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Alaska State Legislature



FEB 8 1984

Speaker of the House of Representatives

Official Business

Pouch V
State Capitol
Juneau, Alaska 99811
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February 7, 1984

TO Rep. Bette Cato
House Transportation Committee

FROM Rep. Joe Hayes
Speaker

RE: HB 399/ Eisenhower Blvd.

It's my understanding that this bill was held in committee for further direction from my office.

After talking with proponents of this legislation, I still desire legislation to name A street Eisenhower Boulevard.

At this time, I do not desire the renaming of a street to Wickersham because of potential confusion with Wickersham subdivision in Anchorage. However, the renaming of A street to Eisenhower Boulevard, in my opinion, would not disrupt the addressing system to a major degree, nor would it be a severe inconvenience on businesses and residents along the street. There are significantly fewer businesses along A street than there are along C street.

I would appreciate the committee considering this bill for movement out of committee as soon as convenient.

Thanks.

*Agencia. get them →
my term in office*

Department of Transportation & Public Facilities

CS HB 399

An Act naming "A" Street in Anchorage to Eisenhower Boulevard and designating the Eisenhower Corridor

Background

Names of many north-south aligned roads in Anchorage conform to an alphabetical sequence, for example, roads west of "A" Street are known as "B" Street, "C" Street, "D" Street, etc. Roads east of "A" Street use proper names in alphabetical sequence such as Barrow, Cordova, Denali, Eagle, etc. These names, in combination with the numerical names (3rd, 4th, 5th Avenues, etc.) used for east-west streets, have been helpful for the public in finding the physical location of a specific address.

Legislative Authority

Alaska Statute 19.10.085 gives the Legislature the authority to name highways constructed by the Department of Transportation and Public Facilities (DOT&PF).

Analysis

Portions of "A" Street (such as 4th to 9th Avenues) were built by the Municipality of Anchorage. Because the statutes give the Legislature the power to name highways constructed by the DOT&PF, there may be a question on the Legislature's authority to rename the street.

The Municipality of Anchorage (MOA) prefers not to rename the street. The Zoning and Platting Manager for the MOA stated that the assembly voted not to approve a resolution renaming the streets; however, the assembly did pass a resolution encouraging the naming of the Eisenhower Corridor. The Zoning and Platting Manager also stated that the name Wickersham would duplicate an existing street name and that the U.S. Post Office would not deliver mail to a Wickersham address if there were two streets of the same name.

There would be a cost increase of approximately \$15,000 to the A-C Couplet project as a result of a name change. Street name sign costs are based on the square footage of the signs - the larger the name, the greater the square footage.

Conclusion/Recommendations

1. Because the MOA and the State have constructed different sections of "A" Street, there may be a question of Legislative authority in renaming the street. A legal review may be appropriate.

2. The MOA prefers not to rename the street. Even though the A-C Couplet will be a part of the State Highway System, the DOT&PF recommends local concurrence before legislative action.
3. The Department concurs with the MOA's support in naming the Eisenhower Corridor.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: CSHB 399

Title: Naming "A" Street

Eisenhower Blvd.

Sponsor: Hayes & Martin

Requestor: House Transportation

Date of Request: March 22, 1984

FISCAL DETAIL

Agency Affected: DOT&PF

Program Category Affected: D&C

BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL		15.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		1.5				
FEDERAL FUNDS		13.5				
OTHER						
TOTAL		15.0				

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for analysis

Prepared By: William R. Snell

Division: Planning - Central Region

Phone: 266-1462

Date: March 23, 1984

Approved by Commissioner: R. J. Knapp

Agency: Transportation & Public Facilities

Date: March 27, 1984

Distribution (by Agency preparing fiscal note):

Legislative Finance

Legislative Sponsor

Requestor

Office of Management and Budget

Impacted Agency(ies)

12/1/83

Analysis - CSHB 399

Naming "A" Street Eisenhower Blvd.

1. Analysis of the fiscal impact on existing programs.

The Department of Transportation of Public Facilities has completed the design work for the A-C Couplet and the project is ready to bid.

The fiscal impact would be accommodated through a construction charge order.

2. Analysis of fiscal impact of new programs or activities.

No impact.

3. Analysis of cost estimate:

The cost of street signs is dependent upon the square footage of the signs. There are three types of signs that will be used as part of the A-C Couplet project: Street name signs, overhead signs, and advanced notice street signs. The square footage of the total signs for "A" Street were pulled from the project plans. The square footage for similar signs for the name "Eisenhower Boulevard" was estimated. The difference in square footage for the two names was multiplied by the cost per square foot (approximately \$40).

Cost Estimate: \$15,000.00

The Department can absorb this cost; however, the Commissioner is reviewing the cost per square foot for the signs.