

A couple months ago I addressed the issue of the increase in traffic at the west end roundabout and the surrounding area. Tonight, I am addressing pedestrian safety in this area, specifically McKinney Butte from McKenize Meadows to the roundabout.

Currently, as you travel east down McKinney Butte from McKenize Meadows to the roundabout there is: a 25 mph near Fremont westbound, a 25 mph near The Hanger eastbound, a 25 mph near Desert Rose/Wellhouse westbound, and a 25mph near Arrowleaf /Mckinney Butte westbound. There are no speed signs eastbound from The Hanger to the roundabout. There are marked pedestrian crossings on McKinney Butte near Fremont, Brooks Camp intersection, Wheeler Loop & Dollar General and at the roundabout. There is no marked crossing at Trinity.

In the next 2-5 years we will add 1,500+ people to this area with Woodland, Sunset Meadows, Heavenly Acres, and the completion of Oxbow Flats. That is not counting foot traffic from the yet to be built businesses of Oxbow Flats, the East Portal, and the new elementary school. In my small 55+community, 20% are regular walkers. If we apply that to the additional population that means 300+ pedestrians added with the 950+ vehicles from new developments.

To make this area safer for pedestrians/cyclists the follow should be done:

1. Add 20 mph & pedestrian signs to the area just east of the Brooks Camp/McKinney Butte intersection and change the 25 mph sign at Arrowleaf/McKinney Butte to 20mph. Reducing the speed is essential with the volume of cars and pedestrians in such a small congested area. The pedestrian sign east of the Brooks Camp/McKinney Butte intersection is critical as you cannot fully see the crosswalk at Wheeler Loop/McKinney Butte until you enter the curve. 20 mph would also be consistent with the posted speed on Brooks Camp and on Arrowleaf.
2. Add a pathway into the Bi-Mart Shopping Center. There are none.
3. Consider other options for the driveway of DQ, Bi-Mart/Dollar General, and Felicity/Dollar General. These driveways are really used as side streets with higher volume than regular driveways. People walking from Arrowleaf to the Bi-Mart area tend to cross where there is no marked crossing. They do

not go up to the roundabout or down a block to the crossing just before Wheeler Loop.

4. Place no parking signs along the south side of McKinney Butte between Wheeler Loop and DQ and also along the east side of Brooks Camp Rd (same as what was done from McKinney Butte to Rail Way).
5. Petition ODOT to make the following changes to the roundabout:
 - a. Reduce entry from westbound from 35 to 25, Barclay from 30 to 25, eastbound from 35 to 25, and McKinney Butte to 20. The recommended approach speed is 20-25 mph for a single lane roundabout. The lower the speed the safer it is for pedestrians.
 - b. Add a pedestrian activated warning signal. In addition to Woodland residences crossing to access shops and west side residences accessing the only park in the area, the roundabout could be considered a school crossing.

The signage changes on McKinney Butte (20 mph, pedestrian crossing, and no parking signs) are low-cost measures yielding immediate results. Perhaps these would qualify for the Spot Improvement Program. The process to make changes to the roundabout should start sooner rather than later. It will take time to get these done. A study should be conducted for the south side of McKinney Butte between Dollar General and DQ. Increased volume of vehicles, pedestrians, and cyclists will make this area more dangerous for all users.

Action needs to be taken to help Sisters become a truly walkable community.

