

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.