

**Turnagain Community Council Ranking Recommendations  
for the Municipality of Anchorage's  
2011 Capital Projects Needs List —  
STATE OF ALASKA  
Approved by TCC May 6, 2010**

1. **W. Northern Lights Blvd. Drainage Improvements under the Alaska Railroad Overpass (ADDITION TO LIST)** — There has been a long-term drainage problem during spring break up and at times of heavy rain under the railroad overpass on W. Northern Lights Blvd. This problem poses a safety hazard when vehicles spray water that obstructs adjacent passing vehicles' views. TCC requests funding to evaluate the problem, identify solution(s) and implement project.
2. **W. Northern Lights Blvd. Rut Repair — Minnesota Dr. to Wisconsin St.** — Overlay or resurface the existing roadway.

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

**Point Woronzof Dr. Upgrade – Postmark Dr. to west end** — TCC consistently opposes any upgrade to this road, including the same four items listed for Phase IV-Postmark Dr. to Nathaniel Ct. 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.

**Minnesota Dr. Northbound Expansion – 16<sup>th</sup> Ave. to 26<sup>th</sup> Ave.** — TCC continues to oppose 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.