

HB

437

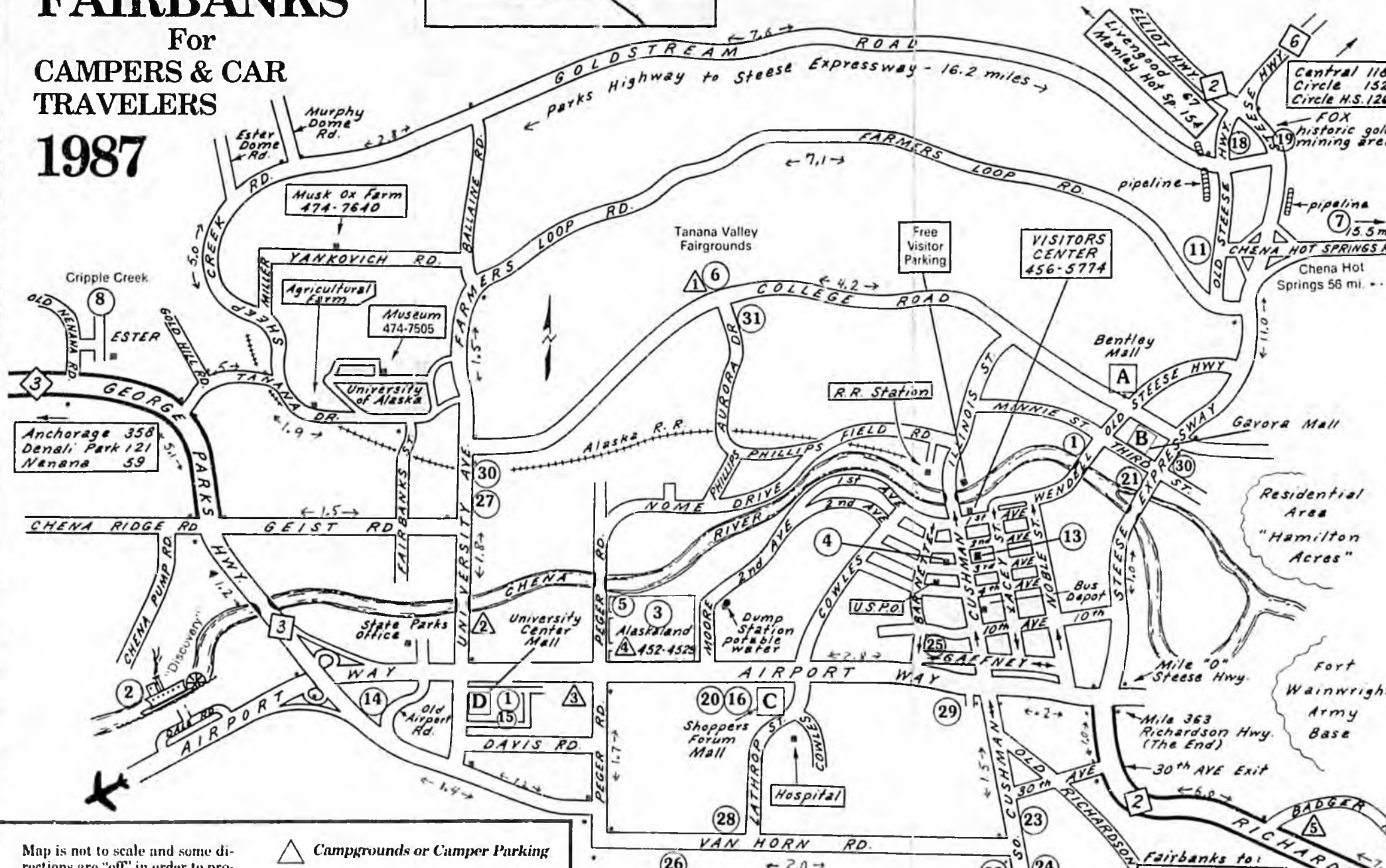
FAIRBANKS

For
CAMPERS & CAR
TRAVELERS

1987

Compliments of:

SUPER 8 MOTEL OF FAIRBANKS
1909 Airport Road
Fairbanks, AK 99701



Map is not to scale and some directions are "off" in order to provide a simple overview and orientation aid. COMMENTS APPRECIATED. Box 1992, Fairbanks 99707.

- ▲ Campgrounds or Camper Parking
- Shopping Malls (details reverse side)
- Points of Interest & Sponsors
- Match to numbers on reverse side.

SHADED AREAS: Downtown Fairbanks, North Pole, University of Alaska.

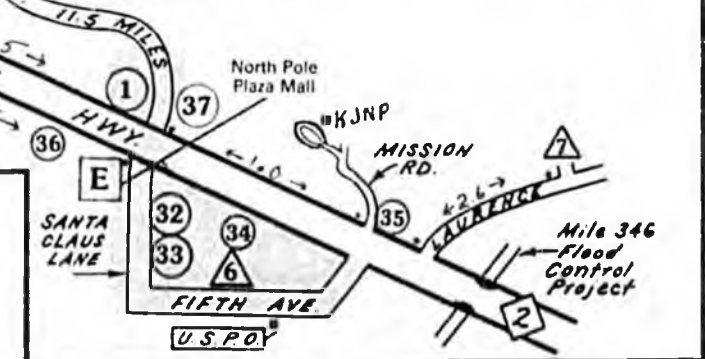
Entire Text, Map & Artwork
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POB 1992, Fairbanks, AK 99707

Fairbanks to:
North Pole 13
Delta Jct. 98
Tok 205
Anchorage 440

All material below, including map refers to:
NORTH POLE, AK
Mile 349 Richardson Hwy. (#2)
Just 13 miles SE of Fairbanks.

- 32 **NORTH COUNTRY INN** 488-4040; Santa Claus Lane downtown, next to Santa's Suds. A family restaurant. Breakfast, sandwiches, lunch & dinner specials. Mexican specialties.
- 33 **SANTA'S SUDS** 488-9405; Santa Claus Lane next to North Country Inn. Modern coin-operated laundry. 8am-10pm daily.
- 34 **SANTA CLAUS HOUSE** 488-2200; Richardson Hwy. between both North Pole exits. Alaskan gifts, souvenirs, toys, Christmas items. Summers 8am-7pm.
- 1 **SUNSHINE TRAVEL** 488-4502; Colonial Plaza, Badger Rd. Full service, specializing in Alaska local & arctic tours. M-F 8:30-5:30; Sat 9-4. See also two Fairbanks locations.
- 35 **NORTH POLE VISITOR CENTER** 488-2242; Richardson Hwy. at Mission Rd. 9am-6pm. M-Sat.
- 36 **CORK'S PITSTOP** 488-2800; Tesoro Gas, diesel, unleaded supreme, propane & service.
- 37 **Lund's Frozen Yogurt, Church's Chicken, American Tire Warehouse, Beaver Brook Mall, Badger Rd.** near Richardson Hwy.
- E **NORTH POLE PLAZA MALL** — Richardson Hwy. at Santa Claus Ln. Market Basket Supermarket with pharmacy. 11 shops including North Pole Foto. Texaco Gas, super unleaded, propane, Dump Station, water.

KJNP 488-2216 — Drive in Mission Rd. for 1/2 mi. A Christian & family station. Visitors welcome. 100.3 FM, 1170 AM, Ch 4 TV.



RV DUMP STATIONS

Cripple Creek Resort	Ester
City Dump Station	2nd Ave. near Alaskaland
Russell's Texaco	Third St. at Old Steese
Russell's Tesaro	12th Ave. and Noble
Mike's Chevron	College Rd. near University Ave.
Alaska Chevron	Illinois at Minnie St.
Texaco Minute Man	Noble at Gaffney

1 **TANANA VALLEY CG 456-7956**; 2 mi. College Rd. on bus rt. #10. Restrooms, showers, laundry, water, **dump station**, tables, fireplaces, wood for sale. Tenters welcome. \$9. No hookups.

2 **CHENA RIVER STATE CG**; University Ave. 51 sites. Tables, fireplaces, water, restrooms, **dump station**, picnic sites, boat ramp. 5 day limit. No hookups.

3 **NORLITE CG 452-4206**; Private. Peger Rd. off Airport Rd. Restrooms, showers, laundry, **dump station**, full hookups, grocery.

4 **ALASKALAND 452-4529**. Parking only for self-contained vehicles. No toilets. No hookups. 5 day limit. \$5 a night. Increase expected.

5 **ROADS END RV PARK 488-0295**; Mi. 356 Richardson Hwy. Restrooms, showers, full hookups. Parking \$7. Hookups & showers extra.

6 **NORTH POLE PARK**; 5th Ave. North Pole. Nine spaces for tents only. Restrooms, water.

OUT-OF-TOWN STATE CAMPGROUNDS. Toilet facilities, water, picnic tables, no hookups. More information; Alaska Div. Parks, Sportsman's Way off Airport Way. Ph. 479-4114.

Lower Chatanika CG (no water)	11 mi. Elliot Hwy.	10 units
Upper Chatanika CG	39 mi. Steese Hwy.	25 units
27 Mile CG	27 mi. Chena Hot Springs Rd.	38 units
39 Mile CG	39 mi. Chena Hot Springs Rd.	18 units

7 **CHENA LAKES RECREATION AREA** 488-1655; Laurence Rd. at Mi. 347 Richardson Hwy. Drive in 2.6 miles to entrance. 78 campsites, 92 picnic sites on 2,000 acres. Toilets, water, **dump station**, no hookups. Large lake for swimming and non-motorized boats, (river for motorized). Boat rentals, concessions. \$6 overnight. \$3 day use.

WELCOME TO FAIRBANKS! We hope this little map has helped you anticipate your visit here and/or contributed to the enjoyment of your stay. *Please scrutinize both the map and the back side of it.* You will find it contains much information you are looking for plus other interesting tidbits. If you have found it useful please mention it to various Fairbanksans, including sponsors. This will help maintain continued support of its publication. Comments appreciated.

N.L. Baker — P.O. Box 1992 — Fairbanks, AK 99707

*Numbers 9, 10 and 17 do not have locations on the map.

ENHANCE YOUR ALASKAN EXPERIENCE

- 1 **SUNSHINE TRAVEL 479-2238/4206;** Airport Way frontage Rd. near University Mall. ALSO corner Minnie & Old Steese Hwy. (452-8992) in white colonial building next to Burger King. Full service agency specializing in Alaska Adventure, local & arctic tours, ferry reservations. M-F 8:30am-6pm; Sat 9am-4pm (Minnie & Steese only).
- 2 **RIVERBOAT DISCOVERY 479-6673;** Dale Rd. off Airport Way. Scenic four-hour river cruise aboard authentic sternwheelers. Live narration with dog sled demonstration and stop ashore at Indian river village. \$25 adults. \$17 children. Reservations advised. 8:45am & 2pm departures.
- 3 **ALASKALAND 452-4529;** Airport Way. Gold Rush Town, Big Stampede Show, Pioneer Museum, Mining Village, Square Dance Hall (456-5350), concessions, picnic area, bike & boat rental, entertainment. Shops open 11am-9pm. Free Tram Train picks up at most hotels 10 times daily.
- 4 **ALASKA PUBLIC LANDS INFORMATION CENTER 451-7352;** Courthouse Sq., Third & Cushman, lower level. Exhibits, books, movies.
- 5 **CHENA RIVER FLOATS & BIKE RENTALS;** Alaskaland boat dock. Enter from Peger Rd. or Alaskaland. Enjoy bike trails on 3-speeds or the Chena in inflatable canoes. 11am-8pm daily.
- 6 **TANANA VALLEY STATE FAIR GROUNDS 452-3750;** College Rd. FAIR, Aug. 8-16, 1987; open 11am-10pm. Commercial & competitive exhibits, midway, rodeo, entertainment, food. Adults \$4. Children \$2. Seniors \$3. Family *Sun-Fest Solstice* celebration June 13-21.
- 7 **CHENA HOT SPRINGS RESORT 452-7867;** 56 paved miles Chena Hot Springs Rd. Indoor pool, whirlpool bathes, rustic cabins or modern hotel rooms, lodge, camping, lots of outdoor activities. Enjoy a real Alaskan experience.

- 7 **PLEASANT VALLEY ANIMAL PARK 488-3967;** 22½ mi. Chena Hot Sp. Rd. Moose, bison, Canada geese & more. Roam and photograph on foot or on horse drawn wagon. Farm setting for kids. RV overnight parking, no hook-ups. Water available.
- 8 **CRIPPLE CREEK RESORT 479-2500.** Ester, off Parks Highway. Historic mining camp, *Malemute Saloon* where legendary "Shooting of Dan McGrew" come to life. *Bunkhouse Restaurant* features "all you can eat" crab dinner. See *Photosymphony* of Aurora Borealis, shops for browsing. *Hotel* doubles \$33. RV Parking, *Dump Station*, water. Transportation available.

- 9 **OUTBOUND RV RENTALS 474-0968;** Experience Alaska in the comfort of a motorhome exploring the breathtaking scenery of Alaska. We have a wide variety of motorhomes to put you within easy reach of Alaska's finest attractions.
- 10 **RED HAT TOURS 457-3000/479-3561;** Fairbanks sightseeing tours. The only way to really see Fairbanks. Your guides live here!!

ALASKANA ARTS, CRAFTS, JEWELRY

- 11 **THE LAST RUSH TRADING POST 457-4535;** Mi. 4 Old Steese Hwy. at beginning of Chena Hot Springs Rd. Alaskan gold jewelry made on premises. Raw nuggets. Wide variety of Alaskan gifts, mining & trapping artifacts. Open 9am-7pm. Photograph picturesque log cabins!!
- 12 **ESKIMO MUSEUM & GIFT SHOP 488-6868;** Mi. 356 Richardson Hwy., 6 mi. S. of Fairbanks. Beautiful log structure houses large Alaskan wildlife specimens. Gift shop features ivory, a variety of Alaskana items and souvenirs.
- 4 **PERDUE'S JEWELRY 456-5105;** Courthouse Sq. downtown. Also *Shopper's Forum Mall* Master Goldsmith over 25 years.
- 13 **ARCTIC TRAVELERS GIFT SHOP 456-7080;** Corner Second Ave. & Cushman, downtown. Native crafts are the specialty, with demonstrations 7 days a week. Also Alaskan jewelry, giftware & souvenirs. 8am-10pm.

LODGING

- 14 **GOLDEN NORTH MOTEL 479-6201;** Take Sportsman's Way off Airport Way to *Old Airport Rd.*, or exit from Parks Hwy. westbound. Cable TV., in-room coffee, shower/tub. Continental breakfast. Airport courtesy car. Park at each unit.

- 15 **KLONDIKE INN, LOUNGE & DINING HALL 479-6241;** Airport Way near University Ave. Enter from frontage rd. by *Sunshine Travel* or from University Ave. Large rooms with TV, phone, shower & tub, kitchens. Family units, coin laundry, ample parking each unit. Reasonable prices.
- 16 **SUPER 8 MOTEL 451-8888;** 1909 Airport Way, next to *Denny's* Restaurant. Color TV, shower & tub, phone, laundry facilities. Airport courtesy car. Non-smoking rooms available. Near Alaskaland, restaurants, and theater.
- 17 **FAIRBANKS BED AND BREAKFAST 452-4967;** POB 74573. Fairbanks, AK 99707. Single \$36. Double \$48 plus tax.

DINING

Cocktails Available — Comfortable Casual Dress
Always Acceptable

- 7 **TWO RIVERS LODGE 488-6815;** Mi. 16 Chena Hot Springs Rd. Providing finest in gourmet dining & true Alaskan hospitality since Territorial days. Featuring *Fresh Seafood* flown in daily. *Prime Rib*, tender aged *Steak*, tantalizing Appetizers, world renowned *Desserts by Stasha*. Rave reviews have appeared in world-wide publications. Wed-Sat 5-10pm; Sun 3-9pm. Reservations recommended. Open year round.
- 18 **TURTLE CLUB 457-3883;** Mi. 10 Steese Hwy. in historic Fox. A fine dinner house. Prime rib in 3 appetite sizes, giant prawns, lobster, BBQ ribs (Wed, Th, Sun). Salad Bar. Dinner 6-10pm Wed-Sat; 5-9 Sun. Reservations recommended. Extended Lounge hours.
- 19 **NORTH COUNTRY INN 457-8289;** Mi. 10½ Steese Expressway in Fox. Full dinner menu, steaks, prime rib, seafood. Music for good listening and dancing in lounge. Frivolous Foxie Follies nightly in summer. RV parking o.k. See permafrost ice cliff in back of building.

OTHER GOOD EATING

- 20 **DENNY'S** — Farthest north Denny's in the world! Airport Rd. next to Super 8 Motel.
- 21 **CLAUDIO'S 451-8500;** Second St. next to Steese Expressway. Can enter from Old Steese or across from Gavora Mall. Wholesome Italian dishes, fine pastries. Lunch 11am-3pm, dinner 5-9pm. "Lower 48" prices. Closed Sunday. Delightful decor.

AUTO & PEOPLE NEEDS

- 22 **FAIRBANKS MUFFLER & AUTO REPAIR 452-2511;** S. Cushman at Van Horn Rd. Complete exhaust systems, brakes, shocks, wheel alignment, trailer hitches. Large stalls and outside area for all RVs. Usually service while you wait.

- 23 **AUTO SERVICE COMPANY. TOYOTA-VOLVO-GOODYEAR. 456-6217;** 3285 S. Cushman. Full line *Goodyear* tires for cars, RVs, & trucks. Complete automotive service center. M-F 8am-6pm; Sat 10am-5pm. (tires only).
- 24 **MOBAT TIRE & AUTOMOTIVE 452-7131;** 3601 So. Cushman at Van Horn Rd. *Michelin & Dunlop* tires. Brakes, front end alignment & shocks. Can accommodate largest RVs. Competitive prices.
- 25 **TOTEM CHEVRON 456-4606;** Corner Gaffney & Barnette St. Atlas tires, batteries & accessories. Mechanic on duty. Good old-fashioned service or self-serve. 7am-10pm. (Sunday 8am-8pm).
- 26 **FAIRBANKS SMALL ENGINE 456-6202.** Van Horn between Lathrop & Peger. We service most small gas generators and sell Toro Products.
- 27 **UNIVERSITY AVE. CAR & TRUCK WASH;** University Ave. near College Rd., next to C&J's drive-in. Coin-operated, 24 hours a day, large paved area and bays for largest RVs.
- 28 **LKJ COMMUNICATIONS 452-7990;** Corner Van Horn Rd. & International Way. For all of your C.B. & radio accessory needs.
- 29 **ARCTIC RENT-A-CAR 451-0111;** Airport frontage Rd. between Gillam & Cushman. *Free* pickup airport, "B&B", hotels, train. Credit card or cash deposit. Active military, AARP, AAA discounts. Cars/Vans. Reasonable rates incl. map.
- 30 **B&C LAUNDROMAT, SHOWERS & DRY CLEANING;** *Campus Corner*, College Rd. & University Ave. Also *Eagle Plaza*, Third St. & Steese Expressway. Summers: 8am-midnight.
- 31 **AURORA ANIMAL CLINIC 452-6055;** College Rd. near Aurora Dr. Mon-Fri 8am-11am and 2pm-5pm; Sat 10am-2pm.

MAJOR SHOPPING MALLS

- A **BENTLEY MALL** — College Rd. & Old Steese Hwy. *Safeway*, *Pay & Save* with pharmacy (456-2151). 30 other shops, including *A Touch of Gold*, gold nugget jewelry.
- B **GAVORA MALL** — 3rd St. between Old Steese and Steese Expwy. *Market Basket*, *Pay & Save Home Center* and 7 other shops including *Fairbanks Fast Foto*.
- C **SHOPPER'S FORUM** — Airport Way & Cowles. *Market Basket Supermarket* plus 15 other shops, including *Fairbanks Fast Foto*, *Perdue's Jewelry* (also in Courthouse Sq. downtown).
- D **UNIVERSITY CENTER MALL** — Airport Way at University Ave. *Safeway*, *Pay & Save* with pharmacy (479-4289). 21 other shops.

SENATE COMMITTEE REPORT

FURTHER

FINANCE

4/22/88

DATE TURNED INTO OFFICE 5/7/88

Mr. President:

STATE AFFAIRS

Committee considered HB 437

naming the Robert J. Mitchell Expressway

(with House Letter of Intent)

and recommended

[] replace with _____ CS _____) [] same title
[] or adopt _____ CS _____) [] new title

[] attached amendment(s) and

do pass

[] do not pass

[] no recommendation

[] individual recommendations

[] further referral to _____

[] letter of intent adopted _____

Committee attached or [] adopted fiscal note(s)

[] new [] updated or previous

[] zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

K. Garing
Joe Josephson

W. Henry

Don Milet Hood *Bob Pea*
Chairman signature and recommendation

[] Committee Backup attached

Alaska State Legislature

SENATOR KEN FANNING
P.O. BOX 80929
COLLEGE, ALASKA 99708



P.O. BOX V—STATE CAPITOL
JUNEAU, ALASKA 99811
(907) 465-3880

M E M O R A N D U M

Senate

DATE: MAY 5, 1988

TO: SENATOR MITCH ABOOD
CHAIRMAN - STATE AFFAIRS COMMITTEE

FROM: SENATOR KEN FANNING 

RE: HB 437

I would like to clarify my position regarding HB 437, relating to the Robert J. Mitchell expressway. Since my testimony was recorded at the Fairbanks North Star Borough Library in March, 1986 I have reviewed a substantial amount of testimony relative to this issue.

I have a great deal of respect for Robert J. Mitchell, his family, and their contributions to the Fairbanks community as well as to the state of Alaska. I must agree however, that at this time, changing the name of the Highway for such a short stretch may create confusion for the travelling public as well as mapmakers dependent on some sort of continuity with the highway name system.

It is my understanding that many people have raised valid concerns with this matter, the Fairbanks North Star Borough has taken no positive action after two extensive public hearings in which the majority of testimony was in opposition to renaming the 4 miles of highway. Therefore, with this in mind, and all that I have viewed over the past few years regarding this issue, I do not support the passage of HB 437.

LETTER OF INTENT

By-

Boyer

HB 437

It is the intent of the Legislature that signs identifying the Robert J. Mitchell Expressway should also contain in parentheses the name 'Parks Highway' below the name 'Mitchell'.

Mark Boyer

Adopted
8-7-13

STATE OF ALASKA 1988 LEGISLATIVE SESSION
FISCAL NOTE

No. 1

Bill Version: HB 437
Publish Date: HOUSE 2/19/88

REQUEST

Revision Date: 2/23/88
Title: Replace Parks Highway Signs
with Mitchell Expressway Signs
Sponsor: Trans. Committee
Requestor: Cato

Agency Affected: DOT&PF
BRU: Northern Region

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL		10.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		10.0				
FEDERAL FUNDS						
OTHER						
TOTAL		10.0				

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: See attached analysis

Prepared by: Ron Tanner Phone: 451-2276
Division: DOT&PF Date: 2/23/88
Approved by Commissioner: Mark S. Hickey Date: 2/23/88
Agency: DOT&PF

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)
Senate Secretary

FISCAL NOTE ATTACHMENT

(Replace Parks Highway Signs with Mitchell Expressway Signs)

ANALYSIS:

The name change of this section of highway from Parks Highway to Mitchell Expressway will require replacing the old signs with 271 square feet of new signs. The contract price for the new signs will range between \$40 to \$50 per square foot, placing the cost of the change between \$8,688 to \$10,880.

It may be necessary to replace some of the support structures, as the new signs are larger than the old, due to the increase in the number of letters in the legend.

Several of the signs are located on signal mast arms and the increased size of the sign will necessitate checking the structural adequacy of the signal poles and mast arms with new signs. If the signal poles are not adequate for the new sign legend, it may become necessary to decrease the size of the legend below what is considered acceptable in the Federal Manual on Uniform Traffic Control Devices.

DID YOU MISS THIS LETTER ✓

Highway Name ~~1-13-88~~ Daily NEWS

Jan. 7, 1988
P.O. Box 80805
Fairbanks, AK 99708

To the editor:
Regarding naming of a portion of the Parks Highway that passes through Fairbanks enroute to a hookup with the Richardson Highway:

A group is pushing to name it the Mitchell Expressway. Bob Mitchell was a friend and a good person. There is already a racetrack named for him in the same area. There are many worthy people in the Fairbanks area for whom nothing has been named. Please think about this.

Personally, I think just calling it Parks Avenue or Parks Expressway, as it passes through town, would distinguish it from the highway, but still indicate some relationship, so that strangers, tourists, etc. would have some continuity when they are driving from Valdez, or Anchorage, or the lower 48.

I strongly favor Parks Avenue, or Parks Expressway but if you must name it for a person, why not choose someone who has done something for roads—there are lots of them who have worked for D.O.T., designers, engineers, administrators, etc. The Steese Highway was named after a Road Commission man, as was the Elliott Highway. How about using the name of Woody Johannsen for a new highway somewhere in the Interior. He is a Cordova-born Alaskan, who was graduated from UAF in civil engineering, taught at the U, before becoming head of the Fairbanks D.O.T., and staying with it until his retirement. He still lives in Fairbanks. He is a worthy person.

I don't think that little segment passing through Fairbanks needs a change of name and still am pushing for Parks Avenue, or Expressway, but in the future, do think of naming some Interior road after Woody Johannsen.

Sincerely,
Helen L. Atkinson

LETTER FROM
A CIVIL ENGINEER
(ALSO AN EX-CITY ENGINEER)

HB 437

TELECONVERENCE WITH TRANSPORTATION COMMITTEE OF HOUSE:

FEB 17 1988:

A tape of this teleconverence sent to you

THE RESULTS were overwhelmingly AGAINST naming of Mitchell Expressway.

BY THE "VOTE": Seven were against
Six were for.

Those who testified in favor included: A relative of Representative Steve Frank, who is son of Con Frank, partner in Ghemm Co. of which Mr. Mitchell was also a partner; Gary Wilkin, lobbyist for HB 437 for Steve Frank; Two ex-employees of Ghemm Co. who remember Mr. Mitchell as "like a second father".

IN ADDITION OUR LEGISLATORS occupied about the first fifteen minutes testifying in favor of the naming, which make it appear that the overall testimony was in favor. It was my impression that our legislators were there to LISTEN.

THOSE WHO TESTIFIED AGAINST INCLUDED: Two avowed friends of Mr. Mitchell, who nevertheless felt it was wrong to change the name of the Parks Hwy. as proposed. (These were both women. I know of at least three men who feel that way but are not able to separate loyalty to the man from the public interest concern in this case---say they "can't come out an publicly say it"); a map-maker who was quick to spot the potential problem when the name changing issue first came up in 1986; a civic-minded employee of MUS; an owner of a large building supply company in Fairbanks; an ex-legislator.

NONE OF THESE PEOPLE TESTIFYING AGAINST KNEW THE OTHERS WERE COMING. SOME DID NOT EVEN KNOW EACH OTHER. They were all concerned about the larger public interest issue of changing the name of a section of an established highway as proposed. They were concerned enough, upon reading Gary Wilkin's ad inviting those in favor to appear at the legislative office, to phone and find out when the testimony could be given, and to alter their day's plans in order to get there and give testimony.

THERE IS JUDGEMENT NEEDED IN THIS DECISION, rather than just responding to the pressures or "votes" of either side. The opposition not only speaks louder but better.

Opinion

Monday, February 1, 1988

Let's call the extension the Parks Highway

By NANCY LEE BAKER

The four-mile extension of the George Parks Highway will end by joining the Richardson Highway near the old 30th Street exit. The work is scheduled for completion in September 1988.

A move to call this four-mile section the Robert J. Mitchell Expressway began in February 1986, when Sen. Jack Coghill and Rep. Steve Frank initiated Senate Bill 461 and an identical House bill. They got through most committees but not to both floors due to pressures of the closing days.

The same legislators are in the process of introducing the bills again this year. Since there was some opposition from individuals two years ago (which did not keep them from trying to hustle the bills through in 1986), the approach this year appears to be to go directly to large bodies such as the city council, borough assembly, Chamber of Commerce and its transportation committee for their public endorsement. These endorsements are intended to convey the broad approval of Fairbanksans for this move.

In "talking around," however, I find almost no individual support for the resolutions these bodies endorsed, except from some personal friends of the late Robert Mitchell. The consensus was to maintain the same name.

It is understandable that at "first thought" it might seem like a good idea to name a new piece of road after a friend, but the result of suddenly changing the name of a highway that thousands of people will have been traveling on for 358 miles

Guest Opinion

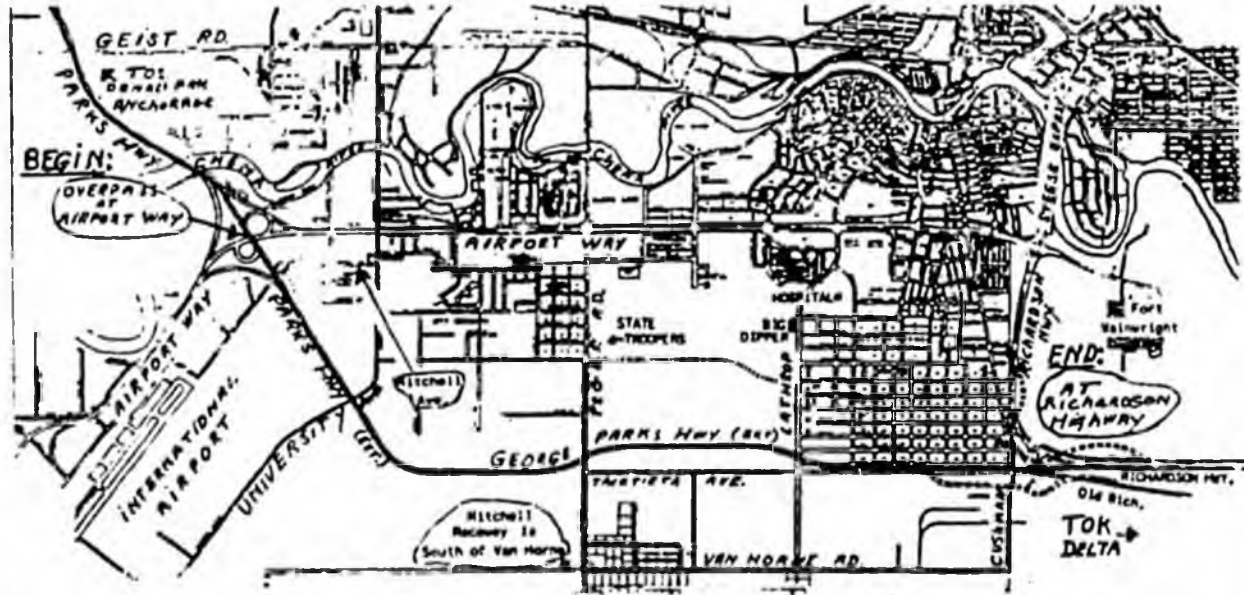
at speeds in excess of 50 mph is not an inconsequential thing to be taken lightly. It deserves serious "second thoughts." Some of them follow:

Confusion: The bottom line is, calling the last four miles anything but the Parks Highway would be confusing. It is one continuous highway, doesn't turn, get wider, narrower, or change in any way. A sign proclaiming you are all of a sudden on a different highway spells instant confusion to a visitor to our area. This could precipitate slowing down, changing lanes, conversations with the "co-pilot" about how we got "off course." Any one of these reactions are a basis for possible accidents.

We are a tourist dependent economy. We spend hundreds of thousands of dollars attracting visitors. Shouldn't we be more considerate of them? Many of them are older citizens, with slower reactions in some cases, and driving less maneuverable vehicles with the poor visibility that RV's often offer.

A different name could offer problems and expense to mapmakers, as well as map readers who see a different name (if there is room to print it) on what appears to be obviously the same highway.

Where would the highway signs be placed to tell drivers they are now on a different highway? Driving to the airport from town a



Map shows the route of the Parks Highway extension through South Fairbanks.

Map courtesy of Nancy Lee Baker

motorists would see a sign announcing the exit to "Highway 3, Parks Highway." A few hundred feet later on a sign would say "Highway 3," with a different name.

Think seriously (until it becomes funny and you start laughing) of various possible confusions in giving directions about how to get "from here to there" when it requires getting on or off the new portion of road should it have a different name.

It is worth noting that the engineer who designed the highway is also "seriously concerned about the confusion that would result if the name of the new portion were to be anything other than the Parks Highway."

Cost: It will cost at least \$10,000 to

remove the dozen or more signs that are already up at University, Peger, and Lathrop intersections and replace them with another name. If the new name has many more letters they will have to be made smaller in order to fit the signs. The \$10,000 could probably be better used for maintenance! Signs at University Avenue have been there for two years. It would be nice if they had squatter's rights!

In answer to my "confusion concerns," some legislators said the public would get used to it. The visitors will not get used to it, and why should the local people have to go through the process? There are better ways to commemorate people than to confuse the public.

Another consideration, in view of the recent attempt to avoid duplicate street names in town. There is a Mitchell Avenue, named after the same Mitchell. It runs off University Avenue, next to Erickson Avenue, also named after a partner in the Ghemm Co. of which Mitchell was a partner.

The new portion of the highway can only be named by legislative action. This has not happened yet, but it is in the brewing stage. Let's hope some legislator, with grassroots encouragement, will speak up and propose a bill to name it the Parks Highway.

Nancy Lee Baker is a 37-year resident with an interest in mapmaking.

Name confusion

March 29, 1986
P.O. Box 1992
Fairbanks, AK 99707

To the Editor:

Your article on March 29 regarding the hearing at Noel Wien Library on naming the new highway connecting the Parks Highway with the Richardson did not mention there were other views expressed than naming it after the late Robert J. Mitchell.

One citizen strongly suggested that it be called the "Parks Highway Extension," or simply retain the name of the Parks Highway. Since the current Parks Highway ends at Airport Road with Mile 358, milepost numbering could simply continue on for the next four miles or so till the highway intersected with the Richardson near the present 30th Avenue intersection. It was suggested that this would be the least confusing to everyone.

Other reasons expressed were: "Parks Highway" is what all Fairbanksans will think of it as, and will call it, because that is what it actually is.

**Jane
Pender**

Did you know the Fairbanks area has acquired two new municipalities? One is "College," located on the Parks Highway just west of Fairbanks, with a population of 3,000. The other is "Aurora," located, as near as I can tell, between Fairbanks and the Chena Hot Springs Road. Its population is 1,100.

These interesting "facts" come from a Rand McNally road map of Alaska currently available at \$1.75 at your friendly neighborhood gas station.

"Deadhorse," is marked as a town on the same map, with a population of 163. "Prudhoe Bay" and "Beechey Point" also are marked with the traditional little circles that indicate they are towns, though the index doesn't supply population figures.

I found out all these things as a result of Nancy Baker's letter to the editor last week objecting to the proposed new name for the end of the Parks Highway, "The Robert J. Mitchell Expressway." She thought a new name for the final stretch of the Parks Highway could be confusing. It is true that we're loaded with names for pieces of roads.

It would cause confusion to both map-makers and map-readers to change the name of this new section. It would be one tenth of an inch long on a state map. It would be 2 1/2 inches in length, for instance, in the "Fairbanks and Vicinity" map in Milepost. It would require one inch or so to write the name "Robert J. Mitchell Expressway," and just an inch or so to the left of that would appear the words "George Parks Hwy." It is obviously one continuous stretch of highway. Why two names? Very confusing to visitors and even "locals."

Verbal instructions could also be very confusing. For instance in directing someone from North Pole to Ester one might say, "Turn left on the Robert J. Mitchell Expressway and drive about 11 miles." "But I was told Ester is on the Parks Highway. How do I get to that?" "Just keep going—they change the name four miles down the way."

Would there be signs midway across the Airport overpass indicating where the Parks Highway begins and Robert J. Mitchell Expressway ends?

Perhaps there is food for thought in the suggestion that the new section of the highway retain the name of George Parks Highway. Mr. Mitchell's fine contributions to our community might be better remembered elsewhere lest his name risk being remembered unkindly, and with frequency, as the source of unnecessary but legislated confusion.

The matter is before the Senate Transportation Committee as Senate Bill 461. Apparently input and a hearing is necessary before new federally funded highways are named.

The notice in the paper prior to the hearing might have drawn more input if it had been accompanied by a map.

Sincerely,

Nancy Lee Baker

What's in a name? Just ask Rand McNally

For example, there's the Alaska Highway, Route 2, from the border to Delta. At that point, the Richardson Highway, on its way north from Valdez is Route 4. At Delta, some

kind of magic causes Route 4 to be transformed into Route 2 to Fairbanks. It almost seems as if Route 4, the Richardson Highway, ought to stay that way until the end of the road, at Fairbanks but that isn't how they did it.

In Fairbanks, meanwhile, the same road changes into the Steese Highway, though it is still Route 2 as far as Fox. Then it becomes Route 6 to Circle City. At that point, too, Route 2 is transformed again, this time into the Elliott Highway all the way to the Manley Hot Springs area where it ends.

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Highway on this map has neither number nor name, though it is labeled both "restricted" and "under construction." It also has a town called "Big Lake" up around the North Fork not too far from Wiseman.

This map says it is "regularly updated and revised" and will keep people from getting lost. Even so, it seems to me if this is the best they can do, we ought to quit renaming pieces of already-named roads and go another way.

How about honoring our famous people by naming pulloffs for them—"The Walter J. Hickel Turnaround," or "The Bill Sheffield Rest Stop?" With a scenic sign and a picnic table, it'd be a whole lot better than causing tourists to cuss us out as they wonder whatever happened to the road they were driving on.

Confusing idea

April 14, 1986
607 Bentley Drive
Fairbanks, AK 99701

To the Editor:

Naming the Parks Highway extension "The Robert J. Mitchell Expressway" would be too confusing. Let's name the southeast lane the "Egan, Bartlett, Begich, Gruening Memorial Expressway"; the northwest lane, the "Alfred E. Newman Bypass"; and the intersection at Peger, "Horner's Corner." This would help in making directions more specific. Or we could call that section of the Parks Highway, the Parks Highway, which it is.

Margot Washburn

Yield sign needed

April 14, 1986
P.O. Box 80901
Fairbanks, AK 99701

To the Editor:

I am writing to bring public attention to a highly dangerous highway situation which has been brought to the attention of the Department of Transportation but about which they do not seem to be particularly concerned. I am referring to the lack of a yield sign on the northbound on-ramp on the Parks Highway at the new overpass where westbound traffic leaving Airport Way enters the northbound lane of the Parks.

This is a particularly dangerous point to merge traffic. The Parks Highway is a two-lane road and the on-ramp is designed as a high speed entrance ramp, joining the Parks Highway at a sharp angle which makes it difficult for the entering driver to see the Parks traffic he merges with at high speed. A hundred yards beyond the on-ramp entrance the Parks crosses a narrow two-lane bridge. The situation is further complicated by the fact that trees partly obstruct the view of traffic on the Parks and the only way for the merging driver to see the northbound traffic on the Parks at the on-ramp entrance is to physically turn around and look back over his left shoulder, a rather dangerous maneuver while accelerating to enter traffic.

*THIS IS THE SAME PLACE
WHERE THE NAME CHANGE
FROM PARKS HWY TO
ROBERT E. MITCHELL EX.
PRESSWAY WOULD OCCUR,
AND A SIGN SHOULD
PROBABLY BE ERRECTED
TO ANNOUNCE SAME*

RESULT: MORE Confusion!!

Confused Motorists CAN CAUSE ACCIDENTS.

*AT THIS POINT PEOPLE (ESPECIALLY NON-LOCAL
RESIDENTS) WOULD WONDER HOW THEY GOT ON A
NEW HIGHWAY, WHEN THEY THOUGHT THEY WERE
ON THE PARKS HIGHWAY.*

Several weeks ago my wife was driving northbound on the overpass as a .other vehicle merged from her right off this on-ramp. Both vehicles were traveling at approximately the same speed. The merging vehicle did not yield and she found herself forced between this vehicle and oncoming traffic on the bridge. She had to rapidly brake to fall behind the merging vehicle to avoid a three-car accident on the bridge. I work as a volunteer medic with a local ambulance service and recently found myself in the same situation. I was driving an ambulance northbound on the Parks and a vehicle came onto the Parks from this on-ramp. Due to the restricted visibility to my right from the body of the ambulance I could not see the merging traffic coming off this on-ramp and found myself and another vehicle squeezed together in a single lane as we approached the Parks bridge with oncoming traffic.

Upon calling the Department of Transportation to request that a yield sign be placed on this on-ramp we were told that it was designed as a high speed on-ramp and that entering traffic on the Parks was not required to yield to traffic already on the highway. This is absurd. It might work on multiple lane California freeways where the right-hand lane is the slow lane for entering traffic but at this particular location it's only a matter of time before it results in an accident with resulting injuries or loss of life. A yield sign seems to me to be a small expense when measured against a potential lawsuit and I would think the Highway Department would be a little more concerned.

Sincerely,
Robert C. Betts
Paramedic Intern

Move on to name Mitchell Expresssway

A move that met opposition two years ago is back on track to have the Alaska Legislature name the new South Fairbanks Expressway in memory of Robert J. Mitchell.

The Fairbanks City Council Monday night by unanimous consent adopted a resolution to that effect, and apparently a similar resolution is in the works for the Fairbanks North Star Borough Assembly's consideration Jan. 14.

What remains is legislators' commitment to introduce bills to officially change the name of the roadway under construction. Two years ago, Sen. Jack Coghill, R-Nenana, and Rep. Steve Frank, R-Fairbanks, introduced bills, but there was opposition. The bills we-

ren't reintroduced this year, but Gary Wilken told the council Monday he's hopeful they will be introduced in 1988.

Wilken said the Fairbanks Chamber of Commerce board and transportation committee both endorse naming the expressway after Mitchell.

"For the benefit of those who didn't know Bob, he touted Fairbanks as much as anybody has. It's been said he gave (former mayor) Bill Wood lessons. He did it before there was oil, before there was state grants, before there was revenue sharing. He did it on his own. He had a can-do attitude," Wilken said.

Mitchell moved Ghemm Construction Co. to Van Horn when it was still a dirt road, Wilken said. Metro Field was a vision of Mitchell's, and in the early '70s, Mitchell was a prime force in backing a railroad spur to what has become the industrial area, he added.

There was one speaker Monday who took issue with naming the expressway after Mitchell. Shirley Demientieff said she didn't know Mitchell, but there's already a raceway named for him. Her complaint is that so many public facilities are named after people, but few after Native people or for Alaska events or features. Demientieff then gave a suggested list of names.

Council member Jerry Norum told Demientieff that her point was well-taken, but people need to come forward with suggested names in a timely manner. The borough has the responsibility for naming streets and its own public facilities, he said.

As for the expressway, it's a state highway, and naming it requires legislative action. Construction began this summer and will continue next season on building overpasses crossing South Cushman Street, and a new road parallel to 30th Avenue. This section eventually will link the Richardson Highway and South Cushman area via the new road with the Peger-Airport Way-Parks Highway expressway. Traffic will be able to go from the Richardson to the Parks Highway without traveling on Airport Way.

3-26⁸⁶ **Hearing set on**

NEWS MINER
MARCH 26-1986

new highway name

A public hearing will be held at the Noel Wien Library Thursday from noon till 2 p.m. on a bill to name the new stretch of highway from Airport Road to the Richardson Highway the "Robert J. Mitchell Expressway."

The bill was introduced in the Senate by the Transportation Committee and in the House by Reps. Steve Frank, Mike Davis, Mike Miller, John Ringstad and Dick Schultz.

Mitchell was born in Fairbanks in 1918 and was an employee of the Alaska Road Commission and a founder of Mitchell Truck and Tractor, an early Interior Transportation company.

Through his efforts, a major rail spur was built through the south Fairbanks industrial area to the east side of the international airport. The new South Fairbanks Expressway is routed immediately adjacent to the area.

THIS WAS INADEQUATE NOTICE BURIED ON INSIDE PAGE BEFORE PUBLIC WAS AWARE OF WHAT HIGHWAY WAS IN QUESTION. SHOULD HAVE BEEN ACCOMPANIED BY A MAP, TO SHOW THAT IT WAS IN ESSENCE AN EXTENSION OF THE PARKS HWY.

A NEW PUBLIC HEARING IS IN ORDER NOW THAT PUBLIC IS AWARE, AND A MAP SHOULD ACCOMPANY THE ANNOUNCEMENT OF PUBLIC HEARING.

3-27⁸⁶ Page 8
8-Daily News-Miner, Fairbanks, Alaska

Naming of Mitchell

highway urged

Several area residents spoke Thursday in favor of naming the new South Fairbanks Expressway after the late Robert J. Mitchell.

Mitchell, who helped develop the south Fairbanks industrial area, was remembered by Joe Balch of Salsna as a man who got most of his

learning in the "school of hard knocks."

Joe Tremarello, who long has been active in sports and teaching, said the proposal was "very appropriate" because Mitchell did a lot for local schools and young people.

Mitchell died in 1980 at the age of

61. He had been an employee of the Alaska Road Commission and later founded Mitchell Truck and Tractor, an early transportation company.

Mitchell also was one of the founders of GHEMM Inc., a construction company, and he built many roads in this area. Mitchell played a large role in getting a railroad spur built to the airport.

Nenana Sen. Jack Coghill, who conducted the hearing, said he recalled that after World War II Mitchell put many former servicemen to work "greasing Cats" or doing other work at his place in Garden Island.

If the legislative proposal is adopted, the road from the Parks Highway to the Richardson Highway would be named the Robert J. Mitchell Expressway.

Only the western part of the expressway, from the Parks Highway to Peger Road, has been built so far.

THIS IS POOR REPORTING! THERE WERE SEVERAL PEOPLE (AT LEAST 3) WHO SPOKE IN OPPOSITION TO THIS, AND PRESENTED SOME VERY GOOD REASONS FOR THEIR OPPOSITION.

THE TAPE MADE BY SENATOR COGILL SHOULD BE REVIEWED BY THOSE MAKING DECISIONS.

Move on to name Mitchell Expressway

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APR 13 1988
Stamp
M

UPDATE: JANUARY 1988

Senate Bill 461 & House Bill 664, introduced by Senator Coghill and Representative Steve Frank in Feb. 1986, would have named the last four miles of the PARKS HIGHWAY, the "Robert J. Mitchell Expressway". The bills almost passed both houses in April, 1986.

Now, after two years, there is preparation to introduce them again. Since this is a new session of the Legislature the bills will have new numbers. The strategy of the legislators this time is to go after the large bodies, like the City Council, Borough Assembly, Chamber of Commerce, in order to make it appear that there is broad public approval. Things you read or hear may lead you to assume that the highway has already been named.

THIS IS NOT TRUE.

The highway can only be named by Legislative action, and that has not yet taken place. Your legislators are voted into office by you; your input to them on this subject at the earliest possible date can help the GEORGE PARKS HWY. keep the same name from its beginning at the Glenn Highway to its end at the Richardson Highway.

Write to them, Pouch V, Juneau 99811. See Phone numbers upper right hand corner of map to send free Legislative Opinion Messages. Talk on Legislative Teleconferences. Let local officials hear your views.

Prepared Jan. 1988
N.L. Baker P.O. Box 1092
Fairbanks, 99707

April 9, 1986

There be signs midway Airport overpass in the Parks Highway where the Parks Highway extends?

There is food for thought suggestion that the new section of the highway retain the name George Parks Highway. Mr. Mitchell's fine contributions to our community might be better remembered elsewhere lest his name risk being remembered unkindly, and with frequency, as the source of unnecessary but legislated confusion.

The matter is before the Senate Transportation Committee as Senate Bill 461. Apparently input and a hearing is necessary before new federally funded highways are named.

The notice in the paper prior to the hearing might have drawn more input if it had been accompanied by a map.
Sincerely,
Nancy Lee Baker

and just an inch or so to the left of that would appear the words "George Parks Hwy." It is obviously one continuous stretch of highway. Why two names? Very confusing to visitors and even "locals." Verbal instructions could also be very confusing. For instance in directing someone from North Pole to Ester one might say, "Turn left on the Robert J. Mitchell Expressway and drive about 11 miles." "But I was told Ester is on the Parks Highway. How do I get to that?" "Just keep going—they change the name four miles down the way."

There were other views expressed than naming it after the late Robert J. Mitchell.

One citizen strongly suggested that it be called the "Parks Highway Extension," or simply retain the name of the Parks Highway. Since the current Parks Highway ends at Airport Road with Mile 158, milepost numbering could simply continue on for the next four miles or so till the highway intersected with the Richardson near the present 30th Avenue intersection. It was suggested that this would be the least confusing to everyone.

Other reasons expressed were: "Parks Highway" is what all Fairbanksans will think of it as, and with all it, because that is what it actually is.

Jane Pender

APRIL 14 1986

What's in a name? Just ask Rand McNally

Did you know the Fairbanks area has acquired two new municipalities? One is "College," located on the Parks Highway just west of Fairbanks, with a population of 3,000. The other is "Aurora," located as near as I can tell, between Fairbanks and the Chena Hot Springs Road. Its population is 1,100.

These interesting "facts" come from a Rand McNally road map of Alaska currently available at \$1.75 at your friendly neighborhood gas station.

"Deadhorse" is marked as a town on the same map, with a population of 161. "Prudhoe Bay" and "Beechey Point" also are marked with the traditional little circles that indicate they are towns, though the index doesn't supply population figures.

I found out all these things as a result of Nancy Baker's letter to the editor last week objecting to the proposed new name for the end of the Parks Highway, "The Robert J. Mitchell Expressway." She thought a new name for the final stretch of the Parks Highway could be confusing. It is true that we're loaded with names for pieces of roads.

For example, there's the Alaska Highway, Route 2, from the border to Delta. At that point, the Richardson Highway, on its way north from Valdez is Route 4. At Delta, some

kind of magic causes Route 4 to be transformed into Route 2 to Fairbanks. It almost seems as if Route 4, the Richardson Highway, ought to stay that way until the end of the road, at Fairbanks but that isn't how they did it.

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Highway on this map has neither number nor name, though it is labeled both "restricted" and "under construction." It also has a town called "Big Lake" up around the North Fork not too far from Wiseman.

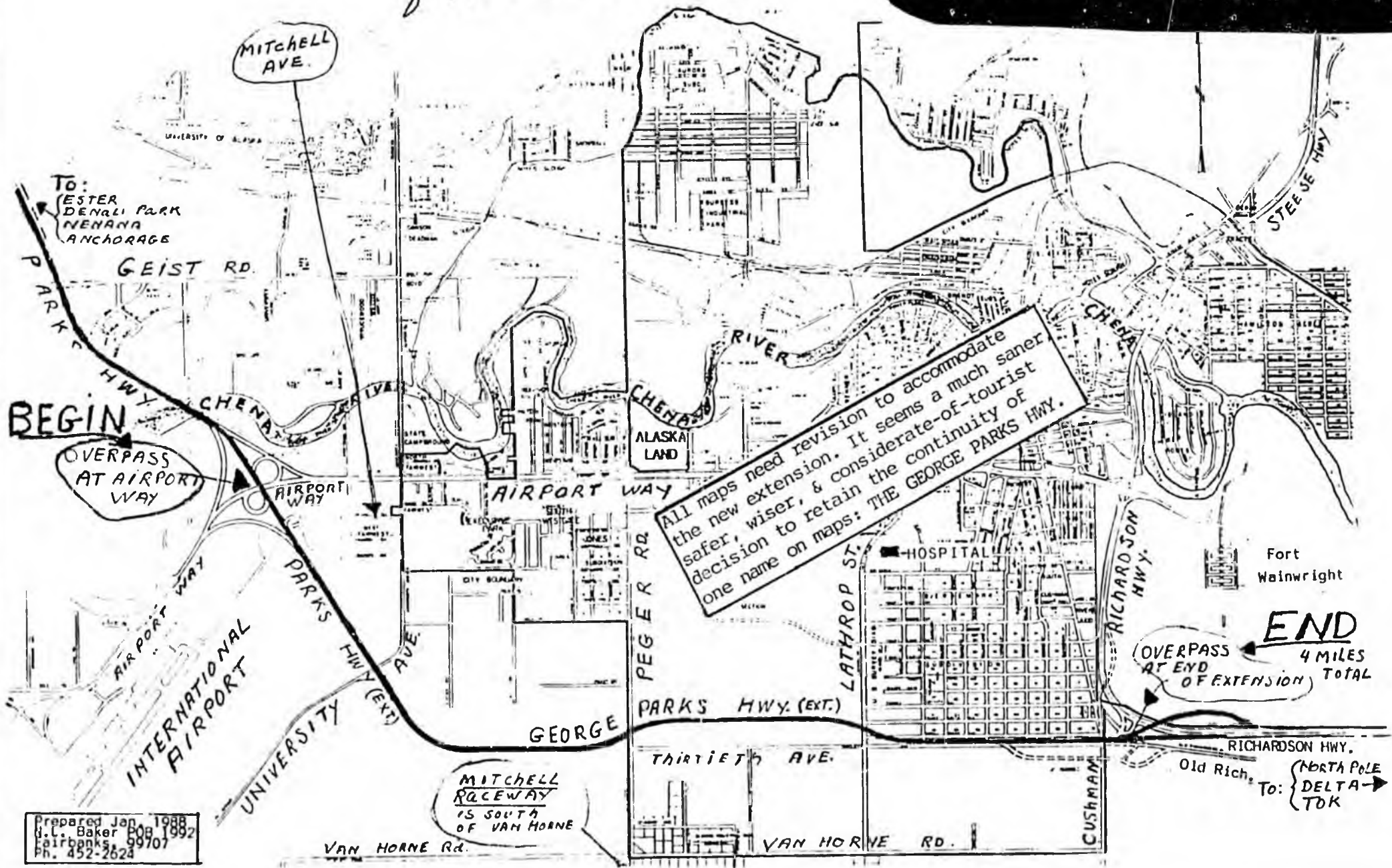
This map says it is "regularly updated and revised" and will keep people from getting lost. Even so, it seems to me if this is the best they can do, we ought to quit renaming pieces of already named roads and go another way.

How about honoring our famous people by naming pulloffs for them—"The Walter J. Hickel Turnaround," or "The Bill Sheffield Rest Stop?" With a scenic sign and a picnic table, it'd be a whole lot better than causing tourists to cuss us out as they wonder whatever happened to the road they were driving on.

Map shows new extension of GEORGE PARKS HWY., beginning at overpass on Airport Way, to end at Richardson Hwy. A strong movement in the 1988 Legislature would call it: Robert J. Mitchell Expressway.

(See Reverse Side)

*Should we change
The Name of the
- Last 4 miles
of the Parks Hwy?*



All maps need revision to accommodate the new extension. It seems a much saner, safer, wiser, & considerate-of-tourist decision to retain the continuity of one name on maps: THE GEORGE PARKS HWY.

MITCHELL RACEWAY IS SOUTH OF VAN HORNE

Prepared Jan 1988
J.L. Baker POB 1992
Fairbanks 99707
Ph. 452-2624

END

OVERPASS AT END OF EXTENSION
4 MILES TOTAL

RICHARDSON HWY.
Old Rich. TO: {NORTA POLE
DELTA
TOK

THE RESULTS OF THIS AD brought thirteen live bodies to the hearing. Six people testified in favor (one of them read a letter from her husband, a brother of Rep. Steve Frank, a sponsor of the bill). Seven persons testified against.

The seven testifying against went to considerable effort to determine the time and place of the hearing because, as their testimony conveyed they strongly had the public interest in mind and presented well documented reasons why the name of the road should not be changed for the last four miles to the point where it joins the Richardson Hwy.

Reasons centered around obvious confusion and utter senselessness of any sign changes at the point in question, and most especially because we have so many touring our highways. Confusion can lead to unsafe driving!

A change in name would add confusion and expense to map making and map reading. It is a totally illogical move from every standpoint to change the name from the Parks Hwy to any other name. That has been the only issue presented by all of the opponents, and they have presented many sound reasons for this stance.

The Mitchell Touch

One doesn't have to look far to see the marks Robert J. Mitchell left on Fairbanks, and we'll all miss his brand of full speed-ahead promotion for a long time.

Bob Mitchell was born here in 1918 and devoted his whole life to his belief that Fairbanks has a big place in Alaska's future. He had a contagious enthusiasm for the future of the Interior, and he never avoided the hard work necessary to make his efforts pay off.

This 4"x9" ad in Fairbanks Daily News Miner Feb. 15 & 16, was only notice of this since called "public hearing".

It does not give time of day.

It does not give address of Legislative office, which had moved without notice 7 days prior to this ad.

It does not give phone number of Legislative office to inquire about time and place.

(Note: Four paragraphs of ad were omitted here in order to save space.)

An editorial in The Daily News-Miner
February 29, 1980

If you support the naming in honor of Bob Mitchell of the new highway from the Airport Road Interchange to the Richardson Highway Interchange, public testimony will be taken on this issue on Wednesday, February 17. The location will be at the Legislative Information Office, Denali Bank Building. If you are unable to attend, written testimony or public opinion messages are encouraged to be sent to Ms. Betty Cato, Chairperson, House Transportation Committee, Juneau, Alaska. 452-4448

Ad paid for by Gary Wilkin and Friends of Bob Mitchell,
1851 Fox Avenue, Fairbanks, Alaska

HB 437:MITCHELL EXPRESSWAY FAIRBANKS ACTIVITY

Outline of Organizational Activity:

NORTH STAR BOROUGH ASSEMBLY.

Jan. 14, 1987. Introduced. Meeting recessed.
Jan. 21, 1987. Reservations expressed. Tabled 9-1.
Jan. 28, 1987. Much discussion. Postponed to call/chair, one objection.
March 10, 1987. Vote to postpone fails 6-3. Motion to adopt fails 4-5. One vote to reconsider next meeting.
March 24, 1987. Vote to reconsider fails. 3-6

FAIRBANKS CITY COUNCIL

Dec. 8, 1986. Voted unanimously to request legislature that name of new portion retain name of "Parks". (Resolution 2031.)
Dec. 21, 1987. Voted unanimously to approve name of Robert J. Mitchell for new portion. (Resolution 2918)

FAIRBANKS CHAMBER OF COMMERCE.

Dec. 17, 1987. Five transportation committee members present (of 21 member committee) voted unanimously to approve Robert J. Mitchell name.
Dec. 21, 1987. 15 Board members present (of 22 total) gave approval to Transportation Committee recommendation, as is the custom.

SOUTH FAIRBANKS BUSINESS ASSOCIATION.

Dec. 18, 1987. Seven Board Members present at General Membership meeting voted unanimously to approve Robert J. Mitchell name.

UNIFIED FAIRBANKS

This subject was not brought up before this group, and it is inappropriate subject matter for them to consider according to president Chuck Reese.

THE APPEARANCE OF WIDE FAIRBANKS APPROVAL

was obtained by a mere five votes from the Chamber of Commerce, and seven votes from South Fairbanks Business Association, plus unanimous votes from City Council who rattled off a lot of resolutions that session without input. Where input and consideration of the ramifications of this resolution were considered there was no chance of this resolution passing (Borough assembly).

*City Council had previously voted to retain Parks Hwy. name till approached by Gary Wilkin at Dec. 21, 1987 meeting to rename it after Mitchell.

Detail of Organizational Activity...Page 2-3
Information on Public Testimony... Page 4

Public testimony at the at the above teleconference an at Borough Assembly Jan. 14 were both overwhelmingly negative with regard to HB 427. It would seem that one mandate of the Transportation Committees of both legislative bodies should be to keep our highway system logical, "clean", reasonable and uncluttered with confusing signage, as has been implored by those who have gone to considerable effort to present testimony and material to you. Please base your decision on this factor rather than how many "votes" the interior delegates can muster up from friends, relatives and business partners in order to pull off this political maneuver.

HISTORY OF FAIRBANKS NORTH STAR BOROUGH ASSEMBLY
RESOLUTION 88-033 (same as HB 437) MITCHELL EXPRESSWAY

January 14, 1988: Introduced, shown as sponsored by most members of assembly Gary Wilkin spoke in favor. Three people testified against.
ACTION TAKEN: Meeting recessed till Jan. 28.

Jan. 21, 1988: All members expressed reservations after public testimony of Jan. 1. Some members expressed embarrassment that they had allowed their name to appear as sponsor. One asked to have name removed ----one member said it appeared they had "hopped on a bandwagon". Considerable discussion ensued.
ACTION TAKEN: Tabled 9-1. (Dead if not removed next session)

Jan. 28, 1988: Vote to remove from table failed. One member changed vote so that it came up from the table. One member said it looks like "we're beating a dead horse"----signs up have been calling it the Parks Hwy. for as long as two years in some cases, and there is already a street named after the same man just .7 of a mile before you arrive at the proposed Mitchell Exp." Cost of changing signs mentioned. It was made known that Betty Cato was willing to have a public hearing, as a teleconference. One member said we have already had a public hearing (Jan. 14) and the testimony was overwhelmingly negative. There were inferences of wasting too much time on this.
ACTION TAKEN: Postponed (till after a possible public hearing) to the call of the chair. One objection.

March 10, 1988: Gary Wilkin testified in favor. One person testified against. Gary said it passed unanimously in the House this date, but it was brought to attention of assembly that there had been a vote to reconsider.
ACTION TAKEN: Vote to postpone fails 6-3. Motion to adopt fails 4-5. One vote to reconsider at next meeting.

March 24, 1988: No discussion.
ACTION TAKEN: Vote to reconsider fails 3-6.

*impute cassette tape over
add on request*

LEGISLATORS PLEASE CONSIDER THE ACTIONS OF THIS ASSEMBLY which is closer to the highway in question, and which has listened to and considered the testimony and facts from people in this area. Note that at no time was this body remotely near approving this resolution and the closer they looked the further they were from considering it.

A HISTORY OF THE FAIRBANKS CITY COUNCIL
WITH REGARD TO MITCHELL EXPRESSWAY

Dec. 8, 1986: It was brought to attention of City Council that there was a move in previous legislature to change name of last four miles of Parks Hwy. as it joined with the Richardson, and that this could cause confusion, especially to visitors. Council Members agreed.
ACTION TAKEN: Unanimous vote, to add a section to resolution 2931 (urging hasty completion of the extension) stating that the name should remain the Parks.

Dec. 21, 1987: Resolution 2918 was introduced to City Council (essentially same as HB 437). Gary Wilkin gave testimony.
ACTION TAKEN: Unanimously approved by City Council.

FAIRBANKS CHAMBER OF COMMERCE

Dec. 17, 1987: Gary Wilkin presented a resolution to Transportation Committee to name last portion of Parks the Robert J. Mitchell Exp. Six members present of 21 member committee. One refrained from voting because he was an employee of Borough.
ACTION TAKEN: Passed unanimously with five votes.

Dec. 21, Gary Wilkin presented the resolution to the Board of Directors and he made a motion to accept.
ACTION TAKEN: As is custom of committee recommendations, the Board passed the resolution unanimously.

SOUTH FAIRBANKS BUSINESS ASSOCIATION

Dec. 18, 1987: Seven board members were present at a membership meeting where a resolution was presented regarding naming of Mitchell expressway.
ACTION TAKEN: Adopted unanimously.

UNIFIED FAIRBANKS

The subject of the Robert Mitchell Expressway was not brought up before this group, and it is an inappropriate subject for them to consider, according to president Chuck Reese.

THEREFOR THERE HAS BEEN NO APPROVAL FROM THIS GROUP.

Nancy Henderhall
1907 Yankevich Rd.
Fairbanks, AK. 99709

March 20, 1983

Senator Birch Wood
P.O. Box 5
Juneau, AK 99811

Dear Birch:

There are many important items facing the Legislature and the State right now. Budget problems, resource problems, etc. The \$15 remaining part of the Parks Highway is special interest legislation and is certainly not doing the Republican Party any favors. Honestly, we only want to vote against a bill like this even though it is not popular. Can't you just bury it in a couple of committee?

The effort, as you know, is being pushed by Steve Lewis, some former business associates of Bob's, and a few of his close friends and relatives. It is special interest legislation. I am not doing some of the special interest support and some committee pull out by Nancy when she has done a good job of running this town and the local legislation and she has no personal special interests for or against.

The request for financing has been taken before the Governor recently four times and has still not passed. That should tell you something about how people here feel. Besides all that there is already a Mitchell Street named after Bob which Bob and his father once upon a time named. The support seems to come from those who just think, "How can I live a better life?"

Please bury this legislation.

Thanks

Sincerely,

Nancy Henderhall

Second father

Feb. 15, 1988

P.O. Box 81109

Fairbanks, AK 99708

To the editor:

I am very much in favor of re-naming the portion of the Parks Highway between Airport Road and the Richardson Highway for Robert Mitchell.

This man was like a second father to me. He was a visionary teacher, and his dreams for the South Fairbanks area are coming true.

Robert Mitchell will long be remembered as an ardent promoter of the potential of the South Fairbanks area, even without a highway named after him. However, I think he should be properly honored for his efforts to make Fairbanks a better place to live.

Sincerely,

Randall C. Frank

7/24/88

Steve's brother

HB-437

2-15-88

This ad appeared in the Fairbanks Daily News Miner Feb. 15 and 16 1988, for a meeting that was to be held on the 17th.

Note:

There is no telephone number given for the Legislative office. It is difficult to find it in the telephone book.

It does not give the time of day at which the hearing will take place.

It does not give the address of the Legislative office, which moved to a different location just one week prior to the ad.

It is not a public notice, but rather an ad directed at those supporting the issue.

In spite of the above, seven individuals appeared to give testimony against renaming that portion of the highway. Except for two of them who came together, none of the others knew the others were coming. Two people were totally unknown to me, and they did not know any of the other people there. These seven individuals saw the ad in the paper and were concerned enough to look up the number of the Legislative office to find out the time and place of the testimony and appear to testify.

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*An editorial in The Daily News-Miner
February 29, 1980*

If you support the naming in honor of Bob Mitchell of the new highway from the Airport Road Interchange to the Richardson Highway Interchange, public testimony will be taken on this issue on Wednesday, February 17. The location will be at the Legislative Information Office, Denali Bank Building. If you are unable to attend, written testimony or public opinion messages are encouraged to be sent to Ms. Betty Cato, Chairperson, House Transportation Committee, Juneau, Alaska.

452-4448
Ad paid for by Gary Wilken and Friends of Bob Mitchell,
1851 Fox Avenue, Fairbanks, Alaska.

Daily News-Miner, Fairbanks, Alaska, Wednesday, April 9, 1986

Move on to name Mitchell Expressway

Name confusion

March 29, 1986
P.O. Box 1992
Fairbanks, AK 99707

To the Editor:

Your article on March 29 regarding the hearing at Noel Wien Library on naming the new highway connecting the Parks Highway with the Richardson did not mention there were other views expressed than naming it after the late Robert J. Mitchell.

One citizen strongly suggested that it be called the "Parks Highway Extension," or simply retain the name of the Parks Highway. Since the current Parks Highway ends at Airport Road with Mile 158, milepost numbering could simply continue on for the next four miles or so till the highway intersected with the Richardson near the present 30th Avenue intersection. It was suggested that this would be the least confusing to everyone.

Other reasons expressed were "Parks Highway" is what all Fairbanksans will think of it as, and will all it, because that is what it actually is.

It would cause confusion to both map makers and map readers to change the name of this new section. It would be one tenth of an inch long on a state map. It would be 2 1/2 inches in length, for instance, in the "Fairbanks and Vicinity" map in Milepost. It would require one inch or so to write the name "Robert J. Mitchell Expressway," and just an inch or so to the left of that would appear the words "George Parks Hwy." It is obviously one continuous stretch of highway. Why two names? Very confusing to visitors and even "locals."

Verbal instructions could also be very confusing. For instance in directing someone from North Pole to Ester one might say, "Turn left on the Robert J. Mitchell Expressway and drive about 11 miles." "But I was told Ester is on the Parks Highway. How do I get to that?" "Just keep going—they change the name four miles down the way."

Would there be signs midway across the Airport overpass indicating where the Parks Highway begins and Robert J. Mitchell Expressway ends?

Perhaps there is food for thought in the suggestion that the new section of the highway retain the name of George Parks Highway. Mr. Mitchell's fine contributions to our community might be better remembered elsewhere lest his name risk being remembered unkindly, and with frequency, as the source of unnecessary but legislated confusion.

The matter is before the Senate Transportation Committee as Senate Bill 461. Apparently input and a hearing is necessary before new federally funded highways are named.

The notice in the paper prior to the hearing might have drawn more input if it had been accompanied by a map.
Sincerely,
Nancy Lee Baker

A move that met opposition two years ago is back on track to have the Alaska Legislature name the new South Fairbanks Expressway in memory of Robert J. Mitchell.

The Fairbanks City Council Monday night by unanimous consent adopted a resolution to that effect, and apparently a similar resolution is in the works for the Fairbanks North Star Borough Assembly's consideration Jan. 14.

What remains is legislators' commitment to introduce bills to officially change the name of the roadway under construction. Two years ago, Sen. Jack Coghill, R-Nenana, and Rep. Steve Frank, R-Fairbanks, introduced bills, but there was opposition. The bills weren't reintroduced this year, but Gary Wilken told the council Monday he's hopeful they will be introduced in 1988.

Wilken said the Fairbanks Chamber of Commerce board and transportation committee both endorse naming the expressway after Mitchell.

"For the benefit of those who didn't know Bob, he touted Fairbanks as much as anybody has. It's been said he gave (former mayor) Bill Wood lessons. He did it before there was oil, before there was state grants, before there was revenue sharing. He did it on his own. He had a can-do attitude," Wilken said.

Mitchell moved Ghemm Construction Co. to Van Horn when it was still a dirt road, Wilken said. Metro Field was a vision of Mitchell's, and in the early '70s, Mitchell was a prime force in backing a railroad spur to what has become the industrial area, he added.

There was one speaker Monday who took issue with naming the expressway after Mitchell. Shirley Demientieff said she didn't know Mitchell, but there's already a raceway named for him. Her complaint is that so many public facilities are named after people, but few after Native people or for Alaska events or features. Demientieff then gave a suggested list of names.

Council member Jerry Norum told Demientieff that her point was well-taken, but people need to come forward with suggested names in a timely manner. The borough has the responsibility for naming streets and its own public facilities, he said.

As for the expressway, it's a state highway, and naming it requires legislative action. Construction began this summer and will continue next season on building overpasses crossing South Cushman Street, and a new road parallel to 30th Avenue. This section eventually will link the Richardson Highway and South Cushman area via the new road with the Peger-Airport Way-Parks Highway expressway. Traffic will be able to go from the Richardson to the Parks Highway without traveling on Airport Way.

UPDATE: JANUARY 1988

Senate Bill 461 & House Bill 664, introduced by Senator Coghill and Representative Steve Frank in Feb. 1986, would have named the last four miles of the PARKS HIGHWAY, the "Robert J. Mitchell Expressway". The bills almost passed both houses in April, 1986.

Now, after two years, there is preparation to introduce them again. Since this is a new session of the Legislature the bills will have new numbers. The strategy of the legislators this time is to go after the large bodies, like the City Council, Borough Assembly, Chamber of Commerce, in order to make it appear that there is broad public approval. Things you read or hear may lead you to assume that the highway has already been named.

THIS IS NOT TRUE.

The highway can only be named by Legislative action, and that has not yet taken place. Your legislators are voted into office by you; your input to them on this subject at the earliest possible date can help the GEORGE PARKS HWY. keep the same name from its beginning at the Glenn Highway to its end at the Richardson Highway.

Write to them, Pouch V, Juneau 99811. See Phone numbers upper right hand corner of map to send free Legislative Opinion Messages. Talk on Legislative Teleconferences. Let local officials hear your views.

What's in a name? Just ask Rand McNally

Jane Pender

APRIL 14 1986

Did you know the Fairbanks area has acquired two new municipalities? One is "College," located on the Parks Highway just west of Fairbanks, with a population of 3,000. The other is "Aurora," located, as near as I can tell, between Fairbanks and the Chena Hot Springs Road. Its population is 1,000.

These interesting "facts" come from a Rand McNally road map of Alaska currently available at \$1.75 at your friendly neighborhood gas station.

"Deadhorse," is marked as a town on the same map, with a population of 163. "Prudhoe Bay" and "Beechey Point" also are marked with the traditional little circles that indicate they are towns, though the index doesn't supply population figures.

I found out all these things as a result of Nancy Baker's letter to the editor last week objecting to the proposed new name for the end of the Parks Highway, "The Robert J. Mitchell Expressway." She thought a new name for the final stretch of the Parks Highway could be confusing. It is true that we're loaded with names for pieces of roads.

For example, there's the Alaska Highway, Route 2, from the border to Delta. At that point, the Richardson Highway, on its way north from Valdez is Route 4. At Delta, some

kind of magic causes Route 4 to be transformed into Route 2 to Fairbanks. It almost seems as if Route 4, the Richardson Highway, ought to stay that way until the end of the road, at Fairbanks but that isn't how they did it.

In Fairbanks, meanwhile, the same road changes into the Steese Highway, though it is still Route 2 as far as Fox. Then it becomes Route 6 to Circle City. At that point, too, Route 2 is transformed again, this time into the Elliott Highway all the way to the Manley Hot Springs area where it ends.

Someplace out there in the Lay-n-good area is where the Dalton Highway begins, formerly known as "The Taps Road," or "The Head Road." Before that it was the "Hickel Highway" when it was an ice road headed for the North Slope via Anaktuvuk Pass. The Dalton

Highway on this map has neither number nor name, though it is labeled both "restricted" and "under construction." It also has a town called "Big Lake" up around the North Fork not too far from Wiseman.

This map says it is "regularly updated and revised" and will keep people from getting lost. Even so, it seems to me if this is the best they can do, we ought to quit renaming pieces of already named roads and go another way.

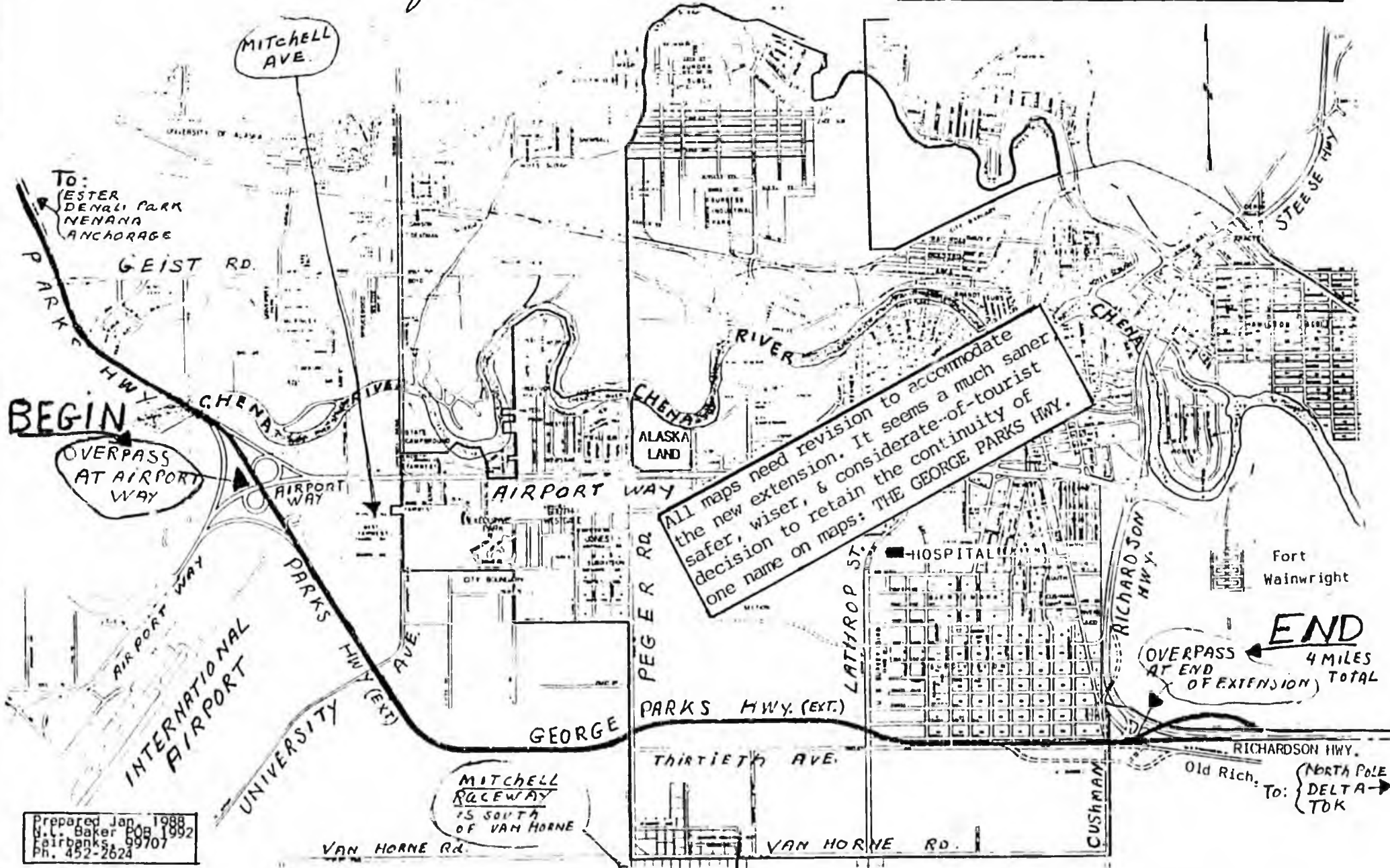
How about honoring our famous people by naming pulloffs for them—"The Walter J. Hickel Turnaround," or "The Bill Sheffield Rest Stop." With a scenic sign and a picnic table, it'd be a whole lot better than causing tourists to cuss us out as they wonder whatever happened to the road they were driving on.

Map shows new extension of GEORGE PARKS HWY., beginning at overpass on Airport Way to end at Richardson Hwy. A strong movement in the 1988 Legislature would call it: Robert J. Mitchell Expressway.

(See Reverse Side)

*Should we change
The Name of the
- Last 4 miles
of the PARKS HWY.?*

Sponsors of Bill: Jack Cohill & Steve Frank. To send FREE OPINION MESSAGE (50 word) phone 452-4448, or write Legis. Affairs office, 315 Barnette, Fairbanks 99701. Address messages to INTERIOR DELEGATION and both TRANSPORTATION Committees. (Suggest contact City Council and N.S. Borough people.)



Prepared Jan 1988
G.C. Baker 608 1992
Fairbanks, 99707
Ph. 452-2624

RECEIVED
MAR 17 1988

RHO
transp
D

HB 437 MITCHELL EXPRESSWAY

PROPOSES to change name of last 4 miles of the PARKS HIGHWAY.

If there were no signs at the point where this bill intends to change its name to Mitchell, the west-bound traveler will assume, and has every right to, that he is on the Parks Highway. The highway is identical in width, direction, type etc. to the portion on which he has just been traveling. There is no intersection and no change of any kind to warrant calling it a different name.

TO BE SUDDENLY accosted with a sign stating you are on a different highway would be confusing to anyone for the first time. A large portion of the highway travelers will always be approaching it for the first time because they are visitors we have lured here with tax dollars to spend their tourist dollars. We owe them more consideration than to deliberately introduce a new source of confusion (confusion on a fast highway can lead to accidents, especially in large poor visibility rigs) where enough confusion already exists from past, sometimes unavoidable poor decisions or happenstance.

In 1985 DOT enlisted help of MILEPOST traveling editors (of which I was one) to help eliminate confusing signage situations on Alaska Highways. Now there is a chance to avoid creating a new bad situation.

PLEASE VOTE NO PASS ON HB 437

N. L. BAKER, BOX
1992 FAIRBANKS,
ALASKA 99707

FAIRBANKS ACTIVITY RE:

HB 437 MITCHELL EXPRESSWAY

HISTORY-----FACTS

FIRST INTRODUCED as SB 461 and HB 664 in 14th Legislature by Transportation (Rep. Frank in House).

March 26, 1986. Small notice in local newspaper re: public hearing re: naming Mitchell Expressway

March 27 or 28, 1986. Hearing held, conducted by Sen. Coghill. Testimony in favor from friends and some testimony in favor of other names, and some against changing the name from the Parks to any other name in order to avoid confusion to the public, to map makers, to map readers etc.

MARCH 29, 1986. Article in local paper with heading "Naming of Mitchell Highway urged".

December 8, 1986. FAIRBANKS CITY COUNCIL voted unanimously that the PARKS HIGHWAY would retain that same name till it connected with the Richardson Highway. It was brought to their attention that a name change had been proposed by the legislature.

They agreed that any name change would be confusing.

DEC. 21, 1987. After persuasive presentation by Gary Wilkins FAIRBANKS CITY COUNCIL unanimously endorsed resolution to endorse naming the new portion of the Parks, the Mitchell Expressway (Res. 2918)

Dec 21, 1987. With only 5 members present (of a 21 member committee) the Fairbanks Chamber of Commerce endorsed resolution to support Mitchell Name for highway. After he obtained a unanimous vote from

that committee he presented it to the board and introduced a motion to adopt it. Since it is the custom of the board to automatically pass what committees approve, it passed the board unanimously.

Jan. 14, 1988. Borough Resolution 88003 was to endorse Mitchell name. Three citizens presented opposing testimony. Due to length of agenda meeting adjourned till Jan 21.

RESOLUTION
2831, AS
AMENDED
12-8-86

Senator
ABOOD -
I hope
the
Transportation
Committee
can consider
the facts
+ vote
NO
= PASS
on this -

OUR INTEN-
for
Delegation
is pushing
this despite
OVERWHELMING
CONSTITUENT
OPPOSITION

Jan. 21, 1988. BOROUGH ASSEMBLY tabled resolution by vote of 9-1 in view of previous public testimony and other unfavorable input various members had received.

Jan. 28, 1988. BOROUGH ASSEMBLY voted 5 yeas and 5 nos on removing resolution from the table. One member changed his vote to yes to bring it back up for discussion. Presiding officer said Betty Cato interested in having public testimony through teleconference, and offered an amendment to the effect "Said legislation to be enacted following a favorable public hearing with citizens of the North Star Borough". It was expressed that we had already had overwhelming public testimony in the form of public hearing, and how was a determination to be made ---by votes?? Motion failed but motion to postpone to call of the chair passed with one objection. (Postponement anticipated a possible teleconference).

Feb 1 1988 Guest column appeared in Daily News Miner with reference to renaming of Parks extension.

Feb 15 and 16.1988. Paid advertisement (by Gary Wilkin) appeared in Daily News Miner (see attachment) inviting those who supported naming of Mitchell Expressway to give public testimony Feb 17. It did not state the time, or even say it was a teleconference. It did not give phone number of legislative office.

Feb 17, 1988. Teleconference at 1:30 p.m with House Transportation Committee. This received no public announcement. However seven independent individuals saw the advertisement, inquired as to the time, appeared to give testimony in favor of keeping name Parks on the highway. Included in the opposers to the name change were avowed friends of Mr. Mitchell who did not think it appropriate to name

that portion of the highway after him. Overall the hearing was distinctly not favorable to passage of HB 437. Reasons were distinctly in the public interest and extremely well expressed. There six people testifying in favor of the Mitchell name. These included a sister-in-law of Steve Frank, sponsor of the original bill, who also testified in behalf of her husband, and several exemployees of the Ghemm Company, including Gary Wilkins who remembered Robert Mitchell as like "a second father."

IF JUDGMENT AS TO WHICH SIDE "WON" the hearing were to be by the method of "counting votes", there were seven against and six in favor of naming for Mitchell. However it is the reasoning behind the objections that should carry the weight.

By either the "reasoning" method or the "tally" method those opposing the renaming of Parks Hwy. appear to have come out ahead.

March 10, 1988. Resolution to name Mitchell expressway comes before Fairbanks North Star Borough Assembly for fourth time. After brief discussion it is defeated by 5-5 vote. One member reconsiders, the issue will come up again March 24.

AND SO IT RESTS AS OF MARCH 15, 1988

OBSERVATIONS:

1. The vote of a mere five persons present at the Transportation Committee of the Chamber of Commerce was responsible for a "unanimous" approval by the Chamber.
2. After considering the issue at four meetings North Star Borough Assembly is far from approval.
3. There is no approval from "Unified Fairbanks" according to president Chuck Reese of that group.
4. All public hearings have predominantly opposed the bill.

Opinion

Monday, February 1, 1988

Let's call the extension the Parks Highway

By NANCY LEE BAKER

The four-mile extension of the George Parks Highway will end by joining the Richardson Highway near the old 30th Street exit. The work is scheduled for completion in September 1988.

A move to call this four-mile section the Robert J. Mitchell Expressway began in February 1986, when Sen. Jack Coghill and Rep. Steve Frank initiated Senate Bill 461 and an identical House bill. They got through most committees but not to both floors due to pressures of the closing day.

The same legislators are in the process of introducing the bills again this year. Since there was some opposition from individuals two years ago (which did not keep them from trying to hustle the bills through in 1986), the approach this year appears to be to go directly to large bodies such as the city council, borough assembly, Chamber of Commerce and its transportation committee for their public endorsement. These endorsements are intended to convey the broad approval of Fairbanksans for this move.

In "talking around," however, I find almost no individual support for the resolutions these bodies endorsed, except from some personal friends of the late Robert Mitchell. The consensus was to maintain the same name.

It is understandable that at "first thought" it might seem like a good idea to name a new piece of road after a friend, but the result of suddenly changing the name of a highway that thousands of people will have been traveling on for 358 miles

Guest Opinion

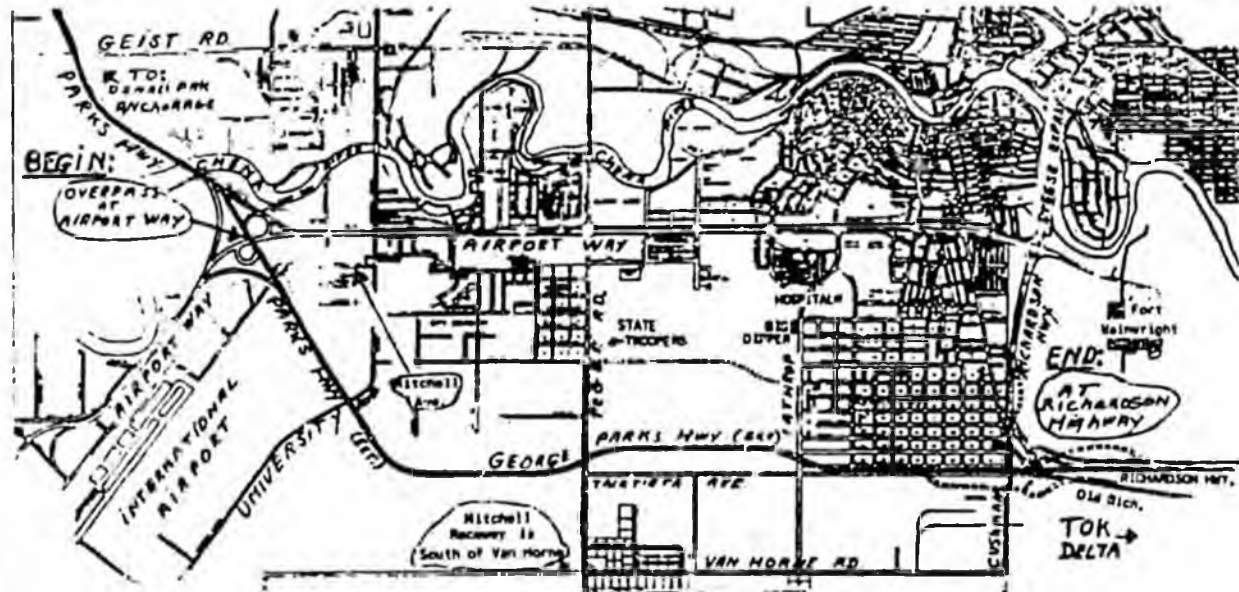
at speeds in excess of 50 mph is not an inconsequential thing to be taken lightly. It deserves serious "second thoughts." Some of them follow:

Confusion: The bottom line is, calling the last four miles anything but the Parks Highway would be confusing. It is one continuous highway, doesn't turn, get wider, narrower, or change in any way. A sign proclaiming you are all of a sudden on a different highway spells instant confusion to a visitor to our area. This could precipitate slowing down, changing lanes, conversations with the "co-pilot" about how we got "off course." Any one of these reactions are a basis for possible accidents.

We are a tourist dependent economy. We spend hundreds of thousands of dollars attracting visitors. Shouldn't we be more considerate of them? Many of them are older citizens, with slower reactions in some cases, and driving less maneuverable vehicles with the poor visibility that RV's often offer.

A different name could offer problems and expense to mapmakers, as well as map readers who see a different name (if there is room to print it) on what appears to be obviously the same highway.

Where would the highway signs be placed to tell drivers they are now on a different highway? Driving to the airport from town a



Map shows the route of the Parks Highway extension through South Fairbanks.

Map courtesy of Nancy Lee Baker

motorists would see a sign announcing the exit to "Highway 3, Parks Highway." A few hundred feet later on a sign would say "Highway 3," with a different name.

Think seriously (until it becomes funny and you start laughing) of various possible confusions in giving directions about how to get "from here to there" when it requires getting on or off the new portion of road should it have a different name.

It is worth noting that the engineer who designed the highway is also "seriously concerned about the confusion that would result if the name of the new portion were to be anything other than the Parks Highway."

Cost: It will cost at least \$10,000 to

remove the dozen or more signs that are already up at University, Peger, and Lathrop intersections and replace them with another name. If the new name has many more letters they will have to be made smaller in order to fit the signs. The \$10,000 could probably be better used for maintenance! Signs at University Avenue have been there for two years. It would be nice if they had squatter's rights!

In answer to my "confusion concerns," some legislators said the public would get used to it. The visitors will not get used to it, and why should the local people have to go through the process? There are better ways to commemorate people than to confuse the public.

Another consideration, in view of the recent attempt to avoid duplicate street names in town. There is a Mitchell Avenue, named after the same Mitchell. It runs off University Avenue, next to Erickson Avenue, also named after a partner in the Gherm Co. of which Mitchell was a partner.

The new portion of the highway can only be named by legislative action. This has not happened yet, but it is in the brewing stage. Let's hope some legislator, with grassroots encouragement, will speak up and propose a bill to name it the Parks Highway.

Nancy Lee Baker is a 37-year resident with an interest in mapmaking.

HB 437

MITCHELL EXPRESSWAY; FAIRBANKS

2-15-88

This ad appeared in the Fairbanks Daily News Miner Feb. 15 and 16 1988, for a meeting that was to be held on the 17th.

Note:

There is no telephone number given for the Legislative office. It is difficult to find it in the telephone book.

It does not give the time of day at which the hearing will take place.

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Ad paid for by Gary Wilken and Friends of Bob Mitchell,
1851 Fox Avenue, Fairbanks, Alaska.

452-4448