



Rabbit Creek Community Council <rabbitcreekcc@gmail.com>

Re: ****CORRECTED**** RCCC - Rumble Strip Information Request

1 message

Grunblatt <elsajess@gmail.com>

Thu, Mar 8, 2018 at 11:00 PM

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

Cc: RCCC-Janie Dusel <jdusel@awr-eng.com>, WikaWorld <wikaworld@gmail.com>, David Sterling <davidsterling@gmail.com>, millertreehouse@gci.net, lawrence.keil@earthlink.net, Paul and Susanne Gionet <paulandsusanne@gmail.com>, Ky Holland <ky@kyholland.com>, bert.lewis5@gmail.com, Nancy Pease <nancypease2@gmail.com>, inquiries@cmcavanaugh.com, Nancy Pease <rabbitcreekcc@gmail.com>, rabbitccccommunications@gmail.com, Ric Davidge <pm@cylaska.com>, cattrain2 <jvrg@acsalaska.net>

Frank and RCCC members,

I am not sure what format is generally used for RCCC resolutions. Below is the general resolution that was approved by the RCCC regarding installation by DOT of rumble strips:

- 1) Rumble strips from MP 114 to MP 115 (Turnagain trailhead) currently exist and should be maintained.
- 2) No rumble strips should be installed from MP 115 to MP 115.5 (just north of Potter Valley Road intersection) as this half mile stretch is directly below a residential area and contains a number of turn-offs that have no turn lane requiring traffic to go around turning traffic (on shoulder).
- 3) Center line rumble strips should be installed as appropriate for passing on the highway along Potters Marsh between MP 115.5 and MP 117.5. No installation of shoulder rumble strips should occur..

While we are all in agreement that highway safety is important, we do not think that the blanket application of accident statistics from the entire highway is meaningful for this specific half mile stretch (MP115 to MP115.5). Given the frequent turning of traffic onto public access roads (Park HQ, trailhead parking etc.) considerable noise would be generated between MP 115 and 115.5 that would have significant adverse impacts to the adjacent community as was evident with the prior installation of rumble strips. Rumble strips should not be installed between MP 115 and MP 115.5. Along Potters Marsh (MP 115.5 to MP 117.5) and rumble strips should only be installed along the center line as shoulder installation of rumble strips was problematic in the past with recreational use of Potters Marsh.

In talking with Sean after the meeting he suggested that RCCC should request that DOT provide notification of any final decision on this matter.

Thank you for your consideration of this matter.

Regards,
Jess

On Sat, Mar 3, 2018 at 4:50 PM, Frank Pugh <rccc.fpugh@aol.com> wrote:

Hi Jess,

Perfect, having motions & resolutions written in advance of the meeting will make the process more efficient.

Thanks,

Frank Pugh
RCCC Chair
rccc.fpugh@aol.com

-----Original Message-----

From: Grunblatt <elsajess@gmail.com>

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

Cc: RCCC-Janie Dusel <jdusel@awr-eng.com>; WikaWorld <wikaworld@gmail.com>; David Sterling <davidsterling@gmail.com>; millertreehouse <millertreehouse@gci.net>; lawrence.keil <lawrence.keil@earthlink.net>; Paul and Susanne Gionet <paulandsusanne@gmail.com>; Ky Holland

<ky@kyholland.com>; bert.lewis5 <bert.lewis5@gmail.com>; Nancy Pease <nancypease2@gmail.com>; inquiries <inquiries@cmcavanaugh.com>; Nancy Pease <rabbitcreekcc@gmail.com>; rabbitccccommunications <rabbitccccommunications@gmail.com>; Ric Davidge <pm@cyalaska.com>; jvrg <jvrg@acsalaska.net>
 Sent: Sat, Mar 3, 2018 3:56 pm
 Subject: Re: **CORRECTED** RCCC - Rumble Strip Information Request

Greetings,

With regard to the issue of installation of rumble strips on Seward Highway from mile 114 (weigh station) to 117.5 (N end of Potter Marsh), I intend to request a resolution that requests the following:

- 1) No modification from 114 to 115 (Turnagain trailhead) as rumble strips in center and shoulders already exists.
- 2) No rumble strips from 115 to 115.5 (just north of Potter Valley Road intersection) as this half mile stretch is directly below a residential area and contains a number of turn-offs that have no turn lane requiring traffic to go around turning traffic (on shoulder). I am aware of no accidents having occurred on this stretch of the highway. There are no rumble strips along this segment although in the past, rumble strips were installed and were very disruptive of the neighborhood.
- 3) Center line rumble strips as appropriate for passing on the highway between 115.5 and 117.5.

We are all in agreement about safety however I do not think that the blanket application of accident statistics from the entire highway is meaningful for this specific half mile stretch. Generally I think recklessness not fatigue is the dominant cause of accidents along Potters Marsh and rumble strips might not be the most effective safety measure however center line installation would have minimal impact. Shoulder installation was problematic in the past with recreational use along this stretch of the highway I look forward to discussing this issue with the Council.

We can save property rights for another, properly noticed meeting (I hope).
 Jess

On Sat, Mar 3, 2018 at 12:32 PM, Frank Pugh <rccc.fpugh@aol.com> wrote:

Hi Janie,

You are absolutely correct, that this issue and all issues need to be presented to General Membership for decisions as this is where the power of the Community Council is intended to reside. The Board is responsible for managing Council processes but Board Members should not be the main focus of discussions in General Membership meetings. The Board should be attempting to engage the greater community to better understand issues important to all residents and to hopefully increase the participation rate of residents within the Council Area. There is an obligation to balance the views of a vocal minority with that of residents in the Council Area especially as it relates to individual rights and property rights. Board controlled community councils are poor examples of leadership and often ignore the desires of it's residents.

Additionally, I invited Sean Baski with DOT to the March meeting and he will be present to discuss the rumble strip issue with Members.

Best regards.

Frank Pugh
 RCCC Chair
rccc.fpugh@aol.com

-----Original Message-----

From: Janie Dusel <jdusel@awr-eng.com>
 To: Frank Pugh <rccc.fpugh@aol.com>; davidrsterling <davidrsterling@gmail.com>; millertreehouse <millertreehouse@gci.net>; lawrence.keil <lawrence.keil@earthlink.net>; paulandsusanne <paulandsusanne@gmail.com>; ky <ky@kyholland.com>; bert.lewis5 <bert.lewis5@gmail.com>; nancypease2 <nancypease2@gmail.com>; inquiries <inquiries@cmcavanaugh.com>; rabbitcreekcc <rabbitcreekcc@gmail.com>; rabbitccccommunications <rabbitccccommunications@gmail.com>; elsajess <elsajess@gmail.com>; pm <pm@cyalaska.com>; jvrg <jvrg@acsalaska.net>
 Cc: wikaworld <wikaworld@gmail.com>
 Sent: Mon, Feb 12, 2018 2:27 pm
 Subject: RE: **CORRECTED** RCCC - Rumble Strip Information Request

Frank,

I wanted to let you and the board know that I am going to oppose a resolution requesting no rumble strips along this section of highway. DOT was very clear in their response that the best information available indicates that rumble strips could prevent injuries and save lives.

If you reviewed the information at the link that Sean Baski provided, you'll see that FHWA and other state DOTs are well aware of the noise caused by rumble strips. The link includes an FHWA guidance manual on this topic, and it presents a few options for design and placement modifications that may help keep noise volumes down. Additionally, they provide examples of cases where other DOTs have decided to omit rumble strips based on noise concerns. (It's worth noting that the situation along Potters Marsh does not come close to any of those situations. For example, the Michigan DOT allows the omission of rumble strips where the driveway density exceeds 30 entrances per ½ mile. Missouri DOT omits rumble strips where the posted speed is less than 50 mph.)

The FHWA manual as well as a fact sheet on this topic are located at the bottom of this page:

https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/mitigating-noise.cfm

My suggestion would be to ask to Sean if there are any design or placement modifications that his team thinks would work in this location to help reduce the noise while maintaining the safety benefits of the rumble strips. Given the characteristics of the highway here, the answer may be no. But it couldn't hurt to ask. If the answer is no, I recommend that the council drop this issue. Highway safety is DOT's top priority, and I genuinely don't think any amount of negative feedback from us is going to convince DOT to implement something that is against their engineering judgement, FHWA guidelines, and the past directive from the State's Chief Engineer.

Finally, I think this issue needs to be brought to the general membership, not just the board. Right?

Thanks,

Janie Dusel, PE
AWR Engineering, LLC

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

Sent: Monday, February 12, 2018 1:15 PM

To: davidrsterling@gmail.com; millertreehouse@gci.net; lawrence.keil@earthlink.net; paulandsusanne@gmail.com; Janie Dusel <jdusel@awr-eng.com>; ky@kyholland.com; bert.lewis5@gmail.com; nancypease2@gmail.com; rccc.fpugh@aol.com; inquiries@cmcavanaugh.com; rabbittcreekcc@gmail.com; rabbittccccommunications@gmail.com; elsajess@gmail.com; pm@cylaska.com; jvrg@acsalaska.net

Cc: rccc.fpugh@aol.com; wikaworld@gmail.com

Subject: Fwd: **CORRECTED** RCCC - Rumble Strip Information Request

Unfortunately due to a conflict, Greg will not be able to lead this analysis and response, anyone is welcome to step up as a volunteer and send the results to me for Board approval.

Best regards,
Frank Pugh
RCCC Chair
RCCC. Fpugh@aol.com

Begin forwarded message:

From: Grunblatt <elsajess@gmail.com>

Date: February 11, 2018 at 10:40:14 PM AKST

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

Cc: wikaworld@gmail.com, Ric Davidge <pm@cylaska.com>, ky@kyholland.com, Nancy Pease <nancypease2@gmail.com>

Subject: Re: **CORRECTED RCCC - Rumble Strip Information Request**

There are currently centerline rumble strips along the Potter Weigh stations till before the turn to Turnagain trailhead. Frequent turning for trailhead, Chugach Park HQ and Potter Valley Road resulted in lots of noise from the previous installation of rumble strips in the area right below Potter Valley subdivision. Rumble strips are not appropriate in this section. I am aware of no accidents on this portion of the road and DOT fails to acknowledge this fact. All segments of the highway are not equally likely to have accidents occur. DOT's statement that " We are unable to justify a waiver based on our crash history along the two lane Seward Highway as a whole" seems illogical.

Many people access shoulders of Potter Marsh area for wildlife viewing and rumble strips are problematic. Perhaps centerline rumble strips on Potter Marsh section makes sense to prevent head-on collisions however this is a passing area. Increased enforcement in this local area could accomplish the same goal since posted speed limits are generally exceeded. Road improvement (similar to those recently identified further south on Seward Hwy (mp75-90)) would be appropriate to accommodate traffic and recreational uses. Such enhancements could enhance property values rather than diminish them.

This is not your typical rural road and considering all segments of the highway with same blanket statistics and requirements for rural travel is not justified.

I am concerned that in the past DOT has had to justify high mobilization costs for rumble strips equipment with minimum length of installation to offset costs.

I hope RCCC will consider a resolution that suggests: 1) Only centerline rumble strips from MP114 to Turnagain Trailhead 2) No rumble strips from Turnagain trailhead to Potter Valley road 3) Centerline only rumble strips as appropriate in passing area along Potters Marsh.

Jess

On Sun, Feb 11, 2018 at 8:40 PM, Frank Pugh <rccc.fpugh@aol.com> wrote:

Greg,

Just in case I did not fully distribute earlier, below is the response we received from DOT. Please work with Board Member and/or General Member volunteers to evaluate and determine an appropriate response. We do not need to wait for the next RCCC meeting, the Board can vote via email and I will help expedite a response to DOT if one is presented. The response will be distributed via the FCC and General Membership can review at the next meeting.

Thanks,

Frank Pugh
RCCC Chair
rccc.fpugh@aol.com

-----Original Message-----

From: Baski, Sean M (DOT) (DOT) <sean.baski@alaska.gov>
To: Frank Pugh <rccc.fpugh@aol.com>; kkilpatrick <kkilpatrick@dowl.com>; Steer, Rachel (DOT Sponsored) (DOT Sponsored) <rsteer@dowl.com>
Cc: davidrsterling <davidrsterling@gmail.com>; paulandsusanne <paulandsusanne@gmail.com>; inquiries <inquiries@cmcavanaugh.com>; info <info@communitycouncils.org>; Prideplace <Prideplace@aol.com>; nancypease2 <nancypease2@gmail.com>; bert.lewis5 <bert.lewis5@gmail.com>; Vanderwood, Randy D (DOT) (DOT) <randy.vanderwood@alaska.gov>
Sent: Thu, Feb 1, 2018 4:49 pm
Subject: RE: **CORRECTED** RCCC - Rumble Strip Information Request

Mr. Pugh,

Thank you for sharing your and the council's concerns about rumble strips from MP 114 to Rabbit Creek Road within the Seward Highway Pavement Preservation project corridor.

The Potters Marsh area has had three serious head-on collisions since the Safety Corridor was designated in 2006. Two were fatal. This is a common concern on the two-lane Seward Highway south to Turnagain Pass. We continue to treat those segments with centerline rumble strips with each major project. National experience with centerline rumble strips demonstrates they could have the potential to save at least one life in these past crashes, or at least one life every decade we retain a two-lane two-way roadway along this segment.

Continuous rumble strips are necessary not only to address crash history, but to prevent serious crashes in the future. Over time, the next crash that will occur tends to be in a new location, not at the same location, for a variety of factors that can weigh in beyond the road itself, fatigue, impairment, inattention, weather conditions, etc.

Our records show single vehicle run off the road crashes will occur every mile of the Seward Highway over time. Potter Marsh averages nearly one run off the road crash per mile per year, the same as the rest of the Seward Highway on a per mile basis. The odds are at least half that there will be an injury in those crashes. As is evident along the entire two lane Seward Highway, it is only a matter of time before there is a serious crash into the marsh or into a pullout where there are pedestrians and parked vehicles. It is our position that having shoulder rumble strips is proven to reduce the risks of death or injury on this segment the same as the rest of the Seward Highway. It would seem irresponsible to not make this low cost improvement if it can prevent at least one death or injury next to the marsh.

This is consistent with current Chief Engineer's Directive dated July 13, 2009. Per this order, rumble strips should be installed on rural roads with speed limits 50 MPH and above, and with six foot or wider shoulders. The Seward Highway in this area is rural in character and speed with all the inherent risks of high speed, high volume driving. Not installing shoulder rumble strips requires documentation supporting a waiver of design process and risking additional serious crashes. We are unable to justify a waiver based on our crash history along the two lane Seward Highway as a whole and the unpredictability of future crash locations.

The Department understands your concerns for noise but we must emphasize road user and safety first and foremost and will be moving forward with the installation of centerline and shoulder rumble strips within this designated safety corridor.

Following is a link to FHWA's Administrative Rumble Strip webpage where you can find a variety of information on rumble strips and recent research and studies: https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/

Thank you for your comments and consideration,
Sean Baski

--

Sean Baski, P.E., Project Manager

State of Alaska DOT&PF, Central Region Highway Design Section

P.O. Box 196900, Anchorage, Alaska 99519-6900

Phone 907.269.0547| Fax 907.248.1573

Keep Alaska Moving through service and infrastructure.

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

Sent: Friday, January 26, 2018 1:04 AM

To: Baski, Sean M (DOT) <sean.baski@alaska.gov>; kkilpatrick@dowl.com; Steer, Rachel (DOT Sponsored) <rsteer@dowl.com>

Cc: rccc.fpugh@aol.com; davidrsterling@gmail.com; paulandsusanne@gmail.com; inquiries@cmcavanaugh.com; info@communitycouncils.org; Prideplace@aol.com; nancypease2@gmail.com; bert.lewis5@gmail.com

Subject: **CORRECTED** RCCC - Rumble Strip Information Request

CORRECTED Letter Please disregard the previous letter as it has an incorrect second page.

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.

5/12/2018

Gmail - Re: ****CORRECTED**** RCCC - Rumble Strip Information Request

Frank Pugh
RCCC Chair
rccc.fpugh@aol.com