

**HB**

**317**

<TARGET><BILL>HB 317</BILL><SUBJECT>HB  
317</SUBJECT><COMM>HCRA28</COMM></TARGET>



# Representative Chris Tuck

## House Minority Leader

Alaska State Legislature

District 22 - Representing Dimond Estates, Foxridge, Taku,  
Campbell, Northwood and Windemere

To: Representative Ben Nageak  
Co-Chair, House Community & Regional Affairs Committee

Representative Gabrielle LeDoux  
Co-Chair, House Community & Regional Affairs Committee

From: Representative Chris Tuck  
HB317 Prime Sponsor

Subject: Hearing Request for HB 317  
Traffic Control Near Schools

Date: February 27, 2014

I am respectfully requesting a hearing in the House Community and Regional Affairs Committee on House Bill 317, Traffic Control Devices Near Schools.

In response to public and parent concern for the need of increased safety precautions around schools, this legislation will require traffic control devices to bring attention to all our schools to ensure the safety of every child. This bill will require the installation of schools zones for every school; public, private and religious, while still allowing the discretion for the municipality on the location to place signs, speed zones, lights or other measures where appropriate.

In the packet, I have included:

- House Bill 317, Version A
- Sponsor Statement
- Alaska Traffic Manual, Traffic Control Devices for School Areas
- Support Letters

If necessary, other backup will be forthcoming. Please contact my staffer, Kendra Kloster, with any questions or concerns.

# Fiscal Note

State of Alaska  
2014 Legislative Session

Bill Version: HB 317  
Fiscal Note Number: \_\_\_\_\_  
( ) Publish Date: \_\_\_\_\_

Identifier: HB317CS(CRA)-DOT-SDES-3-31-14  
Title: TRAFFIC CONTROL DEVICES NEAR SCHOOLS  
Sponsor: TUCK  
Requester: House Community and Regional Affairs

Department: Department of Transportation and Public Facilities  
Appropriation: Highways, Aviation and Facilities  
Allocation: Southeast Region Highways and Aviation  
OMB Component Number: 603

## Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2015 Appropriation Requested	Included in Governor's FY2015 Request	Out-Year Cost Estimates					
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>OPERATING EXPENDITURES</b>								
Personal Services								
Travel								
Services								
Commodities	217.0		1.6	1.6	1.6	1.6	1.6	1.6
Capital Outlay								
Grants & Benefits								
Miscellaneous								
<b>Total Operating</b>	<b>217.0</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>

## Fund Source (Operating Only)

1004 Gen Fund	217.0		1.6	1.6	1.6	1.6	1.6
<b>Total</b>	<b>217.0</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>

## Positions

Full-time							
Part-time							
Temporary							

<b>Change in Revenues</b>							
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**Estimated SUPPLEMENTAL (FY2014) cost:** 0.0 *(separate supplemental appropriation required)*  
*(discuss reasons and fund source(s) in analysis section)*

**Estimated CAPITAL (FY2015) cost:** 0.0 *(separate capital appropriation required)*  
*(discuss reasons and fund source(s) in analysis section)*

## ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? Yes  
If yes, by what date are the regulations to be adopted, amended or repealed? 07/01/15

## Why this fiscal note differs from previous version:

Updated for Committee Substitute 28-LS1442U.
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Prepared By: <u>Connie McKenzie, Legislative Liaison</u>	Phone: <u>(907)465-4772</u>
Division: <u>Office of the Commissioner</u>	Date: <u>03/28/2014 06:00 PM</u>
Approved By: <u>Mary P. Siroky, Director, Administrative Services</u>	Date: <u>03/31/2014</u>
Agency: <u>Department of Transportation and Public Facilities</u>	

FISCAL NOTE ANALYSIS

STATE OF ALASKA  
2014 LEGISLATIVE SESSION

BILL NO. HB317

**Analysis**

This bill adds to the number of schools that require appropriate school zone signs.

The department estimates there are 7 schools in Southeast Region on state roads that will require some type of traffic control devices at an estimated cost of \$217.0. The costs include design, any necessary environmental permitting, acquisition of right-of-way, and cost of construction.

Additionally, the department will have ongoing maintenance and operation costs of \$1.6 annually to include electricity, routine painting of crosswalks, replacement of signs and parts for flashing lights.

Southeast Region (State responsibility)

Schools needing school zone signs	4
Schools needing crosswalks/signs	2
Schools needing speed zones/flashers	1
Total	7 - \$ 217.0

# Fiscal Note

State of Alaska  
2014 Legislative Session

Bill Version: HB 317  
Fiscal Note Number: \_\_\_\_\_  
( ) Publish Date: \_\_\_\_\_

Identifier: HB317CS(CRA)-DOT-CRHA-3-31-14  
Title: TRAFFIC CONTROL DEVICES NEAR SCHOOLS  
Sponsor: TUCK  
Requester: House Community and Regional Affairs

Department: Department of Transportation and Public Facilities  
Appropriation: Highways, Aviation and Facilities  
Allocation: Central Region Highways and Aviation  
OMB Component Number: 564

**Expenditures/Revenues**

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2015 Appropriation Requested	Included in Governor's FY2015 Request	Out-Year Cost Estimates				
			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>OPERATING EXPENDITURES</b>	<b>FY 2015</b>	<b>FY 2015</b>					
Personal Services							
Travel							
Services							
Commodities	190.0		1.2	1.2	1.2	1.2	1.2
Capital Outlay							
Grants & Benefits							
Miscellaneous							
<b>Total Operating</b>	<b>190.0</b>	<b>0.0</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>

**Fund Source (Operating Only)**

1004 Gen Fund	190.0		1.2	1.2	1.2	1.2	1.2
<b>Total</b>	<b>190.0</b>	<b>0.0</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>

**Positions**

Full-time							
Part-time							
Temporary							

<b>Change in Revenues</b>							
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**Estimated SUPPLEMENTAL (FY2014) cost:** 0.0 *(separate supplemental appropriation required)*  
*(discuss reasons and fund source(s) in analysis section)*

**Estimated CAPITAL (FY2015) cost:** 0.0 *(separate capital appropriation required)*  
*(discuss reasons and fund source(s) in analysis section)*

**ASSOCIATED REGULATIONS**

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? Yes  
If yes, by what date are the regulations to be adopted, amended or repealed? 07/01/15

**Why this fiscal note differs from previous version:**

Updated for Committee Substitute 28-LS1442U.
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Prepared By:	Connie McKenzie, Legislative Liaison	Phone: (907)465-4772
Division:	Office of the Commissioner	Date: 03/28/2014 06:00 PM
Approved By:	Mary P. Siroky, Director, Administrative Services	Date: 03/31/2014
Agency:	Department of Transportation and Public Facilities	

FISCAL NOTE ANALYSIS

STATE OF ALASKA  
2014 LEGISLATIVE SESSION

BILL NO. HB317

**Analysis**

This bill adds to the number of schools that require appropriate school zone signs.

The department estimates there are 5 schools in Central Region on state roads that will require some type of traffic control devices at an estimated cost of \$190.0. The costs include design, any necessary environmental permitting, acquisition of right-of-way, and cost of construction.

Additionally, the department will have ongoing maintenance and operation costs of \$1.2 annually to include electricity, routine painting of crosswalks, replacement of signs and parts for flashing lights.

Central Region (State responsibility)

Schools needing school zone signs	3
Schools needing crosswalks/signs	1
Schools needing speed zones/flashers	1
Total	5 - \$ 190.0

# Fiscal Note

State of Alaska  
2014 Legislative Session

Bill Version: HB 317  
Fiscal Note Number: \_\_\_\_\_  
( ) Publish Date: \_\_\_\_\_

Identifier: HB317CS(CRA)-DOT-NRHA-3-31-14  
Title: TRAFFIC CONTROL DEVICES NEAR SCHOOLS  
Sponsor: TUCK  
Requester: House Community and Regional Affairs

Department: Department of Transportation and Public Facilities  
Appropriation: Highways, Aviation and Facilities  
Allocation: Northern Region Highways and Aviation  
OMB Component Number: 2068

**Expenditures/Revenues**

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2015 Appropriation Requested	Included in Governor's FY2015 Request	Out-Year Cost Estimates					
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>OPERATING EXPENDITURES</b>								
Personal Services								
Travel								
Services								
Commodities	217.0		1.6	1.6	1.6	1.6	1.6	1.6
Capital Outlay								
Grants & Benefits								
Miscellaneous								
<b>Total Operating</b>	<b>217.0</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>

**Fund Source (Operating Only)**

1004 Gen Fund	217.0		1.6	1.6	1.6	1.6	1.6
<b>Total</b>	<b>217.0</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>

**Positions**

Full-time							
Part-time							
Temporary							

<b>Change in Revenues</b>							
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**Estimated SUPPLEMENTAL (FY2014) cost:** 0.0 (separate supplemental appropriation required)  
(discuss reasons and fund source(s) in analysis section)

**Estimated CAPITAL (FY2015) cost:** 0.0 (separate capital appropriation required)  
(discuss reasons and fund source(s) in analysis section)

**ASSOCIATED REGULATIONS**

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? Yes  
If yes, by what date are the regulations to be adopted, amended or repealed? 07/01/15

**Why this fiscal note differs from previous version:**

Updated version for Committee Substitute 28-LS11442U.
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Prepared By: <u>Connie McKenzie, Legislative Liaison</u>	Phone: <u>(907)465-4772</u>
Division: <u>Office of the Commissioner</u>	Date: <u>03/28/2014 06:00 PM</u>
Approved By: <u>Mary P. Siroky, Director, Administrative Services</u>	Date: <u>03/31/14</u>
Agency: <u>Department of Transportation and Public Services</u>	

FISCAL NOTE ANALYSIS

STATE OF ALASKA  
2014 LEGISLATIVE SESSION

BILL NO. HB317

Analysis

This bill adds to the number of schools that require appropriate school zone signs.

The department estimates there are 7 schools in Northern Region on state roads that will require some type of traffic control devices at an estimated cost of \$217.0. The costs include design, any necessary environmental permitting, acquisition of right-of-way, and cost of construction.

Additionally, the department will have ongoing maintenance and operation costs of \$1.6 annually to include electricity, routine painting of crosswalks, replacement of signs and parts for flashing lights.

Northern Region (State responsibility)

Schools needing school zone signs	4
Schools needing crosswalks/signs	2
Schools needing speed zones/flashers	1
Total	7 - \$ 217.0

28-LS1442U  
Gardner  
3/26/14

**CS FOR HOUSE BILL NO. 317( )**  
**IN THE LEGISLATURE OF THE STATE OF ALASKA**  
**TWENTY-EIGHTH LEGISLATURE - SECOND SESSION**

**BY**

**Offered:**  
**Referred:**

**Sponsor(s): REPRESENTATIVES TUCK, Drummond, Gara**

**A BILL**  
**FOR AN ACT ENTITLED**

1 **"An Act relating to official marking and posting of highways; and relating to traffic**  
2 **control signals at schools and in school zones."**

3 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 \* **Section 1.** AS 19.10.040 is amended to read:

5           **Sec. 19.10.040. Uniform system of marking and posting.** The department  
6 shall classify, designate, and mark highways under its jurisdiction and shall provide a  
7 uniform system of marking and posting these highways. The system of marking and  
8 posting must correlate with and, as far as possible, conform to the recommendations of  
9 the Manual on **Uniform** Traffic Control Devices as adopted by the American  
10 Association of State Highway **and Transportation** Officials. **The department shall**  
11 **adopt uniform regulations for the placing and installation of necessary marking**  
12 **and posting of highways.**

13 \* **Sec. 2.** AS 19.10.040 is amended by adding a new subsection to read:

14           (b) The system adopted by the department under (a) of this section must

1 include provisions for the marking and posting of highways at schools and in school  
2 zones. In this subsection, "school" has the meaning given in AS 28.01.010.

3 \* **Sec. 3.** AS 19.10.050 is amended to read:

4 **Sec. 19.10.050. Traffic control signals.** The department shall prescribe types  
5 of traffic control signals to regulate traffic on highways. These signals must correlate  
6 with and, as far as possible, conform to the recommendations of the Manual on  
7 Uniform Traffic Control Devices as adopted by the American Association of State  
8 Highway and Transportation Officials. The department shall adopt uniform  
9 regulations for the placing and installation of traffic control signals.

10 \* **Sec. 4.** AS 19.10.050 is amended by adding a new subsection to read:

11 (b) The regulations adopted by the department under (a) of this section must  
12 include provisions for the posting of traffic control signals at schools and in school  
13 zones. In this subsection, "school" has the meaning given in AS 28.01.010.

14 \* **Sec. 5.** AS 28.01.010(d) is amended to read:

15 (d) A municipality shall erect necessary official traffic control devices on  
16 streets and highways and at schools and in school zones within its jurisdiction that as  
17 far as practicable conform to the current edition of the Alaska Traffic Manual prepared  
18 by the Department of Transportation and Public Facilities. The municipality

19 (1) shall post a sign indicating that the school is a "drug-free school  
20 zone" at each location in which it has installed a sign identifying the location of a  
21 school;

22 (2) may post a sign at each recreation and youth center indicating that  
23 the center is a "drug-free recreation and youth center zone"; in this paragraph,  
24 "recreation or youth center" has the meaning given in AS 11.71.900.

25 \* **Sec. 6.** AS 28.01.010 is amended by adding a new subsection to read:

26 (k) In this section, "school" means a public school established under AS 14, a  
27 "charter school" as defined in AS 14.03.290, a "private school" as defined in  
28 AS 14.45.200, and a "religious school" as defined in AS 14.45.200.



# Representative Chris Tuck

## House Minority Leader

Alaska State Legislature

District 22 - Representing Dimond Estates, Foxridge, Taku,  
Campbell, Northwood and Windemere

### Sponsor Statement House Bill 317 Increasing Safety At All Schools

Every student should be able to get to and from school safely, no matter what type of school they attend.

“The safety and well-being of all Alaska's children should be our top priority. School zones are essential regardless of the type of school or the funding it receives. Charter schools are public schools and it is shocking that Alaska doesn't already require mandatory school zones to be in place around charter school buildings,” said Joey Eski, chair of the Academic Policy Committee for Aquarian Charter School.

In response to public and parent concern, this legislation brings increased safety precautions to all our schools to ensure the well-being of every child. House Bill 317 will require the installation of school zones for all public, private and religious schools, while still allowing the discretion for the municipality on the location to place signs, speed zones, lights or other measures where appropriate.

Drivers should be alerted wherever children are present in large numbers and at risk. By requiring school zone markings at all school locations, we will slow traffic, improve students' safety in the vicinity of a school, and hopefully prevent tragic accidents.

This bill would also require a sign indicating these school zones are drug free school zones.

# PART 7

## TRAFFIC CONTROL FOR SCHOOL AREAS

### CHAPTER 7A. GENERAL

#### **Section 7A.02 School Routes and Established School Crossings**

**Support:**

- 01A Planning of student transportation to and from school is primarily a responsibility of the local school district.
- 01 To establish a safer route to and from school for schoolchildren, the application of planning criterion for school walk routes might make it necessary for children to walk an indirect route to an established school crossing located where there is existing traffic control and to avoid the use of a direct crossing where there is no existing traffic control.

**Guidance:**

- 02 *School walk routes should be planned to take advantage of existing traffic controls.*
- 03 *The following factors should be considered when determining the feasibility of requiring children to walk a longer distance to a crossing with existing traffic control:*
- A. *The availability of adequate sidewalks or other pedestrian walkways to and from the location with existing control,*
  - B. *The number of students using the crossing,*
  - C. *The age levels of the students using the crossing, and*
  - D. *The total extra walking distance.*
- 03A *Before designated school zones are established, a team consisting of representatives of the local school district, local government, law enforcement agency and the highway authority should convene to discuss student transportation issues, walking routes, reduced school speed limits, and designated road crossings for students. When a school route plan has been approved by the local school district and accepted by the highway authority, the regional traffic and safety engineer or city traffic engineer should select the appropriate traffic control devices in accordance with Sections 7A.100 and 7A.101.*

#### **Section 7A.04 Scope**

**Standard:**

- 01 **Part 7 sets forth basic principles and prescribes standards that shall be followed in the design, application, installation, and maintenance of all traffic control devices (including signs, signals, and markings) and other controls (including adult crossing guards) required for the special pedestrian conditions in school areas.**

**Support:**

- 02 Sections 1A.01 and 1A.08 contain information regarding unauthorized devices and messages. Sections 1A.02 and 1A.07 contain information regarding the application of standards. Section 1A.05 contains information regarding the maintenance of traffic control devices. Section 1A.08 contains information regarding placement authority for traffic control devices. Section 1A.09 contains information regarding engineering studies and the assistance that is available to jurisdictions that do not have engineers on their staffs who are trained and/or experienced in traffic control devices.
- 03 Provisions contained in Chapter 2A and Section 2B.06 are applicable in school areas.
- 04 Part 3 contains provisions regarding pavement markings that are applicable in school areas.
- 05 Part 4 contains provisions regarding highway traffic signals that are applicable in school areas. The School Crossing signal warrant is described in Section 4C.06.
- 05A The urban and rural traffic control matrices presented in Table 7A-100 and Table 7A-101 apply only to roads abutting school property and nonabutting roads at designated school crossings.

**Section 7A.100 Rural School Area Traffic Control Summary**

[This is a new section. There is no corresponding section in the MUTCD.]

*Guidance:*

- 01 *Traffic control treatment of rural school areas should conform to Table 7A-100.*
- 02 *School districts should consider providing crossing guards where students in grades K-8 (K-4 in particular) are required to cross major streets.*
- 03 *On state roads, any significant deviation from the traffic control treatments shown in Table 7A-100 should be supported by written justification in accordance with procedures for Design Criteria Waiver, as outlined in Chapter 11 of the Alaska Highway Preconstruction Manual.*

**Support:**

- 04 For this application, “rural” is defined as a sparsely populated area where the majority of land is not subdivided.
- 05 Rural schools have different traffic control than urban schools because there are generally fewer students that must walk to school. Students are usually bused or driven because these areas are more sparsely settled and homes are farther away. Placing 20 mph zones on rural high speed roads where few student pedestrians are seen by drivers would generate disrespect for school speed zones in general, thereby making all school zones less safe.

**Section 7A.101 Urban School Area Traffic Control Summary**

[This is a new section. There is no corresponding section in the MUTCD.]

*Guidance:*

- 01 *Traffic control treatment of urban school areas should conform to Table 7A-101.*
- 02 *On state roads, any significant deviation from the traffic control treatments shown in Table 7A-101 should be supported by written justification in accordance with procedures for Design Criteria Waiver, as outlined in Chapter 11 of the Alaska Highway Preconstruction Manual.*

**Table 7A-100. Rural School Area Traffic Control**

Road Adjacent to School Grounds		Road Not Adjacent to School Grounds
Speed Limit <35 mph	Speed Limit >40 mph	School Area traffic control devices should not be placed on roads that do not abut school grounds unless a crossing guard is present at the site. Any exceptions to this rule shall be based on a site-specific engineering study.
School Area Signs (S1-1)	School Area Signs (S1-1) with a pedestrian-actuated beacon	

Table 7A-101. Urban School Area Traffic Control (Sheet 1 of 2)

Urban School Area Traffic Control Guidelines (Applies Only to Roads Abutting School Property and Non-Abutting Roads at Designated School Crossings)												
Grade Level (Lowest Grade Taught at School)	Students Required to Cross Road at Grade										Students Not Required to Cross Road at Grade (Could be grade-separated or just no crossing)	
	Traffic Signal At Crossing		No Traffic Signal at Crossing									
			STOP Controlled Crossing		Crossing Not STOP-Controlled						Completely Fenced? (1)	
	Sufficient Gaps (2)				Insufficient Gaps (2) Address by re-routing students, busing students, or one of the following:							
	Existing Speed Limit <=20	Existing Speed Limit >20			Crossing Guard (5) (6)		Grade Separation	Ped Signal or Ped Hybrid Beacon (if warranted) (3)	Mid-Street Refuge Island (7)	Yes		
Ex. Spd Limit <=20	Ex. Spd Limit >20	Ex. Spd Limit <=20	Ex. Spd Limit >20									
9-12	C <input type="checkbox"/>	C	C (major streets only) <input type="checkbox"/>	C	C	N/A	N/A	See Students Not Required to Cross Road At-Grade	See Students Required to Cross Road At-Grade/Traffic Signal at Crossing	If refuge provides sufficient gaps, See Cross At-Grade/No Signal/No STOP/Sufficient Gaps. If not, choose another solution	<input type="checkbox"/>	
5-8	C	CG?	C (major streets only) G? <input type="checkbox"/>	C	CG?	CG	CG				<input type="checkbox"/>	
K-4	CG?	CG?	C (major streets only) G? <input type="checkbox"/>	CG?	CG?	CG	CG				<input type="checkbox"/>	

LEGEND	
n/a	Does not apply - Crossing Guards should not be used for high school students.
<input type="checkbox"/>	No School Signs
	School Area Sign (S1-1 and W16-9p) only
	School Advance Crossing (S1-1 and W16-9p) and School Crossing (S1-1 and W16-9p). Overhead S1-1 sign optional. (4)
	School Advance Crossing and School Crossing Signs +20 MPH When Flashing (S5-1) with flasher, or 20 MPH School Speed Limit Assemblies (with S4-1P, S4-2P, S4-4P, or S4-6P plates). Overhead S1-1 sign optional. (4)
C	Marked Crosswalk - install at nearest intersection, if within 400 ft. If there is already a crosswalk within 400 feet, use it as a school crosswalk. Use school crosswalk signs at mid-block locations if within a school zone.
G	Crossing Guard
G?	School districts should consider crossing guards at major street crossings.

See next page for notes.

## Table 7A-101. Urban School Area Traffic Control (Sheet 2 of 2)

- (1) "Completely fenced" means fencing that restricts all access from the street side of the school to the street.
- (2) See Section 7A.03 of the MUTCD for gap sufficiency determination: When gaps are insufficient for crossing, student re-routing, busing, or mid-street pedestrian refuge islands should be the first options considered. Guards or pedestrian signals should be viewed as last resorts.
- (3) Traffic signals may be installed (but are not mandated) for pedestrians when the Minimum Pedestrian Volume or School Crossing warrants defined in Sections 4C.05 and 4C.06 of the MUTCD are met. Although these signals may be installed mid-block, every effort should be made to install them at intersections and run them as conventional signals. Where the warrants for installing a pedestrian traffic signal are not met, pedestrian hybrid beacons should be considered according to the guidelines defined in Section 4F.01 of the MUTCD.
- (4) The "Overhead S1-1 sign" referenced in the legend is a S1-1 school crossing sign hung over the road at or near the crosswalk. Sign illumination (see Section 2A.07) or flashing beacons (see Chapter 4L) associated with the overhead sign should be considered to enhance driver awareness of the crossing. If the site has advance school flashers, the overhead flashers should flash when the advance school flashers flash.
- (5) Crossing guards are only a solution on streets with inadequate gaps when policy allows guards to create, rather than just extend, gaps in traffic.
- (6) Crossing guards should not be used when streets have more than three lanes.
- (7) Mid-street pedestrian refuges increase the number of gaps of sufficient duration for crossing by splitting the crossing into two parts, which:
  - (a) Reduces gap duration necessary for crossing by reducing crossing distance, and
  - (b) Increases gap frequency by reducing the conflicting traffic volume.Pedestrian refuges should be at least 6 feet wide.

## CHAPTER 7B. SIGNS

### Section 7B.08 School Sign (S1-1) and Plaques

#### Support:

- <sup>01</sup> Many state and local jurisdictions find it beneficial to advise road users that they are approaching a school that is adjacent to a highway, where additional care is needed, even though no school crossing is involved and the speed limit remains unchanged. Additionally, some jurisdictions designate school zones that have a unique legal standing in that fines for speeding or other traffic violations within designated school zones are increased or special enforcement techniques such as photo radar systems are used. It is important and sometimes legally necessary to mark the beginning and end points of these designated school zones so that the road user is given proper notice.
- <sup>02</sup> The School (S1-1) sign (see Figure 7B-1) has the following four applications:
- A. School Area – the S1-1 sign can be used to warn road users that they are approaching a school area that might include school buildings or grounds, a school crossing, or school related activity adjacent to the highway.
  - B. School Zone – the S1-1 sign can be used to identify the location of the beginning of a designated school zone (see Section 7B.09).
  - C. School Advance Crossing – if combined with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque to comprise the School Advance Crossing assembly, the S1-1 sign can be used to warn road users that they are approaching a crossing where schoolchildren cross the roadway (see Section 7B.11).
  - D. School Crossing – if combined with a diagonal downward pointing arrow (W16-7P) plaque to comprise the School Crossing assembly, the S1-1 sign can be used to warn approaching road users of the location of a crossing where schoolchildren cross the roadway (see Section 7B.12).
- <sup>02A</sup> Figure 7B-100 contains information regarding the application and placement of the School Sign (S1-1).

### Section 7B.09 School Zone Sign (S1-1) and Plaques (S4-3P, S4-7P) and END SCHOOL ZONE Sign (S5-2)

#### Standard:

- <sup>01</sup> **If a school zone has been designated under State or local statute as described in Section 7A.02, a School (S1-1) sign (see Figure 7B-1) shall be installed to identify the beginning point(s) of the designated school zone not less than 150 feet nor more than 700 feet in advance of the school grounds or school crossings (see Figure 7B-2-Figure 7B-100).**

#### Support:

- <sup>01A</sup> “School grounds” typically refer to school property. However, when school property frontage is lengthy, school grounds may be interpreted as the area where students frequently cross the road.

#### Option:

- <sup>02</sup> A School Zone (S1-1) sign may be supplemented with a SCHOOL (S4-3P) plaque (see Figure 7B-1).
- <sup>03</sup> A School Zone (S1-1) sign may be supplemented with an ALL YEAR (S4-7P) plaque (see Figure 7B-1) if the school operates on a 12-month schedule.
- <sup>04</sup> The downstream end of a designated school zone may be identified with an END SCHOOL ZONE (S5-2) sign (see Figures 7B-1 and 7B-2-Figure 7B-100).
- <sup>05</sup> If a school zone is located on a cross street in close proximity to the intersection, a School Zone (S1-1) sign with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school zone soon after making the turn.

## Section 7B.10 Higher Fines Zone Signs (R2-10, R2-11) and Plaques

### Standard:

01 Where increased fines are imposed for traffic violations within a designated school zone, a **BEGIN HIGHER FINES ZONE (R2-10)** sign (see Figure 7B-1) or a **FINES HIGHER (R2-6P)**, **FINES DOUBLE (R2-6aP)**, or **SXX FINE (R2-6bP)** plaque (see Figure 2B-3) shall be installed as a supplement to the **School Zone (S1-1)** sign to identify the beginning point of the higher fines zone (see ~~Figures 7B-2 and 7B-3~~ Figure 7B-100).

### Option:

02 Where appropriate, one of the following plaques may be mounted below the sign that identifies the beginning point of the higher fines zone:

- A. An **S4-1P** plaque (see Figure 7B-1) specifying the times that the higher fines are in effect,
- B. A **WHEN CHILDREN ARE PRESENT (S4-2P)** plaque (see Figure 7B-1), or
- C. A **WHEN FLASHING (S4-4P)** plaque (see Figure 7B-1) if used in conjunction with a yellow flashing beacon.

### Standard:

03 Where a **BEGIN HIGHER FINES ZONE (R2-10)** sign or a **FINES HIGHER (R2-6P)** plaque supplementing a **School Zone (S1-1)** sign is posted to notify road users of increased fines for traffic violations, an **END HIGHER FINES ZONE (R2-11)** sign (see Figure 7B-1) or an **END SCHOOL ZONE (S5-2)** sign shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see ~~Figures 7B-2 and 7B-3~~ Figure 7B-100).

## Section 7B.11 School Advance Crossing Assembly

### Standard:

01 The **School Advance Crossing assembly** (see Figure 7B-1) shall consist of a **School (S1-1)** sign supplemented with an **AHEAD (W16-9P)** plaque or an **XX FEET (W16-2P or W16-2aP)** plaque.

02 Except as provided in Paragraph 3, a **School Advance Crossing assembly** shall be used in advance (see Table 2C-4 for advance placement guidelines) of the first **School Crossing assembly** (see Section 7B.12) that is encountered in each direction as traffic approaches a school crosswalk (see ~~Figure 7B-4~~ Figure 7B-100).

## Section 7B.12 School Crossing Assembly

### Standard:

01 If used, the **School Crossing assembly** (see Figure 7B-1) shall be installed at the school crossing (see ~~Figures 7B-4 and 7B-5~~ Figure 7B-100), or as close to it as possible, and shall consist of a **School (S1-1)** sign supplemented with a **diagonal downward pointing arrow (W16-7P)** plaque to show the location of the crossing.

02 The **School Crossing assembly** shall not be used at crossings other than those adjacent to schools and those on established school pedestrian routes.

03 The **School Crossing assembly** shall not be installed on approaches controlled by a **STOP** or **YIELD** sign.

## Section 7B.13 School Bus Stop Ahead Sign (S3-1)

### Guidance:

01 *The **School Bus Stop Ahead (S3-1 or S3-100)** sign (see Figure 7B-1) should be installed in advance of locations where the top flashing lights of a school bus, when stopped to pick up or discharge passengers, is not visible to road users for ~~an adequate distance~~ a distance of 700 feet in advance, and where there is no opportunity to relocate the school bus stop to provide ~~adequate sight distance~~ 700 feet of visibility.*

01A *The **School Bus Stop Ahead** sign should be located at a location where the top flashing lights of a school bus are just visible, assuming a 3.5 foot driver eye height and 8.5 foot height to the top flashing lights of the school bus, but no more than 700 feet from the school bus stop.*

Option:

<sup>01B</sup> A word legend for the School Bus Stop Ahead sign may be used (See S3-100 of the ASDS).

**Section 7B.15 School Speed Limit Assembly (S4-1P, S4-2P, S4-3P, S4-4P, S4-6P, S5-1) and END SCHOOL SPEED LIMIT Sign (S5-3)**

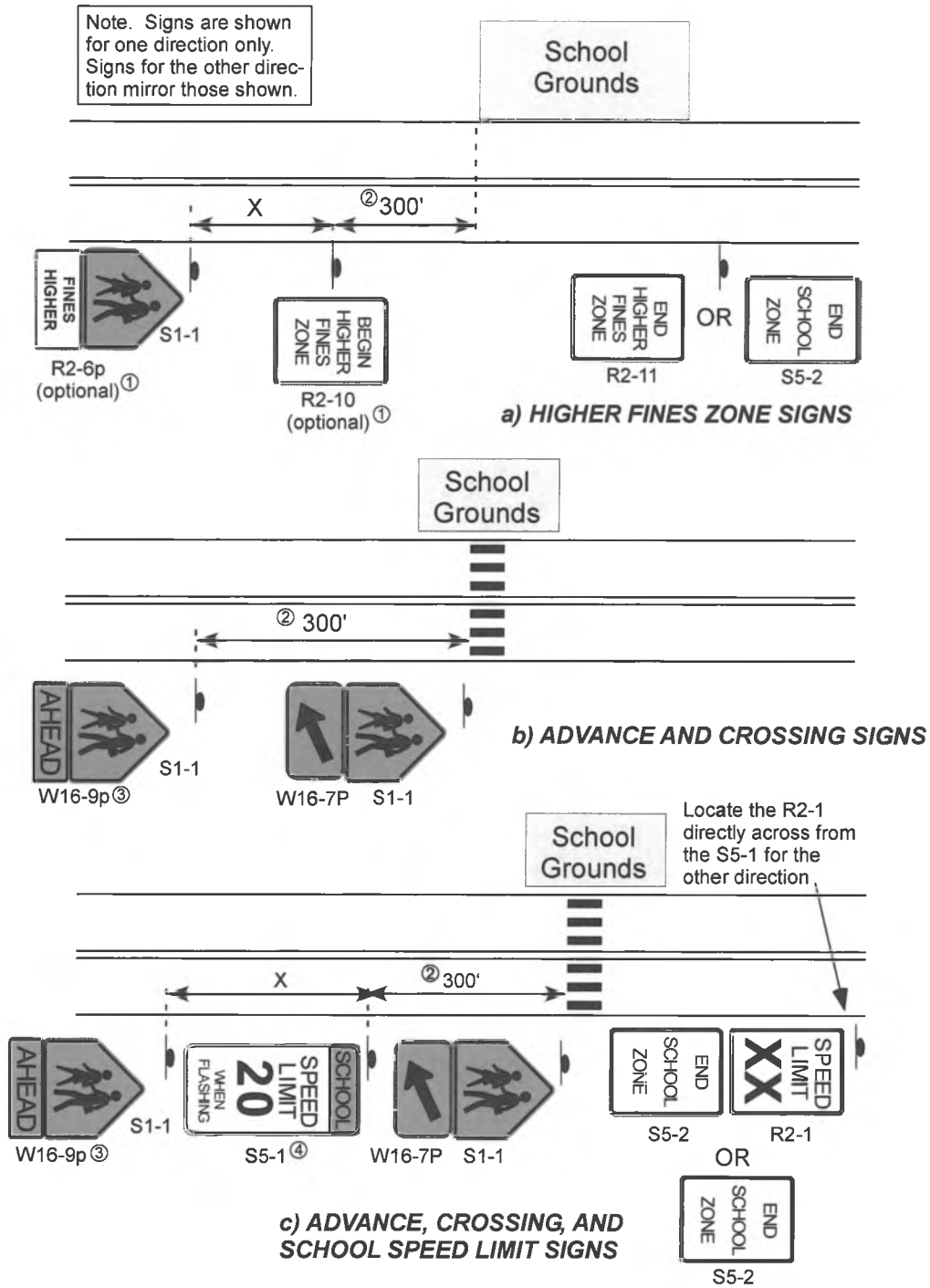
Guidance:

~~<sup>07</sup> The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, a school crossing, or other school-related activities; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher.~~

<sup>07A</sup> The reduced speed school zone should begin at a point approximately 300 feet from the school crosswalk, if there is one. If a marked crosswalk is not present, the reduced speed school zone should begin at a point at approximately 100 feet in advance of the school area.

<sup>07B</sup> The School Speed Limit (S5-1) sign should be supplemented by a Speed Limit Beacon consisting of three signal sections with a flashing CIRCULAR YELLOW signal indication of 8-inch diameter in each signal section. The signal sections should be mounted vertically directly above the S5-1 sign. The bottom two beacons should be illuminated alternatively and face oncoming traffic. The top flashing beacon should face the opposite direction to indicate when the beacon is in operation.

**Figure 7B-100. School Zone Traffic Control**



① Use either R2-6p or R2-10

② 300' (see 13 AAC 02.325) from crosswalk, if there is one, or 100' from school grounds or frequently-used crossing areas (see 7B.11)

X: Advance warning distance in feet (See MUTCD Table 2C-4 - Use Condition B)

③ W16-9p signs may be replaced with W16-2 "XX FT" or W16-2a "XX FEET" signs.

④ Options to the S5-1: School Speed Limit Assemblies with Time of Day (S4-1p), WHEN CHILDREN ARE PRESENT (S4-2p), or Day of Week (S4-6p) plates.

### **Section 7B.16 Reduced School Speed Limit Ahead Sign (S4-5, S4-5a)**

#### *Guidance:*

- <sup>01</sup> *A Reduced School Speed Limit Ahead (S4-5, S4-5a) sign (see Figure 7B-1) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by ~~more than 10 mph~~ 20 mph or more, or where engineering judgment indicates that advance notice would be appropriate.*

### **Section 7B.100 DRUG FREE SCHOOL ZONE Sign (S6-100)**

[This is a new section. There is no corresponding section in the MUTCD.]

#### **Standard:**

- <sup>01</sup> **Alaska Statute 28.01.010(d) states, “The municipality shall post a sign indicating that the school is a drug-free school zone at each location in which it has installed a sign identifying the location of a school.” Accordingly, signs conveying this message shall be placed below, or near, all School Advance Warning (S1-1) signs.**

#### **Support:**

- <sup>02</sup> The posting of this sign is a municipal, not a state, responsibility.

#### **Option:**

- <sup>03</sup> The sign may be the S6-100 shown in the ASDS or another sign that conveys the required message.

## CHAPTER 7C. MARKINGS

### Section 7C.02 Crosswalk Markings

#### Guidance:

- 01 *Crosswalks should be marked at all intersections on established routes to a school where there is substantial conflict between motorists, bicyclists, and student movements; where students are encouraged to cross between intersections; where students would not otherwise recognize the proper place to cross; or where motorists or bicyclists might not expect students to cross (see Figure 7A-1).*
- 02 *Crosswalk lines should not be used indiscriminately. An engineering study considering the factors described in Section 3B.18 should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign.*
- 03 *Because non-intersection school crossings are generally unexpected by the road user, warning signs (see Sections 7B.11 and 7B.12) should be installed for all marked school crosswalks at non-intersection locations. Adequate visibility of students by approaching motorists and of approaching motorists by students should be provided by parking prohibitions or other appropriate measures.*

#### Support:

- 04 Section 3B.18 contains provisions regarding the placement and design of crosswalks, and Section 3B.16 contains provisions regarding the placement and design of the stop lines and yield lines that are associated with them. Provisions regarding the curb markings that can be used to establish parking regulations on the approaches to crosswalks are contained in Section 3B.23.

#### Standard:

- 04A **Crosswalk markings shall be placed at officially designated school crossings.**
- 04B **School crosswalks shall be installed in accordance with the applicable provisions of Section 3B.18.**

## CHAPTER 7D. CROSSING SUPERVISION

### Section 7D.01 Types of Crossing Supervision

Support:

- 01 There are three types of school crossing supervision:
  - A. Adult control of pedestrians and vehicles by adult crossing guards,
  - B. Adult control of pedestrians and vehicles by uniformed law enforcement officers, and
  - C. Student and/or parent control of only pedestrians with student and/or parent patrols.
- 02 Information regarding the organization, administration, and operation of a school safety patrol program is contained in the “AAA School Safety Patrol Operations Manual” (see Section 1A.11).

**Standard:**

- 03 **School districts shall be responsible for deciding where to provide appropriate crossing supervision, for compensating them, and for ensuring appropriate high-visibility apparel is worn.**

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# Memo

**To:** Representative Tuck and others  
**From:** Robert Boyle, Superintendent  
**CC:** file  
**Date:** March 5, 2014  
**Re:** HB 317

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## House Bill 317 Increasing Safety At All Schools

The safety of students is paramount in providing a quality school environment. It is essential that passage to and from school is conducted in a safe manner. Well-marked and established school zones are a long-standing tradition in providing safe schools.

Traffic offenses for failure to obey traffic control devices in a school zone are a 6-point violation.

The State of Alaska has determined the establishment of Public Charter Schools. Charter Schools are of the same standing as other public schools in Alaska. The State of Alaska has established the importance of well-marked school zone through traffic violations of significant point values. Traffic violations should be extended to all public schools in Alaska.

The students attending private schools are also deserving of a safe passage to and from school.

It is difficult for some agencies to respond in an appropriate manner without supportive legislation. To provide the understanding of the legal status of public charter schools and the need for private school children to have equal protection to and from school we support and encourage passage of HB 317.

HB 317 provides the Department of Transportation and various municipalities with the ability to recognize and provide safe passage on the streets surrounding public charter schools and private schools.

## Kimberly Clark

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**Subject:** FW: Bryn Mawr Court...Winterberry School Signage

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**From:** Joanna Nardini [<mailto:inardini@qci.net>]  
**Sent:** Wednesday, March 12, 2014 8:12 PM  
**To:** Rep. Chris Tuck  
**Cc:** Sen. Berta Gardner; 'MaryLu LaVine'  
**Subject:** RE: Bryn Mawr Court...Winterberry School Signage

Dear Rep. Tuck:

My name is Joanna (Joanie) Nardini and also a resident of Castles of Bryn Mawr Condominiums at 4829 Bryn Mawr Ct. #3. I also support HB 317 and SB 179 and agree with Ms. LaVine about the need to establish school zones around all charter schools. In addition to the traffic on the east side down Bryn Mawr to Wesleyan, I have also noted children playing on the west side of the school outside the fenced area. I always thought that the school children should be on school property at all times during the school hours. Bryn Mawr has cars parked on both sides and the children have to walk on the icy snow piles on the south side of the street. I have contacted the school about getting the traffic slowed down, but it continues to be a problem. I appreciate your assistance in this matter.

Sincerely,

Joanna Nardini

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**From:** MaryLu LaVine [<mailto:dimslavine@yahoo.com>]  
**Sent:** Wednesday, March 12, 2014 5:22 PM  
**To:** [rep.chris.tuck@akleg.gov](mailto:rep.chris.tuck@akleg.gov)  
**Cc:** [sen.bertha.gardner@akleg.gov](mailto:sen.bertha.gardner@akleg.gov)  
**Subject:** Bryn Mawr Court...Winterberry School Signage

Dear Rep Tuck:

My name is MaryLu LaVine, and I am a resident at 4839 Bryn Mawr Ct. #4. I am writing this letter in full support of the legislation which you and Senator Gardner introduced.

First of all, I want to thank both of you for introducing House Bill 317 and SB 179 which directs the Municipality to establish school zones around all charter schools.

Last summer, I met with the Municipality regarding a school zone at Winterberry school. There is no signage or any other traffic control devices in the vicinity of Winterberry Charter School. Winterberry is at the west end of Bryn Mawr Court, west of Wesleyan Drive and a block south of East Northern Lights Boulevard. At peak hours in the mornings, some of our neighbors as well as Bryn Mawr condo residents have had problems pulling out of their driveways onto Bryn Mawr Court due to traffic moving too fast and not slowing down in order

for residents to pull out onto Bryn Mawr Court. This is definitely a safety concern for the residents of this area and for the young children who are coming to school.

Conversations with Muni folks about traffic calming were unsuccessful. According to them, the following was what they came up with:

1. "Signage for charter schools is treated differently than signage for regular districted schools and is determined on a case-by-case basis.
  
2. Because charter schools are not zoned like the other district schools, they do not provide bussing or have a defined school walking route, which means they do not have a specified "school zone" to be marked.
  
3. Winterberry is an even more specialized case because there are no roads directly adjacent to the school since it is located on a private property at the end of a cul-de-sac.
  
4. The only signage that may apply is a S1-1 sign with a W19-9P (AHEAD plaque) posted at the entrance of Bryn Mawr Court".

This is totally unacceptable as we fear that residents and young children's lives may be placed in jeopardy.

For this reason, I truly thank you for your efforts regarding this matter.

Sincerely,

MaryLu LaVine