

Morningside 360°

A Volunteer-Powered Neighborhood Plan

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Morningside360° Neighborhood Work Session: DRAFT Chapter 5, Transportation

April 4, 2013, 6:30PM
Painters Hall

Attended by: Lloyd Chapman, Geoffrey James, Alan Meyer, Muriel Meyer, Pamela Schmidling (MNA Board Members), Hollis Hilfiker, McKenzie Farrell, Ken Karnosh (Morningside Residents), Ken Engelking (Morning Star Community Church), Walt Bartell (David Evans & Associates), Jason Richling (Salem CD Planning).

OVERVIEW

Jason Richling (City of Salem) provided a brief presentation to re-cap the neighborhood planning effort to-date with regard to DRAFT Chapter 5 (Transportation) and other components of the developing neighborhood plan dealing with transportation. The presentation included a recap of the street and arterial network, off-street trails and pathways detailed in the Transportation System Plan and Parks Master Plan, existing transit services, issues regarding pedestrian connectivity and sidewalk availability, potential transit and pedestrian supportive areas identified in the Comprehensive Plan, and the transportation-related Goals, Policies and Recommended Actions currently included in the DRAFT neighborhood plan. A second presentation was provided by Walt Bartell, Project Manager with David Evans & Associates Inc., regarding the 'diverging diamond' interchange (DDI) design currently being considered for the Kuebler/I-5 interchange. Mr. Bartell's presentation touched upon driver safety benefits, advantages and disadvantages, and design aspects of the DDI proposal. Mr. Bartell's presentation also included a YouTube video of a DDI design to demonstrate vehicle flow concepts.

The City staff presentation is available at the following link:

<http://www.cityofsalem.net/Departments/CommunityDevelopment/Planning/morningside360/Documents/Morningside360%20Transportation%20Presentation%204.4.13.pdf>

The David Evans & Associates DDI presentation is available at the following link:

<http://www.cityofsalem.net/Departments/CommunityDevelopment/Planning/morningside360/Documents/Morningside360%20David%20Evans%20and%20Assoc%20Kuebler%20Interchange%20Presentation%204.4.13.pdf>

DISCUSSION

Diverging-Diamond Interchange (DDI) Concept

The group had a number of questions for Mr. Bartell regarding the DDI design. The responses to the Q&A are bulleted below:

- ODOT did not propose the DDI. The 2003 legislature passed legislation (SB 772)

creating the Oregon Innovative Partnerships Program, which encourages private sector firms and units of government to conceive, develop, construct and operate Oregon transportation projects in partnership with ODOT. The DDI has been submitted to the ODOT Office of Innovative Partnerships and Alternative Funding for consideration by ODOT and the Oregon Transportation Commission (OTC) as an alternative to the 'clover-leaf' design currently slated for the interchange.

- In February (2013) the OTC voted unanimously to begin the process to consider the proposal. David Evans & Associates Inc (DEA) was retained to assess the DDI project design and prepare a detailed proposal.
- The DDI proposal is a single-deck design.
- The DDI is recommended on roadways of 45mph or less. Kuebler Blvd. is currently a 45mph roadway. A graduated reduction in speed may be utilized as vehicles approach the interchange.
- Pedestrian signals may be added to the ramps to increase safety.
- Lanes may be added to the DDI in the same manner as the existing design.
- ODOT controls access onto Kuebler Blvd within 500 ft of the interchange.
- OTC ultimately makes the decision on the DDI, but local communities can have influence. As a part of the process DEA will engage community stakeholders and the City of Salem to solicit input on the proposal.
- The DDI is not contingent upon community support for development in the area of the Kuebler/I-5 interchange, the project would move forward if it made sense to do so.
- An independent third-party will ultimately evaluate the merits of the DDI design against the 'clover-leaf' design, which OTC will use in their decision making process.
- The DDI would not result in increased backup, dependent upon queue length movements.
- A protected pedestrian way and bicycle lanes are a part of the DDI design. Landscaping (or planters) could potentially be added, such as with the MLK viaduct project in Portland.
- **The deadline for public input/local endorsement of the project is July 18, 2013.**

Note: An information report regarding the DDI proposal was included on the City Council agenda of January 14, 2013. The report, which contains additional information regarding the proposal, is available at the following link:

<http://www.cityofsalem.net/CouncilMeetingAgenda/Documents/261/7.h.pdf>

Refinement of DRAFT Chapter 5, Transportation

Changes proposed (verbal and written comments):

- Goal 10: The E/W connection component is fulfilled by Hilfiker Ln SE and should be omitted. Place emphasis on promoting efficiency and safety of all transportation modes.
- Policies 10.2, 10.8 and 10.9 should be combined.
- Make changes to Policy 10.7 to emphasize continuous sidewalks on Commercial.
- A10.8: go back to 2004 draft neighborhood plan language.
- Include a statement regarding the placement of adequate pedestrian facilities at transit stops.
- Include a statement regarding engaging affected neighborhoods at such time that development is proposed at the airport.
- Focus less on road type and place greater emphasis on connectivity.
- In the Kuebler/I-5 area (Chapter 9, Opportunity Area 3), include a policy of providing a street connection from Marietta to Reed Road.
- Add a policy to encourage curb extensions at intersections for new development and retrofitted developments.
- A10.4: This is a safety concern for Pringle Creek. Pedestrian connectivity will increase as SFA develops the remaining Fairview properties to the west of Pringle Creek Community. **Remove?**
- Include goal or policy regarding the 'Pringle Creek Trail' shown in the Parks Master Plan? Included as part of Goal 12 (Parks and Recreation Chapter, pg. 33). **Duplicate or move to Chapter 5?**

NEXT STEPS

Please review these comments and feel free to send additional comments to Jason Richling, jrichling@cityofsalem.net or at 503-588-6173 x7526.

The Morningside Neighborhood Association will finalize discussion regarding the Kuebler/I-5 Interchange Area NW Quadrant on Thursday May 2, 2013. The meeting convenes at 6:30PM and is located at the Pringle Creek Painters Hall, [3911 Village Center Dr SE](#).