



Rabbit Creek Community Council &lt;rabbitcreekcc@gmail.com&gt;

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## Rumble strips and Potter Marsh?

1 message

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**Vivian Mendenhall** <fasgadair@gmail.com>

Mon, Mar 12, 2018 at 11:46 AM

To: Joe Meehan &lt;joe.meehan@alaska.gov&gt;

Cc: Nancy Pease &lt;rabbitcreekcc@gmail.com&gt;, Barbara Carlson &lt;bc@farak.org&gt;, "Elsa Aegerler and Jesse Grunblatt" &lt;elsajess@gmail.com&gt;

Joe--

ADOT&PF has told the Rabbit Creek Community Council that the Seward Hwy repaving project along Potter Marsh will include rumble strips on the center line and shoulders. They've said there is other option, although residents to the east know from experience that this will cause extremely disturbing noise.

I asked what F&G has said about possible impacts of rumble strips on Potter Marsh biota. DOT replied that they consulted F&G during scoping, and that you (not you personally?) told them about the pull-outs for bird viewing, but did not mention concerns about noise.

Cars will hit the rumble strips occasionally-- especially when someone slows down to enter a pull-out, and other cars move left to go around them.

I have a report from the California Dept. of Transportation on highway noise & wildlife. Rumble strips were not included (the report probably pre-dated them).

However, this report and others suggest questions for us, e.g.:

- o Is the noise from rumble strips within the frequency that birds hear?
- o What level of noise (in decibels) would reach the marsh?
- o In which parts of the marsh would the noise be loudest?
- o And, of course, might some bird species avoid areas near the road (where they now provide public enjoyment), or even avoid the whole marsh (e.g., nesting cranes)?

I've read in a study of nesting swans that those birds habituated to continuous traffic noise, but not to sporadic startling events. Rumble strip noise would probably fall in the latter category-- when a car hits a rumble strip at highway speed, the noise is unpredictable and many times louder than traffic.

Highway safety may "trump" environmental values, of course. But DOT has said they're unwilling to consider alternatives along Potter Marsh, such as reducing speed limits, adding turning lanes for pullouts, or repainting the white and yellow lines frequently.

Please let me know whether F&G has any concerns about these potential impacts. Thanks.

--Vivian

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