

# **2007 Turnagain Community Council Ranking**

Recommendations on the Municipality of Anchorage's  
ROADS Capital Improvement Project List  
Approved June 7, 2007

## **MUNICIPAL ROAD PROJECT RANKING:**

1. **Turnagain Street Upgrade – W. Northern Lights Boulevard to 35<sup>th</sup> Avenue** — Upgrade using Context Sensitive Design. Curbs, drainage, pedestrian facilities on at least one side of road, and landscaping. Any design should be sensitive to property owner impacts.
2. **35<sup>th</sup> Avenue and McRae Street Upgrade – Wisconsin St. to Spenard Rd.** — While TCC formally voted to delete this project from last year's ranking, we now support the project contingent upon agreements in site design, traffic calming features, landscaping, and property acquisition between the Municipality and the 35<sup>th</sup> & McRae Neighbors for a Safe Community group.
3. **Turnagain Area Traffic Calming and Safety Improvements** — TCC supports implementation of projects identified in the Traffic Calming Study completed in 2006.
4. **West Northern Lights Blvd. Pedestrian Improvements – Lois Dr. west to Captain Cook Estates Cir.** — TCC supports this project in the form of a walkway, as recommended in the Anchorage Pedestrian Plan that we commented on earlier this year. Because of the constraints of the area, a narrower walkway, rather than a sidewalk, is appropriate. We do want to make sure that any design does not impair/impact Fish Creek in this immediate area. (Please note, the goal on the MOA CIP list refers to the *north* side and it should be the south side.)
5. **Turnagain Boulevard Upgrade – 35<sup>th</sup> Avenue to Spenard Road** — Upgrade using Context Sensitive Design. Curbs, drainage, pedestrian facilities on east side of road to connect with trail through Fish Creek Park; if room, sidewalk on west side. Any design should be sensitive to property owner impacts.
6. **Hillcrest Off-Ramp – Minnesota Dr. to Hillcrest Dr.** — TCC understands state funding is available to initiate this project that includes rehabilitation of the existing pavement and safety improvements of the intersection of the ramp and Hillcrest Dr.
7. **Coastal Trail Access from Marston Dr. Rehab and Relocation** — Provide pavement trail rehabilitation on two access points from Marston Dr. to the Tony Knowles Coastal Trail.
8. **Milky Way Drive Surface Rehab – Aero Ave. to Wisconsin St.** — Rehabilitate existing pavement **ONLY**. TCC does not support any easement acquisition or utility work as part of this project.
9. **Marston Dr./Foraker Dr. RID/LID/WID** — If funding is approved, TCC recognize the project will move forward.

10. **West Northern Lights Blvd. Sound Barrier Fence along Churchill Dr.** — While TCC is on record supporting this project in concept, appropriate design and minimal existing vegetation disturbance are essential during implementation.
11. **Turnagain Parkway Surface Rehabilitation – Illiamna Ave. to Northern Lights Blvd.** — The existing road condition is fine; this is a low priority for TCC.
12. **Lakeshore Dr. Extension/Upgrade – Aero Ave. to Wisconsin** — Please note that Aero Ave. does not extend down to Lakeshore Dr.; it stops at 36<sup>th</sup> Ave., so TCC feels the description of this project is questionable. TCC has also learned the Heritage Land Bank has had discussions with Ted Stevens Anchorage International Airport with regard to the airport acquiring the western portion of Lakeshore Dr. TCC requests more information on this proposal and also how this CIP project would integrate with that potential airport acquisition.

**TCC Requests that the following ROAD Projects be DELETED from the TCC CIP List:**

**Forest Park Dr. Upgrade – Hillcrest Dr. to Northern Lights Blvd.** — Local residents have consistently opposed any major upgrades to this road. TCC has also passed a resolution opposing any reclassification of the road from a local designation to a collector designation in the OSH&P. TCC requests that this project be deleted from the CIP list.

**Northern Lights Boulevard Upgrade Phase IV – Postmark Drive to Nathaniel Court** TCC has consistently requested the deletion of this project from the CIP list and we will continue to oppose any upgrade to this section of W. Northern Lights. Specifically, we oppose: 1) pedestrian amenities along the road, as the public is well served by the existing Earthquake Park Trail and Coastal Trail; 2) widening of existing lanes or shoulders or lane additions; 3) clearing of existing vegetation or filling of wetlands; and 4) upgrades to accommodate airport-generated traffic from Ted Stevens Anchorage International Airport North Airpark and West Airpark onto WNL, which negatively impacts the Turnagain residential neighborhood.

**Point Woronzof Dr. Upgrade – Postmark Dr. to west end** — TCC opposed this project last year and again opposes any upgrade to this road, including the same four items listed in the project above. In addition, the bluff at Pt. Woronzof is experiencing a high rate of erosion, resulting in reduction of the land mass between the fenced-in area at the end of the North/South runway and the bluff. In order to protect the integrity of the Tony Knowles Coastal Trail (which has already had to be relocated inland in this area due to erosion), any removal of vegetation associated with an upgraded road project could accelerate the erosion and further jeopardize the trail.

**International Airport Rd. Interchange at Postmark Dr.** — While some kind of capacity improvements may ultimately be needed at this intersection, TCC questions the need for an interchange and feels raising the elevation of traffic noise that would carry out into our neighborhood would result in a substantial negative impact.

**Minnesota Dr. Northbound Expansion – 16<sup>th</sup> Ave. to 26<sup>th</sup> Ave.** — TCC is on record opposing this project and submitted comments September 26, 2005, during, the Long-

Range Transpiration Plan comment period. Following is a summary of those comments:

Even though this proposed road project is not located within Turnagain Community Council boundaries, Turnagain residents use this road as their major thoroughfare to downtown from our neighborhood — impacts associated with this proposal would far outweigh any benefit.

There is no demonstrated need for this additional lane; traffic flows relatively smoothly along this stretch of Minnesota, even during rush hour, except when road conditions during bad weather deteriorate, then it slows down. It seems that's a good thing; bad road conditions should warrant a slow down, especially in that curved area at Westchester Lagoon.

There is no readily available land to add a third lane from 26th Ave. to 16th Ave., so drastic, costly, and parkland-degrading measures would need to be taken to accommodate any widening of the road — let alone the addition of a sidewalk and pathway, as would likely be included in the project description.

This proposal runs contrary to goals in the Long-Range Transportation Plan: "Develop an attractive and efficient transportation network that takes into account the cost of building, operating, and maintaining a system that considers the equity of all users, and the secondary costs associated with all other community values." And, "Balance the project purpose with landscaping and other aesthetic considerations." There's already important buffering between a busy road and residential areas that would have to be removed to make room for another lane along this stretch of Minnesota Dr., and removal of naturally vegetated parkland and filling of a portion of the lagoon would certainly degrade the aesthetics of the area.