

Project Name: Prineville Transportation System Plan Update
Location: Prineville City Hall, Virtual **Date:** October 28, 2024
Minutes by: Ben Kahn **Time:** 2 pm – 4 pm
Subject: PAC Meeting #3 – Preferred Solutions Discussion

Attendees:

Casey Kaiser, City of Prineville	Matt Wiederholt, City of Prineville
Ken Shonkwiler, ODOT	Will Van Vactor, Crook County
Josh Smith, City of Prineville	Brian Paslay, ODOT
Ryan Farncomb, Parametrix	Daniel Serpico, ODOT
Justin Severance, City of Prineville	Ren Jinxiang, ODOT
Scott Smith, Prineville City Councilor	David Knitowski, ODOT
Russ Deboodt, Prineville Fire	Mark Barrett, ODOT
Kim Molnar, Prineville Chamber of Commerce	Ben Kahn, Parametrix
Rich Evans, City of Prineville	

The third PAC meeting for the Prineville Transportation System Plan Update focused on discussing preferred design solutions considered by the project team. This document summarizes the discussion and feedback received during this meeting.

- West Y and OR 126 / OR 370
 - Confirm whether the 1-lane roundabout design includes slip lanes, or if those are planned for future as expansion becomes necessary.
 - Note that the enhanced crossing does not necessarily need to be located at Locust St. but can be nearby depending on preference and need.
 - Clarify that the grade-separated crossing of OR 370 is for bicycle/pedestrian travel, not vehicles.
 - Determine if the preferred solution allows for turning left onto Rimrock Rd., or if travelers need to turn around at the future roundabout.
 - There is a recommendation to add left turn phasing for the north/south directions on 3rd St. and Harwood.
 - PAC generally concurred with the proposed concepts for West Y/O'Neil Highway.
- Tom McCall Roundabout
 - Note that the roundabout just falls short of the future mobility targets. Proposed solution: add slip lanes to bring back in line with standards.
- 3rd Street
 - Consider developing bicycle lanes instead of greenways on parallel streets to 3rd, including 2nd, 4th, or 5th.

- Discussed congestion on 3rd Street. Planned new roadways will help address.
 - Question about the signal project: signals are in place but timing and interconnect has not been completed (so the benefits to congestion have not been realized yet).
- Pedestrian solutions
 - Clarify that the crossing on US 26 in the northwest area is not intended to be at the specific location, but in the vicinity of the area. Specific siting will depend on context and preferences.
- Safety solutions
 - On OR 27/S Main, clarify where the curve is recommended to be flattened, which is at the south end of the city by the church.
 - It was recommended that a “no left turn” sign be evaluated for addition for vehicles traveling west on 7th and Main.
- Transit solutions
 - Verify whether a one-seat ride to Bend already exists.
 - It was noted that the local circulator is unlikely to be implemented.
- Additional considerations
 - It was recommended that the TSMO solution could be revised to recommend more coordination between TSMO operators and the city instead of identifying specific locations for TSMO improvements.