

**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.
- 3<sup>rd</sup> 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 2<sup>nd</sup> and 4<sup>th</sup> 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 3<sup>rd</sup>.
  - For bicycle infrastructure, focusing on parallel routes on 2<sup>nd</sup> and 4<sup>th</sup> 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 3<sup>rd</sup> Street. Provide space for drop off and pickup of passengers.
  - The alternative to remove parking on both sides of 3<sup>rd</sup> would impact ongoing work to construct sidewalk bulb outs and extensions.
- Other solutions
  - Consider SE 5<sup>th</sup> Street extension as an alternative to SE 2<sup>nd</sup> Street
- Bicycle/Pedestrian solutions
  - Need more discussion of US 26 pedestrian crossings on west side of city.