

Project Name: Prineville Transportation System Plan Update

Project No.:

Location: Prineville City Hall, Virtual

Meeting Date: February 14, 2024

Minutes by: Ben Kahn

Time: 10 am - 12 pm

Attendees:

Casey Kaiser, City of Prineville
Ken Shonkwiler, ODOT
Josh Smith, City of Prineville
Justin Severance, City of Prineville
Scott Smith, Prineville City Councilor
Russ Deboodt, Prineville Fire
Chris Cheng, ODOT
Kim Molnar, Prineville Chamber of Commerce
Rich Evans, City of Prineville
Matt Wiederholt, City of Prineville

Brian Paslay, ODOT
Daniel Serpico, ODOT
Jin Ren, ODOT
David Knitowski, ODOT
Mark Barrett, ODOT
Andrea Breault, Cascades East Transit
Unknown virtual attendee, (541-317-1886)
Ben Kahn, Parametrix
Ryan Farncomb, Parametrix

Subject: PAC Meeting #2 – Design Solutions Discussion

The second PAC meeting for the Prineville Transportation System Plan Update focused on discussing draft design solutions considered by the project team. A summary the discussion and feedback heard included the following:

- West Y and OR 126 / OR 370
 - Alternative 2
 - There may be concerns and questions from the freight industry regarding alternative 2 on OR 370 design.
 - Alternative 4
 - Need to consider bicycle and pedestrian access on both sides of OR 126 and west on OR 370 to Crooked River Wetlands Complex, but funding is an issue to build this.
 - Two roundabouts were considered, but the steep grade on OR 126 makes a two roundabout solution difficult to implement.
 - Alternative crossings over the Crooked River north of OR 126 have been considered in the past, but it's not feasible at this time.
 - Consensus on Alternative 4 being the preferred choice.
- 3rd Street
 - Couplet

- A full couplet through the city is not an ideal solution, but is there a way to consider a couplet only for the west side of Prineville?
 - A cost estimate is needed to illustrate infeasibility of couplet.
 - Issues with couplet include cost, losing locally-controlled right-of-way, routing, long-term impacts, and barriers on 2nd and 4th requiring property acquisition.
 - A couplet would be too costly and disruptive, and does not fit within the 20 year planning horizon.
- Bypass route
 - Limited options for a bypass route – only identified possibility is Rim Rock Road.
 - Additional congestion problems would emerge on a new bypass of 3rd.
- For bicycle infrastructure, focusing on parallel routes on 2nd and 4th is the most feasible. There's no official ODOT guidance on parallel bike routes to state highways, but ODOT is interested in supporting this effort.
- General support for enhanced crossings.
- Prioritize transit access on 3rd Street. Provide space for drop off and pickup of passengers.
- The alternative to remove parking on both sides of 3rd would impact ongoing work to construct sidewalk bulb outs and extensions.
- Other solutions
 - Consider SE 5th Street extension as an alternative to SE 2nd Street
- Bicycle/Pedestrian solutions
 - Need more discussion of US 26 pedestrian crossings on west side of city.