

**Senator Gray-Jackson's Notes  
Russian Jack Community Council  
January 13, 2021**

**Governor Dunleavy released his FY2022 Budget plan on Friday, December 11, 2020.**

The FY22 budget was developed in cooperation with all state agencies and reflects a total reduction of \$294.6 million (UGF), achieved by efficiencies, modernizations, and better delivery of government services.

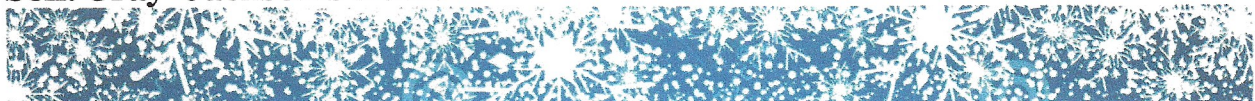
- The Governor plans to overdraw the Alaska Permanent Fund earnings by more than two times the amount allowed by current state law. He plans to do this to pay for state government and two PFD payouts, totaling nearly \$5,000

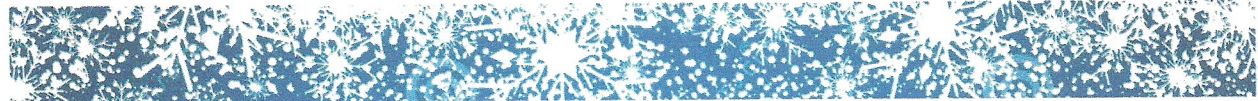
**The Governor has funded these specific areas:**

- Funding the rest of the 2020 PFD - \$1,916 per eligible Alaskan
- \$4 million to address the sexual assault case backlog
- \$26 million to fisheries, wildlife, and resource projects
- \$350 million to go toward infrastructure projects across the state
- Prioritizes Alaskans by increasing funding for public safety by \$13.5 million
- Funds the Alaska Psychiatric Institute to operate at full capacity
- Restores school construction financing to FY20 level

**Funding was reduced for the following:**

- \$35 million Medicaid
- \$21 million Public education
- \$13 million on highways, aviation, and transportation facilities





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- \$20 million to University of Alaska
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**COVID-19: Relief Legislation**

Congressional and White House negotiators have reached a deal on a \$900 billion COVID-19 relief package.

- \$300-per-week federal boost to state unemployment insurance for 11 weeks.
  - \$600 stimulus checks for Americans earning less than \$75,000. (*\$166 billion*)
  - A renewed Paycheck Protection Program.
  - Extending eviction moratoriums for renters for an unspecified amount of time.
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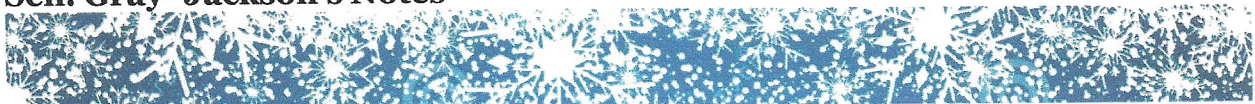
**COVID-19: Vaccine**

The CDC Advisory Committee on Immunization Practices recommended that states prioritize Americans over the age of 75 and essential frontline workers for the COVID-19 vaccine.

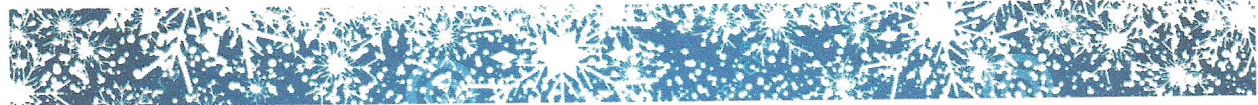
- Essential frontline workers include grocery store employees and teachers.

The FDA has approved another COVID-19 vaccine for use in the U.S.

- The vaccine was developed by Moderna and the National Institutes of Health.
- The data suggests that the Moderna vaccine is 94% effective.
- 5.9 million doses are being shipped to locations across the country.







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- The vaccine requires 2 doses spaced several weeks apart.

Doses of the Pfizer-BioNTech COVID-19 vaccine are being shipped to all 50 states.

- On Dec. 11, the FDA approved an emergency use authorization for the vaccine.
- 2.9 million doses of the Pfizer vaccine have been delivered.
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Analysis by the FDA shows the Pfizer/BioNTech COVID-19 vaccine to be 94.8% effective.

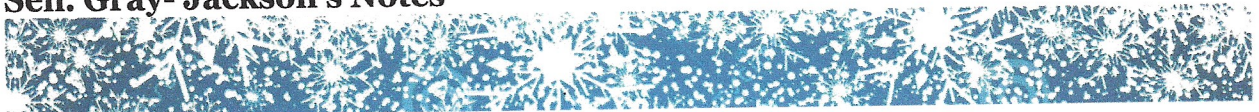
New clinical data suggest the AstraZeneca-University of Oxford COVID-19 vaccine is 70% effective.

If you are not receiving my monthly newsletter, and interested, please let me know.

Interim: 907-269-0174

Session: 907-465-4930

Email: [Keith.Bauguess@akleg.gov](mailto:Keith.Bauguess@akleg.gov) or [Besse.Odom@akleg.gov](mailto:Besse.Odom@akleg.gov)



Greetings Community Council Members,

My name is Ken Bushue and I am a Sergeant with the Anchorage Police Department assigned to Swing Shift Patrol. Some of you may remember me as I have reached out to you before all the restrictions were set in place due to the COVID-19 pandemic. As the individual Community Councils start resuming their meetings via Zoom, it is my goal to start having Officers attend your meeting as best they can. First, I would like to review the program we have in place here at APD.

Each Patrol Shift here at APD (Mid Shift, Day Shift and Swing Shift) have Officers designated as Primary Officers to areas that coincide with the Community Council boundaries. Those Officers work that area on a regular basis in order to work towards a more Community Policing oriented model. Those Primary Officers would be your contact for on-going concerns and problems for that particular area and can help address those concerns throughout the 3 shifts.

While it is my goal to have Officers attend meetings when possible, there are some limitations that I am working with. Swing Shift is the only shift of the 3 that is on-duty and available to attend when Community Councils conduct their meetings. Swing Shift Officers work from 3p.m. – 1a.m. and are actively responding to calls for service. It does present more of a challenge when multiple Community Councils conduct their meetings on the same day as I would have to take more Officers out of service for that time. However, I will do my best to coordinate Officers making an appearance at meetings via Zoom.

If you have a particular meeting scheduled that you would like an Officer attend, please reach out to me at [ken.bushue@anchorageak.gov](mailto:ken.bushue@anchorageak.gov) and I will try to schedule your area Officer. If you have any issues or talking points that you plan to cover, feel free to send them to me so that I can pass them along.

In the near future, I will provide each Community Council with contact information for their Primary Officers or you can reach out to me and I will put you in touch with your Primary Officer(s). One important item to keep in mind, if you have an emergency or need an immediate police response, please call 911 or the non-emergency line, 311 as your Primary Officer may not be readily available.

Thank you for your time,



**Kenneth B. Bushue**  
*Patrol Sergeant Swing Shift*

Anchorage Police Department  
716 W 4<sup>th</sup> Ave, Anchorage, AK 99501  
Office: (907) 786-8723

[ken.bushue@anchorageak.gov](mailto:ken.bushue@anchorageak.gov)





Ms. Kloster,

Good evening, my name is Sgt. Ken Bushue and I am a supervisor for Swing Shift Patrol here at APD. I'm the one responsible for coordinating Officers to attend the CC meetings. I've attached the letter I sent out las August to the then-current CC presidents that might clear up some of your questions. Below you will also see a list of the Officers assigned as primary to your area and their contact information.

I put RJCC down on my calendar as a planned attendance this Wednesday, 1/13/2021. Ofc. Brett Eggiman will be working that day and I will do my best to have him attend the meeting.

Dayshift 0700-1700

Ofc. Justin Spillers, 786-2499, [justin.spillers@anchorageak.gov](mailto:justin.spillers@anchorageak.gov)

Swingshift 1500-0100

Ofc. Brett Eggiman, 786-2444, [brett.eggiman@anchorageak.gov](mailto:brett.eggiman@anchorageak.gov)

Ofc. Ryan Kelley, 786-2485, [ryan.kelley@anchorageak.gov](mailto:ryan.kelley@anchorageak.gov)

Midshift 2300-0900

Ofc. Roman Alexander, 786-3141, [alexander.roman@anchorageak.gov](mailto:alexander.roman@anchorageak.gov)

Ofc. Curtis Wockenfuss, 786-3151, [Curtis.wockenfuss@anchorageak.gov](mailto:Curtis.wockenfuss@anchorageak.gov)

Regards,

[<image001.jpg>](#)

**Kenneth B. Bushue**  
*Patrol Sergeant Swing Shift*

Anchorage Police Department  
716 W 4<sup>th</sup> Ave, Anchorage, AK 99501  
Office: (907) 786-8723

[ken.bushue@anchorageak.gov](mailto:ken.bushue@anchorageak.gov)

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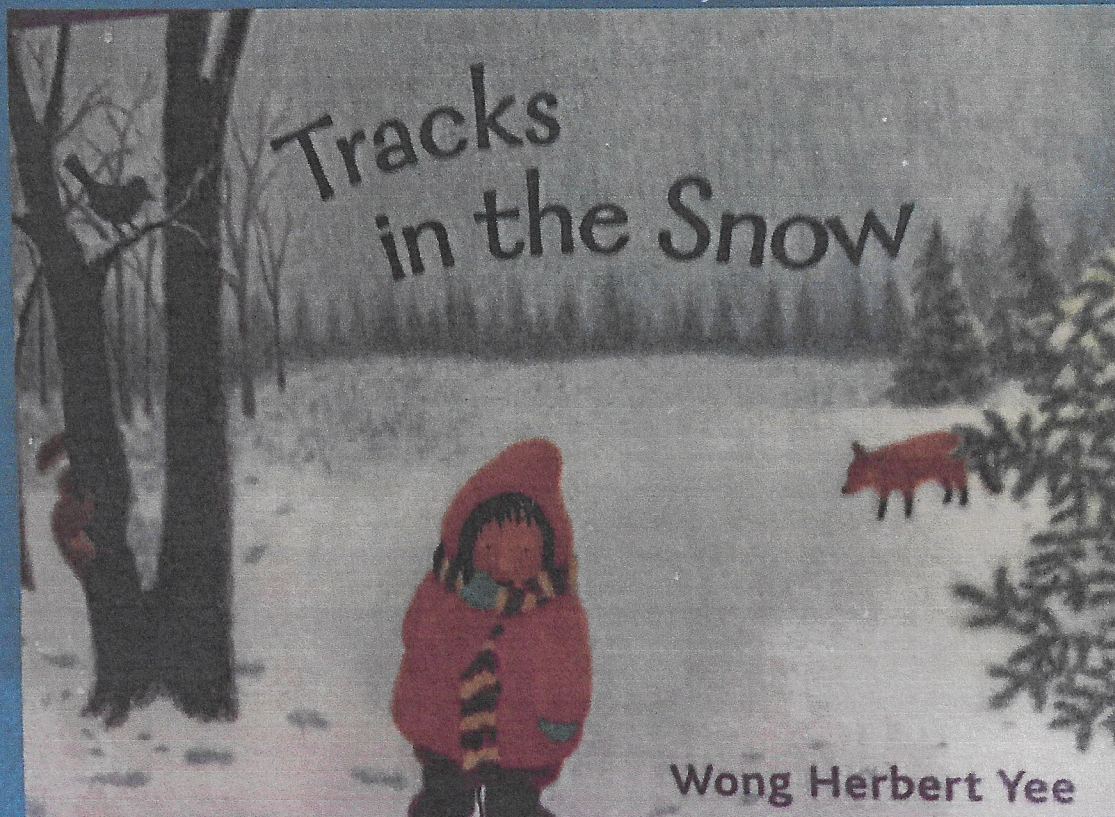


# The StoryTRACKS Walk

at  
**Russian Jack Springs Park**

Every Sunday in January  
12:00pm-5:00 pm

Take a walk to find out who made the mysterious tracks in the snow!



Questions: Call the Selkregg Chalet  
907-343-6992

The StoryTrack walk is brought to you by  
StoryTRACKS



**BEST BEGINNINGS**  
Alaska's Early Childhood Investment



**ANCHORAGE**  
PARK FOUNDATION



# MUNICIPALITY OF ANCHORAGE

Traffic Engineering Department  
4700 Elmore Road, Anchorage, AK 99507



Ph: 907.343.8406  
Fax: 907.343.8488

*Acting Mayor Austin Quinn-Davidson*

January 5, 2021

RE: Streets That Have Qualified for Traffic Calming Assistance (2021 Update)

Anchorage Community Councils:

The Traffic Engineering Department is pleased to provide the Community Councils with an updated list of the streets that have qualified for traffic calming assistance.

Accompanying this cover letter is a list of street segments that were evaluated, and then qualified for traffic calming assistance due to the presence of significant speeding. The list is sorted based upon Community Council area, then street name, to allow Board members of the Councils and the general public to review the data more efficiently – and to also see the results on roadways throughout the Municipality.

This information is based upon field-measured studies. The criterion used to determine program eligibility is an 85<sup>th</sup> percentile speed of at least 6 miles per hour over the posted speed limit. This 85<sup>th</sup> percentile criterion is accepted nation-wide as an industry/professional benchmark for acceptable driver behavior. It should be noted that some data that was considered outdated has been removed from the qualified streets list. If speeding remains a concern on these streets, they may be re-evaluated.

This list will be posted on the Department's Traffic Calming webpage, for future reference.

It is anticipated that each Community Council will rank these proposed traffic calming projects against one another and against other Capital Improvement Priorities for their area. The Traffic Engineering Department will be available to assist the Councils in prioritizing these projects; however, it is expected that the Councils take the lead role since they are in a better position to assess the desires of the community.

The Traffic Engineering Department has included a column for our internal rankings of the severity of these problems. These internal rankings include a factor for speeds, volumes, school zones, pedestrian generators, and sidewalks. These are just intended to provide a somewhat objective measure to assist in weighing the relative merit of competing projects across the entire Municipality. In most cases, the rankings have been slightly updated from last year due to the addition of new priorities and the removal of outdated priorities to the list.

It is important to keep in mind that it would be impractical to solve all these problems at once. The Traffic Engineering Department does have some minimal funds that may be leveraged in the next year to address speeding on a fraction of these streets. Some of the highest priority streets will require additional capital funding to be secured in order to be addressed. Many of these streets will only be economically feasible to fix during the next anticipated street maintenance or reconstruction project.

The Community Councils should familiarize themselves with the streets on this list so that when a maintenance or reconstruction project is proposed by another agency in the future, they can advocate for traffic calming to be incorporated into that effort.

The Traffic Engineering Department will attempt to determine the optimal solution for each street on this list. Factors that will need to be considered in this optimal solution will include, but are not limited to; roadway classification, posted speed limit, traffic volume, existing and desired 85<sup>th</sup> percentile speeds, street width, block length, presence/absence of sidewalks and bicycle facilities, on-street parking utilization, grades, presence of pedestrian generators such as schools and parks, Muni bus routes, primary emergency access routes, accident history, land use, neighborhood character, economics, quality of life, and politics.

The Traffic Engineering Department would also like to mention projects that were done this summer. A traffic calming project on Sunrise Drive in Airport Heights was successfully completed. In addition, Phase II intersection safety improvements for W. 88<sup>th</sup> Ave and Blackberry Street in Sand Lake were successfully completed. Additionally, a substantial number of out of compliance speed humps were replaced this summer. Some of these devices had become liability and operational concerns due to being constructed to improper specifications in the past. The out of compliance devices were replaced with speed humps and speed cushions constructed to the proper specifications, which will be safer for motorists and emergency responders.

All the speed study requests from the 2020 season have been completed. It should be noted that 2020 was a very unusual year for traffic conditions due to Covid-19. On many streets, volumes are expected to be significantly reduced from the typical year. The impact on speeds is a little tougher to predict. Due to this, some streets that were studied in 2020 and included in the Cull List may be eligible for re-evaluation next year at the discretion of the Traffic Engineering Department.

Please feel free to contact me with and comments, questions, or concerns.

Respectfully,



Tim Myland, P.E.  
Assistant Traffic Engineer / Traffic Calming Coordinator

cc: Acting Mayor Austin Quinn-Davidson  
Acting Municipal Manager Anna Henderson  
Assembly Member Christopher Constant  
Assembly Member Jamie Allard  
Assembly Member Kameron Perez-Verdia  
Assembly Member Crystal Kennedy  
Assembly Member Meg Zaletel  
Assembly Member Felix Rivera  
Assembly Member Forrest Dunbar  
Assembly Member Pete Petersen  
Assembly Member Suzanne LaFrance  
Assembly Member John Weddleton



Federation of Community Councils President Daniel George  
Abbott Loop Community Council Chair Bruce Roberts  
Airport Heights Community Council Chair Carolyn Ramsey  
Basher Community Council Chair Donald Crafts  
Bayshore/Klatt Community Council Chair Bob Hoffman  
Bear Valley Community Council Chair Scott Pexton  
Birchwood Community Council Chair Debbie Ossiander  
Campbell Park Community Council Chair Jean Sauget  
Chugiak Community Council Chair Darryl Parks  
Downtown Community Council Chair Sylvia Villamedes  
Eagle River Community Council Chair Sharon Gibbons  
Eagle River Valley Community Council Chair Dave Schade  
Eklutna Valley Community Council Chair Margan Grover  
Fairview Community Council Chair Allen Kemplen  
Girdwood Board of Supervisors  
Glen Alps Community Council Chair Greg Kuijper  
Government Hill Community Council Chair Jody Sola  
Hillside Community Council Chair Bruce Vergason  
Huffman/O'Malley Community Council Chair Matt Burkholder  
Midtown Community Council Chair Ric Davidge  
Mountain View Community Council Chair Kirsten Swann  
North Star Community Council Chair Matt Johnson  
Northeast Community Council Chair Rachel Boudreau  
Old Seward/Oceanview Community Council Chair Roselynn Cacy  
Portage Valley Community Council Chair Joanne Blackburn  
Rabbit Creek Community Council Chair Ky Holland  
Rogers Park Community Council Chair Steve Lindbeck  
Russian Jack Community Council Chair Kendra Kloster  
Sand Lake Community Council Chair Parker Haymans  
Scenic Foothills Community Council Chair Karen Bronga  
South Addition Community Council Chair Moira Gallagher  
South Fork Community Council Chair Joe Wright  
Spenard Community Council Chair Lindsey Hajduk  
Taku/Campbell Community Council Chair Ron Jordan  
Tudor Area Community Council Chair Tod Butler  
Turnagain Community Council Chair Cathy Gleason  
Turnagain Arm Community Council Chair Piper Machamer  
University Area Community Council Chair Paul Stang

Representative Matt Claman  
Representative Harriet Drummond  
Representative Kelly Merrick  
Representative Andy Josephson  
Representative Gabrielle LeDoux  
Representative Laddie Shaw  
Representative Lance Pruitt  
Representative Ivy Spohnholz  
Representative Geran Tarr  
Representative Chris Tuck  
Representative Sara Rasmussen  
Representative Zack Fields  
Representative Jennifer Johnston  
Representative Chuck Kopp  
Representative Mel Gillis  
Representative Sharon Jackson  
Senator Mia Costello  
Senator Josh Revak  
Senator Cathy Giessel  
Senator Elvi Gray-Jackson  
Senator Lora Reinbold  
Senator Bill Wielechowski  
Senator Tom Begich  
Senator Shelley Hughes  
Senator Natasha Von Imhof  
Municipal Traffic Engineer John Crapps, P.E.  
Associate Traffic Engineer Kristen Langley / Safety Section Supervisor



2021 Neighborhood Traffic Calming Program - Qualified Streets List

Street of Concern	Speed Limit	Traffic Volume	From	To	Direction	85th % Speed	Speed Difference	Rank <small>(change)</small>	Year Studied
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**Old Seward/Oceanview**

Oceanview Drive	25	1229	Cross Road	to	High View Drive	Eastbound	35	10	16 <small>(New)</small>	2020
						Westbound	28	3		
		718	High View Drive	to	High View Drive	Both	25	0		
Landmark Street	25	732	E Huffman Road	to	Kruge Ave	Northbound	31	6	20 <small>(N.C.)</small>	2016
						Southbound	24	-1		

**Russian Jack**

Caribou Ave	20	885	Boniface Pkwy	to	Fireoved Drive	Both	28	8	24 <small>(New)</small>	2020
		341	Fireoved Drive	to	Davis Street	Both	28	8		
E 8th Ave	20	531	Pine Street	to	Hoyt Street	Both	27	7	25 <small>(New)</small>	2020
		697	Hoyt Street	to	Bragaw Street	Both	27	7		
E 24th Ave	20	1223	Boniface Parkway	to	Glacier Street	Both	27	7	23 <small>(N.C.)</small>	2016
Kenai Ave	20	664	Pine Street	to	Bunnell Street	Eastbound	28	8	4 <small>(N.C.)</small>	2016
						Westbound	22	2		
		855	Bunnell Street	to	Davis Street	Eastbound	22	2		
						Westbound	26	6		

2021 Neighborhood Traffic Calming Program - Cull List

Street of Concern	From	To	Speed Limit	Traffic Volume	85th % Speed	Year Studied
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**Old Seward/Oceanview**

<b>Beachcomber Drive</b>	Mariner Drive	Briny Circle	25	238	25	2014
<b>Bonnie Jean Court</b>	Mary Ave	*Dead End*	25	221	22	2014
<b>Hace Street</b>	Huffman Road	Kruege Ave	25	285	22	2014
<b>High View Drive</b>	Oceanview Drive	Oceanview Drive	25	409	27	2020
<b>Kruege Ave</b>	Brandon Street	Landmark Street	25	681	22	2016
<b>Lighthouse Court</b>	Mariner Drive	Nora Drive	25	347	26	2013
<b>Mariner Drive</b>	Lighthouse Court	Highview Drive	25	198	20	2015
<b>Nora Drive</b>	Oceanview Drive	Lighthouse Court	25	591	26	2015
<b>Ocean Park Drive</b>	Johns Road	Ellen Ave	25	224	20	2014
<b>Oceanview Drive</b>	Cross Road	Old Seward Highway	25	841	26	2013
<b>Stephenson Street</b>	Helen Drive	Diggins Drive	25	272	25	2014
<b>Tanada Loop</b>	Landmark Street	Landmark Street	25	159	23	2016
<b>Troy Street</b>	Helen Drive	Tammy Ave	25	173	21	2015
<b>Venus Way</b>	Cross Road	Oceanview Drive	25	227	23	2013
<b>Venus Way</b>	Old Seward Hwy	Gwenn Drive	25	299	18	2013

**Rogers Park**

<b>Crestwood Street</b>	Rogers Park Court	E 27th Ave	25	68	28	2013
<b>Lovejoy Drive</b>	E Northern Lights Blvd	Porter Place	25	162	24	2013
<b>Zarvis Place</b>	Redwood Street	Wentworth Street	25	282	25	2017

**Russian Jack**

<b>E 3rd Ave</b>	Pine Street	Lane Street	20	1168	23	2014
<b>E 7th Ave</b>	Hoyt Street	Pine Street	20	214	23	2014
<b>Hoyt Street</b>	E 4th Ave	E 7th Ave	20	458	21	2020
<b>Hoyt Street*</b>	E 7th Ave	San Roberto Ave	20	367	27	2020*
<b>Klevin Street</b>	San Roberto Ave	E 4th Ave	20	579	22	2014
<b>San Ernesto Ave</b>	San Antonio Street	San Fernando Street	20	441	23	2020



2021 Neighborhood Traffic Calming Program - Project Summary

**Projects Completed in 2020**

Sunrise Drive at 18th Avenue Channelization/Traffic Calming	in Airport Heights
W 88th Ave at Blackberry Street Intersection Safety Traffic Calming	in Sand Lake
Speed Hump Reconstruction Project	in Government Hill, Hillside, Old Seward/Oceanview, Sand Lake, South Addition, Spenard, Taku Campbell, University Area

**Projects Planned for 2021 Construction**

6th Avenue and Cherry Street Traffic Calming	in Northeast
Beaver Place Permanent Radar Speed Signs	in Northeast
Petersburg Intersection Traffic Calming	in Abbott Loop