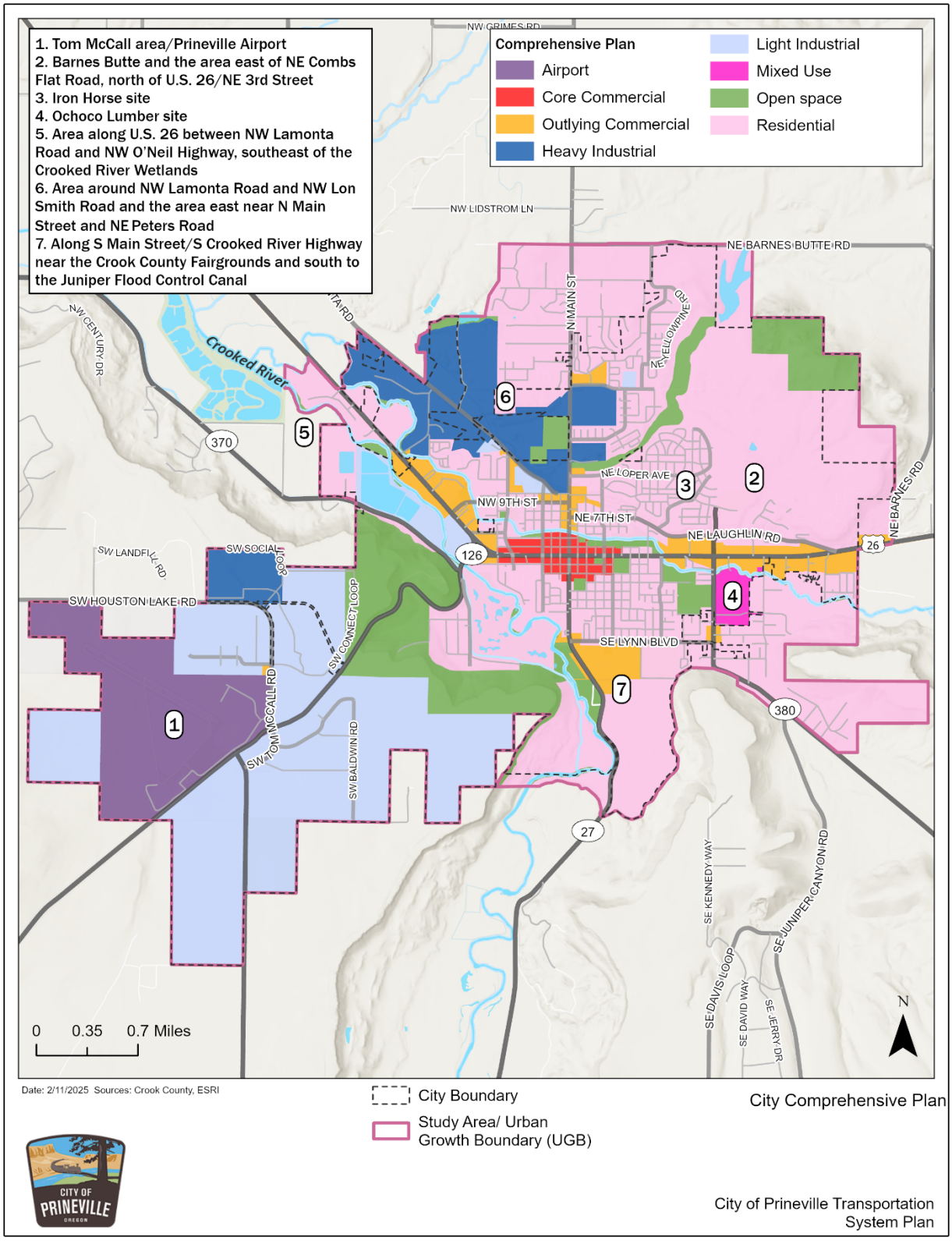

Figure 5. Comprehensive Plan Land Use Designations

1.4.3 Community Profile

Prineville's population has grown from 9,253 in 2010, according to the U.S. Census, to 11,513 as of 2022, according to the Portland State Population Research Center, a growth rate of 25%. The Population Research Center further forecasts Prineville's population to grow to 17,188 by the year 2045, continuing the trend of Prineville being one of the fastest-growing communities in Oregon.

Prineville residents have a lower household income compared to Crook County residents ($16,702 deficit) and residents of the state of Oregon ($23,369 deficit). Prineville also has a significantly higher percentage of people meeting the federal poverty threshold (45%) compared to Crook County (32%). These households are most concentrated in the central tract of the city and may face difficulties with transportation costs. Prineville also has a higher proportion compared to Crook County and Oregon for Hispanic/Latino population, people with disabilities, and households with zero vehicles. Table 1 provides details about the demographics of Prineville.

Table 1. Community Characteristics

	Prineville	Crook County	Oregon
Population	10,429	23,733	4,176,346
Age			
Youth (under 18)	23%	20%	21%
Older adults (65 years+)	20%	25%	18%
Income Characteristics			
Median household income	$42,298	$59,000	$65,667
Low-income population (Less than 2x federal poverty level)	45%	32%	29%
Race and Ethnicity			
American Indian and Alaska Native alone	1%	1%	1%
Asian alone	1%	0%	4%
Black or African American alone	<1%	<1%	2%
Hispanic or Latino alone	14%	8%	13%
Native Hawaiian and Other Pacific Islander alone	1%	<1%	<1%
White alone	80%	88%	75%
Some other race alone	<1%	<1%	<1%
Two or more races	4%	3%	4%
Limited-English-Speaking Households	<1%	1%	2%
Persons with Disabilities	22%	19%	14%
Transportation Characteristics			
Households with zero vehicles available	7%	3%	7%
Drove alone	83%	83.5%	70%
Carpool	11%	9.8%	9%
Public transportation	<1%	<1%	4%
Walked	2%	1.3%	4%
Other means	<1%	<1%	1%
Worked at home	4 %	5 %	9 %

Source: American Community Survey (ACS) 2016–2020. ACS 5-Year Estimates Data Profiles: *Means of Transportation to Work; Economic Characteristics.* Title VI and EJ Communities

Chapter 2: Existing and Future Transportation Needs

This section summarizes the current state of Prineville's transportation system and includes an analysis of transportation system performance. This inventory and analysis—including current safety and mobility conditions for drivers, cyclists, and pedestrians—guided development of solutions for this TSP update. Appendix C, Existing Conditions, and Appendix D, Future Conditions, provide additional details on existing conditions and future needs.

2.1 West Y–O'Neil Highway Intersection

Prineville lies at the junction of several state highways. OR 126 (Ochoco Highway) and U.S. 26 (3rd Street through downtown Prineville) are the city's primary linkage to surrounding Central Oregon cities; they converge at the Prineville "Y" and then serve as the major east-west route through downtown Prineville. The city is dependent on these regional connections for much of its inbound and outbound travel, as well as trips internal to the city. The West Y intersection provides access to westbound U.S. 26 and eastbound 3rd Street and experiences lengthy delays. An updated TSP traffic analysis found that the West Y exceeds existing traffic mobility targets and experiences substantial delay that is forecasted to worsen in the future. The OR 370 (O'Neil Highway) intersection connects to the Ochoco Highway and has been noted by the community as an intersection with specific safety concerns, especially for northbound and westbound turning movements.

Figure 6. West Y Intersection and 3rd Street/U.S. 26 from the Southwest (source: Oregon State Archives)

2.2 3rd Street/U.S. 26

3rd Street/U.S. 26 is the main commercial thoroughfare in Prineville and provides access to highways such as OR 370, OR 126, OR 27, and OR 380, as well as local destinations such as businesses and schools. Commercial uses front the corridor between the West Y and Combs Flat Road and rely on the highway for primary access. 3rd Street/U.S. 26 has heavy traffic delays and the most crashes in Prineville. Key issues for 3rd Street/U.S. 26 addressed by the TSP update include the following:

- **High traffic volumes.** 3rd Street/U.S. 26 experiences more annual average daily traffic (AADT) than nearly everywhere in the city.
- **Balancing freight and local traffic.** 3rd Street/U.S. 26 is home to many local businesses and services that generate local traffic. It is a city designated truck route and also designated as a Reduction Review Route by ODOT, requiring support for freight traffic as a result. Within downtown, 3rd Street/U.S. 26 is classified by ODOT as a Special Transportation Area with an emphasis on local business access and multimodal travel.
- **Pedestrian safety.** 3rd Street/U.S. 26 from NE Juniper Street to the east city limits does not currently meet the suggested pedestrian crossing spacing standard of 500 to 1,000 feet as described in the ODOT Highway Design Manual. The area around 3rd Street/U.S. 26 from OR 126 to NE Juniper Street also has the highest percentage of households in the city without a motor vehicle.

Figure 7. Pedestrian improvements under construction on 3rd Street/U.S. 26 (source: Google Earth, 2024)

2.3 Motor Vehicle System

Prineville's motor vehicle system serves people driving to destinations in Prineville and enables connectivity out of the city. As the city has steadily grown in population, the number of travelers has increased in kind, spurring a need for solutions to ensure the system can sustainably accommodate future traffic and meet goals for safety and access. Through research, analysis, and engagement with Prineville residents, several key conditions and issues were identified as priorities to be addressed by the TSP. These issues are summarized below and are detailed further in Appendix C, Existing Conditions.

Traffic Volumes and Congestion

- Peak-hour congestion on 3rd Street/U.S. 26 is persistent, with traffic volumes at intersections measuring 85% higher in 2022 than in 2013.
- OR 126 north of OR 370 has the highest AADT of any stretch of road in Prineville: 40% higher in 2022 than in 2013.

Intersection Operations

- Five intersections exceed the current mobility target for either the volume-to-capacity (V/C) ratio or level of service (LOS), as shown in Figure 8 and Table 2.
- Two intersections (N Main Street and NW 9th Street and SW Tom McCall Road and OR 126) operate with V/C ratios over 2.0, meaning that at least one of the intersection movements has twice as much demand volume as the available capacity.
- The 2045 intersection operations analyses were compared to current mobility targets; four intersections analyzed exceed the mobility target for either V/C ratio or LOS.

Roadway Connections

- New roadway connections and extensions are needed to support continued growth and redundancy and reduce congestion throughout the city.

Pavement Condition

- Most principal and minor arterials have surface conditions that are poor or fair.

Intelligent Transportation System Facilities

- Prineville has one TripCheck camera at 3rd Street/U.S. 26 and NW Harwood Street. This camera is currently connected via cellular modem and has limited bandwidth. ODOT Region 4 has planning efforts in place that detail intelligent transportation facilities throughout the region. ODOT also maintains a broadband policy that details connections to long-haul fiber.

Table 2. Intersections Exceeding Existing or Future Mobility Targets

		Existing Conditions					2045 Future (No Build) Conditions				
Map #	Intersection	Mobility Target (V/C)	V/C Ratio	Delay (sec)	LOS	Exceeds Mobility Target?	Mobility Target (V/C)	V/C Ratio	Delay (sec)	LOS	Exceeds Mobility Target?
1	N Main Street & 3rd Street/U.S. 26	0.90	1.15	21	C	**Yes**	0.90	0.82	21	C	No
2	Eastbound OR 126 & Eastbound U.S. 26	0.85	0.92	75	F	**Yes**	0.85	1.09	158	F	**Yes**
3	OR 126 & O'Neil Highway/OR 370[1]	0.80	1.59	450	F	**Yes**	0.80	2.07	684	F	**Yes**
4	SW Tom McCall Road & OR 126	0.85	1.02	30	C	**Yes**	0.85	1.22	49	D	**Yes**
5	NW Harwood Avenue & NW 3rd Street/U.S. 26	0.90	1.60	74	E	**Yes**	0.90	1.49	63	E	**Yes**

LOS = level of service; sec = seconds; V/C = volume to capacity

[1] Note that delay at this intersection is on the minor approach (OR 370)

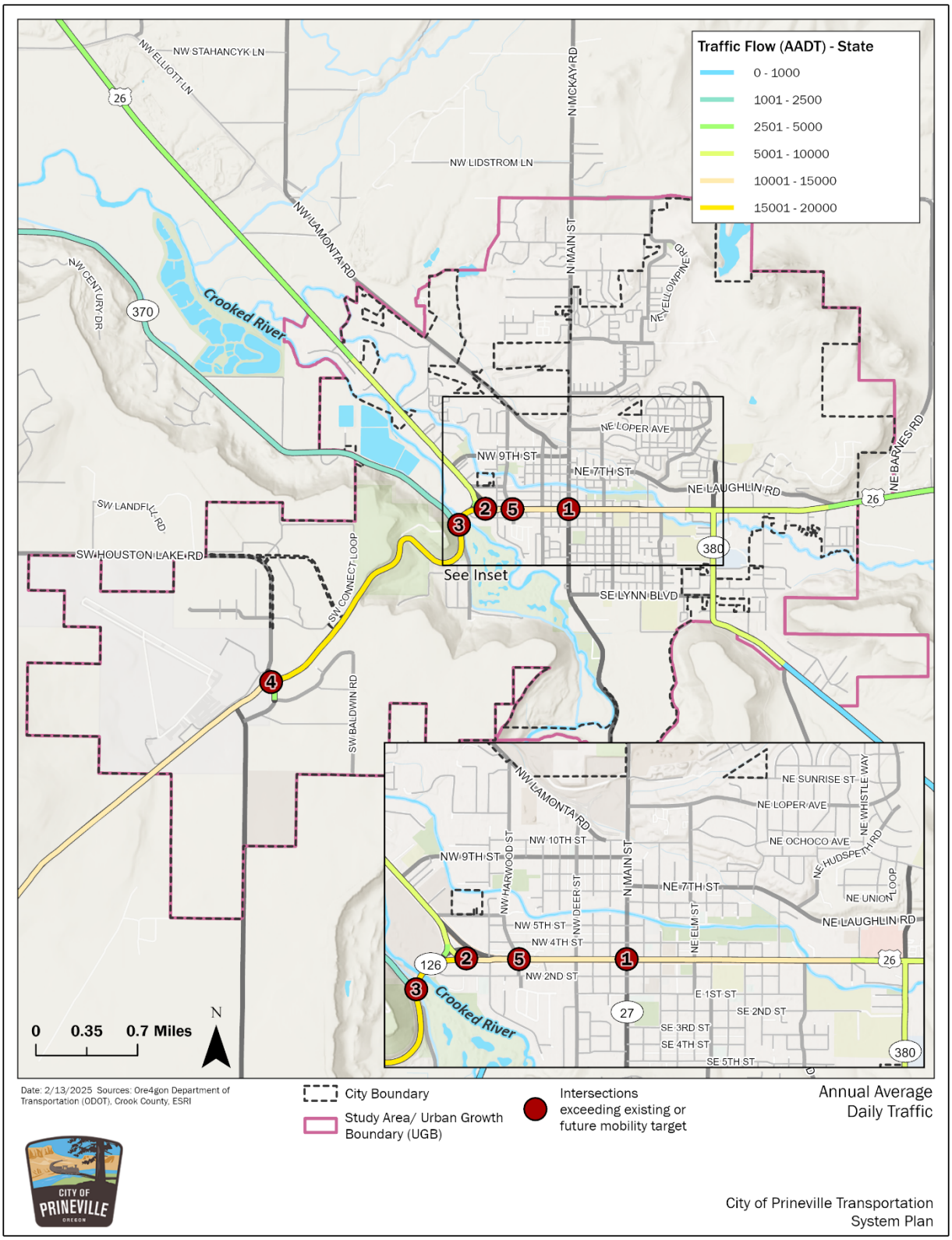

Figure 8. Annual Average Daily Traffic

2.4 Active Transportation System

A well-connected and -maintained active transportation system enables safe and convenient travel by foot, bicycle, or other active mode of transportation between neighborhoods, retail centers, employment areas and transit stops. The active transportation network is composed of sidewalks, roadway crossings, bicycle lanes, multiuse trails, and neighborhood greenways. Existing active transportation conditions are described below, and locations of existing facilities are shown in Figure 9.

2.4.1 Pedestrian System

Outside downtown, Prineville's pedestrian system is incomplete. Multiple local and collector streets are missing sidewalks, and pedestrian facilities that do exist often include utility encroachments, driveway conflicts, or are of inadequate widths. These conditions limit the comfort, safety, utility, and overall utilization of the pedestrian facilities.

2.4.2 Bicycle System

Prineville's bicycle network has gaps that limit connectivity and pose safety threats. Existing bicycle lanes are largely unprotected and run alongside high-speed and/or high-volume roads. This is a particular challenge near schools and on streets in the center of the city. The existing Ochoco Creek Bike Path lacks signalized crossings at NE Elm Street, and NE Juniper Street; this creates a difficult connection for people using the path.

2.4.3 Multiuse Paths

Multiuse paths are physically separated from roads and provide users with a traffic-free traveling experience, excluding road crossings. These paths augment the existing bicycle and pedestrian infrastructure and provide additional, high-comfort connections to community destinations. Planned and future multiuse paths recommended as part of the TSP reflect the Unified Parks and Recreation System Plan (2021) created by the City of Prineville, Crook County Parks and Recreation District, and Crook County.

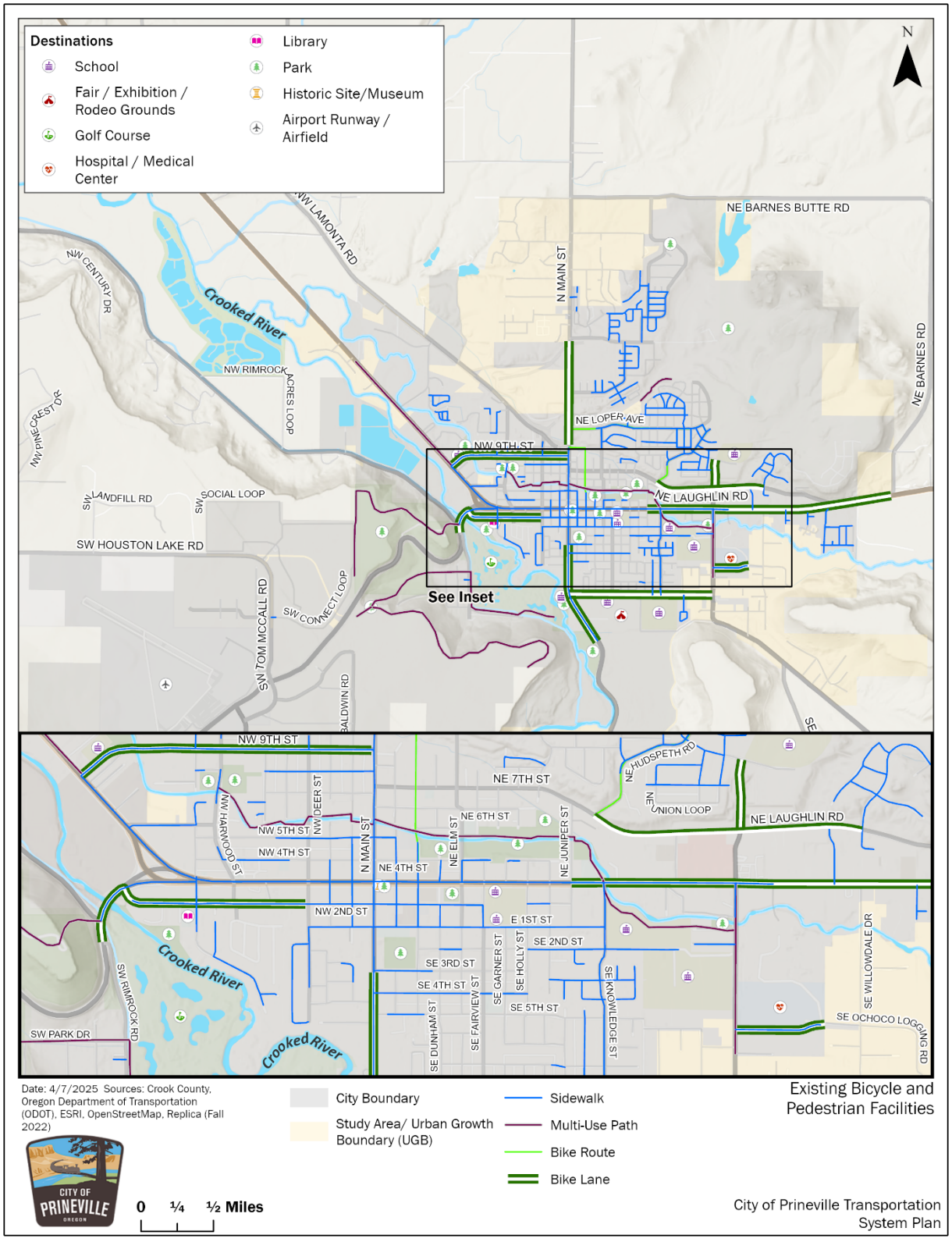

Figure 9. Existing Active Transportation Facilities

2.5 Public Transportation System

Transit within Prineville includes fixed-route and Dial-A-Ride service provided by Cascades East Transit (CET) and shuttle service provided by Grant County People Mover.

2.5.1 Fixed Route

Cascades East Transit operates Community Connector fixed routes that connect to communities within Crook County, Deschutes County, and Jefferson County. CET operates Route 26 service between Redmond and Prineville. This service is open to the public and operates Monday through Friday. Weekend service is not currently provided. The annual ridership from Route 26 in 2017 was 16,067. Route 26 has a moderately strong ridership and productivity compared to other CET routes. CET has suspended fare collection until further notice on all CET services except recreation services.

2.5.2 Rural Dial-a-Ride

Cascades East Transit offers a Rural Dial-A-Ride within Prineville. This service is open to the public and does not have eligibility requirements. Riders must call the day before service is needed to reserve a ride. Ride times are scheduled based on availability. The travel patterns from 2018 in Prineville include the Stryker Park bus stop as a key location since passengers can transfer to CET Route 26 and the Prineville Senior Center.

2.5.3 Other Transit Services

There are public transportation services offered within the CET service area that are provided by other operators that are independent of CET services. The other transit provider that connects with the CET network is People Mover in Grant County, a shuttle service that provides connections to several Central Oregon communities. There are two Catch-A-Ride services offered: Monument to Bend and Prairie City to Bend. The transit services enable statewide travel and are located within 0.25 to 0.5 miles of one or more CET bus stops.

2.6 Freight

To serve industrial properties and support future economic development efforts, the City of Prineville has designated several roadways as local Truck Routes, including NW 3rd Street/U.S. 26, S Main Street, NW Lamonta Road, NW 9th Street and NW 10th Street, NW Gardner Road, NE Laughlin Road, SE Combs Flat Road, SW George Millican Road, and all highways entering town. The designation of these facilities as Truck Routes does not prohibit local delivery trucks from using other roadways, but is intended to encourage the use of these routes for regional freight needs through design and signage. Currently, most trucks travel on U.S. 26 and OR 126. Truck volumes comprise between 11% and 26% of the overall traffic volumes on Prineville's truck routes.

The 18-mile City of Prineville Railway (COPR) short line service provides a primary freight connection between Prineville and the Burlington Northern Santa Fe and the Union Pacific Railroads at Prineville Junction three miles north of Redmond along the U.S. 97 corridor. The city's freight depot, constructed in 2010, lies in between U.S. 26 and NW Lamonta Road and provides multiple services, including intermodal transfers between trucks and the short line service.

2.7 Safety

Over a 5-year period from 2016 to 2020, 534 crashes occurred in Prineville, with two incurring fatalities. Nearly all incidents involved just motorists as parties to the crash. A total of 13 crashes involving people walking and 7 crashes involving people cycling were recorded during this period. Both fatalities occurred on OR 126 by motorists traveling north toward the West Y intersection, underscoring the need for safety improvements along this corridor and at the West Y intersection. Figure 10 shows the locations of crashes, rates, and severities.

The highest number of crashes occurred along 3rd Street/U.S. 26, particularly around its intersections with Main Street, NW Deer Street, NE Combs Flat Road, NW Harwood Avenue, and Elm Street. Intersections were the most common locations for crashes, comprising 54% of all crashes. The intersections of NW Deer Street–NW 2nd Street and SE Combs Flat Road–SE Lynn Boulevard exceeded the critical crash rate and are flagged as having a higher degree of risk than others. Appendix C provides additional details on existing crash and safety conditions in Prineville.

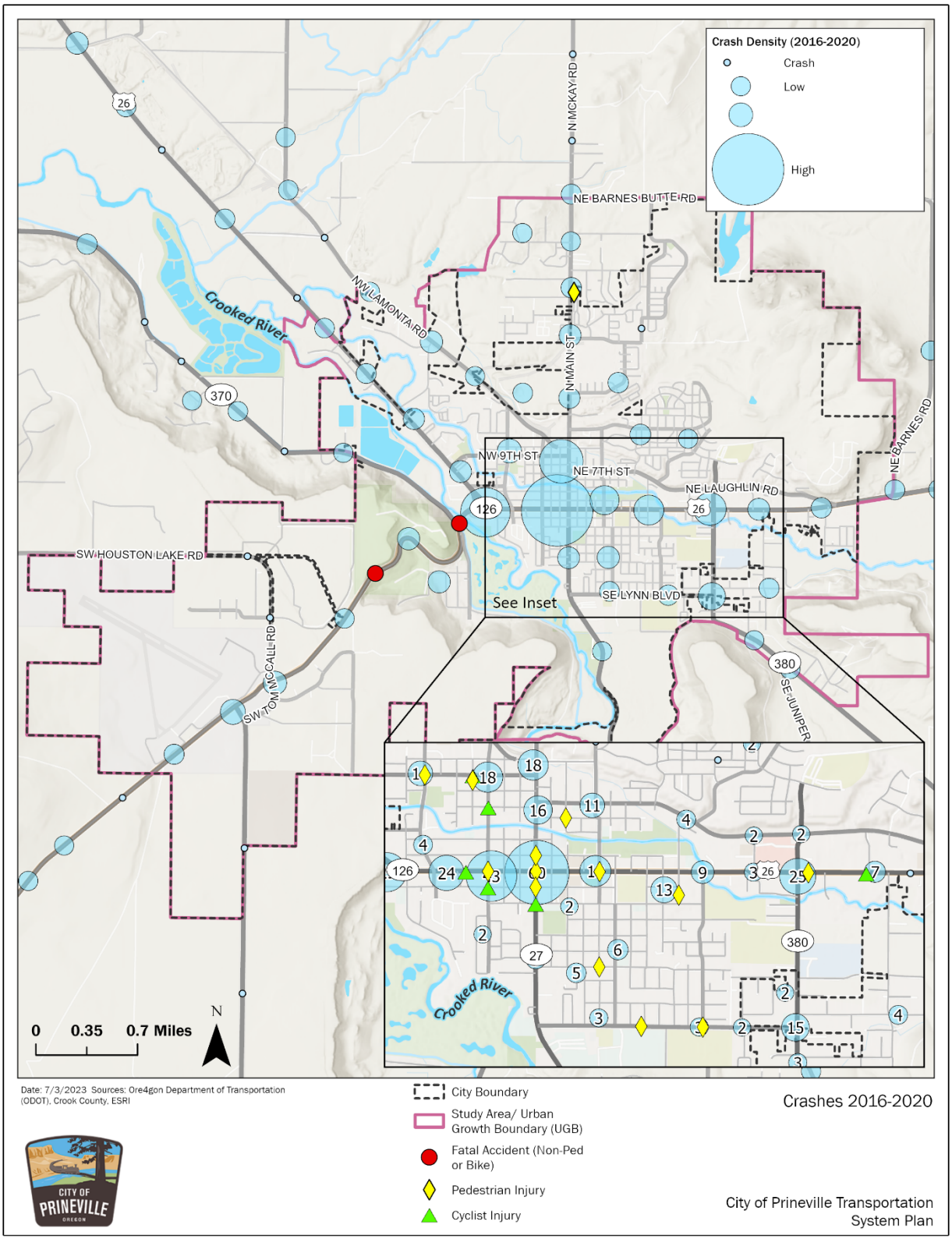

Figure 10. Crashes 2016–2020

Chapter 3: Transportation System Goals

The project team developed goals and a criteria framework for evaluating and screening TSP projects and updating policies contained in the Comprehensive Plan. This section summarizes the 2025 TSP goals. Appendix E provides further detail and explanation of the evaluation criteria that informed development of projects and programs in the TSP.

The 2025 TSP includes updated goals, objectives, and evaluation criteria that reflect local transportation needs that have emerged since the last TSP update in 2013. The goals are listed below. The 2025 update includes fewer goals and objectives to streamline implementation and better identify the critical priorities for the transportation system. A complete description of the 2025 TSP goals, objectives, and evaluation criteria is available in Appendix E.

- Goal #1: Ensure a safe, efficient, and accessible transportation system for all users.
- Goal #2: Build a complete system of walking and cycling routes that connect neighborhoods to schools, parks, jobs, and other key places.
- Goal #3: Build and maintain the transportation system to support economic development in the region.
- Goal #4: Improve system performance by balancing mobility and access along main travel routes, including on state highways.
- Goal #5: Minimize the impacts of the transportation system on the natural and built environments.

Chapter 4: Transportation System Plan

The Prineville TSP is composed of projects, policies, and programs designed to fulfill Prineville's transportation needs. The development and prioritization of these projects was driven by review of prior planning efforts and analyzing existing needs and future conditions. Public involvement from Prineville residents also played a key role in shaping projects and determining what priorities to take when addressing the multitude of needs in the city. This chapter includes a comprehensive summary of the TSP projects, what they address, costs, and prioritization considerations. Projects costs are categorized according to their anticipated funding source:

- State: Projects funded primarily by the State of Oregon.
- City: Projects funded primarily by the City of Prineville.
- City/Developer: Projects funded primarily through system development charges, or partially or fully constructed as part of new development.

Projects are also categorized by their priority:

- Near: Projects that are prioritized for the near-term (0 – 5 years)
- Medium: Projects that are prioritized for the medium-term (6 – 10 years)
- Long: Projects that are prioritized for the long-term (11 - 20 years)
- Aspirational: Projects that are not key priorities for the city and not anticipated to be completed within 20 years. Aspirational projects are considered part of the financially constrained list.

4.1 West Y and O'Neil Highway Intersection Improvements

The TSP proposes a roundabout to replace the existing West Y intersection where U.S. 26 and the Ochoco Highway meet. Additionally, the project would reconfigure the intersection with the O'Neil Highway to improve safety, traffic flow, and develop a grade-separated pedestrian and bicycle crossing on or near the Crooked River Bridge. Traffic analysis shows that a single-lane roundabout would meet mobility standards and significantly address congestion in the near term, but that a partial two-lane roundabout is likely to be required by the end of the TSP planning horizon (2045) to meet ODOT mobility standards. The TSP includes a project to construct a single-lane roundabout, with additional improvements being aspirational and conditional upon future traffic conditions and funding. Figure 11 shows a concept for the roundabout, revision to the O'Neil Highway–Ochoco Highway intersection, and two alternatives for a pedestrian and bicycle crossing. The planning concept/improvements potentially reduce vehicle carrying capacity of the highway; further evaluation of the projects design will be required at the time of implementation to ensure compliance with ORS366.215 and Roundabout Highway Directive DES-02. Table 3 summarizes the project.

Table 3. West Y–O'Neil Highway Intersection Project

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
I4	Roundabout and O'Neil Highway intersection improvements: Construct single-lane roundabout at the West Y and modify access at the O'Neil Highway intersection. In the long term, traffic conditions may warrant expansion of the roundabout to partially or fully two lanes. The City and ODOT may also consider adopting alternate mobility standards for this intersection. Develop a new grade-separated pedestrian and bicycle crossing on or near the Crooked River Bridge.	▪ Reduce traffic congestion and delays. ▪ Increase safety. ▪ Provide multimodal access.	$10–25 million	Long	State

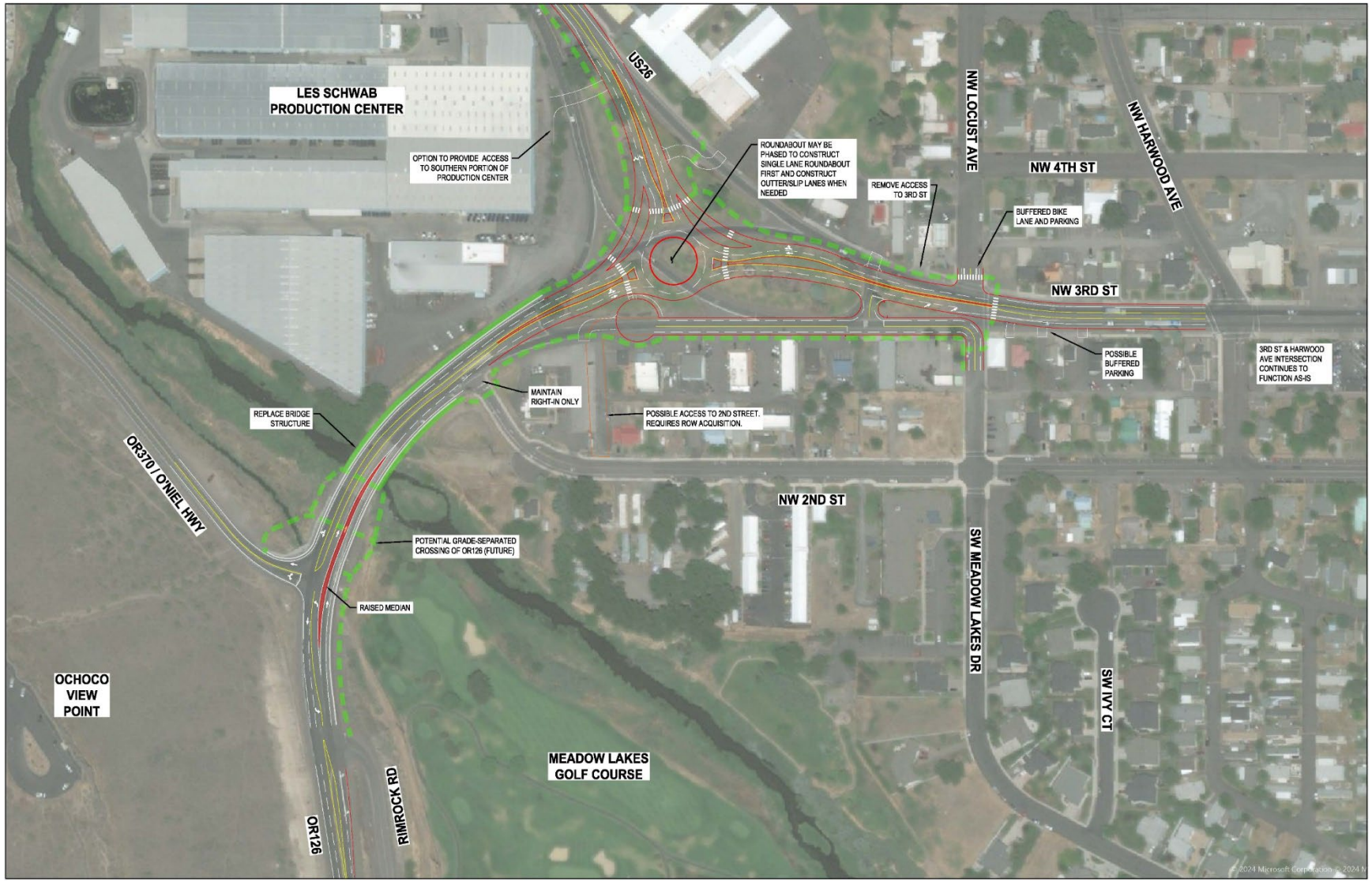

Figure 11. Conceptual Improvements – West Y and O'Neil Highway Intersection

4.2 3rd Street/U.S. 26 Improvements

Projects on 3rd Street/U.S. 26 will improve mobility for roadway users, and people walking, cycling, and using transit. New investments on 3rd Street/U.S. 26 include intersection traffic mobility improvements, three new enhanced pedestrian crossings, and improving parallel routes (on 2nd or 4th Street) to accommodate bicycling. Figure 13 provides greater detail and locations for these improvements. There are also several roadway extension projects (described in Table 4 and shown in Figure 13) that improve conditions for 3rd Street/U.S. 26 by increasing east-west redundancy in the network and reducing traffic on 3rd Street/U.S. 26.

Table 4. 3rd Street/U.S. 26 Projects

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
I3	NW Harwood Avenue & NW 3rd Street/U.S. 26, minor intersection modifications: Revise from current through/left and right-turn lanes to through/right and left-turn lane with protective/permissive signal phasing for NB/SB movements.	▪ Minor changes to improve intersection mobility.	$40,000	Near	State
B25	NE/NW 3rd Street/U.S. 26 multimodal: Greenways on parallel streets, including striping, widening, and/or curb modifications.	▪ Provide safe bicycle and pedestrian access to 3rd Street/U.S. 26 via a greenway on low traffic streets like NE/NW 2nd Street and NE/NW 4th Street.	$1 million	Near	State
P23	Enhanced pedestrian crossing: Vicinity of 3rd Street–Williamson Drive. Assumes inclusion of median, rectangular rapid-flashing beacon (RRFB), and traffic calming measures. *Note: Installation of permanent features such as raised medians/pedestrian island refuges installed on 3rd Street/U.S. 26 potentially reduce vehicle carrying capacity of the highway; further evaluation of the projects design will be required at time of implementation to ensure ORS366.215 compliance.*	▪ Provide safe pedestrian connections.	$1.5 million	Medium	State
P25	Enhanced pedestrian crossing: Vicinity of NE 3rd Street/U.S. 26–NE Hickey Farms Road. Assumes inclusion of median and RRFB. *Note: Installation of permanent features such as raised medians/pedestrian island refuges installed on 3rd Street/U.S. 26 potentially reduce vehicle carrying capacity of the highway; further evaluation of the projects design will be required at time of implementation to ensure ORS366.215 compliance.*	▪ Provide safe pedestrian connections.	$1 million	Medium	State
P29	Enhanced pedestrian crossing vicinity of 3rd Street/U.S. 26–Locust Drive. Specific improvements yet to be determined.	▪ Provide safe pedestrian connections.	$1 million	Long	State

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
P30	NE 3rd Street/U.S. 26 Sidewalk infill: Complete sidewalks on 3rd Street/U.S. 26 east of NE St. Charles Way to city limits.	▪ Provide safe pedestrian connections.	$5.5 million	Medium	State

The ID Numbers correlate with those on Figure 13.

Figure 12. Crooked River Wetlands Complex (source: City of Prineville)

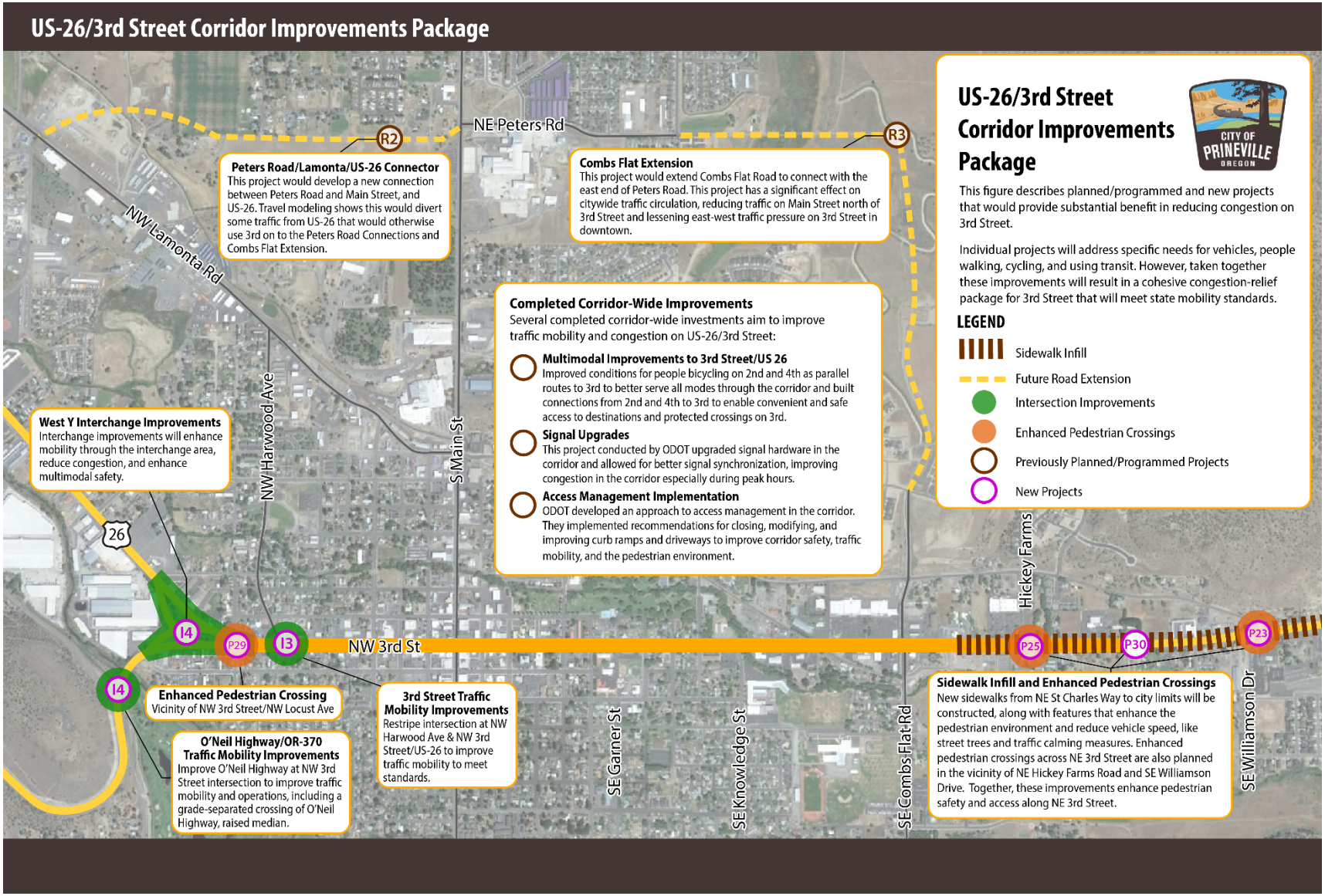

Figure 13. 3rd Street/U.S. 26 Corridor Improvements

Figure 14. NE Combs Flat Road Extension Work In Progress (source: City of Prineville)

4.3 Motor Vehicle System Plan

Motor Vehicle System Plan projects in the TSP include changes to local functional classifications, roadway extensions and improvements, intersection improvements, and safety improvements. Together, these projects seek to reduce conflicts between users, enhance safety, reduce congestion, and foster better connectivity between destinations inside and outside the city. Figure 16 shows locations for all projects under the Motor Vehicle System Plan. The maps also include "vision" projects that are not part of the TSP but are acknowledged for future consideration. Table 6 provides details for the roadway projects shown in Figure 16. Intersection and systemwide safety improvements are shown in Figure 18 and described in detail in Table 7 and Table 8.

4.3.1 Functional Classification Plan

Roadways are classified using arterial, collector, and local designations depending on the intended function and the adjacent land use needs. Figure 15 shows the functional classification of each roadway in Prineville.

- **Major Arterials** primarily provide mobility particularly between large population centers or activity generators. Mobility is emphasized over local access connections. Within Prineville, all major arterials are ODOT facilities. 3rd Street/U.S. 26 and OR 126 are examples of major arterial facilities. Their main functions are to provide east-west connection through town as well as to connect Prineville with nearby communities.
- **Minor Arterials** are also intended to serve mobility needs over access needs in town. However, minor arterials provide important connections through town rather than connecting

Prineville to other communities. Main Street is an example of a minor arterial in Prineville. Its main purpose is to connect the north and south areas of Prineville.

- **Major Collectors** provide connection between local streets and the arterial street system. Trip lengths are generally shorter than on arterials. Collectors provide a link between local traffic generators and more regional facilities. An example of a major collector in Prineville is NE 2nd Street. NE 2nd Street's primary function is to connect residential areas with Main Street and OR 126, which are regional facilities.
- **Minor Collectors** are similar to major collectors in their purpose of linking local and regional traffic facilities. However, minor collectors typically provide access to and circulation within neighborhoods and industrial and commercial areas. SE 5th Street is an example of a minor collector. It connects all residences in the area to local schools and other residential areas.
- **Local Streets** provide direct access to land. Shorter trips are common, and through-trips are discouraged. Travel is generally at lower speeds than on other road classifications. Prineville's local streets generally connect to collectors. Roadways that are not labeled as collector or arterial streets on Figure 15 are designated as local streets.

Updates to local roadway functional classifications were implemented as part of the TSP update to ensure roads are right-sized to for their intended function (see Table 5). In some cases, this meant upgrading roads to accommodate more traffic volume. In other cases, it meant downgrading roads to reflect how they serve adjacent land uses or better serve active transportation users.

Table 5. Functional Classification Changes

ID	Project	Needs Addressed
FC-1	NE 7th Street (N Main Street–NE Laughlin Road): Changed functional classification to major collector.	▪ Reflects preferred function of this street.
FC-2	SE 2nd Street (SE Knowledge Street–SE Combs Flat Road): Designated functional classification as local street.	▪ Reflects preferred function of this street.
FC-3	Elm Street from NE 10th St to Loper Ave: Designated functional classification as major collector	▪ Reflects preferred function of this street

The ID Numbers correlate with those on Figure 15.

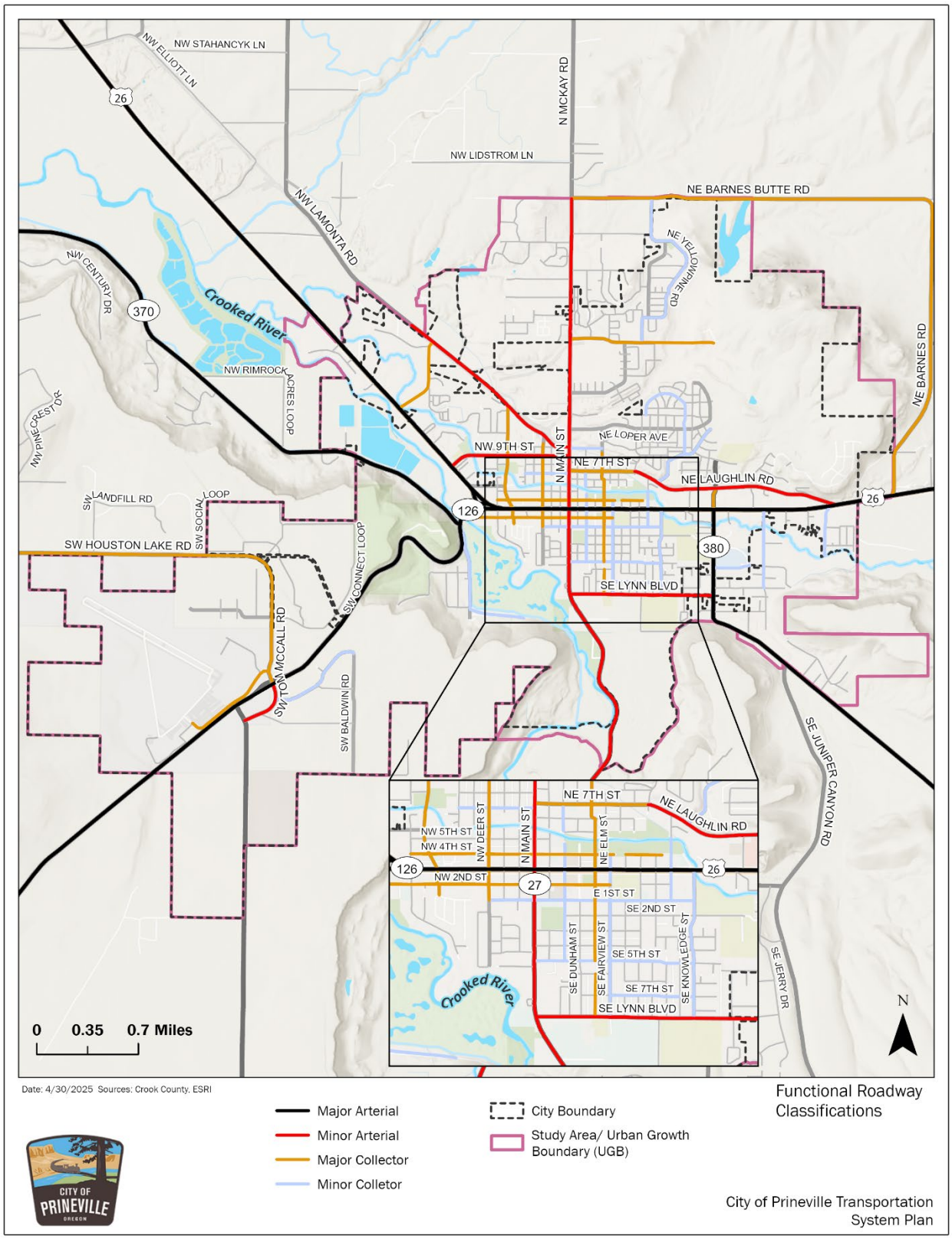

Figure 15. Existing Roadway Functional Roadway Classifications

4.3.2 Roadway Improvements

As a growing city, Prineville requires new, rebuilt, and extended streets to serve the growing population. These roadway projects will upgrade streets that do not meet current standards, extend existing streets to serve new areas, and upgrade multimodal facilities to serve all roadway users.

Table 6. Roadway Projects

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
R1	NE 9th Street Extension from N Main Street to NE 7th Street.	▪ Provides new roadway connections.	$4.15 million	Long	City
R2	NW Peters Road Connection from N Main Street. to NW Lamonta Road.	▪ Provides new roadway connections.	$5.5 million	Long	City/Developer
R6	Main Street (NW 10th Street to Rolla Road): Upgrade to arterial standards.	▪ Upgrade street with multimodal facilities.	$18.4 million	Long	City/Developer
R7	NE Combs Flat Road between 3rd Street/U.S. 26 and NE Laughlin Road: upgrade to arterial standards.	▪ Reduce traffic congestion and delays.	$690,000	Medium	City
R8	NE/SE Combs Flat Road between 3rd Street/U.S. 26 and SE Lynn Boulevard: Widen to arterial standard, including off-street path.	▪ Reduce traffic congestion and delays. ▪ Provide safe pedestrian connections.	$4.4 million	Near	State
R10	SE Elm Street Extension between SE 5th Street and SE 6th Street.	▪ Provide new roadway connections.	$430,000	Long	City
R13	Complete SE 5th Street extension between S Main Street and SE Combs Flat Road.	▪ Provide new roadway connections.	$2.5 million	Long	City
R14	Ochoco Logging Road Extension: Complete connection between City Limits and NE Stearns Road.	▪ Provide new roadway connections.	$2.6 million	Medium	City/Developer

The ID Numbers correlate with those on Figure 16.

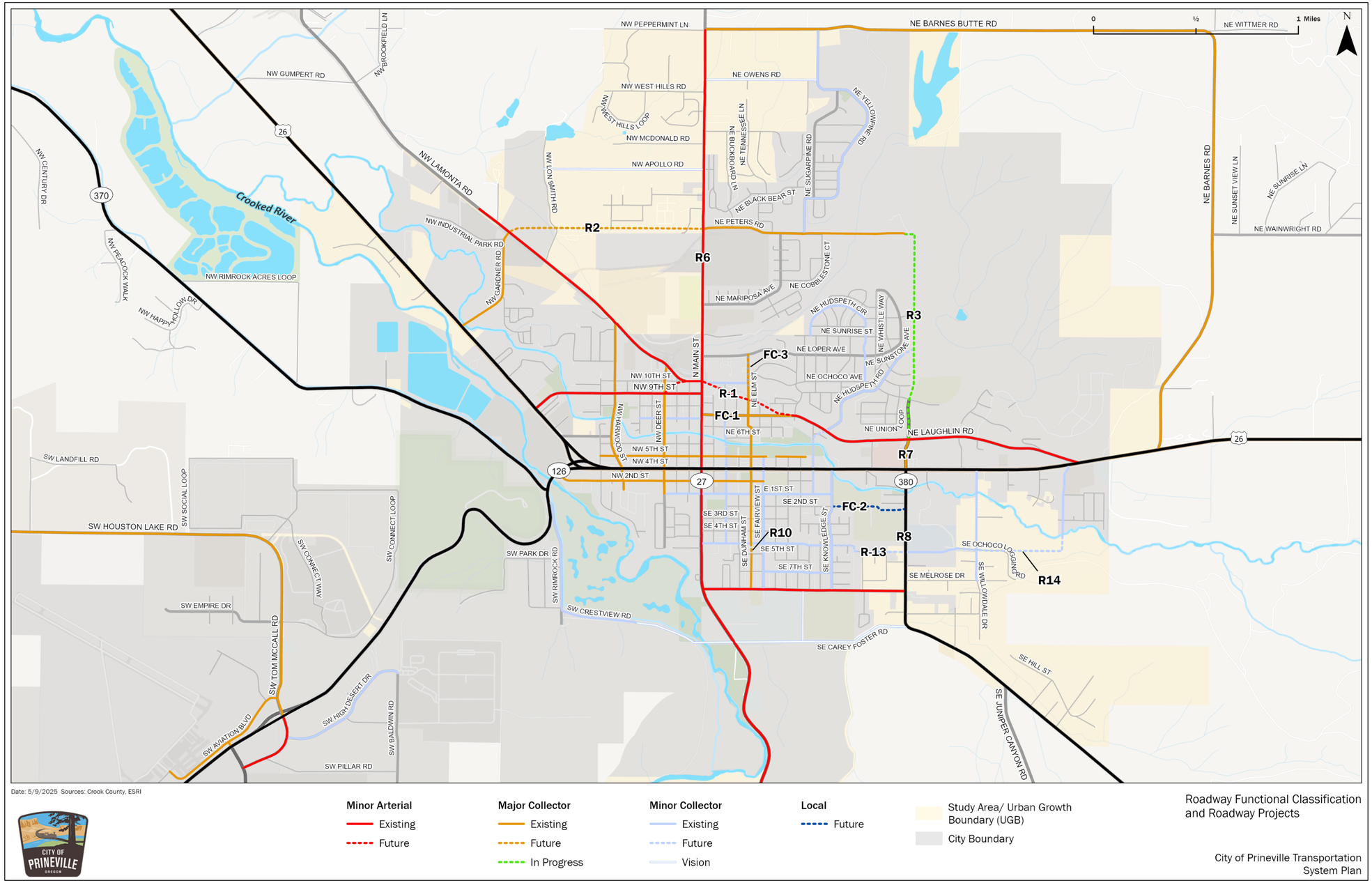

Figure 16. Roadway Functional Classification and Roadway Projects

4.3.3 Intersection Improvements

Intersection improvements address current and anticipated future congestion, as well as improve safety for all roadway users. Table 7 includes project information, and Figure 18 shows the project locations.

Table 7. Intersection Projects

ID Number	Project	Needs Addressed	Cost Estimate	Priority	Funding
I1	SW Tom McCall Road & OR 126: Add slip lanes to existing roundabout. *Note: Alternate mobility targets would be required.*	▪ Reduce traffic congestion and delays.	$5 million	Near	State
I2	N Main Street & N Peters Road intersection: Replace with roundabout.	▪ Reduce traffic congestion and delays.	$3 million	Medium	City/ Developer

The ID Numbers correlate with those on Figure 18.

4.3.4 Systemwide Safety Improvements

Safety improvements are intended to increase safety for all roadway users. These improvements were developed based on the existing conditions analysis and feedback received from Prineville residents, workers, and visitors. Table 8 includes project information, and Figure 18 shows the project locations.

Table 8. Safety Projects

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
S1	NE Combs Flat Road/OR 380 & NE 3rd Street/U.S. 26: Install "Signal Ahead" advance warning sign.	▪ Increase vehicle and pedestrian safety.	$2,000	Near	State
S2	SE Combs Flat Road/OR 380 & SE Lynn Boulevard: ▪ Install lighting and "Stop Ahead" pavement markings. ▪ Consider modifying to all-way stop; additional study required. ▪ Trim trees to improve sight distance.	▪ Increase vehicle and pedestrian safety. ▪ Increase visibility. ▪ Reduce traffic congestion and delays.	$200,000	Medium	State
S3	OR 126 & S Rimrock Road: Increase the curve radius of S Rimrock Road to increase visibility.	▪ Increase vehicle and pedestrian safety. ▪ Increase visibility.	$1 million	Long	State
S4	N Main Street & NW 9th Street: Relocate utility poles.	▪ Addresses identified safety issue. ▪ Increase visibility.	$100,000	Aspirational	City
S5	SW Tom McCall Road & OR 126: Add safety measures to reduce approach speeds to the roundabout, such as speed feedback signage	▪ Increase vehicle and pedestrian safety.	$250,000	Aspirational	State

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
S6	OR 27/S Main Street: Flatten the horizontal curve, install signage, provide paved shoulder.	▪ Increase vehicle and pedestrian safety. ▪ Increase visibility.	$1 million	Long	State
S7	OR 380/SE Combs Flat Road: Manage vegetation, install signage and street lighting.	▪ Increase vehicle and pedestrian safety. ▪ Increase visibility.	$100,000	Near	State

The ID Numbers correlate with those on Figure 18.

Figure 17. Prineville Facing East from Ochoco Wayside State Park (source: Gary Halvorson)

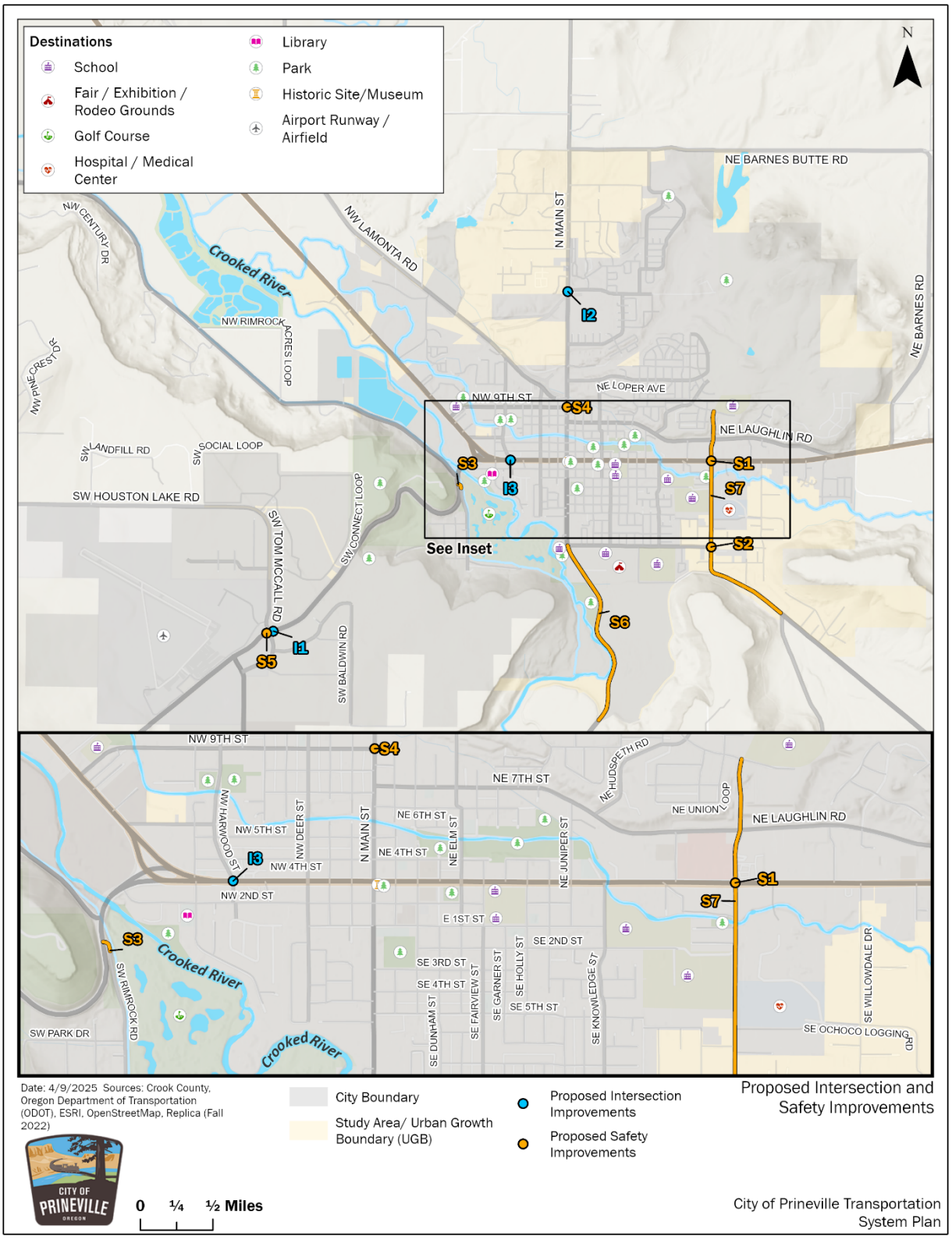

Figure 18. Proposed Intersection and Safety Improvements

4.4 Pedestrian and Bicycle System Plan

This section describes improvements to the active transportation system and includes projects that enhance safety and connectivity for people walking and biking, as well as for other forms of active transportation. These include projects focusing solely on pedestrian and bicycle infrastructure, as well as multiuse paths and trails, which accommodate both pedestrians and bicyclists.

4.4.1 Multiuse Paths and Trails Projects

The City of Prineville's Unified Parks and Recreation System Plan (2021) includes the most recent multiuse path considerations and proposes several miles of new multiuse trails within or immediately adjacent to Prineville. The multiuse paths proposed in the TSP combine the projects in the park plan with additional solutions identified through the TSP development process. The pedestrian and bicycle system solutions sections consider these trails as connections. Table 9 includes project information and Figure 20 shows the project locations.

Table 9. Multiuse Paths and Trails Projects

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
M1	Barnes Butte Main Loop multiuse path: Add multiuse path connecting Barnes Butte Trail to NE Henry Drive.	▪ Provide new off-street bicycle and pedestrian connection.	$590,000	Medium	City
M2	Crooked River Multiuse Trail: Add multiuse trail.	▪ Provide new off-street bicycle and pedestrian connection.	$2.7 million	Medium	State
M3	Iron Horse Multiuse Trail: Extend multiuse trail NE Hudspeth Circle to N Main Street.	▪ Provide new off-street bicycle and pedestrian connection.	$710,000	Medium	City
M5	Ochoco Creek Multiuse Trail: Add multiuse trail.	▪ Provide new off-street bicycle and pedestrian connection.	$2.2 million	Near	City/ Developer
M6	O'Neil Highway: Add trail from O'Neil Hwy to Tom McCall area.	▪ Provide new off-street bicycle and pedestrian connection.	$1.5 million	Aspirational	State
M7	North Prineville Loop.	▪ Provide new off-street bicycle and pedestrian connection.	TBD based on routing	Long	City/ Developer
M8	SE Combs Flat Road Multiuse Path: ▪ Construct multiuse path. ▪ Add multiuse trail from SE 2nd Street to south City UGB.	▪ Provide new off-street bicycle and pedestrian connection.	$3 million	Long	State
M9	Pedestrian and bicycling connection from O'Neil Highway/OR 370 to SW High Desert Drive: Construct multiuse path and grade-separated crossing of Ochoco Highway/OR 126.	▪ Provide new off-street bicycle and pedestrian connection.	TBD based on routing	Aspirational	State

M10	Main Street Improvements: Add multiuse paths on both sides of the road from 10th Street north to the Prineville UGB limits.	▪ Provide new off-street bicycle and pedestrian connection.	Cost included in R6	Long	City/ Developer
M11	Tom McCall Road: Multiuse path on both sides of the road, from the Tom McCall roundabout at Ochoco Highway/OR 126 north to intersection with Social Loop.	▪ Provide new off-street bicycle and pedestrian connection.	$3 million	Long	City/ Developer
M12	U.S. 26/Madras Highway (west side of highway): Add sidewalks and curbs from NW Richland Lane (existing crossing) to approximately Riverland Loop.	▪ Provide safe pedestrian connections.	$2 million	Long	State
M13	U.S. 26/Madras Highway to Crooked River Wetlands: Add multiuse trail	▪ Provides new off-street bicycle and pedestrian connection	$500,000	Long	State
M14	Peters Road Trail : Add multiuse trail from N Main Street to NW Lon Smith Road.	▪ Provides new off-street bicycle and pedestrian connection	$1 million	Long	City/ Developer

The ID Numbers correlate with those on Figure 20.

4.4.2 Pedestrian Projects

The list of preferred solutions to enhance pedestrian safety and connectivity includes several projects identified in the 2013 TSP that have not yet been constructed, as well as new projects based on community input and evaluation by the project team. Pedestrian improvements proposed for the O'Neil Highway/OR 370 intersection, the West Y, and 3rd Street/U.S. 26 within city limits are included in previous sections. Table 10 includes project information and Figure 19 shows the project locations.

Table 10. Pedestrian Projects

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
P1	NW Gardner Road: Add sidewalks and curb.	▪ Provide safe pedestrian connections.	$500,000	Long	City
P2	New Peters Road Connection to NW Lamonta Road: Sidewalks.	▪ Provide safe pedestrian connections.	Included as part of new roadways	Medium	N/A
P4	NE Peters Road: Add sidewalks and curb to existing NE Peters Road.	▪ Provide safe pedestrian connections.	$430,000	Medium	City
P5	NE Loper Avenue: Add sidewalks and curb between Elm and Main Street.	▪ Provide safe pedestrian connections.	$200,000	Medium	City
P7	NE Oregon Street: Add sidewalks and curb from NE Laughlin Boulevard to NE Allen Avenue.	▪ Provide safe pedestrian connections.	$100,000	Near	City

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
P8	NE Laughlin Road: Add sidewalks and curb from NE Garner Street to intersection with Madras Highway/U.S. 26 on both sides. (Sidewalks exist on the north side of Laughlin between NE Hudspeth Road and Wayfinder Drive.)	▪ Provide safe pedestrian connections.	$1.3 million	Near	City
P9	NW Harwood Avenue: Add sidewalks from NW 2nd Street to NW 10th Street.	▪ Provide safe pedestrian connections.	$270,000	Long	City
P10	NW/SW Deer Street: Add sidewalks between W 1st Street and Ochoco Creek.	▪ Provide safe pedestrian connections.	$70,000	Near	City
P11	NE/SE Fairview Street: Add sidewalks and curb between SE Lynn Boulevard and NE 4th Street.	▪ Provide safe pedestrian connections.	$330,000	Medium	City
P12	SE 2nd Street Extension: Add sidewalks.	▪ Provide safe pedestrian connections.	Included in new roadway construction	Long	N/A
P14	SE 5th Street: Add sidewalks and curb on existing sections of SE 5th Street.	▪ Provide safe pedestrian connections.	$420,000	Near	City
P15	SE Lynn Boulevard: Add sidewalks and curb from S Main Street to SE Combs Flat Road.	▪ Provide safe pedestrian connections.	$600,000	Near	City
P16	SE Crossing at Combs Flat Road & SE 5th Street Extension: Add crosswalk.	▪ Provide safe pedestrian connections.	$8,000	Medium	City
P20	N Main Street (NW 10th Street to Rolla Road): Add sidewalks and curbs.	▪ Provide safe pedestrian connections.	Included as part of new roadways	Long	N/A
P21	New NE 9th/10th Street Extension: Add sidewalks.	▪ Provide safe pedestrian connections.	Included as part of new roadways	Medium	N/A
P22	SE Elm Street: Add sidewalks.	▪ Provide safe pedestrian connections.	$500,000	Long	City
P24	SE Combs Flat Road & SE Lynn Boulevard: Construct intersection and crossing improvements, including lighting.	▪ Provide safe pedestrian connections.	$500,000	Near	State
P26	Vicinity of Madras Highway/U.S. 26 and NW Studebaker Drive: Add sidewalks or off-street path.	▪ Provide safe pedestrian connections.	$500,000	Long	State
P27	Vicinity of Madras Highway/U.S. 26 and NW 9th Street: Add crosswalk and crossing improvements.	▪ Provide safe pedestrian connections.	$500,000	Long	State
P31	Citywide curb ramp upgrades (ADA compliance).	▪ Upgrade to be compliant with ADA.	TBD	As roads are re-developed throughout the city	State
P32	SE Combs Flat Road & Ochoco Creek Shared-use Trail: Add crossing improvements to existing crosswalk.	▪ Provide safe pedestrian connections	$500,000	Near	State

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
P33	SE Combs Flat Road & SE Stuart Drive: Add crosswalk and crossing improvements.	▪ Provide safe pedestrian connections	$500,000	Near	State

The ID Numbers correlate with those on Figure 19

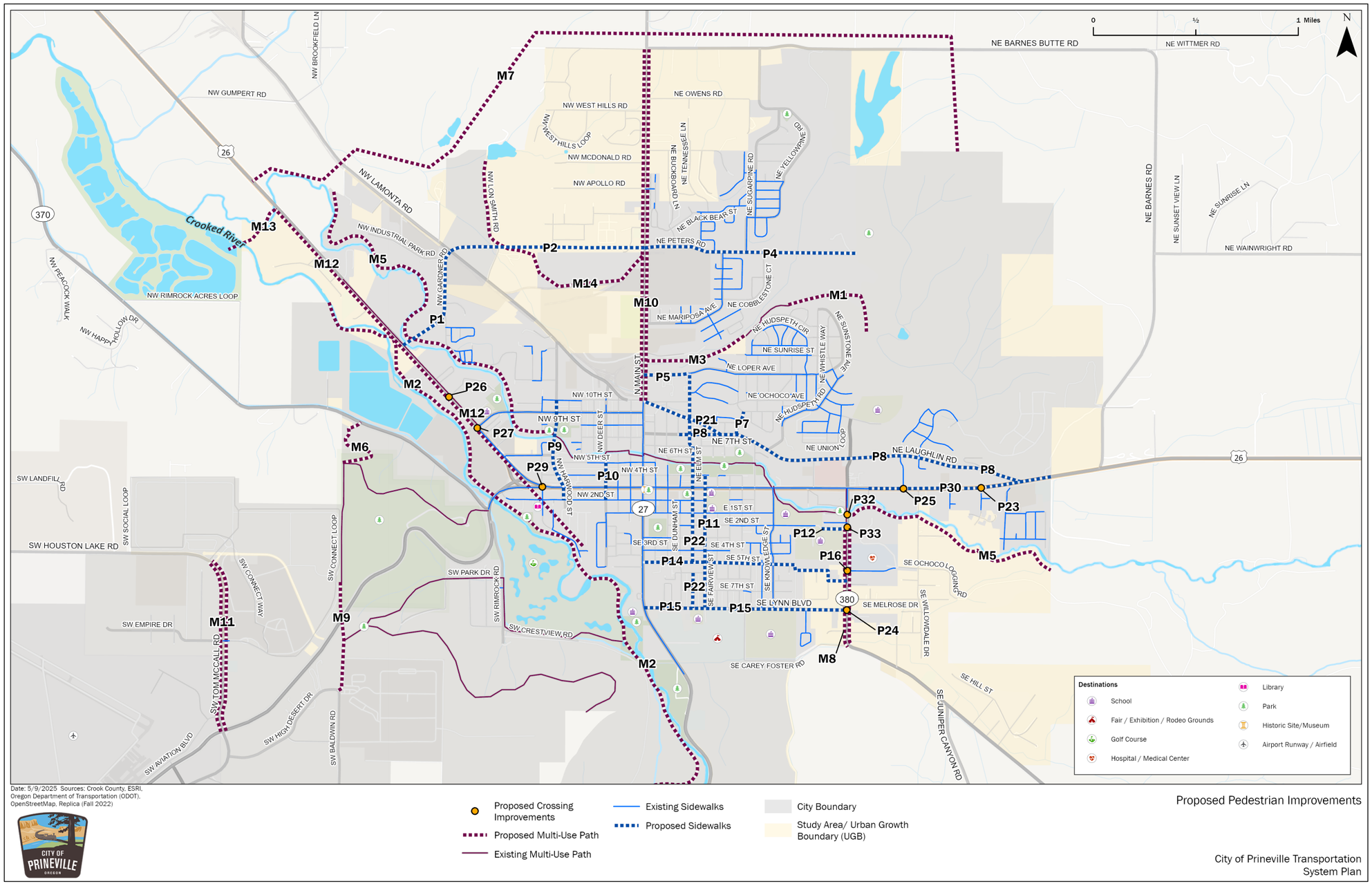

Figure 19. Proposed Pedestrian Improvements

4.4.3 Bicycle Projects

Like the pedestrian improvements, the list of preferred bicycle system improvements carries forward several projects from the 2013 TSP, depending on if they still meet an identified need, and new projects based on community input and evaluation by the project team. Figure 20 shows the locations of the TSP bicycle projects, and Table 11 includes details on the bicycle projects. Bicycle projects consist of both on-street bicycle lanes and neighborhood greenways:

- **On-street bicycle lanes** are bicycle paths on streets with motor vehicle traffic but have dedicated rights-of-way. Bicycle lanes may or may not have physical barriers separating bicycle and motor vehicle traffic. Bicycle lanes can be constructed through roadway redesigns to reallocate the existing right-of-way or expansion of the right-of-way.
- **Neighborhood greenways** are designed to accommodate both bicycles and motor vehicles on a shared right-of-way. Neighborhood greenways are typically designated on low-traffic roads with enhanced signage and wayfinding using "sharrow" pavement markings. Neighborhood greenways are a cost-effective solution and enable quick implementation. In some cases, the project team recommends that a bike lane project from the 2013 TSP be designated as a neighborhood greenway to speed implementation and visibility of bicycle infrastructure.

Table 11. Bicycle Projects

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
B1	N Main Street (NW 10th Street–Rolla Road): Add bike lanes, including widening.	▪ Provide safe bicycle connections.	Included as part of new roadways	Near	N/A
B2	N Gardner Road (Madras Highway/U.S. 26–NW Lamonta Road): Add bike lanes.	▪ Provide safe bicycle connections.	$4,000	Long	City
B3	New Peters Road Connection (NW Lamonta Road–N Main St): Add bike lanes.	▪ Provide safe bicycle connections.	Included as part of new roadways	Long	N/A
B4	Peters Road (N Main Street–NE Combs Flat Road extension): Add bike lanes, including widening.	▪ Provide safe bicycle connections.	$130,000	Medium	City
B6	NW Lamonta Road (approx. NW Lon Smith Road–N Main Street): Add bike lanes, including widening.	▪ Provide safe bicycle connections.	$240,000	Medium	City
B7	New 9th Street Connection (N Main Street–NE Elm Street): Add bike lanes.	▪ Provide safe bicycle connections.	Included as part of new roadways	Medium	N/A
B8	NE Laughlin Road (N Main Street–NE 3rd Street/U.S. 26): Add bike lanes, including widening.	▪ Provide safe bicycle connections.	$810,000	Medium	City
B9	NW Harwood Avenue (NW 2nd Street–NW Lamonta Road): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Near	City
B10	SW/NW Deer Street (SW 5th Place–NW Lamonta Road): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Long	City
B12	N/S Main Street (N 10th Street–S 3rd Street): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Medium	City
B13	NW 4th Street (NW Locust Avenue–NE Juniper Street): Neighborhood Bikeway.	▪ Provide safe bicycle connections.	$50,000	Near	City

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
B14	NE Juniper Street (E 1st Street–NE Laughlin Road): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Near	City
B15	NW 2nd Street (NW Deer Street–SE Fairview Street): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Near	City
B16	E/W 1st Street (SW Deer Street–NE Knowledge Street): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Near	City
B17	N/S Court Street (SE 5th Street–NE 4th Street): Neighborhood Bikeway and bike lanes.	▪ Provide safe bicycle connections.	$50,000	Medium	City
B18	N/S Fairview Street (SE Lynn Boulevard–NE 4th Street: Neighborhood Bikeway.	▪ Provide safe bicycle connections.	$50,000	Long	City
B19	N/S Knowledge Street (SE Lynn Boulevard–NE 3rd Street/U.S. 26): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Medium	City
B20	SE 5th Street (S Main Street–SE Combs Flat Road): Neighborhood Bikeway and bike lanes.	▪ Provide safe bicycle connections.	$50,000	Near	City
B21	Main Street (end of existing bike lanes–south UGB): Add bike lanes.	▪ Provide safe bicycle connections.	$550,000	Near	City
B22	Ochoco Logging Road Extension: Complete bike lanes' connection between east city limits and NE Stearns Road.	▪ Provide safe bicycle connections.	Included as part of new roadways	Medium	N/A
B23	NE Sugar Pine Road/NE Yellowpine Road (NE Peters Road–NE Yellowpine Road): New neighborhood bikeway.	▪ Provide safe bicycle connections.	<$50,000	Medium	City

The ID Numbers correlate with those on Figure 20.

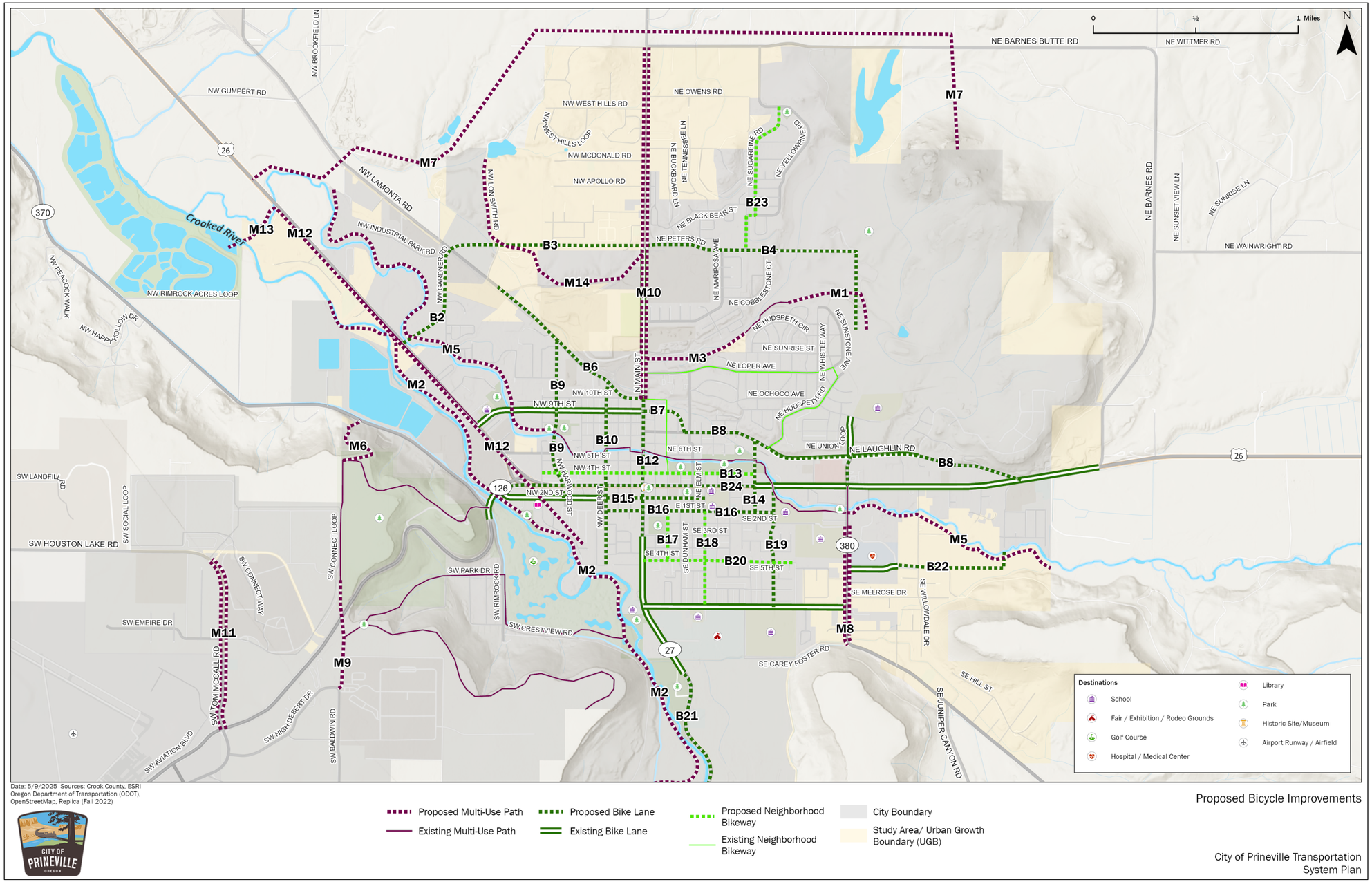

Figure 20. Proposed Bicycling Improvements
See Table 9 for descriptions of projects starting with M on the figure above.

4.5 Public Transportation Plan

Two public transportation projects and enhancements are identified in the CET 2040 Transit Master Plan that are carried forward to the TSP. These include service enhancements to Route 26 connecting Prineville to Redmond and expanding Dial-a-Ride service. Two additional public transportation expansion solutions are included based on community input: a direct, fixed route service to Bend and a circulator for Prineville. Furthermore, the TSP includes a program to develop marketing and information to facilitate easier access to public transportation. Table 12 includes projects details.

Table 12. Public Transportation Projects

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
PT1	Route 26: Prineville to Redmond service improvements.	▪ Increase public transportation service frequency.	Already adopted as part of other plans.		
PT2	Dial-a-Ride service expansion to serve more areas of Prineville.	▪ Increase on-demand transit service area.	Already adopted as part of other plans.		
PT3	One-seat fixed-route service to Bend.	▪ Provide a faster connection from Prineville to Bend.	N/A	Near	State
PT4	Prineville Local Circulator.	▪ Provide transit access to key destinations in Prineville.	N/A	Medium	State
PT5	Implement marketing or information program on walking, cycling, and transit routes.	▪ Enhance ease of use of the bicycle, pedestrian, and transit system in and out of Prineville.	Variable	Near	City

4.6 Freight System Plan

Prineville has several roadways designated locally as truck routes that serve industrial properties and truck freight traffic traveling through the city. U.S. 26 (from the west city limits to the West Y) and OR 126 are also designated freight routes in the Oregon Highway Plan. A significant proportion of traffic volumes on Prineville's freight routes (11% to 26%) are from trucks, making it critical to maintain capacity for truck freight traffic and ensure compatibility with other modes.

TSP projects under the Section 4.3, Motor Vehicle System Plan, Section 4.3.1, Functional Classification Plan, and Section 4.7, Transportation System Management and Operations, are expected to bring improvements for freight transportation. Many projects seek to enhance the safety of all users, increase access for large vehicles, and reduce congestion. All intersection improvement projects were informed by and will accommodate freight movement needs. The West Y–O'Neil Highway intersection improvements are especially critical to freight. These will bring benefits to freight users through reduced conflicts with other modes and reduced travel times.

In addition to these projects, the Crook County TSP includes a project to conduct a feasibility study regarding the reconstruction of the Madras Highway/U.S. 26 railroad bridge northwest of the Prineville city limits, which would better accommodate oversized freight loads on Madras

Highway/U.S. 26. While not a project in the Prineville TSP, the City will support ODOT and Crook County in advancing the study to improve freight movement into/out of Prineville.

Figure 21. CET Bus on Route 26 (source: Cascades East Transit)

4.7 Transportation System Management and Operations

Transportation System Management and Operations (TSMO) is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. TSMO encompass strategies focused on transportation demand management, traffic control, information sharing, and incident and emergency management, among others.

The project team reviewed potential TSMO strategies as described in Chapter 18 of the ODOT Analysis Procedures Manual. Two TSMO solutions are included in the preferred project list: installing signage providing weather information, and developing an Intelligent Transportation Systems Plan (see Table 13). The City will coordinate with ODOT on additional possible TSMO investments and develop a TSMO implementation approach to guide investments.

Table 13. TSMO Projects

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding Status
T1	Coordinate with ODOT on investments; install weather information signage.	▪ Increase user safety	Variable	Medium	State

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding Status
T2	Develop Prineville-Crook County Intelligent Transportation Systems Plan	▪ Increase user safety	Variable	Medium	State

4.8 Aviation

Prineville is home to Prineville Airport, owned and managed by Crook County. The airport has two runways and is used primarily for general aviation by private individuals, corporations, the U.S. Forest Service, and the Bureau of Land Management. A Master Plan update for the airport was completed in 2017 and calls for expansions to the runway and taxi areas, but the expansion is not expected to significantly impact surface traffic. The airport currently generates low vehicle traffic volumes, and these are anticipated to continue in the future. No aviation improvements are recommended for the 2025 TSP update beyond those described in the Airport Master Plan.

Figure 22. Prineville Airport (source: Wikimedia Commons)

4.9 Rail

COPR provides a primary freight connection between Prineville and the Burlington Northern Santa Fe and the Union Pacific Railroads at Prineville Junction three miles north of Redmond along the U.S. 97 corridor, fostering freight rail links to destinations within the state and across the country. Formed in 1918, COPR directly serves industries in Crook County.

The City increased its investment in the COPR short line service to Prineville Junction in 2010 and built a freight depot with assistance from Connect Oregon grants. The freight depot provides warehousing space, equipment ramps, freight-to-rail intermodal service, and bulk product storage. The freight depot's goal is to provide a regional multimodal transportation hub that provides the Central Oregon region with these services. It is a more than 30-acre site along Bus Evans Road between Lamonta Road and U.S. 26, 3 miles west of the city and adjacent to the COPR mainline.

The location of this site and its intermodal infrastructure further justifies the City freight route designation of Lamonta Road, which provides access to Bus Evans Road. Coordination with Crook County should be pursued to similarly classify the portion of Lamonta Road located outside the city limits.

One rail project is included to add a COPR spur north of Lamonta Road to provide access to key industries that are able to use rail freight transportation.

Table 14. Rail Projects

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding Status
RR1	COPR: Extension to target industries with Lamonta Road Crossing	▪ Provide access to target industries for COPR	TBD based on routing	Long	City/Developer

Figure 23. City of Prineville Railway Depot (source: City of Prineville)

4.10 Transportation System Plan Summary of Projects and Priorities

The list of preferred solutions was informed by the alternatives analysis and feedback from City and ODOT staff, the public, and the project advisory committee. Appendix F, Solutions Analysis and Funding, describes the alternatives analysis and all proposed projects in detail.

Figure 24 and Table 15 summarize the preferred solutions identified for the TSP. Solutions are prioritized by time frame as near-term (0 to 5 years), medium-term (5 to 10 years), long-term (>10 years), and aspirational based on the need, costs and funding considerations, and perceived difficulty of implementation. The TSP includes a financially constrained project list; these are projects that represent the greatest need and can be accomplished within the 20-year planning horizon of the TSP. Other projects are aspirational, meaning they still address identified needs and are beneficial, but additional funding would be required to achieve these projects. Projects labeled “State” are located on state-owned facilities or refer to transit operations improvements. These projects would likely be funded and implemented through a combination of state and local or regional support. Projects labeled “City/Developer” are located on city-owned facilities and would likely be funded and implemented by a combination of local funds and developer-built or developer–supported funding through system development charges.

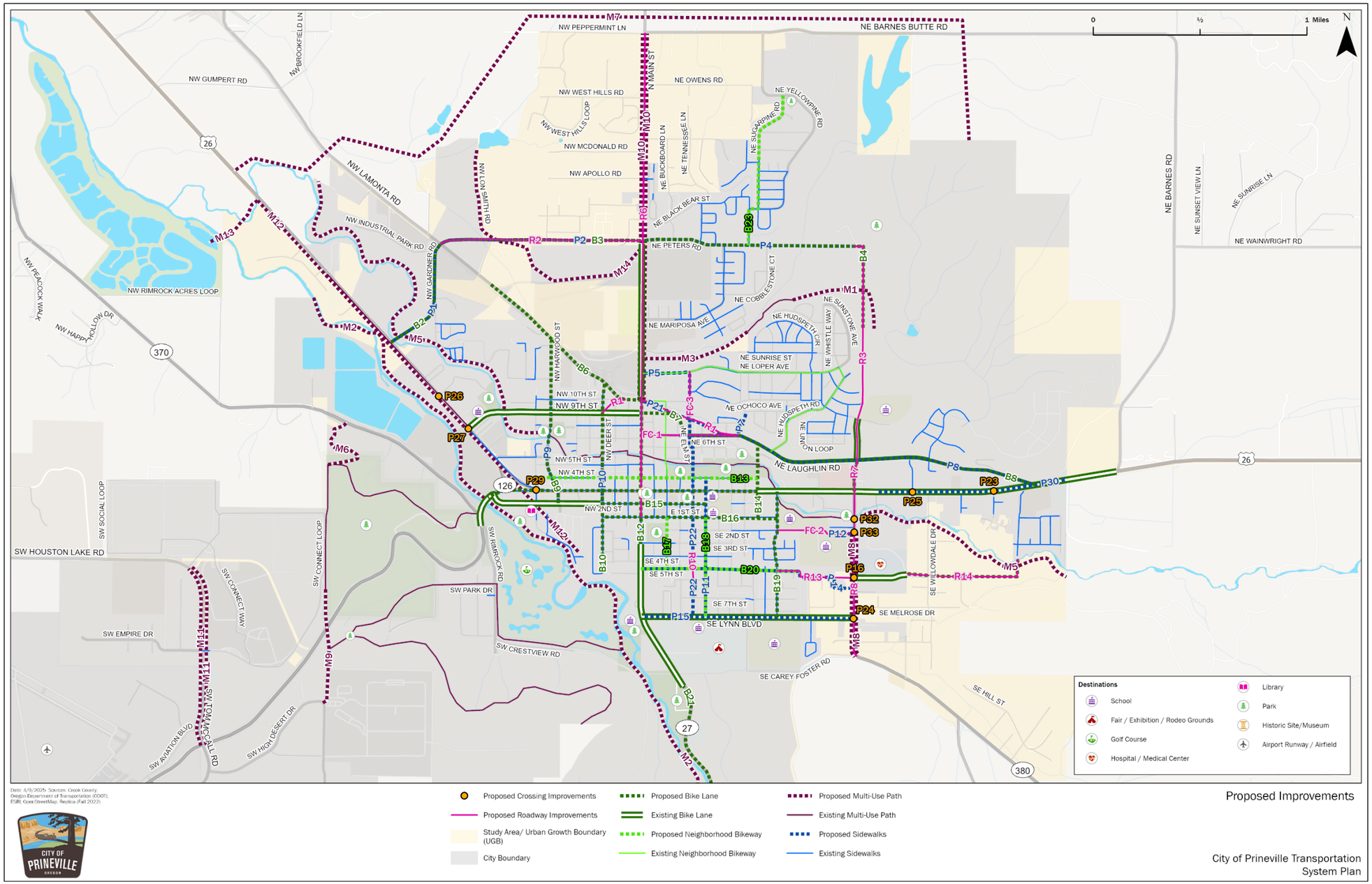

Figure 24. Proposed Improvements

Table 15. Project Summary

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
West Y–O'Neil Intersection					
I4	Roundabout and O'Neil Highway intersection improvements: Construct single-lane roundabout at the West Y and modify access at the O'Neil Highway intersection. In the long term, traffic conditions may warrant expansion of the roundabout to partially or fully two lanes. The City and ODOT may also consider adopting alternate mobility standards for this intersection. Develop a new grade-separated pedestrian and bicycle crossing on or near the Crooked River Bridge.	▪ Reduce traffic congestion and delays. ▪ Increase safety. ▪ Provide multimodal access.	$10–25 million	Long	State
3rd Street/U.S. 26					
I3	NW Harwood Avenue & NW 3rd Street/U.S. 26, minor intersection modifications: Revise from current through/left and right-turn lanes to through/right and left-turn lane with protective/permissive signal phasing for NB/SB movements.	▪ Minor changes to improve intersection mobility.	$40,000	Near	State
B25	NE/NW 3rd Street/U.S. 26 multimodal: Greenways on parallel streets, including striping, widening, and/or curb modifications.	▪ Provide safe bicycle and pedestrian access to 3rd Street/U.S. 26 via a greenway on low traffic streets like NE/NW 2nd Street and NE/NW 4th Street.	$1 million	Near	State
P23	Enhanced pedestrian crossing: Vicinity of 3rd Street–Williamson Drive. Assumes inclusion of median, rectangular rapid-flashing beacon (RRFB), and traffic calming measures. *Note: Installation of permanent features such as raised medians/pedestrian island refuges installed on 3rd Street/U.S. 26 potentially reduce vehicle carrying capacity of the highway; further evaluation of the projects design will be required at time of implementation to ensure ORS366.215 compliance.*	▪ Provide safe pedestrian connections.	$1.5 million	Medium	State

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
P25	Enhanced pedestrian crossing: Vicinity of NE 3rd Street/U.S. 26–NE Hickey Farms Road. Assumes inclusion of median and RRFB. *Note: Installation of permanent features such as raised medians/pedestrian island refuges installed on 3rd Street/U.S. 26 potentially reduce vehicle carrying capacity of the highway; further evaluation of the projects design will be required at time of implementation to ensure ORS366.215 compliance.*	▪ Provide safe pedestrian connections.	$1 million	Medium	State
P29	Enhanced pedestrian crossing vicinity of 3rd Street/U.S. 26–Locust Drive. Specific improvements yet to be determined.	▪ Provide safe pedestrian connections.	$1 million	Long	State
P30	NE 3rd Street/U.S. 26 Sidewalk infill: Complete sidewalks on 3rd Street/U.S. 26 east of NE St. Charles Way to city limits.	▪ Provide safe pedestrian connections.	$5.5 million	Medium	State
Other Intersections					
I1	SW Tom McCall Road & OR 126: Add slip lanes to existing roundabout. *Note: Alternate mobility targets would be required.*	▪ Reduce traffic congestion and delays.	$5 million	Near	State
I2	N Main Street & N Peters Road intersection: Replace with roundabout.	▪ Reduce traffic congestion and delays.	$3 million	Medium	City/ Developer
Functional Classification and New Connections					
R1	NE 9th Street Extension from N Main Street to NE 7th Street.	▪ Provides new roadway connections.	$4.15 million	Long	City
R2	NW Peters Road Connection from N Main Street. to NW Lamonta Road.	▪ Provides new roadway connections.	$5.5 million	Long	City/Developer
R6	Main Street (NW 10th Street to Rolla Road): Upgrade to arterial standards.	▪ Upgrade street with multimodal facilities.	$18.4 million	Long	City/Developer
R7	NE Combs Flat Road between 3rd Street/U.S. 26 and NE Laughlin Road: upgrade to arterial standards.	▪ Reduce traffic congestion and delays.	$690,000	Medium	City
R8	NE/SE Combs Flat Road between 3rd Street/U.S. 26 and SE Lynn Boulevard: Widen to arterial standard, including off-street path.	▪ Reduce traffic congestion and delays. ▪ Provide safe pedestrian connections.	$4.4 million	Near	State
R10	SE Elm Street Extension between SE 5th Street and SE 6th Street.	▪ Provide new roadway connections.	$430,000	Long	City
R13	Complete SE 5th Street extension between S Main Street and SE Combs Flat Road.	▪ Provide new roadway connections.	$2.5 million	Long	City

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
R14	Ochoco Logging Road Extension: Complete connection between City Limits and NE Stearns Road.	▪ Provide new roadway connections.	$2.6 million	Medium	City/Developer
FC-1	NE 7th Street (N Main Street–NE Laughlin Road): Changed functional classification to major collector.	▪ Reflects preferred function of this street.	N/A	Near	City
FC-2	SE 2nd Street (SE Knowledge Street–SE Combs Flat Road): Designated functional classification as local street.	▪ Reflects preferred function of this street.	N/A	Near	City
FC-3	Elm Street from NE 10th St to Loper Ave: Designated functional classification as major collector	▪ Reflects preferred function of this street	N/A	Near	City
Safety and Operations					
S1	NE Combs Flat Road/OR 380 & NE 3rd Street/U.S. 26: Install "Signal Ahead" advance warning sign.	▪ Increase vehicle and pedestrian safety.	$2,000	Near	State
S2	SE Combs Flat Road/OR 380 & SE Lynn Boulevard: ▪ Install lighting and "Stop Ahead" pavement markings. ▪ Consider modifying to all-way stop; additional study required. ▪ Trim trees to improve sight distance.	▪ Increase vehicle and pedestrian safety. ▪ Increase visibility. ▪ Reduce traffic congestion and delays.	$200,000	Medium	State
S3	OR 126 & S Rimrock Road: Increase the curve radius of S Rimrock Road to increase visibility.	▪ Increase vehicle and pedestrian safety. ▪ Increase visibility.	$1 million	Long	State
S4	N Main Street & NW 9th Street: Relocate utility poles.	▪ Addresses identified safety issue. ▪ Increase visibility.	$100,000	Aspirational	City
S5	SW Tom McCall Road & OR 126: Add safety measures to reduce approach speeds to the roundabout, such as speed feedback signage	▪ Increase vehicle and pedestrian safety.	$250,000	Aspirational	State
S6	OR 27/S Main Street: Flatten the horizontal curve, install signage, provide paved shoulder.	▪ Increase vehicle and pedestrian safety. ▪ Increase visibility.	$1 million	Long	State
S7	OR 380/SE Combs Flat Road: Manage vegetation, install signage and street lighting.	▪ Increase vehicle and pedestrian safety. ▪ Increase visibility.	$100,000	Near	State
Transportation System Management and Operations					
T1	Coordinate with ODOT on investments; install weather information signage.	▪ Increase user safety.	Varies	Medium	State
T2	Develop Prineville-Crook County Intelligent Transportation Systems Plan	▪ Increase user safety	Varies	Medium	State
Pedestrian					
P1	NW Gardner Road: Add sidewalks and curb.	▪ Provide safe pedestrian connections.	$500,000	Long	City

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
P2	New Peters Road Connection to NW Lamonta Road: Sidewalks.	▪ Provide safe pedestrian connections.	Included as part of new roadways	Medium	N/A
P4	NE Peters Road: Add sidewalks and curb to existing NE Peters Road.	▪ Provide safe pedestrian connections.	$430,000	Medium	City
P5	NE Loper Avenue: Add sidewalks and curb between Elm and Main Street.	▪ Provide safe pedestrian connections.	$200,000	Medium	City
P7	NE Oregon Street: Add sidewalks and curb from NE Laughlin Boulevard to NE Allen Avenue.	▪ Provide safe pedestrian connections.	$100,000	Near	City
P8	NE Laughlin Road: Add sidewalks and curb from NE Garner Street to intersection with Madras Highway/U.S. 26 on both sides. (Sidewalks exist on the north side of Laughlin between NE Hudspeth Road and Wayfinder Drive.)	▪ Provide safe pedestrian connections.	$1.3 million	Near	City
P9	NW Harwood Avenue: Add sidewalks from NW 2nd Street to NW 10th Street.	▪ Provide safe pedestrian connections.	$270,000	Long	City
P10	NW/SW Deer Street: Add sidewalks between W 1st Street and Ochoco Creek.	▪ Provide safe pedestrian connections.	$70,000	Near	City
P11	NE/SE Fairview Street: Add sidewalks and curb between SE Lynn Boulevard and NE 4th Street.	▪ Provide safe pedestrian connections.	$330,000	Medium	City
P12	SE 2nd Street Extension: Add sidewalks.	▪ Provide safe pedestrian connections.	Included in new roadway construction	Long	N/A
P14	SE 5th Street: Add sidewalks and curb on existing sections of SE 5th Street.	▪ Provide safe pedestrian connections.	$420,000	Near	City
P15	SE Lynn Boulevard: Add sidewalks and curb from S Main Street to SE Combs Flat Road.	▪ Provide safe pedestrian connections.	$600,000	Near	City
P16	SE Crossing at Combs Flat Road & SE 5th Street Extension: Add crosswalk.	▪ Provide safe pedestrian connections.	$8,000	Medium	City
P20	N Main Street (NW 10th Street to Rolla Road): Add sidewalks and curbs.	▪ Provide safe pedestrian connections.	Included as part of new roadways	Long	N/A
P21	New NE 9th/10th Street Extension: Add sidewalks.	▪ Provide safe pedestrian connections.	Included as part of new roadways	Medium	N/A
P22	SE Elm Street: Add sidewalks.	▪ Provide safe pedestrian connections.	$500,000	Long	City
P24	SE Combs Flat Road & SE Lynn Boulevard: Construct intersection and crossing improvements, including lighting.	▪ Provide safe pedestrian connections.	$500,000	Near	State

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
P26	Vicinity of Madras Highway/U.S. 26 and NW Studebaker Drive: Add sidewalks or off-street path.	▪ Provide safe pedestrian connections.	$500,000	Long	State
P27	Vicinity of Madras Highway/U.S. 26 and NW 9th Street: Add crosswalk and crossing improvements.	▪ Provide safe pedestrian connections.	$500,000	Long	State
P31	Citywide curb ramp upgrades (ADA compliance).	▪ Upgrade to be compliant with ADA.	TBD	As roads are re-developed throughout the city	State
P32	SE Combs Flat Road & Ochoco Creek Shared-use Trail: Add crossing improvements to existing crosswalk.	▪ Provide safe pedestrian connections	$500,000	Near	State
P33	SE Combs Flat Road & SE Stuart Drive: Add crosswalk and crossing improvements.	▪ Provide safe pedestrian connections	$500,000	Near	State
Bicycling					
B1	N Main Street (NW 10th Street–Rolla Road): Add bike lanes, including widening.	▪ Provide safe bicycle connections.	Included as part of new roadways	Near	N/A
B2	N Gardner Road (Madras Highway/U.S. 26–NW Lamonta Road): Add bike lanes.	▪ Provide safe bicycle connections.	$4,000	Long	City
B3	New Peters Road Connection (NW Lamonta Road–N Main St): Add bike lanes.	▪ Provide safe bicycle connections.	Included as part of new roadways	Long	N/A
B4	Peters Road (N Main Street–NE Combs Flat Road extension): Add bike lanes, including widening.	▪ Provide safe bicycle connections.	$130,000	Medium	City
B6	NW Lamonta Road (approx. NW Lon Smith Road–N Main Street): Add bike lanes, including widening.	▪ Provide safe bicycle connections.	$240,000	Medium	City
B7	New 9th Street Connection (N Main Street–NE Elm Street): Add bike lanes.	▪ Provide safe bicycle connections.	Included as part of new roadways	Medium	N/A
B8	NE Laughlin Road (N Main Street–NE 3rd Street/U.S. 26): Add bike lanes, including widening.	▪ Provide safe bicycle connections.	$810,000	Medium	City
B9	NW Harwood Avenue (NW 2nd Street–NW Lamonta Road): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Near	City
B10	SW/NW Deer Street (SW 5th Place–NW Lamonta Road): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Long	City
B12	N/S Main Street (N 10th Street–S 3rd Street): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Medium	City
B13	NW 4th Street (NW Locust Avenue–NE Juniper Street): Neighborhood Bikeway.	▪ Provide safe bicycle connections.	$50,000	Near	City
B14	NE Juniper Street (E 1st Street–NE Laughlin Road): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Near	City

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
B15	NW 2nd Street (NW Deer Street–SE Fairview Street): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Near	City
B16	E/W 1st Street (SW Deer Street–NE Knowledge Street): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Near	City
B17	N/S Court Street (SE 5th Street–NE 4th Street): Neighborhood Bikeway and bike lanes.	▪ Provide safe bicycle connections.	$50,000	Medium	City
B18	N/S Fairview Street (SE Lynn Boulevard–NE 4th Street: Neighborhood Bikeway.	▪ Provide safe bicycle connections.	$50,000	Long	City
B19	N/S Knowledge Street (SE Lynn Boulevard–NE 3rd Street/U.S. 26): Add bike lanes.	▪ Provide safe bicycle connections.	<$20,000	Medium	City
B20	SE 5th Street (S Main Street–SE Combs Flat Road): Neighborhood Bikeway and bike lanes.	▪ Provide safe bicycle connections.	$50,000	Near	City
B21	Main Street (end of existing bike lanes–south UGB): Add bike lanes.	▪ Provide safe bicycle connections.	$550,000	Near	City
B22	Ochoco Logging Road Extension: Complete bike lanes' connection between east city limits and NE Stearns Road.	▪ Provide safe bicycle connections.	Included as part of new roadways	Medium	N/A
B23	NE Sugar Pine Road/NE Yellowpine Road (NE Peters Road–NE Yellowpine Road): New neighborhood bikeway.	▪ Provide safe bicycle connections.	<$50,000	Medium	City
Multiuse Paths					
M1	Barnes Butte Main Loop multiuse path: Add multiuse path connecting Barnes Butte Trail to NE Henry Drive.	▪ Provide new off-street bicycle and pedestrian connection.	$590,000	Medium	City
M2	Crooked River Multiuse Trail: Add multiuse trail.	▪ Provide new off-street bicycle and pedestrian connection.	$2.7 million	Medium	State
M3	Iron Horse Multiuse Trail: Extend multiuse trail NE Hudspeth Circle to N Main Street.	▪ Provide new off-street bicycle and pedestrian connection.	$710,000	Medium	City
M5	O'Neil Highway: Add trail from O'Neil Hwy to Tom McCall area.	▪ Provide new off-street bicycle and pedestrian connection.	$2.2 million	Near	City/ Developer
M6	North Prineville Loop.	▪ Provide new off-street bicycle and pedestrian connection.	$1.5 million	Aspirational	State
M7	SE Combs Flat Road Multiuse Path: ▪ Construct multiuse path. Add multiuse trail from SE 2nd Street to south City UGB.	▪ Provide new off-street bicycle and pedestrian connection.	TBD based on routing	Long	City/ Developer

ID	Project	Needs Addressed	Cost Estimate	Priority	Funding
M8	▪ Pedestrian and bicycling connection from O'Neil Highway/OR 370 to SW High Desert Drive: Construct multiuse path and grade-separated crossing of Ochoco Highway/OR 126.	▪ Provide new off-street bicycle and pedestrian connection.	$3 million	Long	State
M9	Main Street Improvements: Add multiuse paths on both sides of the road from 10th Street north to the Prineville UGB limits.	▪ Provide new off-street bicycle and pedestrian connection.	TBD based on routing	Aspirational	State
M10	Tom McCall Road: Multiuse path on both sides of the road, from the Tom McCall roundabout at Ochoco Highway/OR 126 north to intersection with Social Loop.	▪ Provide new off-street bicycle and pedestrian connection.	Cost included in R6	Long	City/ Developer
M11	U.S. 26/Madras Highway (west side of highway): Add sidewalks and curbs from NW Richland Lane (existing crossing) to approximately Riverland Loop.	▪ Provide new off-street bicycle and pedestrian connection.	$3 million	Long	City/ Developer
M12	U.S. 26/Madras Highway to Crooked River Wetlands: Add multiuse trail	▪ Provide safe pedestrian connections.	$2 million	Long	State
M13	Peters Road Trail : Add multiuse trail from N Main Street to NW Lon Smith Road.	▪ Provides new off-street bicycle and pedestrian connection	$500,000	Long	State
M14	Barnes Butte Main Loop multiuse path: Add multiuse path connecting Barnes Butte Trail to NE Henry Drive.	▪ Provides new off-street bicycle and pedestrian connection	$1 million	Long	City/ Developer
Public Transportation					
PT1	Route 26: Prineville to Redmond service improvements.	▪ Increase public transportation service frequency.	Already adopted as part of other plans.		
PT2	Dial-a-Ride service expansion to serve more areas of Prineville.	▪ Increase on-demand transit service area.	Already adopted as part of other plans.		
PT3	One-seat fixed-route service to Bend.	▪ Provide a faster connection from Prineville to Bend.	N/A	Near	State
PT4	Prineville Local Circulator.	▪ Provide transit access to key destinations in Prineville.	N/A	Medium	State
PT5	Implement marketing or information program on walking, cycling, and transit routes.	▪ Enhance ease of us of the bicycle, pedestrian, and transit system in and out of Prineville.	Variable	Near	City
Rail					
RR1	COPR: Extension to target industries with Lamonta Rd. Crossing	▪ Provide access to target industries for COPR	TBD based on routing	Long	City/ Developer

Chapter 5: Implementation

The Prineville TSP contains projects that may be implemented on a short-, medium-, or long-term basis. Project prioritization includes factors such as community desire, available funding, staff capacity, and City leadership support. As limited funding exists, some projects may take years, if not decades, to complete. Over time, projects not included in this TSP may be added to address new needs that arise as Prineville's population continues to change. This section describes options for funding TSP projects through existing sources, as well as through potential funding opportunities such as grants or City fees.

5.1 Funding Forecast and Gap

The preferred solutions in total would cost approximately $95.4 million in 2024 dollars. Of this total, $56.1 million is for solutions relying primarily on local funding, grant sources, or projects built in part through development or through system development charges. Solutions in partnership with ODOT total $39.3 million. For solutions funded in partnership with ODOT, the TSP assumes that 10% of the project costs is contributed by the City, adding $3.9 million to Prineville's funding obligation, bringing the total local funding need to $60.1 million. Based on recent transportation funding for Prineville, the estimated available funding for locally funded solutions is $37.5 million over the next 20 years (125% of the anticipated available $30 million). In the following sections, projects are noted as follows:

- State – 10% of cost included in total funding
- City – Funded through local revenues or grants
- City/Developer – Local project driven by development (developer-built/SDC contribution)

The $37.5 million estimate of available funding would fund all of the primarily city-led projects and 10% of the state projects, which are estimated to cost $25.3 million. Projects completed in partnership with developers and/or through SDCs total $18.6 million; some or part of these projects may be constructed as part of new development. However, the City will be responsible for a share of these projects, meaning additional SDC or other revenue will be required to fully complete these projects that support continued growth in Prineville. The funding estimate also accounts for projects that are listed as 'aspirational'.

5.2 Funding and Financing Options

There are several funding sources available to the City to fund projects and programs depending on the type of project, the roadway (state or local) the project is on, and the project cost. This section reviews local transportation funding sources that have been used historically, as well as new sources to increase general levels of transportation funding.

Historically, Special Revenue funds support the transportation fund, estimated to have approximately $1.77 million for fiscal year (FY) 2023. Development in the city also supports the transportation fund through collection of transportation system development charge (SDC) revenue. FY2023 revenue collected from transportation SDCs is estimated to be approximately $800,000, with an average of $540,000 annually from FY2015 to FY2023.

The transportation fund is unrestricted in funding purposes, though transfers from the general fund to the transportation fund are typically for transportation operations. The transportation SDC fund is dedicated for capital improvement projects and cannot be used for other purposes; typical distributions support substantial improvements such as traffic signals or new roadways.

Project-specific intergovernmental grant revenues are funds for specific capital projects provided to the City from state or other governmental grants. Appendix G, Preferred Solutions, provides more information regarding existing and potential sources of funding.

SDC revenues represent a dedicated source of funding for transportation system capital investments, with consistent revenues in recent years from continued growth in the city. The City's current SDC fee structure assesses $5,849.32 per PM peak-hour trip generated (based on the current ITE Trip Generation Manual or approved trip-generation study); the fees should be recalibrated based on the updated TSP when complete.

Based on recent revenue history, the City is likely to have more than $2.25 million in local funds per year available for transportation maintenance, operations, and capital projects. The share of these funds available for capital construction is estimated at $1.5 million annually, based on expenditures in recent years and discussions with City staff.

5.2.1 Local Options

Local revenue is an important source of funds for transportation projects and programs and can be used to provide a local match for grants. Table 16 describes sources and considerations of local funding for TSP projects identified during the prior TSP process and potential new sources of local funding.

Table 16. Potential Local Funding Sources for TSP Projects

Source	Funding Available	Description	Considerations
Existing Sources			
General Fund	Varies.	The general fund has two main sources of revenue: ▪ Property tax. ▪ Utility taxes, franchise fees, and payments in lieu of taxes from city utilities.	A greater percentage of revenue from the general fund could be used to fund transportation projects in Prineville. However, general fund dollars are scarce and support a wide variety of government functions, meaning their use for capital projects is discretionary and depends on competing needs.
General Obligation (GO) Bonds	Prineville does not have a policy for issuing GO bonds.	GO bonds can help finance construction of capital improvement projects by borrowing money and paying it back over time in smaller installments. Bonds are typically backed by new revenue, such as an additional property tax levy. Usually, a specific package of improvements is identified and a levy is put to a local vote, then the revenue stream is bonded.	The City may consider issuing GO bonds in the future to help provide additional funding transportation capital improvement projects.
Tax Increment Financing (TIF)/Urban Renewal Area (URA)	No current TIF or URA exists in Prineville. However, the City may consider adopting a URA for 3rd Street/Downtown Prineville in the future.	URAs can provide a strategy for funding transportation (and other public improvements) within a defined URA boundary. URAs facilitate "tax increment financing;" in short, property tax receipts are frozen at URA inception and property tax revenue is then	The City's comprehensive plan includes a policy goal of exploring the establishment of URAs; there are currently none in the City. TIF revenues derived from a URA must be applied in the same area. Nearly any transportation investment would be eligible for

Source	Funding Available	Description	Considerations
		distributed via two streams; the frozen base revenue is distributed normally to taxing districts, while the "increment" of increased revenue due to increased property values in the URA is set aside for improvements. As property values increase, the additional tax revenue collected above the frozen base is used for improvement projects in the URA. This revenue stream can be bonded to fund more substantial projects early on.	funding. Funding generated through the URA can be used to fund improvements in Downtown and along 3rd Street/U.S. 26.
System Development Charges (SDC)	Funding is based on the amount of development occurring in the City, which has been robust for many years.	These are one-time fees assessed on new use or on an increase in use of a property. For example, SDCs may be collected when someone develops a vacant property into a residence. SDCs, per state law, must be spent only on projects that increase capacity of the system; maintenance or preservation projects generally are not eligible for SDC use.	The City already levies SDCs on new development. Transportation SDCs are generally used by city governments to fund capital improvements from their TSPs and/or capital improvement programs. SDC rates should be reevaluated periodically to ensure they support the City's needs for transportation capital improvements.
Partnerships	Varies based on location.	Prineville can leverage partnerships with ODOT, the Crook County School District, and other public partners to fund projects that overlap with publicly owned facilities. Prineville can also explore public-private partnerships with developers to encourage or mandate the funding of transportation projects adjacent to new development.	U.S. 26, OR 27, OR 126, OR 370, and OR 380 are owned by ODOT. The TSP includes improvements on these highways that may be eligible for ODOT funding. Several new developments are planned in Prineville; the City may consider collaborating with Crook County, schools, and developers to fund improvements.
Possible New Sources			
Local Fuel Tax	Of those cities that currently assess local gas taxes, most smaller cities charge between $0.01 and $0.03 per gallon. It is difficult to estimate the potential revenue generated by a local gas tax without knowing annual gasoline sales.	Dozens of Oregon communities levy local gas taxes, the revenues from which are entirely available for use locally. An advantage of local fuel taxes is that locals, tourists, and people driving through who purchase gas would contribute to funding Prineville's transportation system.	Prineville does not currently levy a local fuel tax. A local gas fuel tax can be enacted through legislative action by the City Council or by putting the tax to a public vote.
Transportation Maintenance Fee (also known as a transportation utility fee, street	The City currently does not levy a transportation maintenance or utility fee.	Based on use of the transportation system; collected from residences and businesses. These fees are typically assessed monthly to residents, businesses, and other nonresidential uses. Fees vary	Prineville may consider charging such a fee to fund a greater share of maintenance costs, thereby freeing resources for capital projects. Fees could be collected to

Source	Funding Available	Description	Considerations
user fee, or road user fee)		significantly from city to city. Some cities charge a flat fee regardless of the type of use. Other cities have different fees for residences versus other uses. Oregon jurisdictions levy such a fee to pay for maintenance and operations of city streets.	help with transportation maintenance costs.
Leverage Utility Projects	$353,000 estimated in utility fees for FY 2023–2024.	Utility taxes, franchise fees, and payments in lieu of taxes from city utilities in Prineville are one of the three main sources of revenue for the City's general fund. There are opportunities to coordinate utility maintenance and replacement projects with street projects, including overlays and sidewalk construction. For example, combining a sewer main replacement with a desired overlay and sidewalk project would save the City money on construction costs.	Utility fees fund maintenance and improvement of specific utilities (e.g., sanitary sewer), but these fees can help defray the costs of transportation investments. For example, a road reconstruction project often is an opportunity to upgrade or update the utilities (or vice versa), and utility fees can contribute toward the cost of the transportation project.

Figure 25. Gary Ward Park (source: Crook County Parks and Recreation District)

5.2.2 Grants

Grants provide an important source of funds for projects by supplementing local funds. Grants are often targeted toward specific types of transportation projects. Table 17 describes potential grant funding sources and their applicability to TSP projects in Prineville.

Table 17. Potential Grants for TSP Projects

Source	Funding Available	Description	Eligibility and Considerations
Building Resilient Infrastructure and Communities (BRIC) Hazard Mitigation Assistance Grant *Administrated by the Federal Emergency Management Agency (FEMA)*	Approximately $100 million available for Oregon in the most recent grant solicitation. 25% match required.	FEMA hazard mitigation assistance provides funding for eligible mitigation measures that reduce disaster losses. The BRIC grant supports projects that address future risks from natural disasters including wildfires, drought, hurricanes, earthquakes, extreme heat, and flooding. Funds support mitigation activities with a focus on infrastructure projects benefitting disadvantaged communities, climate resilience and adaption, and adopting hazard-resistant building codes.	Projects may be eligible if they also serve a disaster mitigation purpose such as evacuation from wildfires. Because of Prineville's wildfire risk and the consideration of incorporating evacuation routes into the City's transportation plans, several TSP projects may likely be eligible for funding through this program.
Transportation and Growth Management Grants (TGM)	The TGM Program typically awards between $2 million and $2.5 million. Individual award amounts generally range from $150,000 to $300,000. TGM requires a local grant match of 10.27% of the total project costs.	TGM grants are administered by ODOT and awarded on an annual basis. The TGM grants are generally awarded to projects that will lead to more livable, economically vital, transportation efficient, sustainable, and pedestrian-friendly communities. The grants are awarded in two categories: transportation system planning and integrated land use and transportation planning.	TGM grants can support planning and refinement of TSP projects such as corridors, paths, or active transportation projects.
Statewide Transportation Improvement Program (STIP) *Administrated by ODOT*	Approximately $2 billion is available statewide for the 2024–2027 STIP. Match requirements vary.	The STIP is the major statewide program for funding significant projects, usually of regional importance. The STIP programs both state and federal dollars. The Oregon Transportation Commission allocates funding to ODOT categories and programs every four years. Exact amounts vary.	Major projects on U.S. 26, OR 126, OR 370, and OR 380 are most likely eligible for funding, though the STIP process is extremely competitive. Projects in the STIP are typically chosen based on asset condition, safety, modernization, and other priorities set by the Oregon Transportation Commission.

Source	Funding Available	Description	Eligibility and Considerations
Recreational Trails Program *Administrated by the Oregon Parks and Recreation Department*	Approximately $1.6 million allocated each year. Minimum grant request: $10,000. Recommended grant request maximum: $150,000 for nonmotorized proposals. Applicants must commit to at least 20% match. Match can include volunteer labor or other donations.	Funds to develop, improve, or expand motorized and nonmotorized trails and their facilities. Recreational Trails Program funding is intended for recreational trail projects and can be used for construction of new trails, major rehabilitation of existing trails, development or improvement of trailhead or other support facilities, acquisition of land or easements for the purpose of trail development, and safety and education projects.	This funding source is very competitive, and funding is generally based on the needs identified in the Oregon Statewide Trails Plan.
Oregon Community Paths (OCP) *Administrated by ODOT*	Project refinement funding: $150,000 to $750,000 per project. Construction funding: $500,000 to $6,000,000 per project. 10% to 30% match depending on funding source (federal or state).	Supports multiuse path projects including paths that pass through a park, along a greenway, and that connect to community centers, services, housing, employment, schools, and recreation. Types of community path projects: ▪ Critical Links – walking and biking connections to schools, downtowns, shopping, employment, and other essential destinations. ▪ Regional Paths – connects communities no more than 15 miles apart or traverses one community with a path 10 miles long or greater.	OCP projects must serve a transportation purpose (not just recreational). The TSP update is likely to include projects that fall under the “Critical Links” project type.
Safe Routes to School (SRTS) *Administrated by ODOT*	$60,000 to $2,000,000. New funding program guidance is under development by ODOT. 20% to 40% match required.	Projects are eligible for SRTS funding if they are within a 1-mile radius of a school, within a local roadway, and in a jurisdiction plan. Projects must improve, educate, or re-encourage children safely walking or biking to school. Projects in smaller communities, for elementary and middle schools, and that can demonstrate substantial need are likely to fare best.	Because the Prineville TSP is likely to include projects that would have a direct impact on cycling and walking to school, SRTS is likely a promising source of funding for projects.

Source	Funding Available	Description	Eligibility and Considerations
Statewide Transportation Improvement Fund (STIF) *Administrated by ODOT*	Funding amount varies. There is no match for STIF formula; STIF discretionary match is generally 20%. STIF formula funds may be used as the local match for state and federal funds which also provide public transportation. STIF discretionary funding is used for new or pilot projects and for capital purchases.	STIF formula funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. The STIF discretionary fund supports a wide variety of project types but cannot be used to fund ongoing operations. The intercommunity discretionary fund supports maintaining, expanding, and improving public transportation services between two or more communities. The Oregon Transportation Commission finalizes award decisions using criteria derived from statute and the Oregon Public Transportation Plan.	STIF formula funding is awarded through the qualified entity which is a county or transit district, based on population and taxes paid within their geographic area. STIF discretionary and intercommunity discretionary funds are awarded to public transportation service providers to improve public transportation through a competitive grant process. Though Prineville is not qualified to seek funds directly, the City could work with regional transit providers on an application for improvements to transit service in Prineville.
Travel Oregon Competitive Grants Program *Administrated by Travel Oregon*	Over $3 million is available for funding 2023–2025.	This program awards eligible applicants for projects that contribute to the development and improvement of local economies and communities throughout Oregon by means of the enhancement, expansion, and promotion of the visitor industry.	Prineville's tourism draw would likely result in project eligibility in areas with popular tourist destinations.
Federal Land Access Program (FLAP) *Administered by FHWA and USDOT*	$37,766,000 available per fiscal year in Oregon. No local match required in Oregon.	Funds to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities with an emphasis on high-use recreation sites and economic generators. Applicant must be state, county, tribal, or city government that owns or maintains the transportation facility.	Any state, county, or local government or tribe that owns or maintains a public transportation facility is eligible to apply. Project must be located on, adjacent to, or provide direct access to federal lands. Connections to the Ochoco National Forest and Crooked River National Grassland and nearby Bureau of Land Management areas may be eligible.
All Roads Transportation Safety Program (ARTS) *Administered by ODOT*	Approximately $46 million per year from 2027 through 2030. A 10% local match is required.	ARTS is a statewide program to implement safety measures and improvements for all public roads, supported through federal and state funds based on the federal Highway Safety Improvement Program. A funding competition in 2024 awarded funds for eligible projects to be developed during the 2027-2030 STIP cycle.	Use of funds for ARTS projects must be locations or corridors where a known problem exists as indicated by location-specific data on fatalities and serious injuries or risks, and/or where it is determined that the specific safety project can produce a measurable and significant reduction in such fatal and serious injury crashes.

Inclusion of an improvement in this TSP does not represent a commitment by ODOT to fund, allow, or construct the Project. Projects on the State of Oregon Transportation System that are contained in the TSP are not considered "planned" projects until they are programmed into the Statewide Transportation Improvement Program (STIP). As such, projects proposed in the TSP that are located on a State system cannot be considered as mitigation for future development or land use actions until they are programmed into an adopted STIP or ODOT provides a letter indicating that the project is "reasonably likely" to be funded in the STIP. State Highway Projects that are programmed to be constructed may have to be altered or canceled at a later time to meet changing budgets or unanticipated conditions such as environmental constraints.

Appendix A

Public Involvement and Communications Plan

Appendix B

Plans, Policy, and Funding Review

Appendix C

Existing Conditions

Appendix D

Future Conditions

Appendix E

Goals, Objectives, and Evaluation Criteria

Appendix F

Solutions Analysis and Funding

Appendix G

Preferred Solutions

Appendix H

Engagement Summary