

# 2008 Turnagain Community Council Ranking Recommendations on the Municipality of Anchorage's Capital Improvement Project List Approved June 5, 2008

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. **Tony Knowles Coastal Trail Rehabilitation** — Rehabilitate, through bio-engineering improvements, to address erosion/drainage and deterioration along the trail.
3. **35<sup>th</sup> Avenue and McRae Street Upgrade – Wisconsin St. to Spenard Rd.** — TCC supports 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.
4. **Turnagain Area Traffic Calming and Safety Improvements** — TCC supports implementation of projects identified in the Traffic Calming Study completed in 2006.
5. **Coastal Trail Buffer/Greenbelt Acquisition** — Acquire undeveloped land as it becomes available west of Lyn Ary Park to Earthquake Park for protected Coastal Trail greenbelt designation. Because the city is initiating road construction in 2008 to access this land, it is a high priority that the city identify and acquire any available land before it is cleared and developed for housing.
6. **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 problem description on the MOA CIP list refers to the north side and it should be the south side.)*
7. **Lloyd Steele & Balto Seppala Parks** — TCC notes that construction is slated for 2008 — we assume this is only for the footbridge, which received a \$30,000 State Grant in 2006. Design and construction of the multi-use trail that would surround and connect both parks, as per conceptual plan in park Master Plan, is still needed.
8. **Earthquake Park** — Install low-level parking lot lighting and security cameras. Upgrade landscaping.
9. **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.
10. **Hillcrest Off-Ramp – Minnesota Dr. to Hillcrest Dr.** — Replace pavement or overlay pavement due to deterioration.

11. **Lyn Ary Park** — Redesign trail for improved/safer access to Coastal Trail. Redesign sledding hill for safe use. Replace perimeter bollards with lower maintenance materials. Upgrade parking lot. Resurface tennis court. TCC notes that the status refers to the “master plan effort is anticipated to be completed by mid-summer 2008. This is a concern, as TCC does not meet in the summer and we have not been part of any mastering planning process to date.
12. **Fish Creek Improvements – Cook Inlet to Lake Otis** — TCC supports water quality and drainage capacity improvement projects for the entire stretch of Fish Creek, including daylighting the creek wherever possible.
13. **Tony Knowles Coastal Trail to Fish Creek Trail Connection** — Turnagain CC supports this project, but emphasizes that any design should be sensitive to property owner impacts as well as impacts to creek and adjacent riparian habitat.
14. **Pt. Woronzof Park** — The only capital improvement needed for this area is park signage along the Coastal Trail and Pt. Woronzof Road identifying park boundaries, so the public knows it is parkland, not airport land.
15. **Margaret Sullivan Park (Westchester Lagoon)** — Projects include a children’s play area, safety upgrades to the Trail Watch Headquarters, trail safety improvements, parking, lighting and winter access improvements. TCC supports these projects, but desires no/minimal vegetation removal to ensure the aesthetic/habitat quality of the park are preserved.
16. **Milky Way Drive Surface Rehab – Aero Ave. to Wisconsin St.** — Rehabilitate existing pavement and repair deteriorating curbs.
17. **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 and maintenance responsibility needs to be clarified.
18. **Turnagain Parkway Surface Rehabilitation – Illiamna Ave. to Northern Lights Blvd.** — The existing road condition is fine; this is a low priority for TCC.
19. **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. During the airport’s General Aviation Master Plan public process, TCC learned that 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.
20. **Marston Dr./Foraker Dr. RID/LID/WID** — TCC recognizes the project will move forward, assuming bond funding is in place.

**TCC Requests More Information on the Following Project Before We Can Assign Any Ranking:**

**Northern Lights Blvd. @ Minnesota Dr. Pedestrian Safety & Capacity Improvements (HSIP)** — The MOA’s listing of this project in its CIP is the first TCC has heard about this project proposal and is surprised that it is slated for design in 2009. While we can see how this

would improve pedestrian safety at this hazardous intersection (pedestrian safety has been compromised with the addition of the dedicated right-hand turn lane onto WNL from southbound Minnesota in 2006), TCC would like more information and traffic modeling study results to see how adding two left-hand turn lanes and eliminating the left/thru lane would impact thru traffic to the west on WNL (i.e., how would it affect traffic in the south thru lane east of the intersection – would it back up significantly more than it does now at rush hour?).

**TCC Requests that the following PARK Project be DELETED from the TCC CIP List:**

**Coastal Trail Access from Marston Dr. Rehab and Relocation** — TCC was under the impression that this trail relocation project was being funded under AWWU's Pump Station 10 construction project and/or the Marston/Foraker RID/LID/WID project, as the necessity to relocate the trail is a direct result of the extension of Marston Drive to the north to build/access the new facility and the residential lots. TCC has provided input into the design of this trail relocation, so we are confused why "a 2008 state grant has been requested to fund design and construction," as stated on the MOA's Turnagain CIP list. TCC feels strongly that any costs associated with this trail relocation project be funded as part of the pump station and/or road construction projects.

**TCC Again Requests that the following ROAD Projects be DELETED from the TCC 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 consistently 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 acknowledges that the road needs new paving, we are on record opposing this project and submitted comments September 26, 2005, during the Long-Range Transportation 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.