

HCR

1

STATE OF ALASKA  
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

FOURTH - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907-465-3800

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

HT 4-24-84  
8:37 AM

2-7-85 7 AM





Official Business

# Alaska State Legislature

House of Representatives

Representative Mike Szymanski

Rep. Mike Szymanski  
801 W. Fireweed Lane, Suite 102  
Anchorage, Alaska 99503  
Phone 276-6731

SR-A-Box 1304B  
Anchorage, Alaska 99502  
Phone (907) 349-3373

While in Session:  
Pouch V  
State Capitol  
Juneau, Alaska 99811

January 30, 1985

TO: Representative Bette Cato  
FROM: Representative Mike Szymanski  
RE: HCR 1

Enclosed please find backup information on HRC 1.

This resolution requests that DOT/PF investigate the possibility of establishing a speed zone of 45 miles per hour on the Seward Highway between mile s 100 and mile s 103.5. That portion of the highway encompasses the rapidly growing communities of Bird and Indian.

Because of population growth and existing hazardous conditions, the number of accidents and injuries/fatalities along that section of the highway has dramatically increased in recent years. As a result, the Bird/Indian Community Council has identified lowering the speed limit as a top community priority. Infact, a petition supporting a speed zone was circulated in 1984 and gathered 68 signatures (enclosed).

It has been calculated that reduced speed would only result in an additional 30 seconds on the average trip - a small price for a human life.

I introduced an identical resolution (HCR 44) last session which passed the house but did not clear the Senate.

enclosures

Number of accidents involving excess speed as the contributing factor on mile 100 - 103.5 of the Seward Highway (through Bird/Indian)

<u>DATE</u>	<u>NUMBER OF ACCIDENTS</u>	<u>DEGREE OF INJURY</u>
1977	4	4 minor injuries
1978	3	3 minor injuries
1979	3	3 minor injuries 3 major injuries
1980	3	2 minor injuries
1981	4	4 minor injuries
1982	1	1 fatal injury
1983 (until Sept.)	3	4 minor injuries

---

---

21

MORE  
 INFORMATION FOR FIELD CONTACT :

~~THIS IS A CODED ITEM WHICH INDICATES THE CONTRIBUTING FACTORS ASCRIBED TO THIS VEHICLE IN THIS ACCIDENT. THIS COMES FROM FORM 12-208 BOXES 22 (ITEM #450) & 23 (ITEM #460) IF THIS IS THE LEFT VEHICLE RECORDED ON THE FORM OR BOXES 24 (ITEM #470) AND 25 (ITEM #480) IF THE RIGHT VEHICLE RECORDED ON THE FORM.~~

VALID CODES AND MEANINGS:

-	NOT APPLICABLE
X	UNKNOWN
01	NONE
02	<del>ALCOHOL TEST GIVEN</del>
03	ALCOHOL-NO TEST GIVEN
04	ALCOHOL SUSPECTED, NOT PROVEN
05	<del>BACKING UNSAFELY</del>
06	DRIVER INATTENTION
07	DRIVER INEXPERIENCE
08	<del>DRUGS (ILLEGAL)</del>
MORE	
09	FAILURE TO YIELD
10	<del>FELL ASLEEP</del>
11	FOLLOWING TOO CLOSELY
12	ILLNESS
13	<del>LOST CONSCIOUSNESS</del>
14	PASSENGER DISTRACTION
15	PASSING OR LANE USAGE IMPROPER
16	<del>PEDESTRIAN ERROR/CONFUSION</del>
17	PHYSICAL DISABILITY
18	PRESCRIPTION MEDICATION
19	<del>TRAFFIC CONTROL DEVICE DISREGARDED</del>
20	TURNING IMPROPERLY
21	UNSAFE SPEED
22	<del>OTHER HUMAN FACTOR</del>
41	ACCELERATION DEFECTIVE
42	BRAKES DEFECTIVE
43	<del>HEADLIGHTS DEFECTIVE</del>
44	OTHER LIGHTING DEFECTS
45	OVERSIZED VEHICLE
46	<del>STEERING FAILURE</del>
47	TIRE FAILURE/INADEQUATE
48	TOW HITCH DEFECTIVE
49	<del>WINDSHIELD INADEQUATE</del>
MORE	
50	OTHER VEHICULAR FACTOR
61	ANIMAL'S ACTION
62	GLARE
63	VIEW OBSTRUCTED/LIMITED
64	<del>OTHER ENVIRONMENTAL FACTOR</del>
71	LANE MARKING IMPROPER/INADEQUATE
72	CONSTRUCTION DEBRIS
73	<del>PAVEMENT DETERIORATED</del>
74	PAVEMENT SLIPPERY
75	SHOULDERS
76	<del>SIGNS MISSING/INOPERATIVE</del>
77	TRAFFIC SIGNAL INOPERATIVE
78	CONSTRUCTION AREA
80	<del>OTHER ROADWAY FACTOR</del>

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC UTILITIES  
CONTRIBUTING FACTOR REPORT

ROUTE	M/PT	DATE	NUMBER	FATAL	MAJ	INJ	MIN	INJ	STREET	CROSS STREET	MI	CONTRIBUTING FACTORS
130000	100.03	790828	7908270			4			NEW SEWARD HWY	MI 99.5	62 50 -	
130000	100.36	830201	8302069						MI 100 SEWARD HWY		15 74 C1	
130000	100.35	830212	8302821			2			MI 100 SEWARD HWY		(21) X 04	
130000	100.42	770620	7709433						SEWARD HWY MP 100	MILE 100	15 - -	
130000	100.48	790614	7806334			1			SEWARD HWY	MI 100	46 - -	
130000	100.48	790705	7905939						SEWARD HWY	MI 100	01 - -	
130000	100.48	800626	8006655			1			SEWARD HWY		01 - -	22 -
130000	100.48	800726	8007531			1			MI 100 SEWARD HWY		(21) 74	
130000	100.53	780113	7800686			1			MI 100 SEWARD HWY		(21) 74	
130000	100.58	810111	8100433			1			MILE 100.5 SEWARD HWY	N/B	05 09 01 - -	
130000	100.58	821220	8219007						MI 100.9 SEWARD HWY		09 01 - -	
130000	100.92	820404	8205054						MI 100.5 SEWARD HWY		22 06 X - -	
130000	01.01	730317	7803640			3			SEWARD HWY		(21) X - -	01 -
130000	01.03	770813	7711743			1			SEWARD HWY		09 01 - -	
130000	01.05	800728	8007753						THE BIRD HOUSE		22 06 X - -	01 -
130000	01.05	801207	8015772						BIRD HOUSE P/L		(21) X - -	01 -
130000	01.05	810419	8104059						BIRD HOUSE BAR		15 - -	
130000	01.13	770729	7711010			2			BIRD HOUSE		01 - -	01 -
130000	01.22	770603	7708166						SCOTTISH INN		09 01 - -	
130000	01.22	770603	7708182						SCOTTISH INN		01 - -	01 -
130000	01.25	810325	8103421						BIRD CREEK BRIDGE		09 01 - -	
130000	01.28	801102	8012825						MI 101.8 SEWARD HWY		27 (21) X - -	01 -
130000	01.28	801127	8012949						SEWARD HWY	MP 100	X 22 X - -	X -
130000	01.28	801127	8015753						SEWARD HWY		X 22 X - -	X -
130000	01.30	770701	7709612			1			SEWARD HWY		(21) X - -	01 -
130000	01.30	770727	7712400						SEWARD HIGHWAY		04 (21) X - -	01 -
130000	01.30	780725	7908683			1			SEWARD HWY	BIRD-CREEK-CAMP GRND	15 X - -	20 -
130000	01.41	770122	7701176						NEW SEWARD HWY	101 MI	X 02 - -	
130000	01.41	770521	7707567			1			MI 101 POST-SEWARD H	MILE 101	61 - -	
130000	01.41	780619	7807058						MI 101		74 - -	01 -
130000	01.41	781203	7815950						NEW SEWARD HWY		(21) - -	01 -
130000	01.41	790217	7901141						MI 101 SEWARD HWY	DRIVEWAY	22 - -	01 -
130000	01.41	791110	7911742			1			MI 101 SEWARD HWY	DUMP RD	22 - -	01 -
130000	01.41	810620	8106701						MI 101 SEWARD HWY	MILE 101	15 20	
130000	01.41	820106	8200192			2			SEWARD HWY SB	AT MI 101 SB	15 20	
130000	01.41	820531	8207385			2			SEWARD HWY SB	MILE 101	15 20	
130000	01.41	820820	8211969						SEWARD HWY SB	AT MI 101	15 20	
130000	01.41	821222	8219780			1			SEWARD HWY SB	AT MP 101	15 20	
130000	01.41	830718	8309959						MI 101 SEWARD HWY		64 07	
130000	01.41	830807	8311788			2			MI 101 SEWARD HWY		(21) 07	
130000	01.41	830822	8313099						MI 101 HWY	SEWARD HWY	(21) 01 01	01
130000	01.41	830904	8313539						SEWARD HWY	2000 S BIRD CRK BRI	(21) 01 01	01
130000	01.59	830918	8312355						MI 101 SEWARD HWY	AT MI 101	11 11	
130000	01.59	821215	8220511			1			MI 101 HWY APPROX	BIRD CK CAMPGD	01 01	01
130000	01.71	810516	8105262			3			SEWARD HWY MI 101.5	MI 101.7 BRIDGE	20 20	15 02
130000	01.81	810514	8106350			1			MI 101.7 SEWARD HWY	BIRD CRK BRIDGE	04 04	01 -
130000	01.81	820524	8207032			2			MI 101.7 SEWARD HWY	BIRD CRK BRIDGE	10 10	01 -
130000	01.83	780822	7810336			2			SEWARD HWY SEWARD HWY	BIRD CRK BRIDGE	04 04	01 -
130000	01.83	810729	8107509						MI 101.6 HWY	BIRD CRK BRIDGE	11 11	01 -
130000	01.85	811206	8112335			2			MI 101.6 HWY	BIRD CRK BRIDGE	(21) 74 - -	
130000	01.85	820319	8211473						SEWARD HWY	NEAR BIRD CRK BRIDGE	13 13	01
130000	01.85	820319	8211451						SEWARD HWY	BIRD CK BRIDGE	11 11	78 78





September, 1988

Dear Mike Szymanski,

I would like to express to you the great need to have the speed limit lowered in Bird-Indian between Indian Road and the Bird House.

Now that we have our wonderful bike trail (which we dearly love) our children have to cross the highway to get on the trail. Personally, I am very concerned for my daughter's safety as where she crosses (near Tesoro) is a straight-away where vehicles speed up and pass.

I really don't think people will mind slowing down here; they will most probably be glad to be made aware that it is a residential area with children present and crossing the highway, and bus stops at designated areas.

I have calculated that by slowing down to 45 mph for the  $3\frac{1}{2}$  mile stretch between Indian Road and the Bird House, a driver will lose 17.2 seconds. I feel that we can all easily donate these few seconds for the sake of safety.

Thank you for your on-going concern and support.

Yours truly,  
Ronnie Wilton  
SR# B609

#  
53-7272

We, the undersigned, residents of Indian and of Bird Creek, Alaska - on Turnagain Arm - respectfully request your support in our appeal to the State's Department of Transportation to create a speed zone on that stretch of the Seward Highway that passes through our two communities. We feel that the above is a particularly dangerous ( and well- traveled ) piece of highway, one that by its very straightness and openness encourages motorists to drive at high speed through our rural, residential communities.

(PLEASE PRINT)

NAME

MAILING ADDRESS

<i>Lee Miller</i>	<i>Box 8755 Indian ak. 99540</i>
CHAD MCGREW	<i>.4th + Feather ak 99540</i>
<i>Gody Myles</i>	<i>SRA 8800 Indian ak 99540</i>
<i>Jimmy A. Nelson</i>	<i>SR Box 3745 Indian Ak 99540</i>
<i>John Drummond</i>	<i>Box 8801 Indian AK, 99540</i>
<i>Nancy Nix</i>	<i>Box 8565 Indian - AK. 99540</i>
<i>Paul S. Nelson</i>	<i>Bird Creek, ak.</i>

Lethie COLLINS SR Box 5800 Indian 653-7686  
 Jim VERENIK Box 8820 Indian 653-7640  
 LOREN Sturt Rt 5 Box 8800 INDIAN 653-7803  
 Rodney G. Vest BX 5735 - Rural Rt Indian AK 99540  
 Steve Hudson Box 832 Seldovia, Ak.  
 Arthur Goin Seldovia Ak. 283-8479  
 Rebecca Sue Hunter 9 INDIAN AK 653-7313  
~~Mary Ferguson~~  
 MARY FLYNN SR Box 8800 Indian 653-7903  
 Warren D. Braddock SR Box 8855 Indian 653-7502  
 William Curtice PO Box 8531 Indian AK 563-3822  
 Gloria A Young Anch., AK. 562-5438  
 David Young Anch, AK " "  
 Timothy K. Bundy SRA 8654 Indian AK  
 Dennis Rose SRA 8800 Indian AK 6537313  
 Rick Wendt SR Box 8800 Indian AK  
 Brian D. Benson SRA 8654 Indian AK  
 J. E. Johnson (J.E. Johnson) SRA 8800 INDIAN, ALASKA. 653-7313  
 Dee Olson Box 8790 Indian, AK. 653-7647  
 Robert Marshall Box 8765 Indian AK 653-7234  
 W. Antonson Box 8535 Indian AK 653-7732  
 Jim M. Hartness SRA Box 8800 Indian AK. 653-7686  
 Tim McDonald SR Box 8810 Indian AK 653-7212  
 William J. Khamis<sup>3d</sup> Indian AK 653-7211  
 Fungely Olson Box 8790 INDIAN ALASKA 653-7647  
 [Signature] Box 8800 INDIAN, ALASKA 653-7313  
 Redwood, Kotual Box 8885 Indian ALASKA 653-7203  
 James David SRA 8800 INDIAN ALASKA 653-7313  
 Linda Kessler SRA Box 8855 Indian AK 653-7502  
 Jack [Signature] SRA Box 8855 Indian AK. 653-7502  
 Jim Weber SRA Box 8855 Indian AK 653-7502  
 BETTY A. Young SRA Box 8725 INDIAN 653-7732  
 YOLANDA CASTRO SRA Box 8863 INDIAN- 653-7208

Juncin J. Connell Box 8700 Indian  
 Vivian Newman Box 8700 Indian  
 Kenneth Williams Box 8700 Indian  
 CARROLL R. JOHNSON Box 8745 Indian  
~~Edward Johnson~~ Box 8575 Indian  
 Donald A. Johnson Box 8575 Indian  
 Mary Lou Redmond Box 8700 Indian  
 William N. Johnson Box 8500 Bird Creek, AK  
 Harold M. Deane Box 8500 Bird Creek AK  
 Deborah W. Hagan Box 8606 Bird Creek AK  
 Kay [unclear] Box 8540 Bird Creek AK  
 Michael Macdonald Box 8700 Indian Creek AK  
 Lynn Hansen Box 8540 Bird Creek  
 Hylee J. Hagan Box 8606 Bird Creek AK  
 John Burg Box 8501 Bird Creek Alaska  
 Steven Matter Box 8501 Bird Creek AK  
 Mike Purkis Box 8642 BIRD CREEK AK  
 Aubrey R. Palmer SR Box 8515 BIRD CREEK AK  
 Larry Bushnell P.O. Box 583 Girdwood AK 99587  
 Nancy Embury 70 Arlone Bar Bird Creek  
 Jack & Porter SR 8606 Bird Creek AK  
 James Cofe<sup>Cofe</sup> SR BOX 8642 BIRD CREEK AK



Steve R. O. Lt.  
 Nancy E. McDonald  
 Cecilia R. Brand  
 Kendall Wilson  
 Jim Daniels  
 Frank Shilling  
 Hoch Gullikshank Jr.  
 ST. RT. BOX 8810 INDIAN. AK. 9954  
 SRA 8654 INDIAN AK 9954  
 Box 8515 Bird Creek 9954  
 Box 470 Girdwood 9958  
 Box 431 Girdwood 9958  
 To THE BIRD HOUSE - BIRD CREEK 9

HCR 1

2.8.85

The Transportation Committee has considered HOUSE CONCURRENT RESOLUTION NO. 1 (requesting a speed zone on Seward Highway) and reports it back as follows: Cato (Chairman), Shultz, and Davis recommend do pass. Furnace and Pignalberi have no recommendation.

A fiscal note was attached and appears in House Journal Supplement No. 15.

The Speaker gave HCR 1 a further referral to the Committee.

contracts), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 62 (Labor & Commerce) (same title) and reports it back as follows: Navarre (Chairman), Koponen, Boucher and Davis recommend do pass. Hanley recommends do not pass. Pearce and Collins recommend do not pass without amendment.

HB 62 was referred to the Judiciary Committee.

HB 74

The State Affairs Committee has considered HOUSE BILL NO. 74 (relating to participation of former BIA school teachers in the Teachers' Retirement System)

HOUSE JOURNAL SUPPLEMENT

February 5, 1985

No. 15

HCR  
1

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

Page 1 of 2

Revision Date: \_\_\_\_\_

REQUEST

Bill/Resolution No.: HCR1  
Title: Speed Zone on the Seward Highway  
Sponsor: Representative Szymanski  
Requestor: \_\_\_\_\_  
Date of Request: \_\_\_\_\_

FISCAL DETAIL

Agency Affected: DOT&PF  
Program Category Affected: Design and Construction  
BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
OPERATING						
100 PERSONAL SERVICES		.434				
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT		.066				
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING		.500	-0-	-0-	-0-	-0-
CAPITAL		-0-	-0-	-0-	-0-	-0-
REVENUE		-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND	.500	-0-	-0-	-0-	-0-
FEDERAL FUNDS					
OTHER					
TOTAL	.500	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-
PART-TIME	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-

ANALYSIS: Please refer to the attached page.

Prepared By: William R. Snell, Director (signed) Phone: 266-1462  
Division: Central Region Planning Date: 2/5/85  
Approved by Commissioner: [Signature] Date: 2-6-85  
Agency: DOT&PF

HCR

1

## FISCAL NOTE ANALYSIS

HCR 1

Page 2 of 2

1. Analysis of the fiscal impact on existing program.

Can be absorbed within existing program

2. Analysis of the fiscal impact on new programs.

None

3. Analysis of how the figures in the fiscal note were derived.

labor: 1.5 days for a traffic engineer @ \$289 per day (Salary & benefits)	= \$434
equipment: estimated cost for use of state vehicle and radar	= 66
	<u>\$500</u>

4. Additional information.

It is the policy of the Department of Transportation and Public Facilities (DOT&PF) to have and maintain uniform statewide criteria for the establishment of speed zones. National studies have shown that speed zones are most effective when established at or near the 85th percentile speed, which is defined as that speed at or below which 85 percent of the traffic is traveling. The effect of lowering the speed zone lower than the 85th percentile may actually increase the number of accidents because of the increased conflict between faster moving vehicles and slower moving vehicles.

In the fall of 1983 and the fall of 1984, the DOT&PF conducted speed studies in the area identified in HCR 1 and found that the results did not support reducing the posted limit; however, the Department will continue to monitor the situation as traffic volume and commercial development increases.

The 1984 Legislature appropriated \$50,000 for safety flashing lights for this segment of the highway. As a result of a September 12, 1984 meeting between DOT&PF personnel and the Bird Creek Indian Community Council, the council recognized that reducing the speed limit may not solve their problem. After thorough discussions, the majority present passed a motion to install flashing yellow beacons on top of the existing pedestrian warning signs located at Bird Creek for south bound traffic and near the Bird House for northbound traffic. It is hoped that these beacons will impress upon drivers not to exceed the posted legal speed limit.

Our Central Region Division of Maintenance and Operations is currently working with Chugach Electric to extend service to the existing pedestrian warning signs so that the flashing yellow beacons can be installed. Power is available at the southern sign; however, approximately one-quarter mile of new line must be installed to provide power to the northern sign. In addition, transformers, electrical boxes, etc. must be installed. The Department does not foresee any problems and hopes to have the flashing beacons installed this summer.

In addition, the Department will review the possibility of extending the no passing zones through this area. If the extension is warranted, it will be included in next summer's highway stripping program.