

# Rules of roundabouting

By Sue Stafford  
Correspondent

The roundabout at the intersection of Highway 20/Barclay/McKinney Butte has been open to traffic for almost two weeks. The City of Sisters and the Oregon Department of Transportation (ODOT) shared "Roundabouting 101" in hopes of clearing up any confusion regarding roundabout etiquette.

The main purpose of the roundabout is to reduce the number and severity of motor vehicle crashes at this intersection. At the same time, the roundabout maintains access to businesses, residential communities, schools, lodging, commercial and industrial developments, and the alternate truck route for all users of Highway 20.

It has been proven that roundabouts reduce crashes with an over 90 percent reduction in fatalities, a 76 percent reduction in injuries, a 35 percent reduction in the total number of crashes, and very little reported pedestrian and bicycle crash experience.

"The roundabout we have on our highway is the same as most of the roundabouts in Bend — a single-lane roundabout, just a bigger version. Same rules apply. You yield to cars that are in the roundabout, and you signal to indicate where you leave the roundabout," explained Nicole Abbenhuis, public works operations coordinator

for the City of Sisters.

There are four main things to remember when driving through a roundabout. Slow down when approaching a roundabout. Circle counterclockwise around the circle. Yield to traffic already in the roundabout because vehicles in the roundabout have the right-of-way. Do not stop within the circular portion of the roundabout, and never back up.

**"You yield to cars that are in the roundabout, and you signal to indicate where you leave the roundabout."**  
— Nicole Abbenhuis

"When an emergency vehicle approaches, do not stop in the middle of the roundabout. Each vehicle in the roundabout should exit the first available leg of the roundabout and then pull over to the right, so emergency vehicles can go where they need to

go," advised Abbenhuis.

Additional safety suggestions include the following: Roundabouts are designed for speeds between 15 to 25 miles per hour. Drivers should look for pedestrians in marked crossings before entering or exiting a roundabout. Keep to the right of the center median when entering the roundabout.

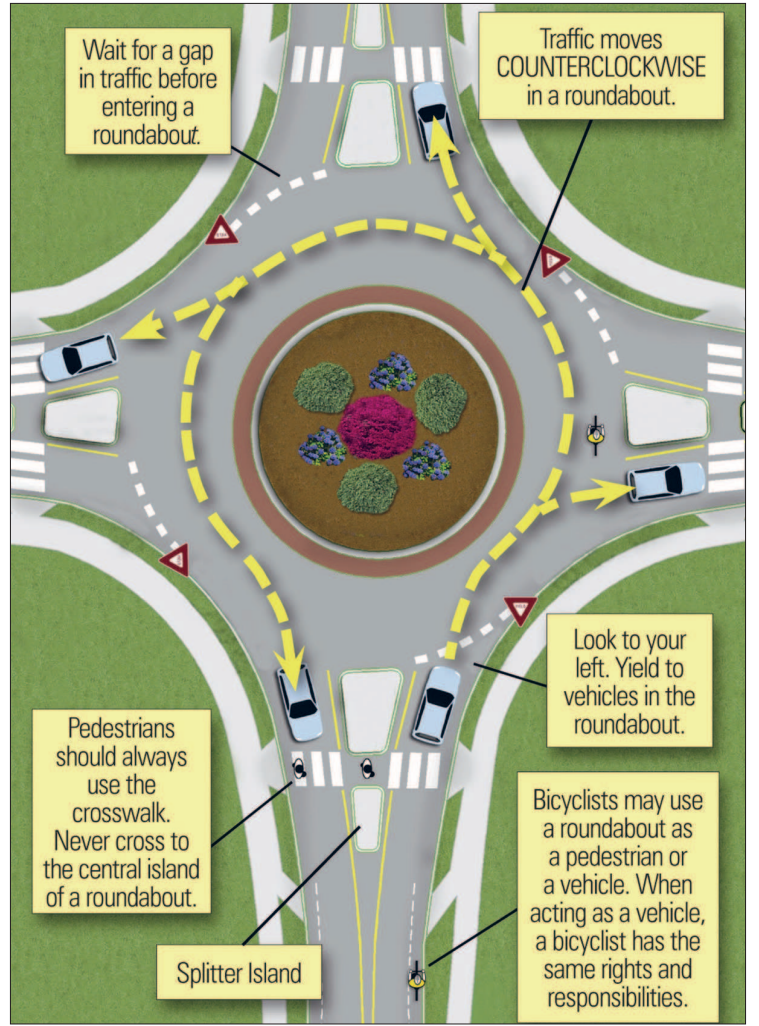
Roundabouts are designed for passenger vehicles, pedestrians, bicyclists, and freight.

They have been proven to be safer than signals or stop signs at intersections for all users. They create lower peak-hour and off-peak delays. And, as is the case of the Sisters roundabout, it provides gateway opportunities.

Remember to be patient with visitors and tourists who may be encountering the new roundabout for the first time. It will take awhile for everyone to become familiar with the newest landmark in town.

When passing through a roundabout, remember this simple phrase: "Yield in. Signal out."

A graphic presentation on roundabout navigation is available at the City of Sisters website, [www.ci.sisters.or.us](http://www.ci.sisters.or.us).



GRAPHIC PROVIDED

A few simple protocols make navigating easy.

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**NOTICE OF BUDGET HEARING**  
FORM UR-1

A public meeting of the Sisters Urban Renewal Agency will be held on June 14, 2017 at 6:30 pm in Council Chambers, 620 E. Cascade Avenue, Sisters, Oregon. The purpose of this meeting is to discuss the budget for the fiscal year beginning July 1, 2017 as approved by the Sisters Budget Committee. A summary of the budget is presented below. A copy of the budget may be inspected or obtained at City Hall, between the hours of 8:00 a. m. and 5:00 p. m. This budget is for an annual budget period. This budget was prepared on a basis of accounting that is the same as the preceding year. If different, the major changes and their effect on the budget are:

Contact: Joseph O'Neill Telephone: (541) 323-5222 Email: [joneill@ci.sisters.or.us](mailto:joneill@ci.sisters.or.us)

FINANCIAL SUMMARY - RESOURCES			
TOTAL OF ALL FUNDS	Actual Amount 2015-16	Adopted Budget This Year 2016-17	Approved Budget Next Year 2017-18
Beginning Fund Balances/Net Working Capital	688,373	330,465	356,076
Federal, State and All Other Grants	111,375	0	0
Revenue from Bonds and Other Debt	0	0	0
Interfund Transfers	0	0	0
All Other Resources Except Division of Tax & Special Levy	2,650	2,500	2,500
Revenue from Division of Tax	152,423	165,000	194,000
Revenue from Special Levy	0	0	0
<b>Total Resources</b>	<b>951,821</b>	<b>497,965</b>	<b>652,576</b>

FINANCIAL SUMMARY - REQUIREMENTS BY OBJECT CLASSIFICATION			
	Actual Amount 2015-16	Adopted Budget This Year 2016-17	Approved Budget Next Year 2017-18
Personnel Services	0	0	0
Materials and Services	4,352	4,200	4,200
Capital Outlay	354,684	70,000	45,950
Debt Service	226,959	206,635	189,487
Interfund Transfers	0	0	0
Contingencies	0	72,083	135,249
All Other Expenditures and Requirements	0	0	0
Unappropriated Ending Fund Balance	365,846	145,067	177,710
<b>Total Requirements</b>	<b>951,821</b>	<b>497,965</b>	<b>652,576</b>

FINANCIAL SUMMARY - REQUIREMENTS AND FULL-TIME EQUIVALENT EMPLOYEES (FTE) BY ORGANIZATIONAL UNIT OR PROGRAM *			
	Actual Amount 2015-16	Adopted Budget This Year 2016-17	Approved Budget Next Year 2017-18
Urban Renewal Agency	951,821	497,965	652,576
FTE	0	0	0
<b>Total Requirements</b>	<b>951,821</b>	<b>497,965</b>	<b>652,576</b>
<b>Total FTE</b>	<b>0</b>	<b>0</b>	<b>0</b>

STATEMENT OF CHANGES IN ACTIVITIES AND SOURCES OF FINANCING \*

STATEMENT OF INDEBTEDNESS		
LONG TERM DEBT	Estimated Debt Outstanding July 1	Estimated Debt Authorized, But Not Incurred on July 1
General Obligation Bonds	\$0	\$0
Other Bonds	\$0	\$0
Other Borrowings	\$587,520	\$0
<b>Total</b>	<b>\$587,520</b>	<b>\$0</b>

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