

# Morningside Neighborhood Association

*September 2018 Comments*

## *COSTCO/PACTRUST DEVELOPMENT: SITE PLAN REVIEW*

*The Morningside Neighborhood Association is taking this opportunity reiterate our concerns about the traffic impact of shopping centers (both approved and prospective) at the corners of Kuebler Boulevard SE and 27<sup>th</sup> Avenue SE.*

*The existing traffic flow between Battle Creek Road SE and Interstate 5 on Kuebler Boulevard SE is already marginal at times with traffic backing up on Battle Creek Road SE trying to get onto Kuebler Boulevard SE. The expansion of the I-5 – Kuebler Road SE Interchange has alleviated some of the problems in that area, but the new demand created by a Costco store in the existing Kuebler Gateway shopping center, the approved Kuebler Station shopping center, and a possible Kuebler Cascade View shopping center will definitely have a negative impact on 27<sup>th</sup> Avenue SE, Battle Creek Road SE, and Kuebler Boulevard SE traffic.*

*When assessing the traffic impact of these shopping centers, the City should also take into consideration the multiple new housing developments along Pringle Road SE, Reed Road SE, and Battle Creek Road SE north of Kuebler Boulevard as well as the significant warehouse development along Cordon Road SE. The combination of all of these will create a significant volume of new traffic on Kuebler Road SE.*

*We want to clearly express our concern about the negative impact of impeded traffic flow on Kuebler Road SE and the probability that this will cause additional traffic on residential streets throughout the neighborhood as people attempt to avoid the congestion.*

*We are not traffic engineers, so we are not proposing a specific solution. It may be that Marietta Street SE and 32<sup>nd</sup> Avenue SE can be developed to handle additional traffic volume and alleviate some of the load on 27<sup>th</sup> Street SE and Kuebler Boulevard SE. It may also be that Kuebler Boulevard SE would require additional expansion and/or that a more efficient interchange (e.g. a two lane roundabout) will need to be developed at 27<sup>th</sup> Street SE and Kuebler Boulevard SE. As the traffic on Kuebler Road SE increases and the incentive to cross it to reach shopping sites grows, a pedestrian/bicycle bridge would allow safe crossing without further impeding traffic flow.*

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*The following Goal from the Morningside Neighborhood Plan, adopted on May 24, 2014, contains our general thoughts about traffic issues associated with the development of this area and some proposed actions.*

## GOAL 25

Protect the community's investment in Kuebler Blvd. SE as the primary east-west arterial in South Salem through effective access management and mobility planning for all modes of transportation.

### POLICIES:

25.1 Traffic impacts resulting from development in the Kuebler/I-5 Interchange Area Northwest Quadrant shall be mitigated to protect the functionality of, and maximize the public investment in, Kuebler Blvd SE and Interstate Highway 5.

25.2 New two-way or signalized driveways should not be permitted onto Kuebler Blvd between 27th Ave SE and the Interstate 5 right-of-way.

25.3 The Morningside Neighborhood supports transportation infrastructure improvements in vicinity of the Kuebler/I-5 interchange that improve the flow of vehicle traffic, and provide for functional and safe passage of nonmotorized transportation and pedestrians.

25.4 Future development patterns between 27th Ave SE and Battle Creek/Reed Road SE should provide the following:

- a) A high degree of street connectivity, with particular emphasis on through-connections to Reed Road SE;
- b) Walkable block lengths;
- c) Adequate intersection density to promote the use of nonmotorized transportation.

25.5 Holistic consideration should be given to the cumulative transportation impacts of development within the four quadrants of the Kuebler/I-5 Interchange Area.

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## RECOMMENDED ACTIONS:

A25.1 The Morningside Neighborhood supports the use of innovative, alternative intersection designs in the Kuebler/I-5 Interchange Area to maximize safety and mobility for all modes of travel (Figure 9.7). Examples may include, but are not limited to:

- a) Displaced left-turn intersections;
- b) Median U-turn intersections;
- c) Through-about intersections; and
- d) Roundabouts.

A25.2 To provide for efficient pedestrian movement and safety, the City and ODOT should explore opportunities to construct a grade-separated pedestrian crossing over Kuebler Blvd connecting the Kuebler/I-5 Interchange Area northwest and southwest quadrants.

A25.3 The Morningside Neighborhood strongly supports the establishment of east/west transit service along Kuebler Blvd, and an eventual extension of Salem-Keizer Transit District Bus Line 7 to connect to such service.

A25.4 Development in this area should be well integrated with local mass transit service. Developers should work with the Salem-Keizer Transit District to support establishment of east/west transit along Kuebler Blvd, and cutthrough service from Kuebler Blvd to the existing bus line along Fairview Industrial Drive SE.

A24.5 Private development interests are encouraged to should work closely with ODOT and City staff to find cost-effective solutions to northwest quadrant site constraints; including but not limited to interchange improvements, wetland management and public utility infrastructure placement.

This Report was developed by the Transportation and the Land-Use Committees and was approved by unanimous vote by the MNA Executive Board in August 2018

Pamela Schmidling, Chair.  
Morningside Neighborhood Association