I see on the agenda that DOT will have additional time to share their position on the speed limit through Auke Bay. As Hal and I discussed Monday night, I am extremely concerned that DOT is not sharing the complete story of available options. The Auke Bay Steering Committee should have the following information. **Highlights are mine.** I've searched out addresses of committee members that I can easily find, I do not have for all.

Sec. 19.10.070. Speed limits and zones.

The department may conduct investigations with the assistance of the Department of Public Safety and shall determine safe speed limits and safe speed zones on highways and other roadways under its jurisdiction.

Sec. 19.10.072. Procedures for determination of speed limits and zones.

   (a) In determining safe speed limits and safe speed zones, the department shall consider the following factors in the order of priority listed:

   ____(1) neighborhood safety, including the presence of children and pedestrian traffic;

   (2) the presence of schools, houses, parks, and crosswalks;

   (3) the presence of driveways, parked vehicles, and multiple turn locations;

   ____ (4) that speed at which safe and prudent drivers could pass through the speed zone; and

   (5) the effectiveness of local enforcement of the speed zone.

   (b) **In determining safe speed limits and safe speed zones within a municipality, the department shall consult with that municipality.** In determining safe speed limits and safe speed zones on highways and other roadways under its jurisdiction, the department shall also consult with community councils or other community organizations in the affected area if the community councils or other community organizations request in writing to participate in the determination. **The department shall provide notice and opportunity for a hearing before establishing a speed limit or speed zone other than as recommended by a municipality, community council or other community organization.**
Note that this does not say that DOT must conduct a speed study if CBJ decides we want a specific speed limit through Auke Bay that differs from what they want. The first option is for DOT to accept the speed limit requested by the community. Doing so does not require a speed study. Especially at this point, the appropriate context sensitive solution would be to design a highway project that meets the community needs. I refer to http://contextsensitivesolutions.org/content/case_studies/u_s_route_62_village_of_hambur/ as an example of a comparable rebuild of a state highway that included truck traffic running through a community and the positive outcome that is also possible for Auke Bay.

And, state regulations give speed limit guidance that supports slower speeds through the core Auke Bay business district:

13 AAC 03.275. Basic rule and maximum limits

(a) A person may not drive a commercial motor vehicle at a speed greater than is reasonable and prudent considering the traffic, roadway, and weather conditions.

(b) Except when another speed limit is posted in accordance with 13 AAC 03.280 or when a special hazard exists that requires a lower speed for compliance with (a) of this section, the following limits are the maximum lawful speeds throughout the state, and a person may not drive a commercial motor vehicle at a speed in excess of these maximum limits:

1. 15 miles per hour in an alley;
2. 20 miles per hour in a business district;
3. 25 miles per hour in a residential district; or
4. 55 miles per hour on any other roadway.

(c) The maximum speed limits set out in (b) of this section will, in the department's discretion, be altered in accordance with 13 AAC 03.280.

History: Eff. 3/14/93, Register 125

Authority: AS 28.05.011

There is specific regulation that further allows for reduction from speeds when conditions make prudent:

13 AAC 02.280. Alteration of limits by state and municipalities

(a) When the Department of Transportation and Public Facilities with the assistance of the department, or a municipality, in their respective jurisdictions and consistent with AS 28.01.010, determines upon the basis of an engineering and traffic investigation that a maximum speed prescribed in 13 AAC 02.275 is greater or lesser than is reasonable or safe under the conditions found to exist at an intersection, or an arterial street, or at any other place or part of the state or municipal highway system, the respective authority may determine a reasonable and safe maximum limit at the location. The maximum speed limit is effective when signs giving notice of the maximum limit are erected.
(b) Alteration of a speed limit under (a) of this section may

(1) decrease the limit at an intersection or other place where a full stop is necessary;

(2) increase the limit outside of an urban district;

(3) increase the limit inside an urban district on controlled access highways;

(4) decrease the limit within an urban district to less than 20 miles per hour, except as otherwise provided under AS 28.01.010 (b); or

(5) decrease the limit outside an urban district.

(c) A maximum speed limit may be effective at all times or at times indicated by the signs required by (a) of this section. Limits may be established for different times of day, different types of vehicles, varying weather conditions, and other factors bearing on safe speeds. The limits are effective when posted upon fixed or variable signs.

(d) The Department of Transportation and Public Facilities or a municipality, in their respective jurisdictions, may regulate the timing of traffic signals to permit the movement of traffic in an orderly and safe manner at speeds slightly at variance from the speeds otherwise applicable within the district or at intersections when they erect signs giving notice of the variance.

History: In effect before 7/28/59; am 12/15/61, Register 3; am 8/10/66, Register 22; am 12/31/69, Register 31; am 6/28/79, Register 70; am 8/22/92, Register 123; am 2/27/97, Register 141

Authority: AS 28.05.011

I also found statutory reference to the need for a municipal highway plan and a 2001 plan on the CBJ web site that specifically calls for traffic calming and main street treatment in Auke Bay.

Sec. 19.20.080. Municipal master highway plan.

A municipality of over 5,000 population, according to the latest available census, together with the department, shall develop and adopt a master highway plan, which shall insure the proper location and integration of the Alaska highway connections in the municipality. In selecting and designating the master highway plan, they shall take into account the important principal streets that connect residential areas with business areas and the streets that carry important rural traffic into and across the municipality, in order to ensure a system of highways upon which traffic can be controlled and protected in a manner to provide safe and efficient movement of traffic in the municipality.

Area Wide Transportation Plan
Volume I

Transportation Plan Recommendations

July 9, 2001

Prepared by the

Department of Community Development

Expanded service at the Auke Bay ferry terminal and more offerings at the UAS campus will also affect the demand for service provisions and associated commercial land uses. The AWTP and comments from the Visioning Workshop recommend a “main street” treatment in the vicinity of the Auke Bay School and Statter Harbor to calm traffic, provide for multi-modal access and circulation, and to create a “downtown Auke Bay”. Currently there are four small multi-family land use designations in the vicinity of Auke Bay, several of which are developed similar to single family subdivisions. Consider designating additional multi-family zoning in the vicinity of Auke Bay to increase the supply of housing that is proximate to commercial, educational and recreational services. The capacity for public wastewater treatment will be a constraint to development that will need to be addressed in the near term.

I did not go back through the original ABCOR minutes and document the consistent requests from the public, including the hand-selected DOT advisory group, to reduce traffic speeds through Auke Bay. I submitted those as comments to DOT at their last public comment period. DOT likes to cite the length of the process and public involvement. They neglect to mention that they only listen to public comment that supports their plans. The document cited above clearly documents CBJ interest in slowing traffic through Auke Bay dating back to 2001. Note, traffic once was naturally calmed through Auke Bay by narrow winding roadways.

Letting DOT again present their status quo plans to speed traffic through the region (they had two people to present at the last meeting) without providing any balance of information on what is possible, what is becoming standard practice in other states, what is advocated by Federal Highway Administration CSS. Lars Gregovich of Alaska DOT is listed at http://contextsensitivesolutions.org/content/gen/state-profiles/AK. Almost two years ago when I contacted him he indicated that DOT is not pursuing updates and he said that they do practice - they hold public meetings. He apparently is not in touch with current FHA practices.
Alaska DOT does not yet have a formal CSS program but is updating their CSS policy for inclusion into project development and design manuals. They have also been practicing the essence of the CSS approach in their planning, public involvement, project development and design phases.

CSS Contact:
Lars Gregovich
lars.gregovich@alaska.gov
907-465-6968

There is a fabulous and relevant CSS solution mainstream example, including slides, on Hamburg, NY that has a happy ending and started much like Auke Bay in terms of state highway department plans to build and community vision. Their DOT listened, acted, and the results look very encouraging. Could you share this example for the group to see that Al Clough and DOT have other options if they choose to lead.

http://contextsensitivesolutions.org/content/case_studies/u_s__route_62_village_of_hambur/

Project Abstract

The purpose of the project was to coordinate highway improvements and revitalization efforts in accordance with the Department’s Context Sensitive Solutions philosophy and Environmental Initiative. The intent is to incorporate the Village’s desire for change, improvement and a rebirth of the community into the Department’s basic mission for improving the transportation corridor.

Route 62 in the Village of Hamburg is not only the center of local business, but also a major truck route. As such, the project addressed, safety, capacity, aesthetic context concerns, and infrastructure deficiencies. The New York State Department of Transportation project encouraged collaboration and community engagement, which resulted in in well-informed and community-valued design alternatives.

I have also attached a few pages of Oregon Mainstreet manual. I call particular attention to page 25 which shows what people see at different speeds and the chance of a pedestrian or bicyclist surviving when hit at various speeds. Speed kills and faster drivers are less likely to observe vulnerable highway users. You can find the complete manual and more information at http://www.oregon.gov/oprд/HCD/SHPо/pages/mainstreet.aspx

Regards,

Karla