

From: Frank Pugh <rccc.fpugh@aol.com>

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Subject: RCCC - Rumble Strip Information Request

Date: Fri, Jan 26, 2018 12:30 am

Attachments: 2018-01-24, RCCC Rumble Strip Information Request.pdf (930K)

Dear Project Team:

Please find our request for additional Rumble Strip information to be used to make a more informed judgement about their effectiveness for safety versus the the noise pollution caused by them along the Seward Highway in the vicinity of the Potter Marsh Area.

Please contact us with any questions.

Best regards,

Frank Pugh
RCCC Chair
rccc.fpugh@aol.com

FCC Note: Mr. Butler please distribute this message to the RCCC Membership list.

Correspondence



RABBIT CREEK COMMUNITY COUNCIL (RCCC)
A Forum for Respectful Communication & Community Relations



1057 West Fireweed Lane, Suite 100 / Anchorage, AK 99503

January 24, 2018

Sean Baski, P.E. DOT & PF Project Manager, sean.baski@alaska.gov
Kelly Kilpatrick, DOWL Project Manager, kkilpatrick@dowl.com
Rachel Steer, DOWL Public Involvement, rsteer@dowl.com

**Re: Rumble strips on Seward Highway MP 114 to Dimond Blvd
Project # 0A31060/CFHWY00267**

Dear Project Team:

Thank you for your presentation to the Rabbit Creek Community Council (RCCC) on December 14th, 2017 regarding the pavement preservation project for Seward Highway from Mile 114 to Dimond Boulevard.

Several of our Council members have written independently to your Project Team about rumble strips from MP114 to Rabbit Creek Road due to noise that impacts nearby neighborhoods and visitors enjoying the Alaska Coastal Wildlife Refuge at Potter Marsh.

Our Council members received information that rumble strips are the gold-standard for all highways with 45 mph or higher speeds, and that DOT & PF has a goal of zero deaths.

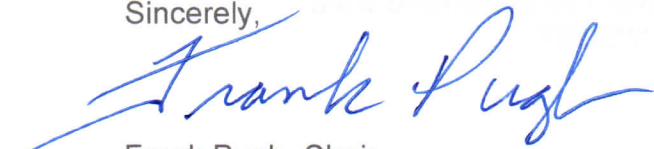
The RCCC requests the following information in order to make an informed decision:

1. Please provide possible alternatives to rumble strips that would achieve the DOT & PF goal of zero deaths between MP 114 and Rabbit Creek Road, and what supports that such a goal is practically achievable.
2. Please explain why a wider-striped centerline, no-passing zone, increased police enforcement of driving rules and speed limits, and center-line-only rumble strip would not be equally effective.
3. Please provide statistical references, delineating cause versus correlation, on effectiveness of rumble strips compared to other designs and increased law-enforcement presence in reducing traffic accidents and deaths on the Seward Highway.
4. Our Council has received information that DOT & PF removed rumble strips from Minnesota Boulevard because nearby residents complained about loud rumble-strip noise occurring at all hours of day and night; therefore we request a list of other locations where rumble strips have been removed or installation has been deferred due to noise complaints from nearby residents.

5. Review of FHWA Publication FHWA-SA-15-033 "Rumble Strip Implementation Guide: Addressing Noise Issues on Two-Lane Roads", (Flexibility and Exceptions for Use of Rumble Strips)", April 2015, indicates exceptions to rumble-strip installation are recognized, accepted, and implemented at federal and state levels; therefore we ask for an explanation of the process to obtain an exception to rumble-strip installation between MP114 and Rabbit Creek Road.

We request your response by February 1, if practical, so that we can distribute it to our members before our February Council meeting.

Sincerely,

A handwritten signature in blue ink that reads "Frank Pugh". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

Frank Pugh, Chair
RCCC.fpugh@aol.com