

Olivia Glantz

From: danka8@juno.com
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To: Olivia Glantz
Subject: SUB-ADJ19-08

While I have no specific concern about this development, I am very much concerned by the traffic it will generate, both on Battle Creek and Kuebler, and then on adjoining streets. Salem (Staff, at least) seems hell-bent on approving projects which feed traffic to Kuebler. These may be located east of I-5 or in South and Southwest Salem. Whether near or far, it all comes together at the intersections on Kuebler at 27th and at Battle Creek. Kuebler, for much of its length, is as wide as it will ever be. That constraint will stand, just as the spout on a funnel is fixed in size. The more traffic that flows into Kuebler, the more it will spill out of the roadway funnel. That means increasing delays and the pursuit of alternate routes. The only access to I-5 between Mission and South Commercial on-ramps is at Kuebler. Development approval should stop until a serious study is made of the effects of what has already been approved and what is likely to occur. There is no alternative route. A day of reckoning is coming. Additional development is forthcoming in the Fairview area, including an apartment complex. South of Kuebler on Battle Creek approval has been granted for a retail complex, and at Landau and Battle Creek more houses are coming. Of course, should Costco receive clearance the traffic consequences will soon be dire. Why is the city so blind to the inevitable? I mentioned in the first paragraph the inexorable cut-through traffic generated by delays. This occurs through my neighborhood every morning as Kuebler eastbound traffic is backed up from Battle Creek to Commercial. Drivers turn left onto Stroh, then continue past my house (at the corner of Wickshire and Chauncey) to Battle Creek. From there they go to points north or even right to Kuebler. By speeding through the neighborhood they can rejoin Kuebler quicker than if they just stayed on Kuebler. In the evening the reverse occurs. I also see westbound drivers turning right off Kuebler onto Stroh, then left onto Boone. That lets them avoid the congestion at Kuebler and Commercial. I see all this exacerbated by the traffic from this development. Because of the short green signal at Kuebler and Battle Creek (especially during the afternoon commute), the queue on Battle Creek can reach to Reed Rd. That prompts westbound vehicles to avoid the Kuebler/Battle Creek intersection and turn onto Forsythe or Southampton, wend through my neighborhood (often ignoring the stop signs at Wickshire and Chauncey), and exit at Stroh or Commercial. The City supposedly has a policy of discouraging cut-through traffic. In my 19 years at this location all I've seen the City do is abet such traffic. Still, Mayor Bennett once expressed his concern to the situation I have described. This can change. The City can do several things to honor its cut-through policy, especially as it relates to the impact of this development. Suggestions include designating the cited streets "Thru Traffic Only." This has been done elsewhere with success. [A town in New Jersey, Leonia, simply closed many of its streets to through traffic during commute hours, levying heavy fines for nonresident drivers. See https://spectrum.ieee.org/computing/hardware/your-navigation-app-is-making-traffic-unmanageable?utm_source=digg for the entire article.] This article also mentions the installation of speed bumps. Boone Rd. could be opened where it is now closed. There may be other options. A development of this size with the inevitable impacts can surely be made to cover at least some the costs for traffic mitigating measures. Furthermore, given the significant traffic generated by the project, the developer should be required to conduct a Traffic Impact Analysis, an honest one (unlike what Kittleson did for PacTrust). Dan Reid Ward 3

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