



Deschutes County Board of Commissioners
1300 NW Wall St., Bend, OR 97701-1960
(541) 388-6570 - Fax (541) 385-3202 - www.deschutes.org

MINUTES OF WORK SESSION

DESCHUTES COUNTY BOARD OF COMMISSIONERS

MONDAY, JUNE 29, 2015

Present were Commissioners Anthony DeBone, Tammy Baney and Alan Unger. Also present were Tom Anderson, County Administrator; David Doyle and Laurie Craghead, County Counsel; and, for a portion of the meeting, Chris Doty and George Kolb, Road Department; Peter Russell, Community Development; James Lewis, Property & Facilities; Kathleen Hinman, Personnel; Gary Farnsworth, ODOT; and media representatives Ted Shorack of the Bulletin, and a reporter from KTVZ-TV.

Chair DeBone opened the meeting at 1:30 p.m.

1. Update on ODOT/Deschutes County Transportation Topics.

Gary Farnsworth, Area Manager of ODOT stated that there are a lot of things going on at this time.

US 20/Barclay Drive Intersection

He said there would be a joint meeting of the Board with the Sisters City Council this Thursday, and he plans to attend to speak about the proposed roundabout project. They are at a decision point.

He referred to a memo and graphics. There are safety issues at this location and he has been working on it since 2001. It was identified along with Locust TSP work or a signal. It was presented to the public in 2001, and most were in favor of a roundabout.

They were successful in getting TSP funds for this kind of project and defining a policy regarding roundabouts on State highways. Other agencies have also been supportive, and there will be an agreement with the City on the final design process. They will choose one of two proposals based on cost differences, and should begin construction in the fall of 2016.

He said there are issues with either alternative, but Locust would be more difficult. The roundabout will help with flow and is better than a signal light. Roundabouts tend to further cooperation between drivers.

Wickiup Junction

Mr. Farnsworth referred to an overview of this location. Commissioner Unger noted that this has been being addressed for well over ten years also. Mr. Farnsworth said they get \$13 million out of an enhancement program, and the County pursued \$1 million that was earmarked to prepare for the project about 15 years ago. The City of La Pine is now involved, as it inherited utilities that have to be moved out of the right of way. They hope to complete this project next summer. Most of the work is off the existing highway.

Commissioner Unger asked about pedestrian or bicycle movement. Mr. Farnsworth stated that they do not have that today and this will not do much to help, either. With the bridge and a series of right turns, it may be more conducive for cyclists.

Tom Anderson asked about building over the existing roadway. Mr. Farnsworth replied that there are too many impacts to developed property. They will be using BLM land that is not developed. They went through an alternative analysis to set up for ramps in the future.

Mr. Anderson asked about the future of the land islands. Mr. Farnsworth responded that ODOT owns the right of way east of Gordy's and would use that land for a full interchange. The City has looked at alternatives for the area.

Bend/Lava Butte

Repaving is scheduled, and they are working with the High Desert Museum to extend the turn lanes and add an emergency turn-around. Most of this is U.S. Forest Service land.

In 2017, they will be working on paving from Sunriver to Highway 31 south of La Pine. They will continue streetscape efforts in La Pine. There are lots of issues with commercial businesses and access. The locals will have to decide on some of it. They did this in Maupin and Sisters. They have to work with the property owners, negotiating so both parties have a say.

Highway 97 South

There is a project development effort for a variable speed corridor, between Lava Butte and Spring Creek Hill, Klamath, encompassing about 70 miles. They are focused on rural segments of heavily traveled sections of highway in winter conditions so they can better manage safety issues. This is being done in Portland now. The type of information they gather for this can have multiple purposes. This ties in well with Trip 97.

Mr. Anderson asked if the proposed bill to increase the speed limit in rural areas passed. Chris Doty said that he thinks it died in committee.

Bend-Redmond Highway 97

Mr. Farnsworth said that they are working on safety projects and short-term alternatives regarding access to Highway 97. This includes discussion regarding frontage roads or interchanges, and cable barriers versus concrete barriers.

Commissioner Baney asked about Deschutes Junction. Some years ago, they closed Pleasant Hill Road and talked about closing 61st Street, but alternatives are needed. Mr. Farnsworth said that they have a rough concept and any alternatives at this point would be short-term. Commissioner Baney noted that some local property owners were interested in granting rights of way for this.

Redmond Project

Mr. Farnsworth stated they are working with the City of Redmond on project development to extend 9th St., which is off Veterans Way near the Airport, as part of the south corridor project. They want to tie this into urban renewal projects.

Other Projects

He said that they are working on a roundabout on Highway 126 in Prineville.

They are working with the Forest Service regarding an undercrossing south of Bend, to tie in trails off Century Drive. They have funding for the design.

There are a lot of paving projects to come, and they are looking to leverage those. All systems are being reviewed based on fatalities, not jurisdictions. Commissioner Baney asked about Tumalo, in particular Cook Avenue and Highway 20. It is a very congested area and hazardous. Mr. Farnsworth stated that he is not sure what they can do outside of spending a lot of money. They have evaluated alternatives in the past, one being an undercrossing. Putting in a signal would cause problems without a large number of lanes to avoid stacking of vehicles. Mr. Doty noted that they have come up with an elegant design, but are waiting for the funds. This is not conducive to phasing.

Mr. Farnsworth said there is a similar issue in Terrebonne, with not a lot of alternatives.

2. Discussion of Application for Funding of Several Bridges through ODOT's Local Bridge Program.

George Kolb said they were notified that funding was available for the local bridge program, for those bridges that are structurally deficient. Three local bridges fit these criteria. It will be available in 2020-21 for all three projects. There is a low match of about 11% of the project cost.

One is the Sizemore Road/Couch Market lateral bridge. It is unique, with the original surface filled with gravel. It was paved over but the old drainpipes got plugged, causing deterioration. There is also exposed rebar. They have to dig out the existing material, redo the pipes, put in a good base and pave it.

The Gribbling Road bridge is a timber structure, and someone took caterpillar over it and damaged it. It is rated at five tons, so emergency vehicles don't like to use it. It is starting to tilt above the canal.

The South Century Drive/railroad crossing bridge has deteriorating concrete. They need to remove and replace the concrete. The rebar is exposed and it continues to erode.

Commissioner Unger asked if there is a stopgap measure if the funds can't come soon enough. Mr. Doty said that if there is no funding and it gets too bad, they would have to close the bridge. They'll try to figure it out.

The Board was supportive of these choices for the application.

Mr. Doty stated that the State had proposed a DMV information technology project that was to cost \$90 million over ten years, and this funding may potentially come off the top of the highway fund. It could cost the County \$300,000 if the legislative bill doesn't change. It is based on licensing fees.

3. Discussion of Establishing a No Shooting District on Certain County, City of Redmond, and Redmond Parks and Recreation Lands.

There was discussion about the proposed firearms restricted area outside of Redmond. James Lewis just attended a joint meeting with the City where this was discussed. Redmond Park & Recreation adopted this in April, and the City adopted it on June 9, with it being effective on July 9. Now the County can have a hearing.

The County pursued considering including private property in that area, stemming back to concerns about shooting incidents. Private property owners were notified, but cannot be forced to participate. The County received 23 responses from 33 letters sent, ending up with a checkerboard pattern. It would be impossible to connect the properties so they cannot be included. It appears the biggest issue is rock chuck control.

There were no comments received regarding the County property except from Redmond Rod & Gun Club, but they are within the City. Some members were worried about gun owners' rights. The County is moving forward with the hearing and order.

Peter Russell said a hearing could be conducted on August 12 or 26. The City and Park & Recreation will be included at their request. They can add any private properties that are contiguous, but not those that are not connected.

Mr. Lewis noted there was very little input at the hearings. He will get some signs posted for the property. The Board decided that the August 12 business meeting date would be best.

4. Health Plan Update.

Kathleen Hinman addressed upcoming changes in the employee health plan. (A copy of her handout is attached for reference.)

The increase in access to care is helping to keep costs down.

The County will be changing its PPO from First Choice to Aetna. This is supported by EBAC. They analyzed claims line by line. First Choice is regional, so some retirees moving out of the area cannot use it. Aetna is a national network. This also should result in over \$1 million in savings.

Because of the Affordable Care Act, there is an out of pocket maximum at outside pharmacies. For individuals, it is \$2,000, or \$3,600 for a family of three or more.

They need to bring COBRA retiree rates into compliance; this will be phased in over two or three years, at which time they will have an actuarial report.

Commissioner Baney asked about the health savings account, similar to what St. Charles and the City of Bend have. Ms. Hinman said that this is only with a high-deductible plan that is for part-time employees. Mr. Anderson stated that this may come out in the health study in the overall assessment. This will be discussed at the Department Heads meeting on July 13, along with other outreach and meetings.

5. Other Items.

Mr. Anderson stated that the updated Wildfire Protection Plan was adopted at the last Sunriver Owners Association meeting.

Commissioner Unger asked about the Harper Bridge issue. Mr. Anderson replied that the ball is in their court on this one. They moved their fence back, but this is not a long-term solution. They need a formal launch of some kind. Sunriver Owners Association has one next to the resort marina. Marine Board funding is unlikely since they say this has to include motorized boats. Commissioner Baney asked if Community Development could do an update on the process to date. Mr. Anderson said that the County should not take the lead on this issue.

The Sunriver Board suggested the Commissioners attend their annual membership meeting, which is on a Saturday. The Board meets on the Friday prior the general meeting. The next one is Friday, August 14 at 9:00 a.m., with the membership meeting on Saturday, August 15.

Chair DeBone said he was okay with either. Commissioner Baney indicated Saturday was best for her. Commissioner Unger needed to check his schedule.

David Doyle spoke about the Lower Bridge mine case and whether the Board wanted to extend the resolution to rezone part of it. Commissioner Unger said this is aspirational and he doesn't see it as a fix of the big problem. The County lets them have something, but gets nothing back.

Mr. Doyle stated that the eastern half has gone through the Hearings Officer process. Their hands are somewhat tied by deals made previously by the County. The request came in on time in April.

Commissioner Unger asked if there are any solutions to the dust problem. Mr. Doyle noted that any mining will create some dust. A rezone would commit them to something other than a mining site. Mr. Anderson said there are a series of conditions to meet, and one was major revegetation. He noted that there appears to be a lot more vegetation on the western side than there was before, since they started irrigating it.

Commissioner Unger stated that he supports the extension, but needs to be sold that there is something positive happening. Mr. Doyle said that the attorney and developer want to meet to discuss this further. One on one with the Commissioners is not a good idea. This would be best in a work session, unless they want to meet with staff to work on some answers.

Chair DeBone spoke about the Bend MPO, and a discussion about not sending all the funding to the City to pay for pothole repair. Some should be for multi-modal purposes. This is controversial right now, and he is Chair. They need to pressure the City to manage road funding better. The technical advisory committee recommended that the funds be split. There is not much continuity in the City Council, so opinions are coming from all directions.

Commissioner Unger said the MPO was set up to plan for transportation. Potholes have nothing to do with it; this was for the big picture planning while interfacing with other agencies. Commissioner Baney noted that there is not enough money available to spend months on planning. She believes in the vision but they don't get much done. Right now, bicycle-pedestrian issues are very political. They are still involved in Connect Oregon. ODOT is going more towards multi-modal so there might be dedicated funds for this.

Being no other items discussed, the meeting was adjourned at 3:45 p.m.

DATED this 8th Day of July 2015 for the
Deschutes County Board of Commissioners.

Anthony DeBone
Anthony DeBone, Chair

Alan Unger
Alan Unger, Vice Chair

ATTEST:

Bonnie Baker
Recording Secretary

Tammy Baney
Tammy Baney, Commissioner



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WORK SESSION AGENDA

DESCHUTES COUNTY BOARD OF COMMISSIONERS

1:30 P.M., MONDAY, JUNE 29, 2015

1. Update on ODOT/Deschutes County Transportation Topics – *Gary Farnsworth, ODOT*
2. Discuss Application for Funding of Several Bridges through ODOT's Local Bridge Program – *George Kolb*
3. Discussion of Establishing a No Shooting District on Certain County, City of Redmond, and Redmond Parks and Rec Lands – *Peter Russell*
4. Health Plan Update – *Kathleen Hinman*
5. Other Items

PLEASE NOTE: At any time during this meeting, an executive session could be called to address issues relating to ORS 192.660(2) (c), real property negotiations; ORS 192.660(2) (h), litigation; ORS 192.660(2)(d), labor negotiations; or ORS 192.660(2) (b), personnel issues; or other issues under ORS 192.660(2), executive session.

Meeting dates, times and discussion items are subject to change. All meetings are conducted in the Board of Commissioners' meeting rooms at 1300 NW Wall St., Bend, unless otherwise indicated. If you have questions regarding a meeting, please call 388-6572.

Deschutes County encourages persons with disabilities to participate in all programs and activities. This event/location is accessible to people with disabilities. If you need accommodations to make participation possible, please call (541) 388-6571, or send an e-mail to bonnie.baker@deschutes.org.

U.S. 20 at Barclay Drive (Sisters) Project

Last updated: June 15, 2015

Purpose of the Project

The purpose of this project is to improve safety, mobility, and access at the intersection of US 20/Barclay Drive/McKinney Butte Road intersection, located just west of downtown Sisters. This proposed project, as outlined in the City's 2012 *Multimodal Transportation Program Project Application* and now included in the 2015-1018 Statewide Transportation Improvement Program (STIP), involves designing and constructing a single-lane roundabout at this intersection.

The roundabout will reduce conflicts among vehicles, bicyclists and pedestrians while improving traffic flow for all users, including freight. It will also improve access to and from the Barclay/Locust alternate truck route, and provide an aesthetically pleasing gateway into the City of Sisters and Central Oregon.

Need for the Project

The US 20/Barclay/McKinney Butte intersection is currently *stop-sign controlled* on the side streets, where there can be long delays for pedestrians, bicyclists and motorists wishing to cross the US 20, or for vehicles wanting to turn left onto or off of the highway. These issues, particularly occurring during *peak* travel times periods, cause a safety problem for all users. The project will reduce the number and severity of crashes at this intersection make this project an important priority for the Region. Access to residential communities, schools, a proposed assisted living facility, lodging, commercial and industrial developments along the Barclay/Locust alternate route make this a critical intersection for the Community.

According to the City of Sisters *Transportation System Plan* (TSP) adopted in January 2010, this intersection does not currently meet jurisdictional operating standards for both volume-to-capacity and safety conditions. In fact there have been recent serious crashes at the intersection and there is great concern for school related pedestrian safety.

Design Criteria

The design will support one of the key focuses of the Motor Vehicle Improvement Plan in the City's TSP. This project should be considered a phase for implementation of the TSP's alternate route to US 20 through Sisters, for the high *peak* periods of congestion, notably in the Summer. The design will also support the Oregon Highway Plan, by including and addressing the following considerations:

- Safety and access of pedestrian crossings;
- Safety and access of bicycle movements;
- Economic and business viability, especially during construction;
- Geometric design for serving and accommodating truck traffic;
- Cost effectiveness, including construction and operations/maintenance costs both short and long term;
- Potential for motor vehicle queuing from downtown to extend into the roundabout;
- Intersection capacity, including potential alternative measures of congestion and mobility;
- Construction phasing and staging to maximize traffic flow and local use;
- Compliance with the American with Disabilities Act; and
- Stormwater quantity and quality.

Development of the right solution at this intersection has required close coordination with the freight industry. ODOT and the City gained support from the freight industry for the roundabout design sizing, through the statewide Motor Carriers Transportation Advisory Committee (MCTAC) on April 9, 2015.

Public Involvement

The City of Sisters, with the cooperation of ODOT, has done a great deal of public involvement (dating back to 2010), planning and preliminary design for the Project. The City has continued their strong support for a roundabout at this intersection as a long-term improvement. They have secured funding for a roundabout through the Central Oregon Area Commission on Transportation (COACT), and together ODOT and the City are working on a proposed design.

ODOT in partnership with the City, are continuing the process of hearing from the public and various stakeholders regarding this proposed project. A final decision has yet to be made on the proposed design, which is slated for construction in Fall 2016. We are discussing the impacts and concerns of the proposed project with affected parties to gain a fuller understanding of its potential impact to local landowners, business owners, motorists, freight industry, cargo haulers and other service providers.

Funding

The project budget is ~\$3.2 Million with a combination of State and Local funding, as included in the 2015-2018 Statewide Transportation Improvement Program (STIP).

Schedule

Design 2013 - 2016
Bid Let late summer/early fall 2016
Construction fall/winter 2016 - 2017

Contacts

Name	Title	Office Phone	Email address
Mike Darling	Project Leader, ODOT	541-388-6329	charles.m.darling@odot.state.or.us
Paul Bertagna	Public Works Director, Sisters	541-323-5213	pbertagna@ci.sisters.or.us
Gary Farnsworth	Area Manager, ODOT	541-388-6071	gary.c.farnsworth@odot.state.or.us
Rex Holloway	Community Liaison, ODOT	541-388-6178	rex.a.holloway@odot.state.or.us

Key Issues, Themes, and Concerns Identified To Date

This proposed roundabout would be the first in Sisters, and the first constructed on a major state highway in many years. The first roundabouts in a community or area are generally met with skepticism, concerns, and resistance.

However, through involvement to date, the proposed roundabout continues to receive very strong Community support, for the many reasons noted in the Description/Background, and some of the key themes identified with those supporting the project from the Community are:

- Slows traffic down to safe levels for all users, and a design that addresses all users.
- Enhanced flow of traffic through intersection.
- Enhanced safety for those crossing the intersection for both pedestrians and bicyclists (*isn't a worry of someone running a red*).
- Preference for the aesthetics of a roundabout versus poles and lights of a signal (*we not only like the look, but also the flow*).

At the same time, the following is summary of concerns expressed, generally from the few who are not in support:

- Concerns of Cost and funding priorities, especially in the cost of a Roundabout and a Signalized intersection improvement, as it would seem the Roundabout would cost much more.

Response:

As addressed in the City's 2011 Feasibility Analysis, in order to achieve an "apples to apples" planning comparison of traffic flow needs for both a roundabout improvement and a signal improvement, similar physical space and construction needed for both options are about the same, and therefore the relative costs are about the same.

- General Safety concerns compared to a Signalized improvement, including pedestrian and bicyclist interactions with motor vehicles, for example the Roundabout may be/will be new for many travelers given this is US 20 with many tourists, etc.

Response:

Based on National research (e.g., *NCHRP Report 572*), the overall safety performance of roundabouts is significantly better than signals. For example, when signalized intersections are converted to roundabouts, there is a 48% reduction in crashes, and 78% reduction in crashes resulting in at least an injury. This is because overall speeds are drastically reduced, and there are many less "conflict points" (for all modes), with roundabouts.

The concern is shared with the newness of a roundabout to many travelers. This is one of the reasons the roundabout will be built and maintained with a single lane in all directions, which is much simpler and the most intuitive for travelers to understand. Also the City and ODOT will work to develop a standing outreach awareness campaign.

- Congestion Concerns, that a roundabout will not provide enough traffic *Capacity*, that traffic will back up with long lines and there will be more delays, compared to a Signalized Improvement.

Response:

Based on forecast and traffic analysis conducted by ODOT and the City, the overall congest related performance of a roundabout at US 20/Barclay Drive is better than a signal improvement. For example, for a typical/average peak travel period in Sisters forecasted for 2016, the average delay per vehicle with the roundabout would be about 14 seconds, with the signal improvement about 15 seconds.

The concern is shared with the heaving summer travel and extreme back-ups which can occur through Sisters during each Summer. This is and will continue to be a significant issue at the US 20/Barclay intersection, and regardless of whether or not the improvement includes and roundabout (versus a signal) where the common set of issues would be about the same. However, with the reduced number of conflict points and the nature of the yield conditions, the roundabout should function better for safety and driver courtesy.

- Emergency Services use and access, for example potential conflict with other vehicles in the roundabout.

Response:

Community emergency services have indicated any traffic control, a signal or a roundabout, will increase response times...will greatly improve the safety at intersection. They need to have enough room for a fire truck or ambulance to get by traffic, most notably at the *approaches* going into the roundabout (lane width, shoulder width, distance to *medians*), not so as much concerns within the roundabout itself. Addressing this is very feasible, ODOT / City and emergency services reps are working on the vehicle sizes and design to make sure.

- Concern of Truck Driver impacts and perspectives, and the general safety concerns of Trucks conflicting with other travelers.

Response:

Trucking related impacts and been the concern of the City, ODOT, and the Oregon Trucking Association (OTA), and they have been working jointly on the proposed roundabout design to address them. At the April 2015 Oregon Motor Carrier Transportation Advisory Committee (*MCTAC*, made up of trucking freight haulers and other key freight stakeholders) unanimously concurred that the proposed roundabout on US 20 is appropriately sized and is approved to proceed. ODOT committed to continue working with industry as the proposed design and construction progresses.

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- The Temporary Signal from 2014, not understanding why it was installed and then removed at US20/Barclay during the Cascade Avenue construction project.

Response:

The temporary signal had a sole purpose of serving the mandatory truck detour on the alternate route during the closures on the Cascade Avenue project, supporting the increase in left turning trucks from US 20 eastbound to Barclay. Upon project completion, the truck left turns decreased and the need for a traffic light to protect those moves no longer existed.

Because the signal was temporary, ODOT and City did not build it to be in place long-term, with poles/arms, number of and longer turn and travel lanes, or build for long-term pedestrian needs (sidewalks, crosswalks, ADA ramps). For a permanent installation, substantial work would have been required (at substantial cost).

In fact, the temporary signal was deliberately removed before Summer tourist season, because without proper design (and related costs) there was much risk that it would have made traffic conditions worse than without the temporary configuration and function.

- A roundabout improvement at US 20 and Barclay will make things worse for the US 20 and Locust intersection, especially for left turns onto US 20 eastbound.

Response:

This concern applies consistently between a roundabout improvement and a signal improvement. City and ODOT are very concerned about the traffic congestion and safety related issues at US 20 and Locust, yet the issues to come up with a viable solution in that location are much more complex, will take much more time to address, and will likely require significantly more funding.

The input of concern has been very helpful to City and ODOT, however, as it has prompted their interest to improve operational strategies, similar to those used during the annual Quilt Show event, for the entire transportation system in and around Sisters during the Summer months.

In Summary, although there is overwhelming and nearly consensus support for an improvement needed at the intersection, most of these above concerns are regarding the comparison of a Signalized improvement to a Roundabout improvement. Note there are also concerns expressed that the US 20/Locust intersection is a higher priority, and for example the best option is for the project to install traffic lights at both intersections.

Action Plan

The below table identified specific planned/recommended actions and timelines through the duration of the project. Current priority actions are in follow-up to the Informational Public meeting conduction on April 14, 2015, where responses will be provided to questions and concerns raised during the meeting, along with questions and concerns raised in the follow-up written survey form which was provided as a companion to the meeting:

- Responses will be either in writing or verbally (via telephone), where the respondents will have opportunity to visit with City and/or ODOT staff in person for an information exchange as needed, for a continued effort to gain clarity and understanding.
- Information previously presented to the public and other information available which describes the decision-making efforts to date as will made available and shared with individuals to address concerns and questions:
 - 2011 Roundabout Feasibility Study and Public Input Summary.
 - City's *Multimodal Transportation Program Project Application*.
 - Prioritization materials for funding approval through the Central Oregon Area Commission on Transportation (COACT) .
 - MCTAC's documented concurrence on the proposed roundabout design including meeting minutes and ODOT's summary of testing results.
 - Information presented at the informational public open house on April 14, 2015.

Action Item	Responsible	When/Frequency	Notes
Develop a project information paper and project website	PL, CLR, SIS	February 2014	Done, posted, ongoing updates
Meet with Oregon Freight Advisory Committee	PL, T, SIS, KAI, AM	List dates	April 13, 2012 Meeting April 4, 2014 – Meeting with Freight Industry Jan 14, 2015 - Meeting in Salem with Freight Advisory Committee
Public meeting to share results of roundabout testing and next steps, with follow-up comment forms provided.	AM, PL, T, SIS, PIO, CLR, KAI	April 14, 2015	
Analyze comments/questions from public meeting, survey forms, emails, letters to the editor; prepare responses.	AM, PL, T, SIS, PIO, CLR, KAI	April/May 2015	Complete, 75+ comments received, 83% in favor of proposed Roundabout.
Schedule follow-up communication with those who have questions and concerns in	AM, PL, T, SIS, CLR, KAI	May/June 2015	All contacts made, several phone and email exchanges.

forms received.			
Begin preparing Comment / response narrative addressing concerns from forms received, expressed in meetings; post to website and make hardcopies available to the public .	CLR, T, KAI	June/July 2015	Draft started above in this document.
Meet with emergency services and the school district	SIS, AM, PL, CLR, T, KAI	Meeting on June 1 st , 2015	School District reps very supportive of project, will apply input from Emergency Services into detailed design.
Schedule meeting with Sisters Chamber of Commerce	SIS, AM, PL, CLR, T, KAI	Meeting on June 16 th , 2015	City of Sisters took the lead setting up, excellent exchange of Q&A.
Schedule meetings with property owners in the immediate vicinity of the intersection prior to beginning the right of way acquisition process	R/W, AM, PL, SIS	July 2015	
Plan out input needs and deliberation opportunities (e.g., work sessions, form meeting) for City Council and ODOT to reach decision to move forward on project into final design, right-of-way acquisition, etc.	AM, SIS, PL, CLR	Joint City/County Work Session for July 2 nd , 2015 Schedule agenda time for a July 2015 City Council Meeting	
Based on input received leading up to City/ODOT decision to begin final design, right-of-way..., plan stakeholder engagement into process for design details, aesthetics, construction staging / traffic management	SIS, AM, PL, CLR, T	July/August 2015	
As progress is made toward final Design, begin developing Communication / Involvement Plan elements for the Construction Phase	PL, CLR, SIS	August 2015/June 2016	

AM = Area Manager
Liaison Rep.

CM = Construction Manager

PL = Project Leader

CLR = Community

PIO = Public Information Officer

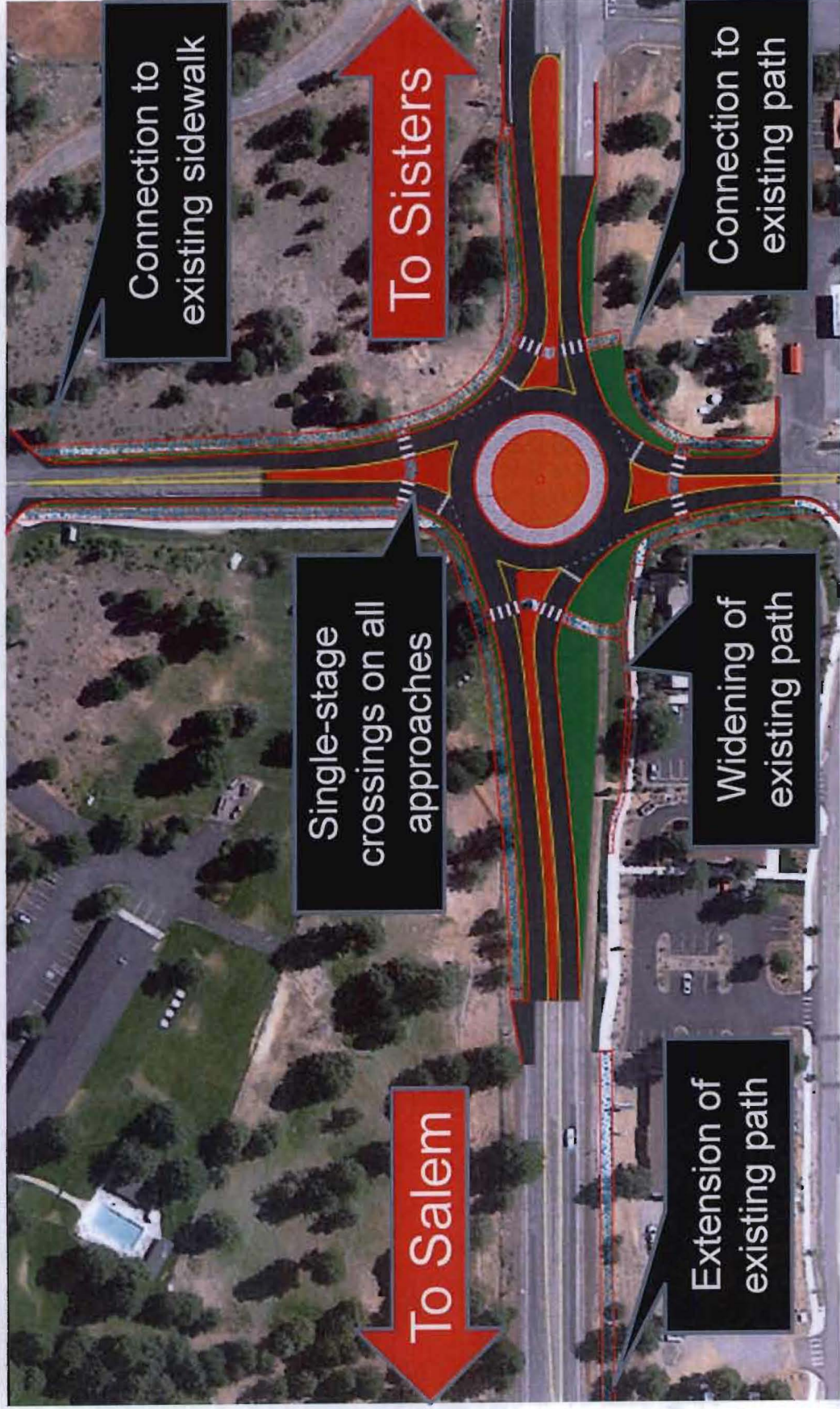
T = Traffic

SIS = Sisters Team Members

KAI = Kittelson & Assoc.

R/W = Right of Way

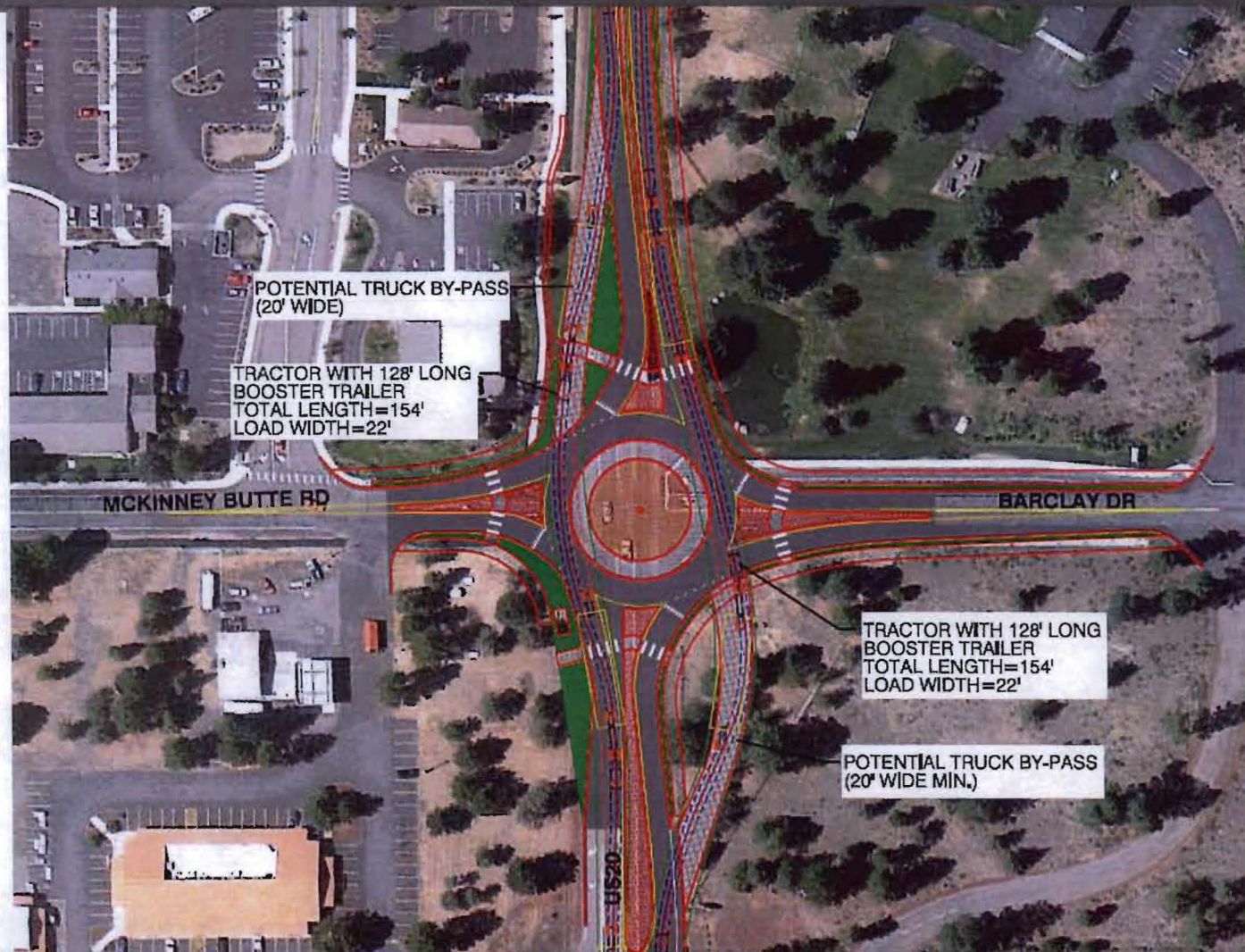
Pedestrian Accommodation



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



Bypass for Overdimensional Loads



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



Oregon
Department
of Transportation



Designing for Freight

- Full-scale test in two locations
- Tested 18 truck/trailer combinations
 - Up to 130' in length
- All test vehicles made it through the roundabout



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



Oregon
Department
of Transportation





KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



Scenario		Total Entering Volume
US20/Barclay	May 2012 Counts	928
	2012 30 th Highest Hour	1,233
	2036 Forecast	2,420
Brookwood/Bond/Reed Market		2,476



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



Oregon
Department
of Transportation



US97 @ WICKIUP JUNCTION

FEBRUARY 2014

DOE LN.

ANTLER LN.

SKIDGEL RD.

BURGESS RD.

"FOR INFORMATION ONLY"
SUBJECT TO CHANGE
USE AT YOUR OWN RISK

To Bend

97



Railroad

97

Rosland Off Highway
Vehicle Play Area

97

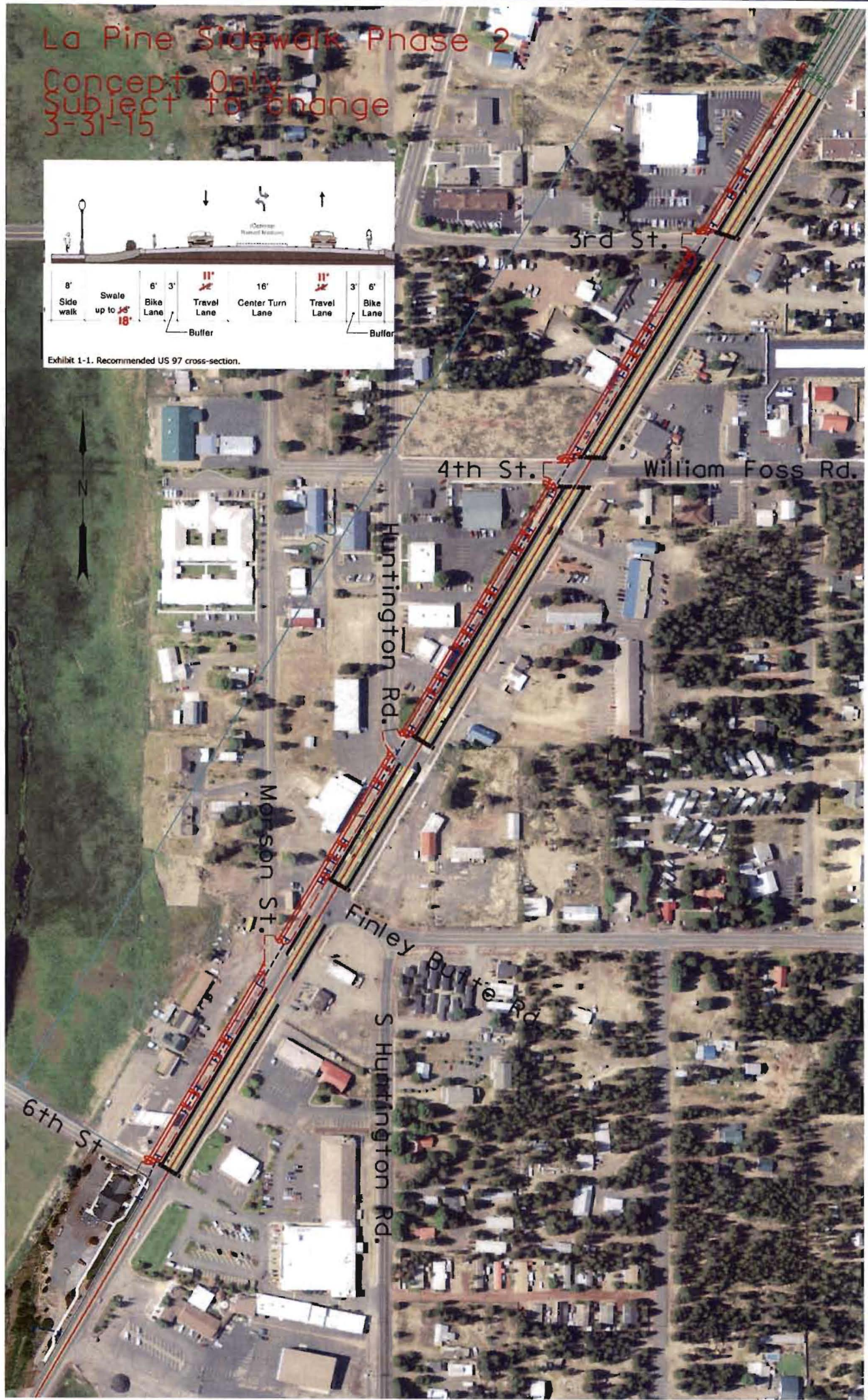
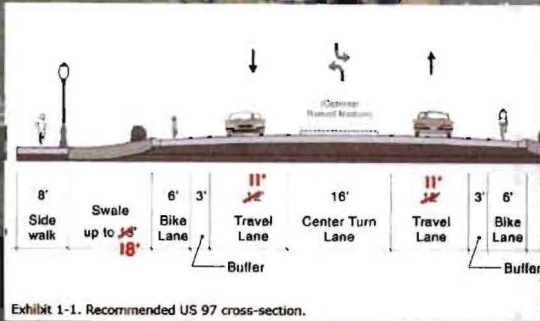
To Klamath Falls

LEGEND:

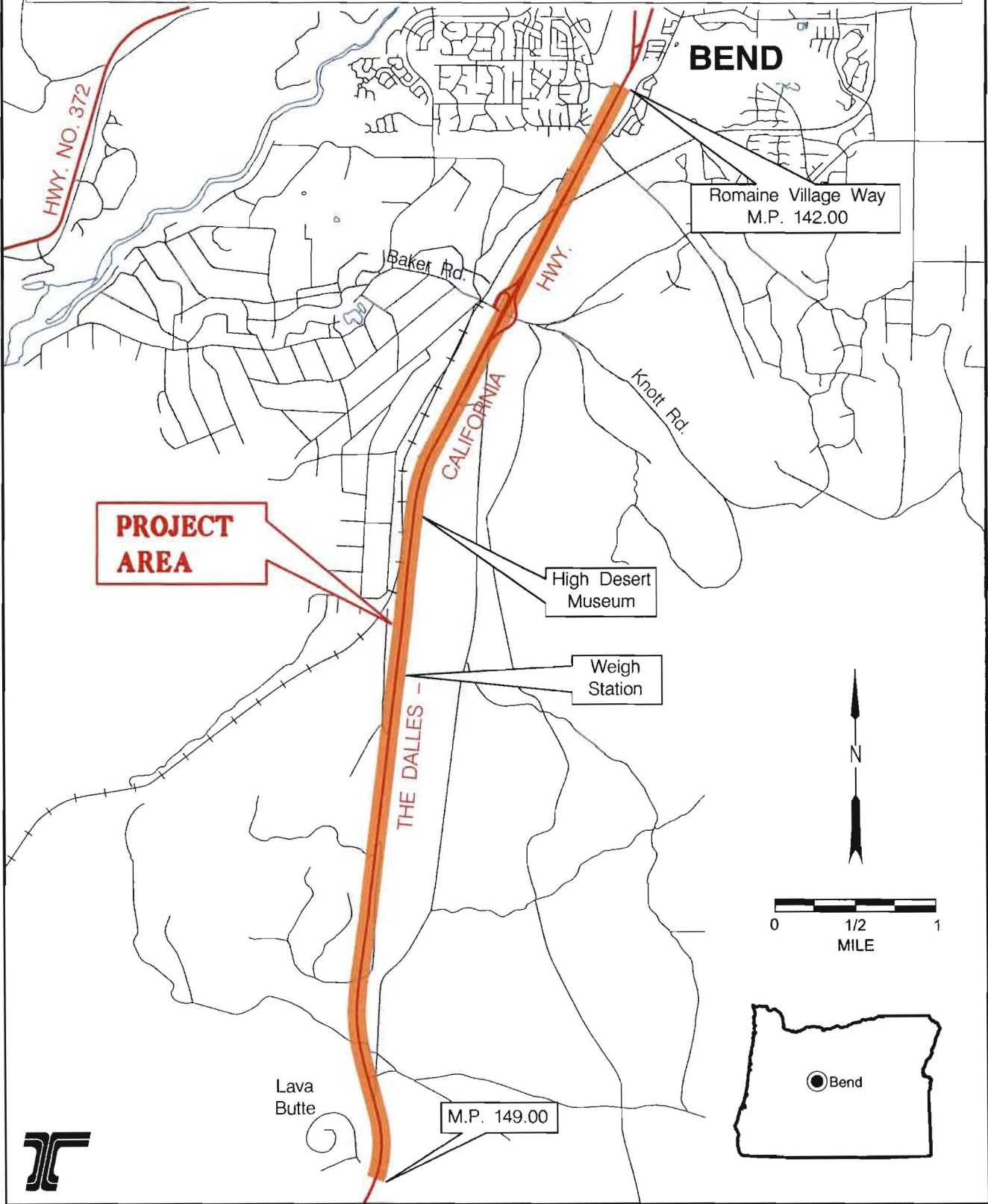
Median Barrier

0 200 400
FEET

La Pine Sidewalk Phase 2
Concept Only
Subject to change
3-31-15



US 97: ROMAINE VILLAGE WAY - LAVA BUTTE





SCALE WARNING
If scale bar doesn't
measure one inch then
drawing is not to scale

FOR REVIEW ONLY

OREGON DEPARTMENT OF TRANSPORTATION	
REGION 4 TECHNICAL CENTER	
US97: ROMAINE VILLAGE WAY - LAVA BUTTE SEC THE DALLES - CALIFORNIA HIGHWAY DESCUTES COUNTY	
Drafted By - Michael L. Graves	
HIGH DESERT MUSEUM ENTRANCE	SHEET NO. 1

THIS IS THE FILENAME LOCATION ***** DD-MMM-YYYY HH:MM USERNAME

Rotation: 0° Scale: 1"=160'



720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

MEMORANDUM

DATE: June 27, 2013

TO: Joel McCarroll, P.E., PTOE (ODOT Region 4)

FROM: Jim Peters, P.E., PTOE, Carl Olson, Rudy Garcia, and Renee Hurtado, P.E., PTOE

SUBJECT: ODOT Region 4 US 97 Variable Speed Study

P#12016-008-003

We recommend the installation of a weather responsive variable speed system on US 97 (The Dalles-California Highway) in ODOT Region 4 from mile point (MP) 143 to 164 (Bend to La Pine) and MP 204 to 244 (Chemult to Spring Creek Hill) to improve safety and mobility throughout the corridor. Travel speeds vary greatly during adverse weather, particularly winter ice and snow events in Region 4, and determining a safe operating speed for the roadway conditions is not always apparent. The crash data for both US 97 study segments indicate that most crashes occur during the months of November through April, approximately half of crashes occur when there is ice on the roadway, and approximately half of crashes are attributed to drivers traveling too fast for the conditions. These conditions are well-suited for a weather responsive variable speed system¹. A variable speed system installed on a 52-mile section of Interstate 80 in Wyoming experienced a 55 percent crash reduction in its first full year of operation compared to the year prior to installation².

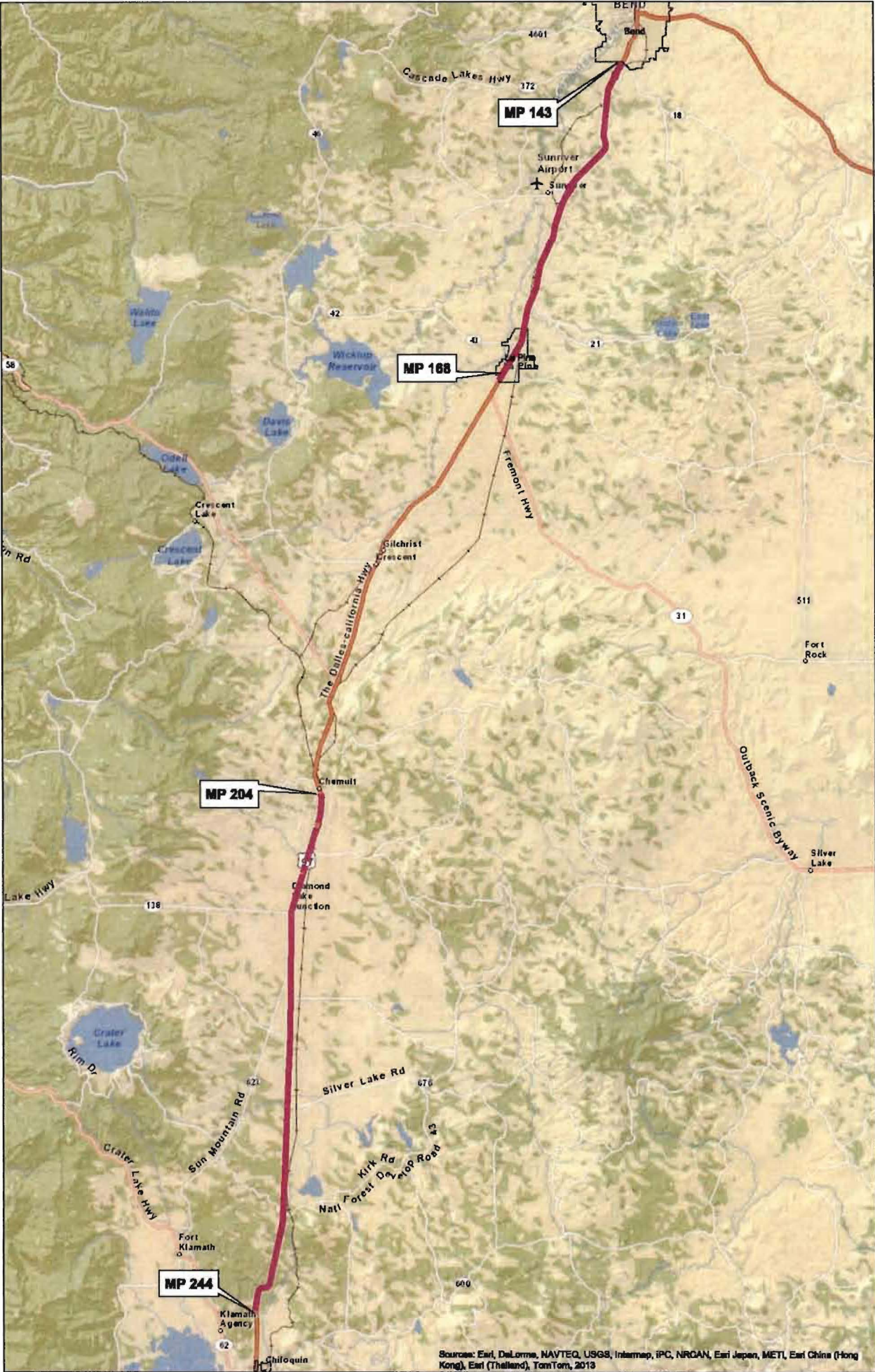
The use of a weather responsive variable speed system on US 97 is consistent with needs identified in the Deschutes County Intelligent Transportation System (ITS) Plan and the Oregon Statewide ITS Architecture and Operational Concept Plan. The Deschutes County Transportation System Plan (TSP) and Klamath County TSP both support the use of ITS solutions to improve safety and operations.

In addition to the safety benefits, a variable speed system will also provide secondary benefits:

- Real-time data from additional road weather sensors will support maintenance crew decisions regarding snow and ice control measures, which will improve resource allocation efficiency.
- Speed sensors will collect traffic count and speed data throughout the corridor that will support performance measurement outlined in Trip 97.
- Additional traveler information will be provided to ODOT's existing TripCheck system to support informed traveler decisions.

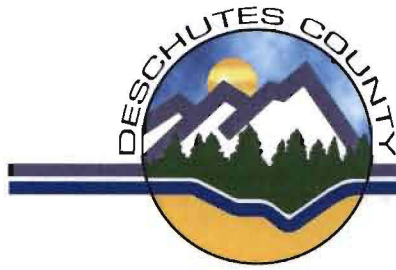
¹ *Guidelines for the Use of Variable Speed Limit Systems in Weather*. Federal Highway Administration, Safety Program, Aug. 2012.

² *Variable Speed Limit System for Elk Mountain Corridor*, Final Report FHWA-WY-10/04F. Prepared by University of Wyoming, Department of Civil and Architectural Engineering, for the Wyoming Department of Transportation and the Federal Highway Administration, Oct. 2010.



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

<p>LEGEND</p> <ul style="list-style-type: none">— Study Segments City Limits	<div style="text-align: right;">Figure 1</div> <div style="text-align: center;">US 97 Study Segment Overview</div> <div style="text-align: center;">June 12, 2013</div> <div style="text-align: center;">ODOT Region 4 US 97 Variable Speed Study</div>
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Road Department

61150 SE 27th St. • Bend, Oregon 97702
(541) 388-6581 • FAX (541) 388-2719

MEMORANDUM

Date: June 29, 2015

To: Board of County Commissioners

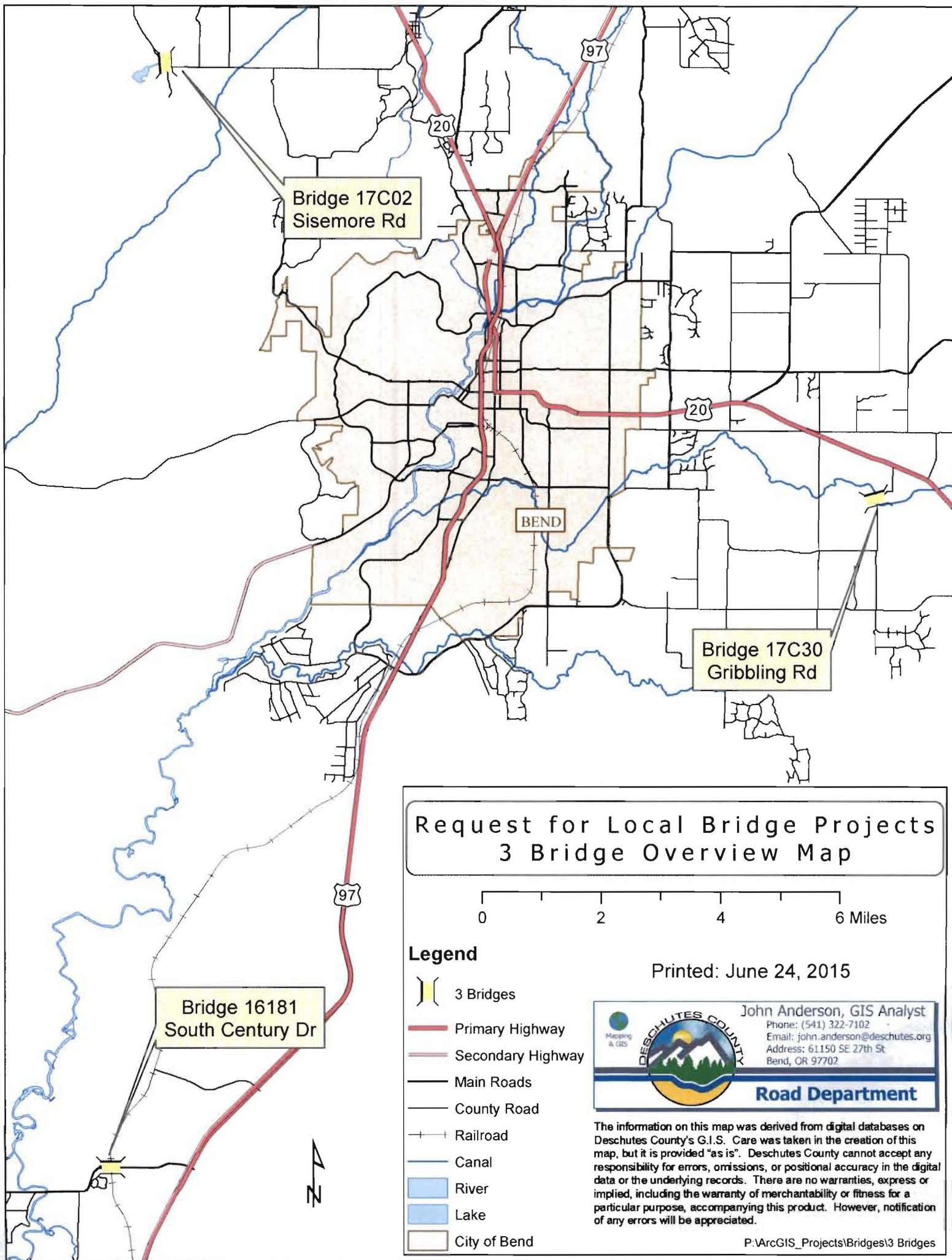
From: George Kolb, County Engineer

RE: Request for bridge replacement funding through the MAP21, Local Bridge Program (LBP) program

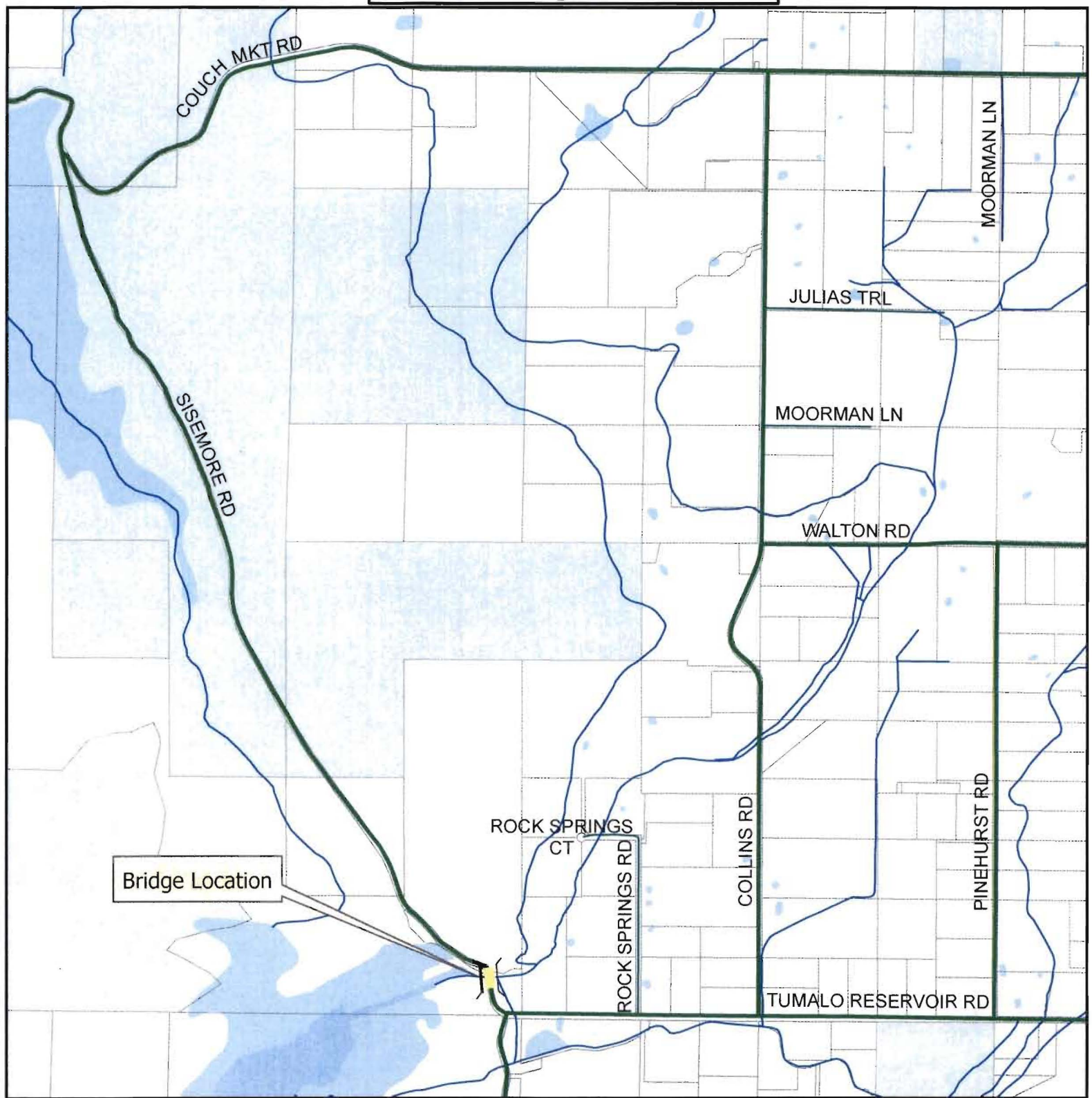
The Deschutes County Road Department is planning on submitting three (3) bridges for consideration of funding under the Moving Ahead for Progress in the 21st Century Act (MAP21), Local Bridge Program. If selected, the County will be responsible for a match of 10.27% of the total project cost. The bridges that are being proposed for funding are:

1. Bridge 17C02, Couch Lateral, Sisemore Road: This bridge has serious spalling issues throughout the structure caused by a drainage system installed when the bridge was built that is no longer functioning. Cost of the repair is estimated at \$289,000 with grant funds providing \$259,320 and the County providing a match of \$29,680.
2. Bridge 17C30, COID Canal, Gribbling Road: This bridge was originally a wooden structure that failed when an over-weight load crossed the structure. A temporary structure consisting steel beams with a wooden deck has been in place for the past 19 years. It is loaded rated for 5 tons and does not allow crossing of the canal by emergency services vehicles. Cost of the repair is estimated at \$473,000 with grant funds providing \$424,400 and the County providing a match of \$48,600.
3. Bridge 16181, South Century Drive over BNSF overcrossing: This bridge has concrete guardrails that have severely deteriorated over time exposing the rebar and creating a safety hazard. This project will consist of removing the deteriorated concrete and replacing with new. Existing guardrail will also be updated to current AASHTO standards. Cost of the repair is estimated at \$167,000 with grant funds providing \$149,850 and the County providing a match of \$17,150.

The Road Department wants to run these projects by the Board for approval prior to submittal to ODOT



Sisemore Bridge Rehabilitation



0 0.25 0.5 0.75 1 Miles

Legend

- | | | | |
|--|-----------------|--|-------------|
| | Sisemore Bridge | | Waterway |
| | County Routes | | Lake |
| | Taxlots | | Floodplain |
| | | | Wetlands |
| | | | Public Land |



Printed:
May 4, 2015

John Anderson, GIS Analyst
 Phone: (541) 322-7102
 Email: john.anderson@deschutes.org
 Address: 61150 SE 27th St
 Bend, OR 97702

Deschutes County

Road Department

The information on this map was derived from digital databases on Deschutes County's G.I.S. Care was taken in the creation of this map. Deschutes County cannot accept any responsibility for errors, omissions, or positional accuracy and, therefore, there are no warranties which accompany this product. However, notification of any errors will be appreciated.







Oregon Department of Transportation

Highway Division

Bridge Operations Section

Local Agency Bridge Photos

Bridge No.: 17C02

Deschutes County

Date: March 2003



Spall at downstream end Bent 2



Spall with exposed rebar at downstream Span 2 soffit



Anderson Engineering & Surveying, Inc.

P.O. Box 28

17681 Hwy 395

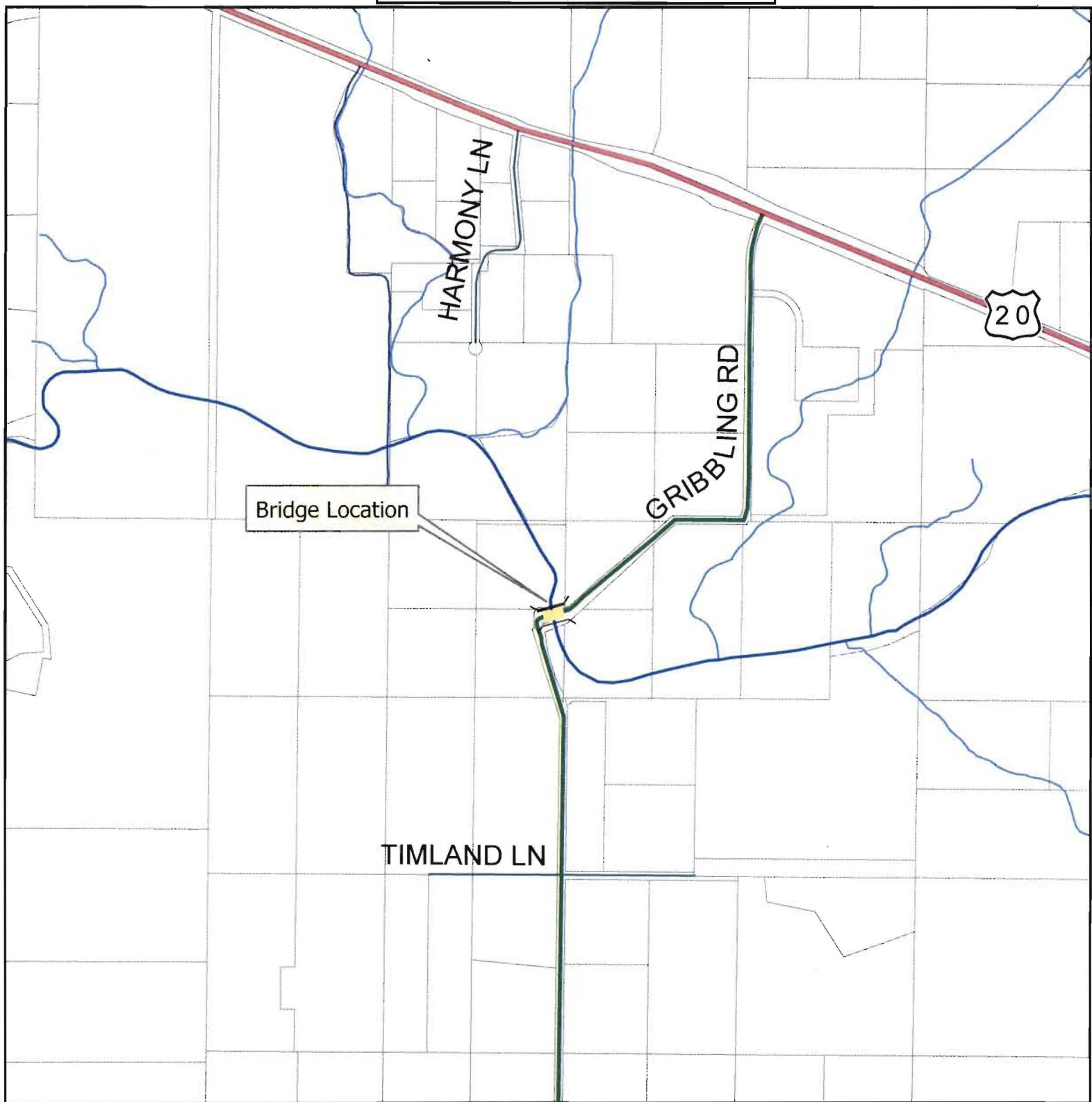
Lakeview, Oregon 97630

P.O. Box 419

852 SW 15th Street


Redmond, Oregon 97756

Gribbling Bridge Replacement



0 0.25 0.5 0.75 Miles

Legend

- | | | | |
|--|------------------|---|---------|
|  | Gribbling Bridge |  | Canal |
|  | County Routes |  | MAIN |
|  | State Highways |  | LATERAL |
| | |  | Taxlots |



Printed:
May 8, 2015



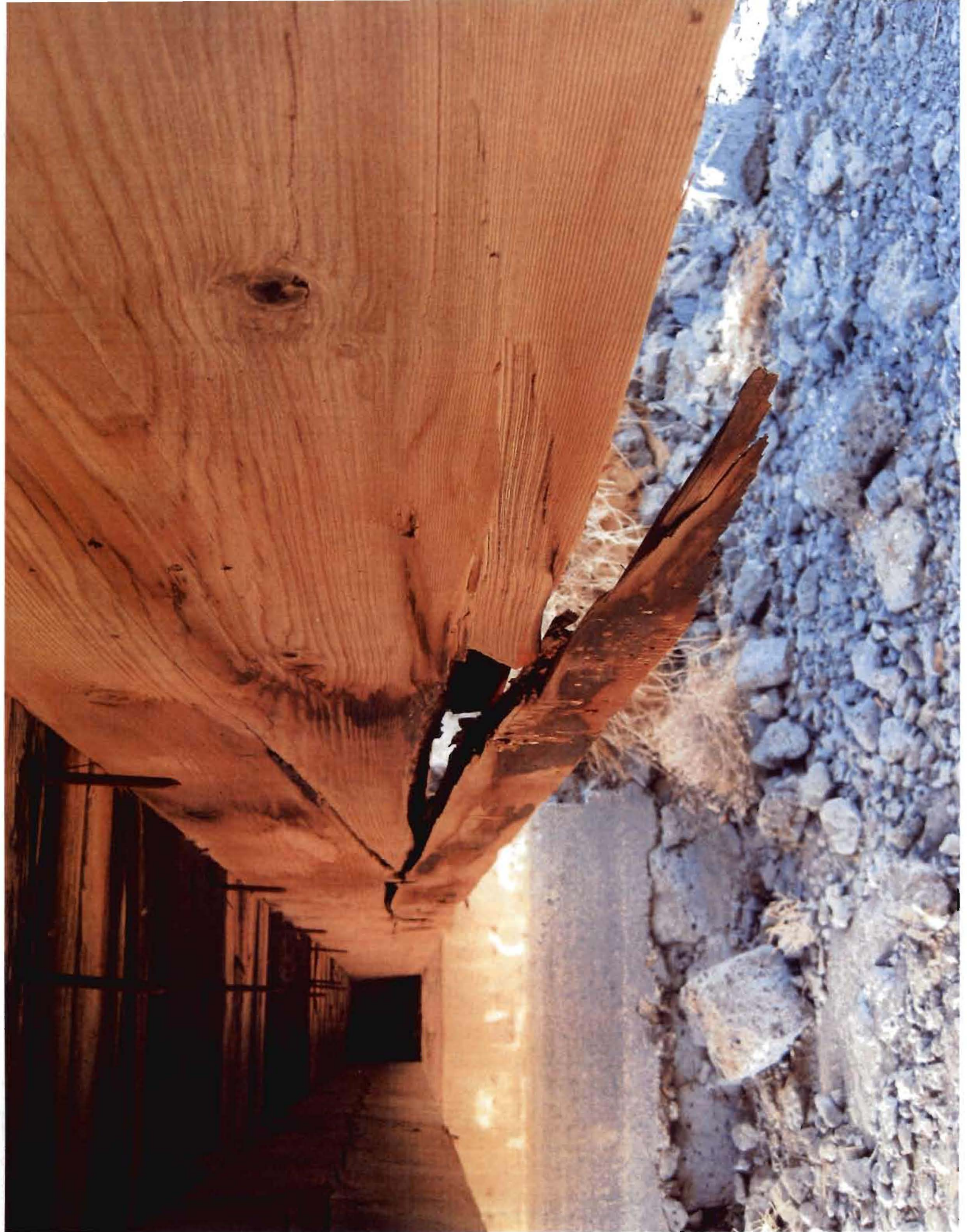
John Anderson, GIS Analyst
 Phone: (541) 322-7102
 Email: john.anderson@deschutes.org
 Address: 61150 SE 27th St
 Bend, OR 97702

Road Department

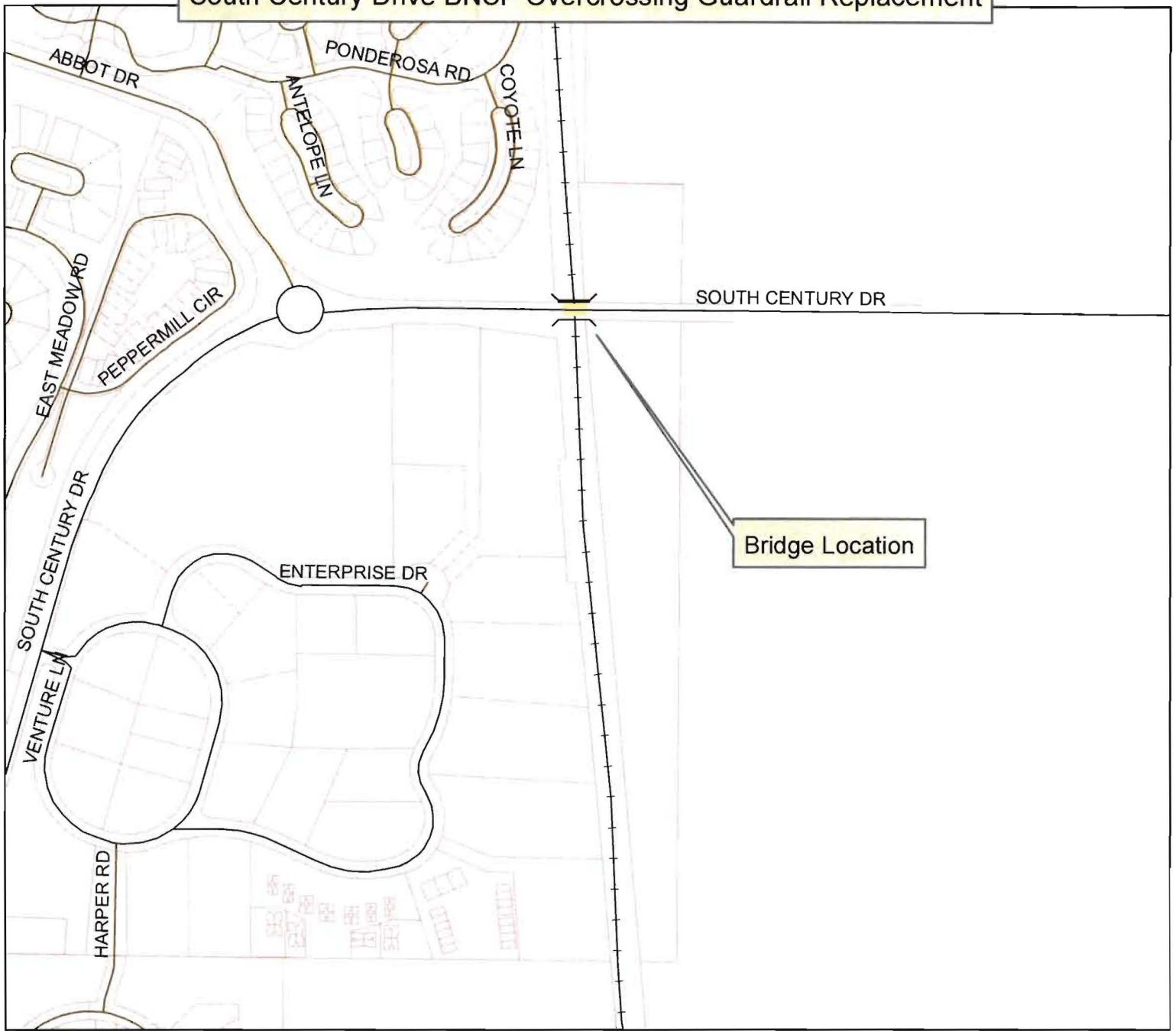
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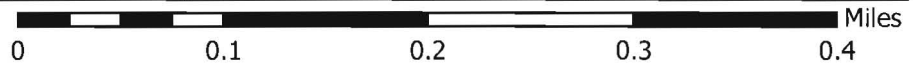











South Century Drive BNSF Overcrossing Guardrail Replacement



Locator Map



Legend

-  BNSF Overcrossing
-  BNSF Railroad
-  Primary Highway
-  On-Off Ramp
-  County Routes
-  Road Centerlines
-  Taxlots

Printed: 3/26/2012



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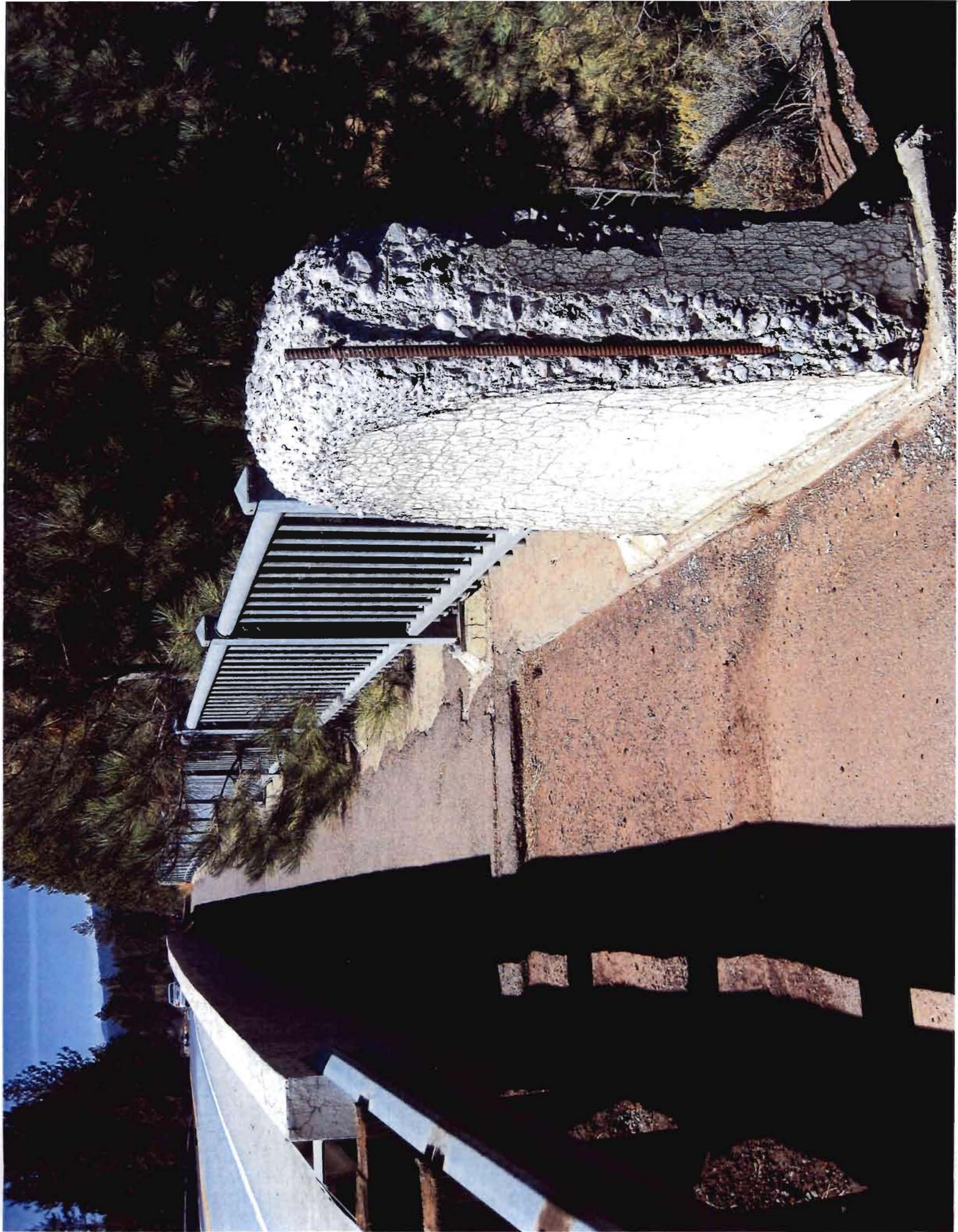
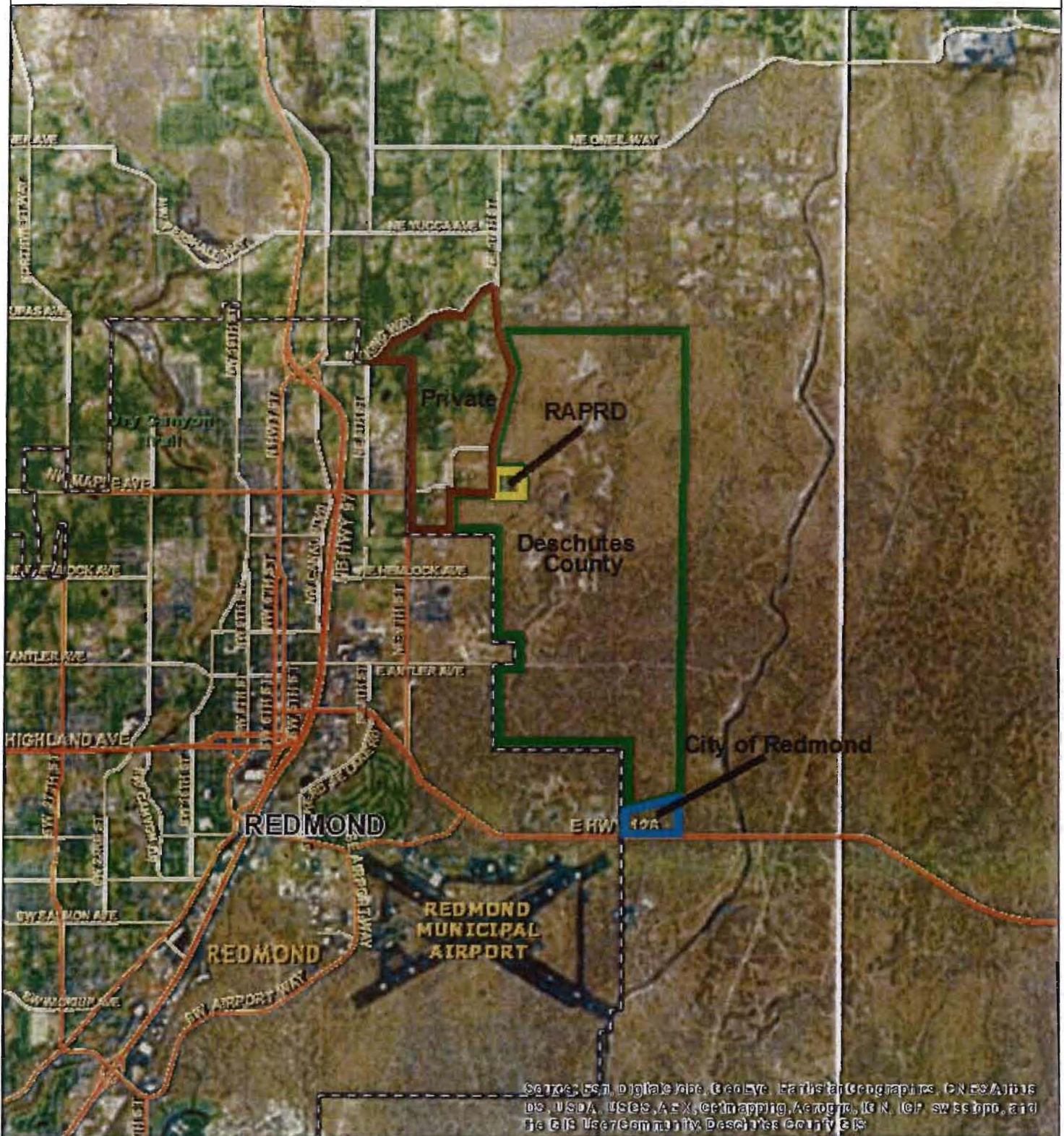


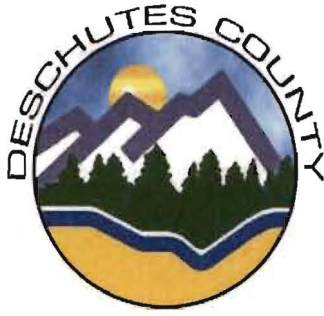




Exhibit A

Firearms Discharge Restricted Area





Personnel Department

1300 NW Wall St, Suite 201

Bend, OR 97701-1960

541-388-6553

541-330-4626 fax

Interoffice memorandum

Date: June 26, 2015

To: Deschutes County Board of County Commissioners

From: Kathleen Hinman, Benefits Coordinator KH

Re: Changes to Deschutes County Employee Benefit Plan for 2015/16 Plan Year

Personnel staff presented the recommendations listed in Exhibit A and below to EBAC on Tuesday, June 23, 2015 and EBAC supported the changes to the Deschutes County Health Plan. The majority of these changes are in response to State and Federal requirements. These changes are scheduled to take effect when the plan renews on August 1, 2015. I have provided a more detailed explanation below on a few of the changes.

1. Change in PPO. Move from current Participating Provider Organization (PPO) network, First Choice Health, to Aetna. This change is only for accessing the PPO network of Aetna. EBMS will remain the claims administrator. Aetna representative presented to EBAC along with the Benefits Manager from Deschutes Brewery. Deschutes Brewery offered details on their recent switch from First Choice Health to Aetna in January. Deschutes Brewery recommends the change and has seen a reduction in their costs, improved access for their employees and minimal disruption during the transition.

EBAC's recommendation includes a request for a transition of care guarantee for the plan members. Staff is recommending a 6 month transition of care guarantee period where member's claims would be paid as in network if they have been seeing a provider that was in network but with the change to Aetna became out of network.

Staff reviewed the Aetna proposal and recommends the change to Aetna based on:

- Improved access for employees, dependents, and retirees.
- In the 2014/15 plan year the plan would have seen a net cost savings of \$1.16 million.
- A member by member report was reviewed and only one member would be impacted, Aetna will reach out to that provider to review eligibility to become part of the network.
- A change in stop loss carrier is required with this move to Aetna; the rate for the new carrier is less than the proposed rate from the current carrier.

New ID cards will be mailed to all plan members due to the change in PPO.

2. Pharmacy benefit will now have an out-of-pocket maximum. Staff recommended, and EBAC supported, adding an out-of-pocket maximum to the Pharmacy benefit as a means to comply with the requirement under the Affordable Care Act.

An Affordable Care Act requirement for plan renewing in the 2015 plan year, plans must now begin accruing benefits administered by another service provider, such as a pharmacy benefit manager to the out-of-pocket maximum. Therefore all copayments and coinsurance for prescription drugs must accrue to the out-of-pocket maximum for the health plan. This would result in increased cost to the plan. Staff recommended, and EBAC supported, creating a separate out-of-pocket maximum for the plan's pharmacy benefit. This solution will help to minimize the financial impact to the plan while also maintaining a similar level of benefits for the majority of the plan members. Those members impacted by the change, those who reach the out-of-pocket maximum, will have an increased benefit as the plan will pay 100% of pharmacy claims after they have reached the out-of-pocket maximum. The out-of-pocket maximum recommended is \$1200 (individual)/\$3600 (family).

3. Retiree and COBRA health plan rate alignment. The main goals for the health plan rates for 2015/16 plan year were to apply a dental rate option for retirees, bring the retiree and COBRA rates into alignment, and to comply with State and Federal requirements. Staff recommended, and EBAC supported, the health plan rates for retirees and COBRA members for plan year 2015/16.

Exhibit A

Changes to Deschutes County Employee Benefit Plan for 2015/16 Plan Year
Changes effective 8/1/2015

Plan Section	Current	New as of 8/1/2015	Reason for Change
Plan Exclusions	Court Ordered treatment expenses excluded.	Remove exclusion #6 Court Ordered treatment expenses.	Mental Health Parity and Addiction Act
Alternative Care Exclusions	Residential treatment facility excluded under Alternative Care.	Remove the Residential Treatment facility exclusion.	Mental Health Parity and Addiction Act
Plan Exclusions	Speech Therapy must follow a sickness other than a learning or mental disorder.	Remove the exclusion "other than a learning or mental disorder."	Mental Health Parity and Addiction Act
Schedule of Benefits	Naturopath only covered under Alternative Care Benefit.	Medical Provider definition will include Naturopaths. Naturopath coverage will fall under the same criteria for payment as a physician for same scope of work as a physician.	Oregon State Benchmark Plan for 2015
Schedule of Benefits	Transplant donor maximum is \$30,000 donor maximum per transplant procedure.	Remove the transplant donor maximum.	Oregon State Benchmark Plan for 2015
Covered Charges (Amendment #14)	Breast pumps purchased at a retail store is covered as an out of network provider.	Breast pumps purchased at a retail store will be payable at the in-network/participating provider level.	Oregon State Benchmark Plan for 2015
Routine Well Baby Care	Circumcision is covered when performed at a hospital.	Circumcision is covered when performed within 2 weeks of birth or if medically necessary.	Local hospital no longer performs the procedure. It is provided through the pediatrician's office.
Eligibility (Amendment #14)	No language for on-call or variable hour employees.	On-call and variable hour positions will be eligible for coverage if they work an average of 30 hours per week over a 12 month period.	Affordable Care Act
Schedule of Benefits	Pharmacy co-payments and coinsurance does not have an out-of-pocket maximum.	Pharmacy co-payments and coinsurance will accumulate towards an out-of-pocket maximum of \$1200 (individual)/ \$3600 (family). The plan will pay 100% after the out-of-pocket maximum is met.	Affordable Care Act
Schedule of Benefits – Participating Providers	The Plan Utilizes First Choice Health as the Participating Provider Organization (PPO)	The Plan will Utilize Aetna as the Participating Provider Organization (PPO)	Improved PPO access for plan members and cost reduction for plan.