



Rabbit Creek Community Council

1057 West Fireweed Lane, Suite 100, Anchorage AK 99503



June 4, 2017

Sean Baski, P.E., Project Manager
ADOT&PF, Highway Design Section
Anchorage, Alaska
Sean.baski@alaska.gov
[SENT BY EMAIL]

Re: Seward Highway, Milepost 114 to Dimond Blvd., Pavement Preservation Project

Dear Mr. Baski,

Rabbit Creek Community Council (RCCC) is bordered by the Seward Highway from approximately Milepost 114 to 118 and encompasses all of the areas for the proposed developments. RCCC has specific comments and requests regarding the upcoming Pavement Preservation Project anticipated to begin in 2019. These comments are to be considered official unless future communication dictates amendments or rejection of these comments following our June 8, 2017 general meeting.

1. Coordinate the project scoping and design with ADF&G. RCCC supports coordination with the Alaska Department of Fish and Game (ADF&G) for scoping that portion of the project that lies within the Anchorage Coastal Wildlife Refuge. Specifically, RCCC has endorsed the conceptual design prepared by ADF&G's Joe Meehan for improving pullouts at several locations along Potter Marsh. Safe pullouts are the eventual solution to the hazards created by vehicles and pedestrians who use the road shoulders and unimproved pullouts for passive or active recreation at Potter Marsh. Given the \$20 million price tag for this project, it seems that some portion of that funding should be allocated for pullouts to improve safety.

2. Maintain the net level of access to wildlife viewing and recreation at Potter Marsh. RCCC requests that any proposed changes to striping, signage, and guardrails should NOT prevent passersby from stopping to view and to recreate at Potter Marsh unless there are compensatory improvements to allow safe access. Drivers *will* stop or slow down to view swans, arctic terns, moose, para-skiers, skaters, and other attractions. This highway project must plan for that.

3. Use design features to passively enforce speed limits and no-passing zones. As long as this remains an undivided two-lane highway, speed mitigation and safe passing are paramount concerns. There have been several fatalities from Mile 114 to Mile 118. This proposed paving project includes signs, striping, and guardrails. These elements can

and should be used creatively to uphold the posted 55 mph speed limit and to minimize passing. Note: the previous use of “rumble strips” in this area created a high level of additional noise to the detriment of adjoining neighborhoods.

4. Make the shoulders as safe as possible for non-motorized users. Until a pathway can be built, the highway shoulders are the only option for non-motorized users. Provide ample visual cues to improve safety if no physical separation is possible.

We look forward to seeing the progress of this project and to our comments being thoughtfully considered in its design and implementation. Please do not hesitate to reach out to us at rabbittcreekcc@gmail.com if you have any questions or require any additional information or assistance.

Sincerely,

Adam S. Lees

Adam S. Lees, Chair

CC: Joe Meehan, ADF&G; Vivian Mendenhall, Friends of ACWR