

WORKSHOP MEETING MINUTES  
SISTERS CITY COUNCIL  
520 E. CASCADE AVENUE  
AUGUST 18, 2011

**MEMBERS PRESENT:**

Lon Kellstrom Mayor  
David Asson Councilor President  
Sharlene Weed Councilor  
Pat Thompson Councilor  
Wendy Holzman Councilor

**STAFF PRESENT:**

Eileen Stein City Manager  
Paul Bertagna Public Works Director  
Pauline Hardie Comm Dev Director  
Kathy Nelson City Recorder

**GUESTS:**

Scott Beard Kittleson & Assoc. Sr. Engineer  
Jim Bryant ODOT Principal Planner

**ABSENT:**

Lisa Young Finance Director

The meeting was called to order by Mayor Kellstrom at 8:02 p.m.

1. Highway 20 Roundabout Feasibility Study

**Scott Beard, Senior Engineer for Kittleson & Associates** stated his presentation would provide general information on roundabouts, a status update on the Oregon Department of Transportation (ODOT) position on roundabouts, design volumes and parameters and concept status. He discussed how modern roundabout differs from earlier versions of roundabouts explaining that modern roundabouts provide priority yield control to circulating vehicles, slow consistent speeds, landscaping elements, pedestrian access and crossing, and a channelized direction of circulation. He stated there has been an exponential growth of roundabouts in the United States since the 1990,s noting roundabouts are being utilized for a wide variety of conditions including freeway interchanges, high speed rural areas, high truck and pedestrian areas, near schools, in tourist routes and in snowy locations.

**Mr. Beard** reported on the number of roundabouts in Oregon and provided examples of several. He discussed the safety and operational advantages of roundabouts stating they are proven to reduce the number and severity of crashes while also reducing traffic congestion and emissions. He explained this was due to the reduction of vehicle and pedestrian conflicts points, lower speeds and a reduction in lines of idling vehicles at signals. He stated this also produced reduced fuel consumption. He remarked one of the key advantages to roundabouts was the aesthetics.

**Mr. Beard** reported on the public perception of roundabouts and how initially many people reported a negative attitude towards roundabouts. He stated after roundabouts were constructed, the view of those same people changed considerably towards the other directions with most changing their attitude to a positive slant. He discussed how roundabouts are designed with pedestrian and cyclist's safety in mind and can be designed for use by any type of vehicle, including oversize and heavy loads.

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**Mr. Beaird** reported on the Oregon's current position on roundabouts noting the failed 2011 legislation to prohibit roundabouts on state highways. He stated ODOT is working to address the concerns of the trucking industry and waiting on results of from a pooled funds study on roundabouts as it relates to over-sized and heavy-weight loads. **Jim Bryant, ODOT Principal Planner**, added he felt some interim findings on that study would be available soon. **Mr. Beaird** stated that local communities were still able to consider roundabouts. **Councilor Thompson** pointed out that if ODOT was not supportive of a roundabout in Sisters, the City would be unable to construct one without ODOT's financial support. **Mr. Bryant** reminded the Council there were funds for some type of fix at the Barclay/Highway 20 intersection in the Statewide Transportation Improvement Program (STIP) for the 2013-15 biennium. **Mr. Beaird** revealed some of the concerns raised by the trucking industry trucks fitting in single-lane roundabouts, overtracking in multi-lane roundabouts and the slowdown on the movement of freight. He described how all of those concerns could be alleviated with the appropriate roundabout design for the vehicles using it. He added that although trucks do need to slow down to negotiate roundabouts, there is no negligible delay in overall travel time. **Mr. Bryant** stated that over-dimension loads were less of a problem in Central Oregon than elsewhere, such as the I-5 corridor because of restrictions already imposed by other roadways such as Santiam Pass.

**Mr. Beaird** presented analysis on the construction of roundabouts at the Barclay/Highway 20 and Locust/Highway 20 intersections and showed a concept plan for the Locust and Highway 20 intersection. He noted the plan used a much smaller footprint than the 2010 Transportation System Plan (TSP) update had shown. **Councilor Weed** asked if it would be possible to re-design the roundabout to only impact one property instead of two and **Mr. Beaird** stated he was uncertain as the issue was complicated by the tennis courts at the elementary school.

**Councilor Thompson** asked how many traffic signs would be installed since they were not aesthetically attractive and **Mr. Beaird** replied there would be five to six signs per approach. **Councilor Thompson** asked about the time frame for constructing a roundabout versus a signal stating he was in favor of whatever could be constructed the fastest. He stated the Barclay intersection had been identified as hazardous over three years ago and nothing had been done yet. He stated he wanted to see whatever could be installed as soon as possible. He asked if there would be less funding opportunities if the city opted for a roundabout and if a multi-lane roundabout, as illustrated on the concept plan was really necessary. **Mr. Beaird** replied that multi-lane roundabouts allow for less congestion since two cars can get through the gap in traffic as opposed to only one with a single lane roundabout. **Director Bertagna** added that even if the traffic doesn't warrant a multi-lane roundabout initially, he would still want it constructed such that there would be the ability to expand the roundabout to two lanes when traffic warranted the change.

**Councilor Weed** stated a community meeting was needed to discuss the options of signals and roundabouts and see what the community wants. **Manager Stein** agreed that would be a good next step for this project.

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**Mayor Kellstrom** thanked Mr. Beard and Mr. Bryant for attending.

2. Preview August 25, 2011 Workshop and Regular Meeting

**Manager Stein** gave an overview of the August 25<sup>th</sup> workshop and regular meeting.

3. City Manager Update

**Manager Stein** showed the Council the new Harold and Dorothy Barclay dedication plaque for Barclay Park.

**Manager Stein** reported she was still working with the Deschutes River Conservancy on the mitigation credit issue.

**Manager Stein** reported ODOT had unofficially been awarded a \$1.6 million federal grant for the Cascade Avenue Improvement Project. She stated official notification would be forthcoming.

**Manager Stein** stated she met with Forest Service staff to discuss the Uncle John Ditch water feature. She reported another design idea for the water feature was discussed and its feasibility would be decided by whether the ditch pre-dated the national forest, or vice versa.

**Manager Stein** thanked the Council for their comments on the Sisters Recycling Center editorial she had drafted for the Nugget Newspaper.

The meeting was adjourned at 10:00 a.m.

Respectfully submitted,

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Kathy Nelson, City Recorder

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Lon Kellstrom, Mayor