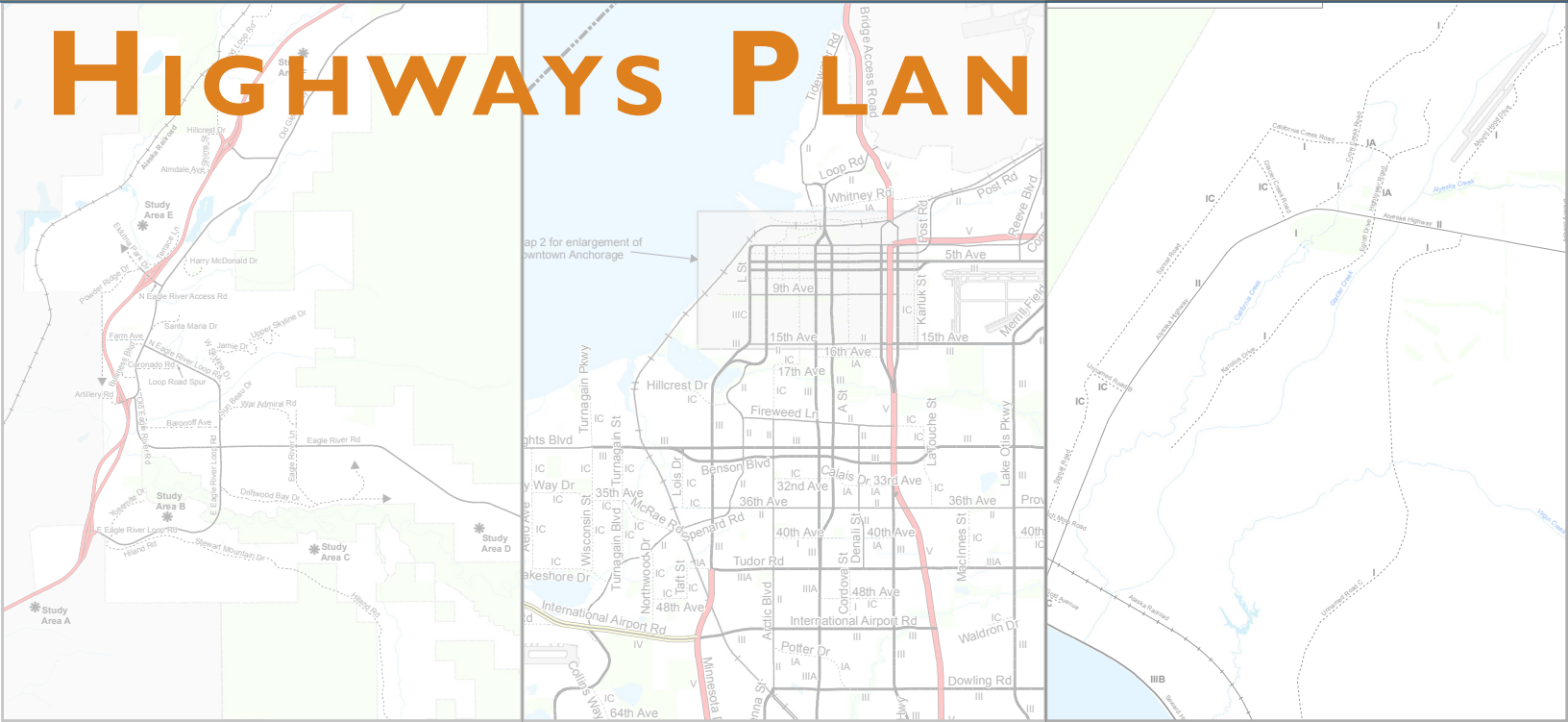


# OFFICIAL STREETS AND HIGHWAYS PLAN



Adopted June, 2014

Maps,  
Policies,  
and  
Standards

Municipality of Anchorage



# OFFICIAL STREETS AND HIGHWAYS PLAN

Adopted as an element of the Comprehensive Plan, June 24, 2014 by Assembly Ordinance 2014-63

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SECTION 1

INTRODUCTION

The Official Streets and Highways Plan (OS&HP) provides a means for the community to prepare for future development through establishing the location, classification, and minimum rights-of-way of those streets and highways required to accommodate the street and highway transportation needs of the community in years to come. The OS&HP complements the Municipality of Anchorage's comprehensive plans by contributing to the implementation of the community's transportation goals expressed in these plans. Streets and highways are closely linked with community development; planning for land use and the transportation system should be integrated as much as practicable.

The OS&HP for the Municipality of Anchorage consists of the policies and standards that guide the community in creating the necessary street and highway grid, and the maps that graphically depict the hierarchy of existing and planned streets and highways that form the transportation system. The OS&HP maps are based on the policies and standards set forth in this document; however, where maps conflict with the policies and standards, the maps shall govern.

The OS&HP prescribes the location and classification of present and future primary streets within the Municipality. It governs decisions on right-of-way widths and major right-of-way alignments for proposed subdivisions. In addition, the OS&HP guides the Planning and Zoning Commission in its review of conditional uses, site plans, and zoning actions. The OS&HP supplements Anchorage Municipal Code Title 21 Land Use Planning in regard to the major street and highway grid serving the Municipality.

The locations of major and minor arterials and collector streets must be established in advance of land subdivision in order to avoid the need to acquire the necessary rights-of-ways for planned highways and streets at a higher cost in later years. However, final alignments may vary from those shown on the OS&HP maps. Most freeway, expressway, and major and minor arterial alignments are finally determined after environmental impact review. Collector and local road alignments are determined during design and platting of new subdivisions.

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### RELATIONSHIP TO THE METROPOLITAN TRANSPORTATION PLAN

The OS&HP is one implementation tool of the Metropolitan Transportation Plan (MTP). Information acquired during an update of the Metropolitan Transportation Plan is relied upon heavily for the necessary data required in determining highway and street patterns and locations shown in the OS&HP. Considerable analysis of new demographic and transportation data is completed before extensive computer modeling techniques are used to determine transportation system needs.

Although the AMATS MTP is subject to review and revision every four years, the major transportation network facilities that are identified are considered to be essential for the effective development of Anchorage's overall streets and highways system. The MTP forms much of the basis for the recommendations contained in the OS&HP. The OS&HP becomes the implementing instrument for the transportation plan by officially identifying by ordinance, the location, classification, and minimum right-of-way requirements of the street and highway system needed to meet long-range transportation goals over the next 25 years.

### RELATIONSHIP TO MUNICIPAL CODE (TITLES 9, 21, AND 24)

The classifications in the OS&HP are used in other chapters of municipal code to differentiate various requirements based on different street types. In Title 9 (the traffic code) and Title 24 (the street use ordinance), the OS&HP street classifications are used to determine what street closure notifications must go to the municipal Traffic Engineer (9.14.130), which streets are appropriate for large trucks (9.46.400), and where permits are required for street solicitation (24.80.015). Title 21 has setback requirements, landscaping requirements, and some use-specific requirements based on the functional classifications of the OS&HP. Title 21 also addresses the development requirements for some street types.

### RELATIONSHIP TO THE STATE OF ALASKA FUNCTIONAL CLASSIFICATION PLAN

The State of Alaska also applies functional classifications to public streets, in order to guide roadway design, plan access management, and help evaluate Statewide Transportation Improvement Program (STIP) funding. Future revisions to the Official Streets and Highway Plan should evaluate and eliminate the inconsistencies in functional classifications resulting from classification by both the MOA and DOT&PF.

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## OFFICIAL STREETS AND HIGHWAYS PLAN

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However, some differences do exist between the State classifications and the OS&HP, due to differences in the functional classification categories and between the goals of MOA/AMATS and DOT&PF. Information regarding the State of Alaska Functional Classification Plan can be found at:

<http://www.dot.state.ak.us/stwdplng/fclass/mapsdocs.shtml>.

### THE OS&HP AND FREIGHT

Safe and efficient movement of freight throughout the Municipality is vital to the community's economic vitality. As noted above, Title 9 of Anchorage Municipal Code uses the OS&HP functional classifications to determine which streets may be used by commercial vehicles. Such trucks are prohibited on local streets and collectors in residential areas, unless the truck is making a delivery or pickup, or is providing a business service where the truck is an essential part of the service (9.46.410). Title 9 also designates truck routes in the Central Business District (9.46.400). The Municipal Traffic Engineer may designate additional truck routes, and in the future, MOA/AMATS plans to designate truck routes throughout the whole municipality. Streets designated as truck routes would have special attention paid to street width, turning radii, signal timing, and other elements critical for safe and efficient truck movement.

### ADOPTION OF AN OFFICIAL STREETS AND HIGHWAYS PLAN

The adoption of the OS&HP sets the policy of the Municipality as to the present and future classification of streets; establishes the location of these streets; and indicates the intended function and traffic usage on the major street system. Streets functionally classified in the OS&HP are shown on maps 1, 2, 3, 4, and 5, and are listed in the appendix.



SECTION 2

PLAN DEVELOPMENT

PROCESS

Development of the Official Streets and Highways Plan involves the identification of issue areas within the present system of streets and highways and a projection of street and highway needs in the future. Current and future service level deficiencies, identified in the 2035 Metropolitan Transportation Plan, are principally used to identify the extent of existing and future transportation issues.

Following identification of these system deficiencies, potential street and highway networks are incrementally tested to determine specific highway improvements necessary to achieve an acceptable street and highway system which will adequately accommodate demands placed upon it. The development of this OS&HP relies upon the findings drawn from these network analyses. Completed subarea studies and adopted plans provide additional information and identify local needs.

A Citizen's Advisory Committee (CAC) made up of representatives from each of the community councils affected by changes in street classifications in this revision provided an important contribution to the process. Technical staff from the Municipality and the Alaska Department of Transportation and Public Facilities (DOT&PF) rounded out the CAC to review and recommend changes to the current OS&HP, which formed the basis of this plan revision.

SYSTEM CLASSIFICATION

The OS&HP recommends and identifies a system of streets and highways. Based upon the function of a highway or street, a roadway is classified to best reflect its primary use, both current and projected. A good classification plan calls for a network of streets that integrates commercial and industrial development, schools, parks, residential areas, and highways. It should support land use objectives and at the same time provide for improved traffic circulation.

Some of the factors involved in designating streets for an appropriate system are the travel desires of automobile, truck, and transit users; the access needs of adjacent land development; the network pattern of existing streets; and existing and proposed land uses.

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## OFFICIAL STREETS AND HIGHWAYS PLAN

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A street classification plan reflects the location of traffic generators (places where trips begin), the amount and location of through traffic movement, and the access needs of abutting property. In evaluating these factors, present and future traffic requirements, as well as land use patterns, must be considered.

Information used in classifying streets is obtained from origin-destination data, traffic volume counts, and street inventories. Other information, such as land use data and prospective commercial, industrial, and residential development, indicate requirements for access. Preservation of neighborhoods by diverting through traffic is also a basic objective.

The OS&HP identifies and recommends a system of streets, including freeways, expressways, major and minor arterials, and collector streets, required to meet the Municipality's future traffic needs. The plan shows a basic grid system somewhat modified by topography, present land uses, and the existing street system. The street system was developed following extensive analyses performed during the long-range planning process, and also reflect the findings of several subarea studies and input from the public.

The system of freeways, expressways, major and minor arterials and collector streets recommended in the OS&HP reflects and helps implement the following goals of various municipal comprehensive plan elements:

- ◆ Mobility and Access: A transportation system, based on land use that moves people and goods safely, conveniently, and economically, with minimal adverse impact on the community. (Anchorage 2020)
  - ◆ Ensure development of a transportation network that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides alternative transportation types and is compatible with planned land use patterns. (Chugiak-Eagle River Comprehensive Plan Update—December 2006)
  - ◆ Economic Vitality: A transportation system that supports a thriving, sustainable, broad-based economy for Anchorage by locating and using transportation infrastructure and facilities to enhance community development. (Anchorage Bowl/Chugiak-Eagle River 2035 Metropolitan Transportation Plan.)
  - ◆ Optimize Community Connectivity: Establish community connectivity with safe, convenient year-round auto and non-auto travel routes within and between
-

neighborhoods, commercial centers, and public facilities. (Anchorage Bowl/ Chugiak-Eagle River 2035 Metropolitan Transportation Plan.)

- ◆ Improve Mobility and Access in Anchorage and the Region: Improve access to goods, jobs, services, housing, and other destinations. Provide mobility for people and goods throughout the region in a safe, affordable, efficient, and convenient manner. (Anchorage Bowl / Chugiak-Eagle River 2035 Metropolitan Transportation Plan.)
- ◆ Ensure development of a balanced transportation network for people, goods and services that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides alternate transportation types, and is compatible with planned land use patterns. (Anchorage Bowl / Chugiak-Eagle River 2035 Metropolitan Transportation Plan.)

### SECTION 3

## FUNCTIONAL CLASSIFICATIONS

The characteristics of a street and highway system reflect whether efficient through movement or direct access to property is the main service requirement. Movement or access should be obtained with maximum safety. The quality of service that a street system provides depends on how well each street is performing in relation to its primary purposes and in relation to its operational characteristics.

Various standards can be applied to the street and highway system to help determine the location, spacing, and number of lanes required to adequately accommodate the existing and anticipated volume of traffic the facility will be serving. The standards can vary based upon the character of the surrounding land uses and the area's anticipated growth. Table 1 summarizes these standards.

The figures for traffic volume (average annual daily traffic) listed in Table 1 should be considered as an indication of the usual traffic volumes experienced by a particular type of facility and not as a fixed amount. Lane requirements should also be viewed as flexible, with the actual number of lanes being determined in project design studies.

## OFFICIAL STREETS AND HIGHWAYS PLAN

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In order for the various street classes to function adequately, basic design criteria should be met. Standards have been formulated for geometric design of roadways. The Design Criteria Manual has typical design cross sections for most of the street classifications of the OS&HP.

**TABLE 1**  
**SPACING AND LANE REQUIREMENTS**

Facility Type	Area Types	Minimum Spacing	Average Annual Daily Traffic	Number of Lanes
Freeway	ALL	2 miles	Over 40,000	Variable
Expressway	ALL	2 miles	Over 20,000	4 - 6
Major Arterials	Central Business District	1/4 mile	Over 20,000	4 - 6
	Commercial/Industrial Districts	1/4 mile	Over 20,000	4 - 6
	Residential (high density)	1 mile	Over 20,000	4 - 6
	Residential (low density)	1 mile	Over 20,000	4 - 6
Minor Arterials	Central Business District	1/8 mile	10,000 - 20,000	2 - 4
	Commercial/Industrial Districts	1/4 mile	10,000 - 20,000	2 - 4
	Residential (high density)	1/2 mile	10,000 - 20,000	2 - 4
	Residential (low density)	1 mile	10,000 - 20,000	2 - 4
Collectors	Central Business District	1/8 mile	2,000 - 10,000	2 - 4
	Commercial/Industrial Districts	1/8 mile	2,000 - 10,000	2 - 4
	Residential (high density)	1/4 mile	2,000 - 10,000	2
	Residential (low density)	1/2 mile	2,000 - 10,000	2
Local	ALL	Variable	Less than 2,000	1 - 2

### FREEWAYS

Freeways are limited access, high-speed roadways with grade-separated interchanges. Their only function is to carry traffic. Because access is controlled and parking and at-grade intersections are not allowed, they are highly efficient transporters of goods and people. Freeways are major barriers separating land uses and communities, and blocking wildlife passage. The cost of building freeways is very high, principally because of the cost of taking developed urban lands for rights-of-way. Because of their economic cost, as well as social and environmental impacts, the need for new, additional freeway facilities must be carefully evaluated.

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## OFFICIAL STREETS AND HIGHWAYS PLAN

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These streets will be serving over 40,000 trips a day. They should be built to freeway design standards with full grade separations at intersecting streets. Careful attention should be given to all details related to their design and the surrounding land. An average minimum spacing of two miles should be followed where possible.

The following general guidelines should be followed in planning for and phasing freeway construction in the Municipality:

- ◆ Freeways should either connect or provide easy access to major traffic generators throughout the urban area. They should also be designed to handle through traffic, although this should be given secondary consideration due to the small percentage of total trips that are classified as through trips within the urban area.
- ◆ Freeway locations should not bisect communities, neighborhoods, or other areas whose function would be impaired by such construction, nor should they erect a barrier between populated areas and recreation areas. Where such an area is bisected, provision should be made for access across the freeway, particularly at those locations where fairly extensive pedestrian movement can be expected in the future.
- ◆ Construction of freeways should only be considered when the arterial system cannot meet the demand placed upon it. Traffic volumes must be well in excess of the design capacity of major arterials before freeway construction is considered. The total cost of freeway construction, including socio-economic costs must be determined to insure the best route is selected. Provisions for landscaping, in order to provide a buffer, improve aesthetics, and to serve as a major entrance to and through the community, should also be included.

### EXPRESSWAYS

Expressways are divided arterial highways for through traffic with full or partial control of access, and with intersections either at grade or grade-separated. Expressways differ from freeways by the degree to which access is fully controlled.

Partial access entails preference to through traffic but with provisions for selected limited crossings at-grade. Expressways may be further distinguished by their somewhat slower design speeds and reduced design requirements for vertical and horizontal alignments. Because access can be provided through normal intersectional design rather than through interchanges, and because design requirements are somewhat less

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stringent than for freeways, expressways can be considerably less expensive. In effect, expressways perform many of the functions of, and are designed similarly to major arterials. They differ from arterials in that the control of access is considerably more stringent, and is normally limited to major/minor arterial connections.

Typically serving over 20,000 trips per day, these streets are distinguished by their higher speeds, heavy traffic, and the allowance of a limited number of at-grade intersections. Spacing between expressways should be limited to a minimum average of 2 miles.

In order to ensure that expressways effectively perform their through traffic function and are designed to limit at-grade access connections, the following guidelines in expressways location and development should be followed:

- ◆ Expressways should function as through traffic roadways connecting major employment and activity centers with residential areas or serving as bypass routes for areawide through trips.
- ◆ Expressways should be designed for either full or partial access control. Residential and collector streets or private driveway connections should not access onto expressways. Subdivisions should be developed with reverse-lot design to prevent direct access from residential lots or small clusters of such lots.
- ◆ Expressways should be located so they will not bisect neighborhoods, communities, or other areas whose function would be impaired by the construction and operation of these facilities. Provision for safe pedestrian crossings should be provided in activity areas. Provisions for landscaping should also be included, in order to buffer the effect of vehicular operations upon adjacent areas, improve aesthetics, and serve as a major entrance to and through the community.

### ARTERIAL STREETS

The first and most important function of arterials is to move large volumes of vehicles and goods. Arterials accommodate longer trips from one part of the community to another. Access to adjacent lands is a secondary consideration for an arterial.

In addition to serving the functions of moving large volumes of traffic, major and minor arterials also serve as routes for utilities and as a means of providing access to open space. However, arterials should be primarily designed for the movement of traffic with compromises only as necessary to serve adjoining properties. These facilities should be

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landscaped and include provisions for the control of driveway and curb access. The intent of this plan is to provide for the minimization of uncontrolled access in order to both reduce conflicting vehicular movements and increase traffic carrying capacity. The differences between major and minor arterials stem from their intended access and traffic carrying functions. The following definitions generally identify the principal distinctions between the two types of facilities.

### *MAJOR ARTERIALS*

Major arterial streets are for moving large volumes of inter-area traffic and for moving traffic to and from the freeway/expressway system. Major arterials are designed to rapidly move large volumes of traffic and access should be controlled. Major arterials also connect major traffic generators within a city and link important inter-city routes by forming an integrated system within the community. A secondary function of major arterials is to provide land access.

Traffic volumes on these streets will typically be over 20,000 trips a day. There should be at least 4 moving lanes, paved shoulders (for emergency parking), and a divider wherever possible. Access should be carefully controlled. Residential development should be served from side streets. A detailed traffic analysis should be made to determine how best to serve commercial property, whether from service roads, shared entrances, or side streets.

The spacing of arterial streets is largely a function of density. In older, more urban parts of the community, a spacing of at least one-quarter mile is allowable, while at suburban densities, the spacing should be one mile or more. This arterial distribution permits an even dispersion of traffic and tends to minimize distribution problems produced by localized overloading of smaller facilities.

There are three sub-categories of major arterials which vary by right-of-way width, number of lanes, existence of a median, and other design elements: Class III, Class IIIA, and Class IIIC. The Class IIIB major arterial was eliminated as a type of arterial in the 2005 OS&HP update. The Class IIIC major arterial is applicable only in the Central Business District area, which, for the purposes of this plan, is bounded by and includes L Street, East Whitney Road, Medfra Street, and 15<sup>th</sup> Avenue. The Design Criteria Manual has more specifics on the various sub-categories of major arterial.

### *GUIDELINES FOR MAJOR ARTERIALS:*

- ◆ Provide direct linkage between major employment and activity centers, and connect these centers with large residential areas.
- ◆ Provide little or no direct land access.
- ◆ Serve as the primary distribution system to and from freeways and expressways.
- ◆ Provide major parallel traffic routes to the freeway system.
- ◆ Prevent direct access from residential lots or smaller clusters of such lots during the design of future subdivisions along major arterials.
- ◆ Control access from commercially and industrially developed areas onto major arterials.
- ◆ Site major arterials in appropriate locations that prevent isolation of residential areas or neighborhoods from major service facilities such as parks and schools. Provide safe pedestrian access to such facilities.
- ◆ Use landscaping to buffer residential or public use areas such as parks and schools from major arterials.

### *MINOR ARTERIALS*

Minor arterial streets are intended primarily to move through traffic, but they also provide an important land access function. Access should be at block intervals wherever possible. Minor arterials also connect with or carry traffic parallel to major arterials, supplementing the flow on the major road system.

Minor arterials serve less concentrated traffic generating areas such as neighborhood shopping areas and schools. They distribute traffic from neighborhood collector streets to major arterials as well as between major arterials. Direct access is controlled to a lesser degree on minor arterials than on major arterials.

These streets typically carry 10,000 to 20,000 vehicles per day. They should have two to four moving lanes and paved shoulders for emergency parking. Residential development should be discouraged from abutting directly onto minor arterials. Direct access to commercial property must be carefully controlled to limit the number of permitted driveways. Where possible, driveway access should be shared with adjacent property owners.

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There are two sub-categories of minor arterials. Class II minor arterials may be either “urban” minor arterials or “rural” minor arterials, depending on location. Class IIA minor arterials are applicable only in the Central Business District area, which, for the purposes of this plan, is bounded by and includes L Street, East Whitney Road, Medfra Street, and 15<sup>th</sup> Avenue. The Design Criteria Manual has more specifics on the sub-categories of minor arterial.

### *GUIDELINES FOR MINOR ARTERIALS:*

- ◆ Serve as the distribution link between major arterials and lower classification streets such as collector or residential streets.
- ◆ Discourage direct access to minor arterials from individual lots.
- ◆ Connect smaller residential areas such as residential neighborhoods.
- ◆ Connect residential areas with community schools, neighborhood business areas, and recreational facilities.
- ◆ Provide landscaping to buffer areas and improve aesthetics.
- ◆ Connect neighborhoods by providing for safe pedestrian access facilities.

### COLLECTOR STREETS

Collector streets collect traffic from local streets and move it to higher classified streets such as arterials, or to local traffic generators such as shopping centers, schools, community centers, or park and recreational facilities. They may supply adjacent properties with some degree of land access but this should be minimized. Collector streets are designed to have priority over local streets at traffic control locations. In commercial areas traffic volumes are often too high to permit the use of collectors, in which case local streets connect directly to an arterial. In industrial areas where traffic volumes are lower, collector streets are needed more often.

Traffic volumes on collector streets vary greatly. Collectors in low density residential areas may carry less than 2,000 vehicles per day. In higher density areas more than 2,000 vehicles per day may be more typical. Collectors in non-residential areas may carry up to 10,000 vehicles per day. There should be two moving lanes with paved shoulders for emergency parking. Direct driveway access to a collector in new residential developments should be discouraged. Reverse lot design within subdivisions should be required in order to minimize driveway access. In a typical pattern of residential development, a minimum spacing interval of one-eighth to one-half mile

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between collectors is normally followed. Collector location decisions must balance connectivity with prevention of cut-through traffic.

The location of collectors is influenced by their function as well as by the density of urban development and topography. The main function of a collector street in a residential area is to conduct traffic from local residential areas to arterials. Land access should be a secondary function of collectors and both curb and driveway access should be discouraged except at those locations where traffic movement patterns may be effectively controlled. A collector may also function as an easement for utilities. In nonresidential areas, collectors may be designed to provide access functions for commercial and industrial development, interconnecting such areas with adjoining residential districts. Such facilities should be designed to minimize curb and driveway access except at those locations where traffic movement patterns may be effectively controlled.

There are four sub-categories of collectors, which vary based on intended location and function, right-of-way width, and other design elements. The Design Criteria Manual has more specifics on the various collector sub-categories. In addition, a collector may be designated as a rural collector where the street is located in a bucolic area and the community is less desirous of amenities such as curb/gutter, streetlights, and full pedestrian facilities. Collectors in low density areas such as Chugiak, Birchwood, Eagle River, and the Anchorage Hillside may be designated rural collectors through the Context Sensitive Solutions design process. See Section 5 below.

### *GUIDELINES FOR COLLECTOR STREETS:*

- ◆ Collect traffic from local streets of all types and move this traffic to the arterial street system or to important trip generating activities within small residential areas.
- ◆ Link small residential areas to each other and to neighborhood commercial areas.
- ◆ Design collectors to provide priority to through traffic movement and provide limited land access function to adjacent property.
- ◆ Maximize safety and minimize traffic maneuvering problems by providing access control.
- ◆ Discourage direct access to collectors in new subdivisions; use reverse lot design.

- ◆ Allow limited direct driveway access to collectors in areas of low density residential development only if the collector will not become a major link in the future to more densely developed areas.
- ◆ Provide access to local neighborhood schools and neighborhood recreational areas with collector streets.
- ◆ Provide pedestrian facilities along collectors to allow for safe access between activity centers such as schools and parks.
- ◆ Design collectors in residential areas with only two travel lanes with limited widths on shoulder areas for emergency parking.

### LOCAL STREETS

The primary function of local streets is to provide access to abutting properties. Local streets also provide space for on-street parking and for utility placement.

Local street design varies with the type of development being served and the physical characteristics of the land. Pavement width may vary based on lane width, number of parking lanes, shoulder width, and other criteria. On hillsides and other areas of sensitive terrain, consideration must be given to achieving a balance between providing local access and designing a road that will have the least impact on the environment.

#### *GUIDELINES FOR LOCAL STREETS*

- ◆ Create local streets at the time of original land subdivisions in accordance with the subdivision regulations, which address connectivity, block length, required pedestrian facilities, and other design considerations.
- ◆ Adhere to the Traffic Division's driveway policy for driveway spacing and grade limitations.

### SECTION 4

## RIGHT-OF-WAY REQUIREMENTS

A primary purpose of the Official Streets and Highways Plan is to identify the right-of-way requirements of the road transportation system. Minimum right-of-way widths are presented for each street class in Table 2. These minimum right-of-way widths are based upon typical cross-sections that have been developed in this and other areas of

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the country for particular types of streets. The widths are intended to serve as the basis for reserving a minimum amount of right-of-way for future road development. The right-of-way is intended to include a complete street (travel way, curb/gutter or alternate drainage facility, pedestrian and bicycle facilities [when needed or required], utilities, landscaping) but if the design warrants it, additional right-of-way may be required in order to accommodate the appropriate features.

Direct driveway access from individual lots to collectors is discouraged, but if allowed in new subdivisions, additional right-of-way may be required. This additional right-of-way will increase a sixty-foot minimum by ten feet to a seventy-foot minimum right-of-way where driveway access is provided.

**TABLE 2  
RIGHT-OF-WAY STANDARDS**

Facility Type	Street Class	Number of Lanes	Minimum ROW Width	Average Annual Daily Traffic <sup>(a)</sup>
Freeway	V	Variable	150' <sup>(b)</sup>	Over 40,000
Expressway	IV	4 - 6	130'	Over 20,000
Major Arterial	III	4	100'	Over 20,000
	IIIA	4 - 6	130'	Over 20,000
	IIIC	4	60'	Over 20,000
Minor Arterial	II	2 - 4	80'	10,000 - 20,000
	IIA	2 - 4	60'	10,000 - 20,000
Collector	I	2	80'	2,000 - 10,000
Commercial/Industrial Collector	IA	2 - 4	80'	2,000 - 10,000
Neighborhood Collector	IB	2	70'	2,000 - 10,000
Neighborhood Collector	IC	2	60'	2,000 - 10,000
* Rural Collector		1 - 2	50' - 60'	
Local		1 - 2	50' - 60'	Less than 2,000
* Country Lane		1 - 2	30' - 50'	
<sup>(a)</sup> average number of vehicle trips per day				
<sup>(b)</sup> does not include right-of-way needed for frontage roads or interchanges				

SECTION 5

OPTIONAL STREET DESIGNATIONS

There are two types of street design designations that may be applied to certain streets: the country lane designation and the rural collector designation. The application of these optional design schemes should be determined during the platting process or during the Context Sensitive Solutions process at the beginning of the street design process. (See AR 2008-237 and the Municipality's Policy on Context Sensitive Solutions.) Any streets that are designated as country lanes or rural collectors shall follow the guidelines established below.

COUNTRY LANES

Country lanes are a special type of local or collector street having unique scenic attributes. Generally speaking, country lanes are paved roads with relatively light traffic volumes.

Standards for country lanes will vary with the topography, existing vegetation, and surrounding land uses. Right-of-way widths and pavement widths can vary considerably with some streets having less than what is required for local streets. Clearing widths shall be consistent with the goal of minimizing scarring.

Country lanes in the Anchorage Bowl are listed in the appendix.

*GUIDELINES FOR DESIGNATING COUNTRY LANES*

- ◆ The character of the surrounding area should be aesthetically pleasing, containing natural settings or landscaping.
- ◆ In rural settings, the development along the road should be predominantly residential and should include no industrial, commercial, or resource extraction land uses.
- ◆ In urban settings, the roadside development should be park, institutional, or residential and should include vistas of natural features.
- ◆ Roadways should conform to the natural topography.
- ◆ Scenic vistas and/or rural character may be strong factors in designating a country lane where these conditions predominate. Easements may be acquired to protect areas crucial to the maintenance or enhancement of visual quality.

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### *STANDARDS FOR MAINTAINING, UPGRADING, OR IMPROVING COUNTRY LANES*

#### **Utilities:**

- ◆ Minimize conflicts and duplications of effort when installing water, natural gas, and electric lines.
- ◆ After underground installation of any utility lines, landscaping shall be used to restore the area as quickly as possible to a natural condition.

#### **Lighting:**

- ◆ When lighting is deemed necessary, streets designated as country lanes should be equipped with low-profile, low-intensity illumination lamps of a design compatible with the surrounding environment.

#### **Construction and Maintenance:**

- ◆ When streets designated as country lanes are improved, every effort should be made to minimize disturbances. Clearing should be done within the ROW only as necessary to assure adequate snow storage, sight distance, and roadway associated drainage.
- ◆ Ditches, where necessary, shall be the minimum width and depth required for safety and drainage of the roadway and adjacent development.
- ◆ Landscaping shall be used to restore the area at a minimum to the condition it was before, as quickly as possible after construction disturbances.

### **RURAL COLLECTORS**

Rural collectors are similar to their urban counterparts in that they provide a balance between the access and mobility functions for both vehicles and pedestrians. This type of collector may have a lesser traffic volume than other collectors, but still serve the function of funneling neighborhood traffic to higher classification streets. Average daily traffic on a rural collector is likely to be between 400 and 10,000. The rural collector designation is intended for use in low density residential areas such as Chugiak, Birchwood, Eagle River, and the Anchorage Hillside.

#### ***GUIDELINES FOR RURAL COLLECTORS***

- ◆ Lane widths should be based on projected traffic volumes, as described in the Design Criteria Manual.
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- ◆ In low density residential areas, it may be appropriate to provide pedestrian facilities on only one side of the street if no significant public facilities such as schools or major parks are directly accessed by that collector. However, because they will only be provided on one side, the pedestrian facility should be able to accommodate all potential users.
- ◆ The typical section for a rural collector in the Design Criteria Manual exceeds the conventional 70-foot collector right-of-way width. Additional right-of-way or easements may be necessary.

Further design details related to street sections and intersections are not included as part of the OS&HP. The design aspects of roadway development are controlled by standard specifications and guidelines such as the Design Criteria Manual and the Preconstruction Manual adopted by the Alaska Department of Transportation and Public Facilities. These procedures are to be followed in the design of typical roadway cross-sections, vertical profiles, and intersection configurations.

### SECTION 6

## STREET TYPOLOGY

### OVERVIEW

Functional street classifications (described in Section 3) encompass both the character of services that the streets are intended to provide and certain design characteristics of those streets. The functional classifications in the Official Streets and Highways Plan identify the primary function and use of the roadway for vehicular travel. Traditionally, functional classifications form hierarchies of streets ranging from those that are primarily for travel mobility (highways and arterials) to those that are primarily for access to adjacent property (local streets).

In the Anchorage Bowl, it has become clear since the adoption of the Anchorage 2020: Anchorage Bowl Comprehensive Plan in 2001 that the traditional functional classification system needs to be supplemented to induce a more balanced street function that emphasizes adjacent land uses and accommodates all users – pedestrians, bicyclists, transit users, and motorists. The Anchorage Bowl 2025 Long-Range Transportation Plan with 2027 Revisions first included a slate of street typologies in order to meet this need. The plan recognized and retained the existing functional

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classification system adopted by the MOA for freeways, expressways, arterials, collectors, and local streets but recommended augmenting the classifications with street typology designations to give more direction for the design of some streets.

Streets in the Chugiak-Eagle River community may also be given street typology designations. The street typology system might differ in the Chugiak-Eagle River area, based on the specific needs of that community, as identified in the Chugiak-Eagle River Comprehensive Plan.

Street typologies further refine street designs by relating them to the adjacent land uses and their functions for all users including pedestrians, bicyclists, and transit riders. Street design based solely on the traditional functional classification often under-represents other modes of travel. The design of a street, its intersections, sidewalks, and transit stops should reflect the adjacent land uses because the type and intensity of the adjacent land use directly influences the level of use by other modes.

The street typologies attempt to strike a balance among functional classification, adjacent land use, and the competing travel needs and uses. Each street typology prioritizes various design elements by looking at factors related to both the adjacent land uses and functional classification. Where sufficient public right-of-way exists, all design elements may be accommodated. Within constrained public right-of-way however, trade-offs between priority design elements are required to balance the needs of various travel modes. The specific design elements for a street will be chosen through the context-sensitive design process. In 2008, the Municipality adopted “A Strategy for Developing Context Sensitive Transportation Projects,” which can be found at [www.muni.org/Departments/works/traffic/pages/default.aspx](http://www.muni.org/Departments/works/traffic/pages/default.aspx). All street designs must emphasize safety for people both inside and outside of vehicles.

Designing streets to accommodate larger trucks will involve tradeoffs with streetscapes that are pedestrian-oriented, such as those within mixed-used areas. The tradeoffs will be resolved during the design phase public process by using context-sensitive design principles.

### STREET TYPOLOGY IMPLEMENTATION

The Anchorage 2020 Comprehensive Plan provides guidance about which street corridors will be transit streets and mixed-used streets in the Anchorage Bowl outside of downtown Anchorage. The Anchorage Downtown Comprehensive Plan and its accompanying Core Streets Plan provides guidance about street corridor designations in

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the downtown area of Anchorage. Until such time as a street typology map is created for the Anchorage Bowl (see below), street typologies will be designated at the beginning of individual street projects. At project initiation the project sponsor, either MOA or ADOT&PF, will consult with MOA Planning staff to determine the applicable street typology, governing functional classification, primary and secondary design elements, and applicable traffic management elements to be considered for the project. A context-sensitive design process should produce the dialogs and community input necessary to achieve a street design that is balanced for all users.

At some later time, the Municipality should create a street typology map which would designate the collector and arterial system with street typologies. Such a project would include a public process with the eventual product possibly being an amendment to the OS&HP. Street typologies should not be designated in the Chugiak-Eagle River area until the chapter of Chugiak-Eagle River development regulations in Title 21 is adopted by the municipal Assembly.

### STREET TYPOLOGY DESCRIPTIONS

The street typology system has the following designations:

- ◆ Residential street
- ◆ Commercial street
- ◆ Industrial street
- ◆ Main street
- ◆ Mixed-use street
- ◆ Transit street
- ◆ Park land street
- ◆ Institutional district street
- ◆ Low-density residential street

The street typologies do not apply to highways and expressways. They are intended to apply to collector and arterial streets, but not to local streets unless an area, district, or neighborhood plan directs such application.

The following descriptions and table identify primary and secondary elements to include in the street cross section, as well as examples of traffic management elements that may be applied in order to accommodate various transportation modes and mitigate conflicts between modes. All street designs are required to comply with the Americans with Disabilities Act (ADA).

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Occasionally a district or neighborhood plan may develop sub-categories of the OS&HP street typologies in order to address specific conditions of the district or neighborhood. For example, the Anchorage Downtown Comprehensive Plan includes sub-categories of the mixed-use street typology that are tailored to the downtown street environment.

### *RESIDENTIAL STREETS*

Residential streets are designed to emphasize walking, bicycling, and land access over mobility. Residential streets tend to be more pedestrian-oriented than commercial streets. Sidewalks, landscaping such as street trees and planting strips and bike lanes (on designated routes) provide an attractive street interface.

Residential streets generally consist of two to four travel lanes, and place a higher priority on pedestrian- and bicycle-friendliness than on automobile mobility.

### *COMMERCIAL STREETS*

The most prevalent commercial streets are the strip commercial arterials. Historically, strip commercial arterials typically serve commercial areas containing numerous retail centers with buildings that are set behind parking lots, and they typically have many intersections and driveways to provide access to adjacent businesses. Commercial streets are designed to balance traffic mobility with land access. Because of the frequency of intersections and land access points on commercial streets, however, they often become congested.

While this type of street has mostly been highly automobile-oriented, future designs should accommodate pedestrians, transit (where appropriate), and bicycles; provide landscaping to soften the interface between the street and the parking areas; and consider shared driveways to improve auto mobility and efficiency.

Commercial streets typically provide four to six lanes divided by a landscaped median. Commercial streets with less than 24,000 ADT and/or fewer than four lanes may have a continuous two-way left turn lane in the center.

### *INDUSTRIAL STREETS*

Industrial streets are designed to accommodate significant volumes of large vehicles such as trucks, trailers, and other delivery vehicles. Industrial streets typically consist of two to four travel lanes, which are generally wider to accommodate movement of larger vehicles. Because these areas are relatively low in density, bicycle and pedestrian travel is more infrequent than in other types of neighborhoods but still should be accommodated. In-street bike lanes and on-street parking are rare on industrial streets.

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Sidewalks are provided but are generally no wider than the code-required minimum width.

### *MAIN STREETS*

Main streets serve medium-intensity retail and mixed land uses as defined by the Town Center designations in Anchorage 2020 for the Anchorage Bowl. Unlike commercial streets, main streets are designated to promote walking, bicycling, and transit within attractive landscaped corridors. Generally, main street activities are concentrated along a two- to eight-block area, but may extend farther depending on the adjacent land uses and the area served.

Main streets generally consist of two to four travel lanes. On-street parking is usually provided to serve adjacent land uses. Curb extensions within the parking lane can accommodate tree wells. To further create a pedestrian-friendly atmosphere, main streets have wide sidewalks (10 feet or greater, depending on the expected pedestrian traffic), landscaping, street furniture, outdoor cafes, plazas, and other features.

### *MIXED-USE STREETS*

Mixed-use streets are located in areas characterized by a mix of high-intensity commercial, retail, and residential areas with substantial pedestrian activity, as defined by the Major Employment Center and Redevelopment/Mixed-Use Area designations in Anchorage 2020. Alternative modes of travel are emphasized on mixed-use streets with increased use of pedestrian, bicycle, and transit design elements. Mixed-use streets usually consist of two to four travel lanes.

Improvements such as trees/landscaping and street furniture are desirable to make mixed-use streets more attractive and friendly for pedestrians. Mixed-use streets typically provide on-street parking and wide sidewalks, depending on the type and intensity of adjacent land uses.

### *TRANSIT CORRIDORS*

Transit streets are located in areas of medium- to high- intensity land use, as defined by the transit-supportive development corridor designation in Anchorage 2020. Alternative modes of travel are emphasized on transit streets with increased use of pedestrian, bicycle, and transit design elements. Transit streets typically consist of two to four travel lanes, and additional lanes along transit streets should be considered only

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as a last resort. Expansion of parallel routes should be first examined as a possible solution to congestion problems. If this alternative expansion to handle capacity is not possible, negative impacts on the pedestrian environment should be mitigated to the maximum extent feasible.

Improvements such as transit shelters and landscaping in medians and along street edges are desirable to make transit streets more attractive to pedestrians and transit users.

### *PARK LAND STREETS*

Park land streets are transportation corridors through or along park land or other natural open space. They are designed to minimize visual and noise disturbance to the adjoining natural setting through landscaping and alignments that reduce noise, air pollution, and visibility from adjoining spaces. Park land streets generally carry low to moderate amounts of traffic and incorporate alignments to reveal scenic areas. Natural vegetation is typically retained where possible so that park land street travelers will feel engaged with the natural setting. Grade-separated crossings are desirable for recreationists, and measures are taken to prevent wildlife collisions.

### *INSTITUTIONAL DISTRICT STREETS*

Institutional district streets are expected to primarily serve the University/Medical District in Anchorage. The land use in this area is distinguished by medium- to high-density university and hospital campuses interspersed with large open spaces. Institutional district streets are designated to promote walking, bicycling, and transit within an attractive parkway type of landscaped corridor.

Institutional district streets generally consist of two to four travel lanes with no on-street parking. Improvements such as trees/landscaping, landscaped medians, and enhanced transit stops are desirable to make these streets more attractive and blend in with the campus environment. Sidewalks are provided, but are generally not wider than code-required minimum where an extensive sidewalk/pathway/trail system is available for use within the institutional campus setting. Institutional district street design must also consider freight movement and loading areas.

### *LOW-DENSITY RESIDENTIAL STREETS*

Low-density residential streets are generally located in areas with less than one dwelling unit per acre. Because fewer residences occupy these areas, traffic volume is generally lower than on residential streets with more dwellings. Long distances between

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destinations also reduce the amount of walk trips compared to those in higher-density residential areas, although walking and bicycling are significant recreational activities.

Low-density residential streets generally consist of two travel lanes. Historically, this type of street is often automobile-oriented, but bicycle lanes should be considered, and provisions should be made for separated multi-use trails on one side of the road where feasible. Natural vegetation is typically retained where possible and supplemented with planted vegetation at strategic spots.

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TABLE 3  
STREET TYPOLOGIES

Type of Street	Primary Design Elements	Secondary Design Elements	Traffic Management
Residential	<ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Landscaping</li> <li>• On-street parking (on local streets)</li> <li>• Landscaped medians</li> <li>• Bike lanes on designated routes</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal number and width of travel lanes (especially for collector and local streets)</li> <li>• On-street parking (on collector streets)</li> </ul>	<ul style="list-style-type: none"> <li>• Medians</li> <li>• On-street parking</li> <li>• Street trees</li> <li>• Narrower travel lanes</li> <li>• Traffic circles and roundabouts</li> <li>• Reduced pedestrian crossing distances at intersections using curb extensions, traffic islands, etc.</li> <li>• Diverters</li> </ul>
Commercial	<ul style="list-style-type: none"> <li>• More and wider travel lanes</li> <li>• Medians</li> <li>• Transit accommodations</li> <li>• Sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>• Bicycle facilities</li> <li>• Landscaping</li> <li>• Two-way center left-turn lane for streets with lower traffic volumes</li> <li>• On-street parking</li> </ul>	<ul style="list-style-type: none"> <li>• Medians</li> <li>• Consolidated driveways</li> <li>• Synchronization of traffic signals</li> <li>• Pedestrian count-down timers and the like</li> </ul>
Industrial	<ul style="list-style-type: none"> <li>• Wider travel lanes</li> <li>• Wider turning radii at intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Medians</li> <li>• Sidewalks (often attached)</li> <li>• On-street parking</li> <li>• Landscaping</li> </ul>	<ul style="list-style-type: none"> <li>• Parking restrictions</li> <li>• Wider turning radii at intersections and access points</li> <li>• Acceleration and deceleration lanes</li> <li>• Rolled curbs on traffic circles and roundabouts</li> </ul>

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Type of Street	Primary Design Elements	Secondary Design Elements	Traffic Management
Main Street	<ul style="list-style-type: none"> <li>• Wide sidewalks with transit access and pedestrian plazas</li> <li>• Bicycle facilities</li> <li>• Curb extensions</li> <li>• Landscaping</li> <li>• On-street parking</li> </ul>	<ul style="list-style-type: none"> <li>• Medians</li> <li>• Minimal width and number of travel lanes (for collector and local streets)</li> </ul>	<ul style="list-style-type: none"> <li>• Narrower travel lanes</li> <li>• Alternative paving material</li> <li>• Tree planters in parking lane</li> <li>• On-street parking</li> <li>• Reduced pedestrian crossing distances at intersections using curb extensions, traffic islands, etc.</li> <li>• Raised intersections</li> <li>• High-visibility crosswalks</li> <li>• Pedestrian count-down timers and the like</li> </ul>
Mixed-Use	<ul style="list-style-type: none"> <li>• Wide sidewalks with transit access</li> <li>• Bicycle lanes on designated routes</li> <li>• Other bicycle facilities</li> <li>• Landscaping</li> <li>• On-street parking</li> <li>• Transit shelters and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal number and width of travel lanes (on collector and local streets)</li> <li>• Medians</li> </ul>	<ul style="list-style-type: none"> <li>• Landscaped medians</li> <li>• On-street parking</li> <li>• Street trees</li> <li>• Narrower travel lanes</li> <li>• Reduced pedestrian crossing distances at intersections using curb extensions, traffic islands, etc.</li> <li>• Pedestrian count-down timers and the like</li> </ul>

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Type of Street	Primary Design Elements	Secondary Design Elements	Traffic Management
Transit Corridor	<ul style="list-style-type: none"> <li>• Transit shelters and facilities</li> <li>• Sidewalks</li> <li>• Bicycle lanes on designated routes</li> <li>• Landscaping</li> <li>• Medians</li> <li>• Bus pull-outs on three lane streets</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal number and width of travel lanes</li> <li>• Pedestrian accommodations at intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Landscaped medians</li> <li>• Street trees</li> <li>• High-visibility crosswalks</li> <li>• Pedestrian count-down timers and the like</li> </ul>
Park Land	<ul style="list-style-type: none"> <li>• Retention of natural vegetation to the extent possible</li> <li>• Bicycle lanes on designated routes</li> <li>• Separated pathways where designated</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal number and width of travel lanes</li> <li>• Gentle design speed (horizontal and vertical curves not designed for higher speeds)</li> </ul>	<ul style="list-style-type: none"> <li>• Narrower travel lanes and shoulders</li> <li>• Grade separated bicycle and pedestrian crossings</li> </ul>
Institutional District	<ul style="list-style-type: none"> <li>• Bicycle lanes on designated routes</li> <li>• Landscaping</li> <li>• Sidewalks</li> <li>• Extensively landscaped medians</li> <li>• Transit shelter and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal width of travel lanes</li> <li>• Adequate freight access</li> </ul>	<ul style="list-style-type: none"> <li>• Landscaped medians</li> <li>• Street trees</li> <li>• Narrower travel lanes</li> <li>• Reduced pedestrian crossing distances at intersections using curb extensions, traffic islands, etc.</li> <li>• Pedestrian count-down timers and the like</li> </ul>
Low-Density Residential	<ul style="list-style-type: none"> <li>• Bicycle lanes on designated routes</li> <li>• Separated pedestrian facilities where designated</li> <li>• Retention of natural vegetation</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal width and number of travel lanes (on collector and local streets)</li> </ul>	<ul style="list-style-type: none"> <li>• Narrower travel lanes</li> </ul>



SECTION 7

STUDY AREAS

OVERVIEW

Study areas are indicated for areas where not enough information is available to make a reasonable prediction of the future collector and arterial needs in that area. Such areas require additional study prior to identifying any functional designations. The study areas described here are shown on Maps 3 and 4.

GLENN HIGHWAY EMERGENCY MANAGEMENT OPERATIONS  
(STUDY AREA A)

The Chugiak-Eagle River 2027 Long Range Transportation Plan (Chapter 9, Public Safety and Security) included a recommendation for a Glenn Highway Frontage Roads Analysis (Muldoon Road to Hiland road), as operation of this roadway segment is of concern to Chugiak-Eagle River residents, particularly in the event of major accidents. This OS&HP expands the study concept to examine additional frontage roads in the north Peters Creek and Eklutna areas (on the east side, from Settlers Drive to Old Glenn Highway at Thunderbird Drive; on the west side, from Mirror Lake Middle School at Old Glenn Highway to Eklutna interchange). (Eagle River Loop Road and the Old Glenn Highway serve as alternate routes to the Glenn Highway between Hiland Road and the Mirror Lake area.) Such roads would provide an alternative route to the main lanes of the Glenn Highway, which is desirable particularly in the event of major accidents or disaster. The study would explore possible frontage roads, and alternatively consider other traffic management options, including re-routing traffic on the Glenn Highway, for emergency management purposes.

This study should be done by the Municipality and/or the State of Alaska.

EAGLE POINTE SUBDIVISION SECONDARY ACCESS (STUDY  
AREA B)

Future development in the area north of East Eagle River Loop Road and south of Eagle River High School and Yellowstone Drive will increase the need for secondary access to the area at its east end. State of Alaska right-of-way maps from 1988 show the location for a road intersection on the north side of East Eagle River Loop Road east of the Yosemite Drive intersection, but from there, the alignment of an additional collector to

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serve the area is as-yet undetermined. A study to determine the appropriate location of a collector for secondary access should be finished before additional development in the area is approved.

This study should be done by the landowners in the area.

### **SOUTH FORK ACCESS (STUDY AREA C)**

Because of the potential for wildfire events, one area identified by the Anchorage Fire Department-Eagle River (Station 11) that needs secondary access is the South Fork Park area. Due to size and weight limitations of the only available access to this area (via the bridge near Ken Logan Circle, owned by Chugach State Park), the fire department would like to explore other access options. Homesteaders and developers who own property in this area have also expressed a desire for better access. However, access has been a contentious issue, with some private property owners wanting to limit cut-through traffic by users of South Fork Park, and differences of opinion among residents regarding future development. Environmental issues are also a concern, and ongoing discussions regarding access points for the proposed Eagle River Greenbelt project affect available options.

For now, the South Fork Community council agrees there may be merit in a locked emergency access route, in cooperation with local property owners, but that will not address all access needs. However, there are too many outstanding issues to specify one solution here. As this area develops in the future, more roads will be needed. Therefore, this area has been designated a study area.

The study should be done by the Municipality and/or the State of Alaska (DOTPF and/or State Parks).

### **EAGLE RIVER VALLEY (STUDY AREA D)**

The eastern end of Driftwood Bay Drive, between Eagle River Road and Eagle River, is as yet undeveloped. The extent of developability is unknown due to the presence of wetlands and areas of steep topography. Before any preliminary plats are approved in this area, a circulation study will be needed to identify the system of main roads, appropriate connectivity between neighborhoods, and connection(s) to Eagle River Road. The circulation study should take as a starting point a 1998 study of the area: Eagle River Valley Sub-Area Circulation Study (The Boutet Company, August 1998).

This study should be done by the Municipality.

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### POWDER RESERVE (STUDY AREA E)

The Chugiak-Eagle River Comprehensive Plan Update (2006) provides a new designation for the Powder Reserve, a large undeveloped tract owned by Eklutna, Inc. and the Alaska Railroad that is west of the Glenn Highway near the North Eagle River Access Road interchange. This area was formerly designated mixed use, a classification that no longer exists for the Chugiak-Eagle River area.

Most of the northern undeveloped area of the Powder Reserve is classified as residential on the land use plan map of the comprehensive plan, with an overall density of three to six dwelling units per acre. A portion of the area is classified for commercial and community facility uses, the exact location and size of which is to be determined through a master planning process for the Powder Reserve. These area classifications allow for a wide range of uses, making it difficult to accurately predict future land use patterns and densities. The master planning process for the Powder Reserve will need to include a planned circulation system to determine the layout of arterial and collector streets. By avoiding piecemeal development, it is hoped that an integrated network of local, collector, and arterial streets can be established. Prior to such planning, it makes no sense to make specific recommendations as to the location and classification of the major street system in the area.

The Final Eklutna Powder Reserve Tract 40A Master Plan (approved March 2007 as amended by AO 2007-06) allows approximately 1,500 dwelling units within the 404 acres that make up the tract (which is between a quarter and a third of the entire Powder Reserve). The plan's vehicular circulation system consists of a loop road through the tract with three access points off of the Glenn Highway frontage road on the east side. An access road on the north side connects the tract to public lands to the north, and another access road on the west side connects to Parcel C, which is owned by the Alaska Railroad.

Tract 40A abuts the northwest quarter of Section 25, which became a part of Beach Lake Regional Park in 2007 by AO 2006-182(S). This ordinance reserves the ability to locate a future road through the quarter section, where recommended by an appropriate planning process. Access issues to and/or through the park and to the established neighborhood that is northeast of Tract 40A will need to be resolved, as the residents of Tract 40A will need to be able to reach Chugiak High School and the South Birchwood interchange, which are north of the established neighborhood. This is further

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complicated by the existence of wetlands in the northeast corner of Tract 40A. At this time, a connection from the Powder Reserve to the north is not indicated on Map 3.

The Eagle River Central Business District and Residential Core Circulation Study (2009-2010) proposes, as a part of all three solution strategies, a connection between the southern portion of the Powder Reserve and the Artillery Road interchange, on the west side of the Glenn Highway (indicated on Map 3 with an arrow). The study also envisions an interchange at Farm Avenue and the Glenn Highway. The connection to the Artillery Road interchange has been in the OS&HP since 2005. If the Farm Avenue interchange is included in the long-range transportation plan, it will be shown in the next OS&HP update.

This study should be done by the landowner in conjunction with master planning for these areas.

#### **EKLUTNA 770 (STUDY AREA F)**

The Chugiak-Eagle River Comprehensive Plan Update (2006) provides a new designation for a large undeveloped tract between the Old Glenn and Glenn Highways and between South Birchwood Loop Road and Birchwood Loop Road. This tract is owned by Eklutna, Inc. and is commonly referred to as the Eklutna 770. This area was formerly designated mixed use, a classification that no longer exists for the Chugiak-Eagle River area. The Eklutna 770 lands are now classified as residential with an overall average density of one to two dwelling units per acre. As a result, some areas may have a greater density than two dwelling units per acre. Some of the Eklutna 770 is also classified as commercial and industrial. The location and acreage of commercial and industrial uses in the comprehensive plan are noted for conceptual planning purpose only, and the exact size and location of those areas will be determined through a master planning process for the 770 area.

These area classifications allow for a wide range of uses, making it difficult to accurately predict future land use patterns and densities. The master planning process for the Eklutna 770 will need to include a planned circulation system to determine the layout of arterial and collector streets. By avoiding piecemeal development, it is hoped that an integrated network of local, collector, and arterial streets can be established for these undeveloped areas. Prior to such planning, it makes no sense to make specific recommendations as to the location and classification of the major street system in these areas.

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## OFFICIAL STREETS AND HIGHWAYS PLAN

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In the mid- to long-term, a Glenn Highway interchange may be needed into the 770 area. With such an interchange, an arterial would like connect the Glenn Highway to the Old Glenn Highway.

This study should be done by Eklutna, Inc. in conjunction with master planning for these areas.

### NEW CONNECTION FROM GLENN HIGHWAY TO BIRCHWOOD AIRPORT (STUDY AREA G)

The proposed study will evaluate a possible new connection primarily for commercial and industrial vehicle traffic from the Glenn Highway to the Birchwood airport, as an alternative to Birchwood Loop Road. Residents along Birchwood Loop Road have expressed concerns that improving Birchwood Loop Road could lead to increased speeds. A new road would connect Birchwood Airport with the Glenn Highway at a proposed new interchange location midway between Birchwood Loop Road and South Birchwood Loop Road.

This study should be done by the Municipality and/or the State of Alaska.

### PETERS CREEK CROSSING (STUDY AREA H)

West of the Glenn Highway, there are only two bridges across Peters Creek. Closer to the Glenn Highway, there is a one lane bridge on Starner Street that allows vehicles to drive between Birchwood and Chugiak without getting on the Glenn Highway. Further west there is a bridge on Stoltze Drive, but the streets to the north of Peters Creek that are accessed by that bridge are separated from the rest of Chugiak by the Alaska Railroad. The Starner Street Bridge is the only non-highway route between Birchwood and Chugiak and currently serves as a collector.

This route is problematic for two main reasons: one is that, as mentioned above, the Starner Street bridge is only one lane wide. The second is that Aurora Borealis Road, which connects to Starner Street on the south side of Peters Creek, is constructed on private land rather than in public right-of-way or in a public use easement.

The 1996 OS&HP proposed extending Bernie Avenue to the west over Peters Creek, to meet up with the western portion of Aurora Borealis Road. Doubts about the feasibility of this alignment have been expressed, due to the width of the floodplain in that section of Peters Creek. That OS&HP also proposed a bridge over Peters Creek a bit farther west that would connect Bowery Lane and Knik Vista Street.

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## OFFICIAL STREETS AND HIGHWAYS PLAN

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The Bowery Lane-Knik Vista Street connection remains in this OS&HP revision but the Bernie Avenue extension collector is removed. This area is recommended for a future study in order to determine:

1. Is the Bowery Lane-Knik Vista Street an appropriate location for crossing Peters Creek? Is there a more appropriate crossing? If the Bowery Lane-Knik Vista Street is an appropriate crossing, is another crossing needed?
2. Should Aurora Borealis Road be upgraded to a collector (which would involve resolving the right-of-way issues)? Are other alignments (if necessary) more appropriate for collector status, such as the Bernie Avenue extension or a connection between Homestead Road and Blair Avenue?

In general this study should determine the number and location of collector connections across Peters Creek between North Birchwood and South Chugiak.

This study should be done by the Municipality.

### NORTH CHUGIAK/PETERS CREEK/EKLUTNA (STUDY AREA I-1)

Development of the Eklutna lands between the Glenn Highway and Knik Arm west of the Mirror Lake interchange requires a rigorous alternatives analysis for circulation, particularly taking into account the effect on the North Peters Creek area. The decision whether or not to extend Reese Road, and the resulting increased traffic that will be loaded onto Lake Hill Drive, must be addressed in an areawide study. Lake Hill Drive was originally constructed as a local residential street and was not intended to serve as a collector. There are several strategies which, when taken together, could help reduce the volume of traffic on Lake Hill Drive. One involves extending the Old Glenn Highway as an arterial into this area, that could connect with a new collector to the north of existing Reese Road, and which could serve the new subdivisions, including Glenn View Estates. Another strategy involves utilization of the Mirror Lake interchange of the Glenn Highway as the principal access to this undeveloped Eklutna land (see Study Area I-2, below).

### NORTH CHUGIAK/PETERS CREEK/EKLUTNA (STUDY AREA I-2)

Thousands of acres of undeveloped land, owned by Eklutna, Inc., lie between the Glenn Highway and the Knik Arm west and northwest of the Mirror Lake interchange.

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## OFFICIAL STREETS AND HIGHWAYS PLAN

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Formerly classified as mixed use, this area has been re-classified on the Chugiak-Eagle River Comprehensive Plan Update (2006) as development reserve. At such time as development is anticipated or proposed, the area will need to be re-classified into an active development category and a master plan will be needed to determine the major street network. Environmental constraints may limit the density in this area. Nevertheless, given appropriate access, this area could generate a substantial amount of traffic, most of which would end up on the Glenn Highway.

Thus it is important that there is adequate access to the Glenn Highway from the undeveloped land. Two existing interchanges could serve this property: the North Peters Creek interchange and the Mirror Lake interchange. The Peters Creek interchange is probably best suited to serve the southern portion of the undeveloped lands to the south of Edmonds Creek, but should not be required to handle the full load. In order to reduce the distance to the highway interchange and avoid overburdening existing residential roads, the Mirror Lake interchange will need to be used as the highway access for the undeveloped land between Edmonds Creek and Eklutna Village. Use of this interchange will require the construction of an access road (collector or greater) through Edmonds Lake Regional Park.

Prior to the subdivision of the undeveloped Eklutna land, a study should be conducted as a part of the traffic impact analysis, to determine the advisability of using the Mirror Lake interchange as the primary access to the development, and to determine the best route through the park in order to minimize its impact.

### GENERAL NOTE

In addition, future development of lands in Study Areas E and I should consider the opportunity for intermodal transit facilities adjacent to the rail line. Commuter rail service through the Chugiak-Eagle River area to the Anchorage Bowl and the Mat-Su Valley could be operational in the future. It is important to preserve the opportunity along the rail line in these areas for future service.

SECTION 8

OFFICIAL STREETS AND HIGHWAYS PLAN MAPS

Official Streets and Highways Plan maps identify both the classification and the location of the road transportation system. While based primarily on the criteria stated under the Functional Classification Standards and Right-of-Way Requirements sections, the plan maps also reflect other planning considerations. Where maps conflict with the above criteria, the maps shall govern. Where street and highway alignments on the plan maps correspond to existing streets, the planned alignment shall conform substantially to the existing alignment. Where street and highway alignments on the plan maps do not correspond to existing streets, the alignment on the plan maps is approximate. Such alignments are finally determined by the acceptance of right-of-way dedications on subdivision plats or during the design phase for the construction of a planned road facility.

Map 1 illustrates the transportation system for the Anchorage Bowl. Map 2 highlights the downtown Anchorage central business district. Map 3 depicts the transportation system for Eagle River. Map 4 shows Birchwood, Chugiak, and Eklutna. Map 5 displays Girdwood. The appendix lists the streets and their classification for each community (Anchorage Bowl, Chugiak-Eagle River, and Girdwood).

SECTION 9

IMPLEMENTATION

The OS&HP implements the recommendations contained in the community's adopted transportation plans, comprehensive plans, and district plans. In turn, the OS&HP is implemented as described below. Implementation depends upon the type of facility in question. With higher class facilities like freeways, for example, the possibility of requiring additional rights-of-way through use of the subdivision ordinance is in most cases not possible.

OS&HP designations can only be changed through a revision or update to the plan, not through a variance or other type of entitlement.

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# OFFICIAL STREETS AND HIGHWAYS PLAN

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## SUBDIVISION STANDARDS

Subdivision dedication requirements are the primary tool to establish the local and collector street system and a secondary means to establish the arterial, expressway, and freeway system. The requirements for subdivision right-of-way design and dedication are in Anchorage Municipal Code Chapter 21.80. That chapter requires that:

- ◆ All street rights-of-way, with limited exceptions, shall be dedicated to the public.
- ◆ Subdivision street rights-of-way shall conform to the OS&HP.

In addition to these requirements, Chapter 21.80 also establishes minimum design standards for street alignment, grade, cul-de-sacs, intersections, block length, and other features.

The requirements for subdivision street construction are in Anchorage Municipal Code, Chapter 21.85. Subdivision street construction is also governed by the standard construction specifications in the Design Criteria Manual (DCM) of the Department of Public Works.

## ZONING REQUIREMENTS

Anchorage Municipal Code Section 21.45.140 establishes building setback requirements to preserve alignments designated by the OS&HP for future street and highway construction, and to aid landowners in coordinating their development plans with the street and highway system projected by the OS&HP.

## FINANCING OF IMPROVEMENTS

Several financing programs implement the construction of streets and highways designated on the OS&HP. Government financing programs are administered both by the Municipality through the Capital Improvement Program (CIP), through the Statewide Transportation Improvement Program (STIP) by the Alaska Department of Transportation and Public Facilities (ADOT&PF), and through the Transportation Improvement Program (TIP) by the MOA and ADOT&PF cooperative transportation planning process, AMATS. State legislative grants are sometimes used for street or highway construction. Private development of streets on the OS&HP is provided for in section 21.08.060 of the Anchorage Municipal Code.

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SECTION 10

PLAN UPDATING

The Official Streets & Highways Plan as with other planning efforts is subject to periodic updating. This is to ensure that the community's system of streets and highways is consistent with the rate and pattern of urban growth. Although this plan is based on the most reliable data and projections currently available, it can be expected that significant changes in land use patterns and travel habits will occur over the next 25-30 years. For this reason, the OS&HP must be reevaluated and revised at periodic intervals, usually after the revision of the AMATS Metropolitan Transportation Plan.

From time to time, neighborhood/district plans and/or area-specific transportation studies may be completed which may result in the need to amend the AMATS MTP and/or the OS&HP. Some future studies needed in the Chugiak - Eagle River area are listed in Section 7 (also see Maps 3 and 4). The OS&HP may be amended to include additional rights-of-way necessary to implement the recommendations of these studies. Future revisions should also evaluate and eliminate the inconsistencies, where possible, resulting from classification by both the MOA and ADOT&PF.

The right-of-way widths and alignments designated in this plan shall remain in effect until the plan is amended in accordance with Title 21 of the Anchorage Municipal Code.

SECTION 11

CONCLUSION

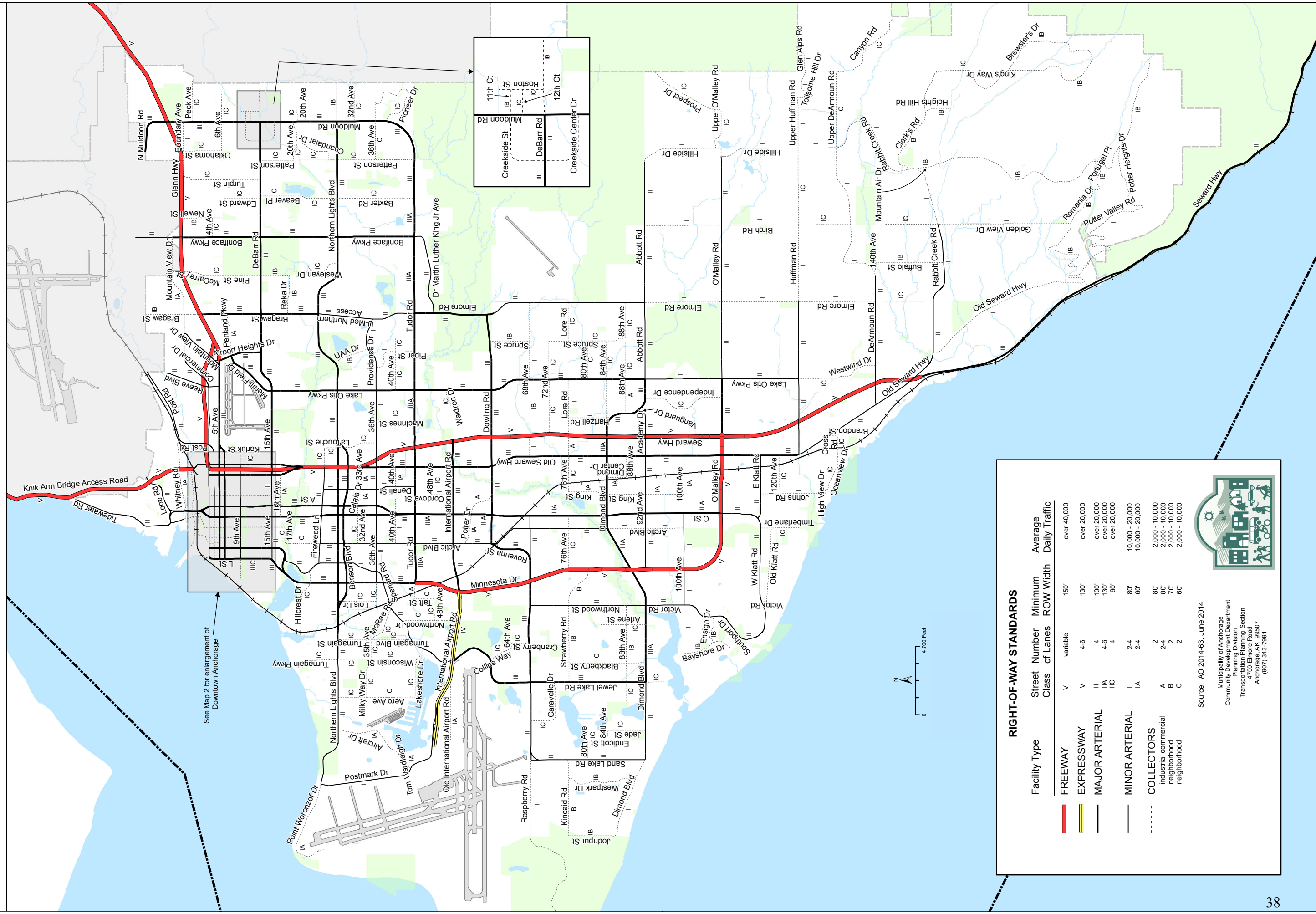
The OS&HP is largely based upon the recommended street and highway networks of the AMATS transportation plans, adopted plans and studies for Girdwood, adopted neighborhood or district plans, and the recommendations from the Citizen's Advisory Committee. These transportation system recommendations are intended to complement the Municipality's Comprehensive Plan and satisfy projected traffic demands.

The purpose of the OS&HP is to identify the function and location of the existing and proposed street system, in order to reserve sufficient rights-of-way for future construction needs. It is the framework upon which the development of a basic integrated transportation network of streets and highways can be developed to serve the Municipality of Anchorage's future development and travel demands.

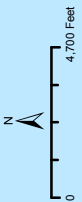
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# Official Streets and Highways Plan

Map 1. Anchorage Bowl



See Map 2 for enlargement of Downtown Anchorage



### RIGHT-OF-WAY STANDARDS

Facility Type	Street Class	Number of Lanes	Minimum ROW Width	Average Daily Traffic
<b>FREEWAY</b>	V	variable	150'	over 40,000
<b>EXPRESSWAY</b>	IV	4-6	130'	over 20,000
<b>MAJOR ARTERIAL</b>	III	4	100'	over 20,000
	IIIA	4-6	130'	over 20,000
	IIIC	4	60'	over 20,000
<b>MINOR ARTERIAL</b>	II	2-4	80'	10,000 - 20,000
	IIA	2-4	60'	10,000 - 20,000
<b>COLLECTORS</b>	I	2	80'	2,000 - 10,000
	IA	2-4	80'	2,000 - 10,000
	IB	2	70'	2,000 - 10,000
	IC	2	60'	2,000 - 10,000

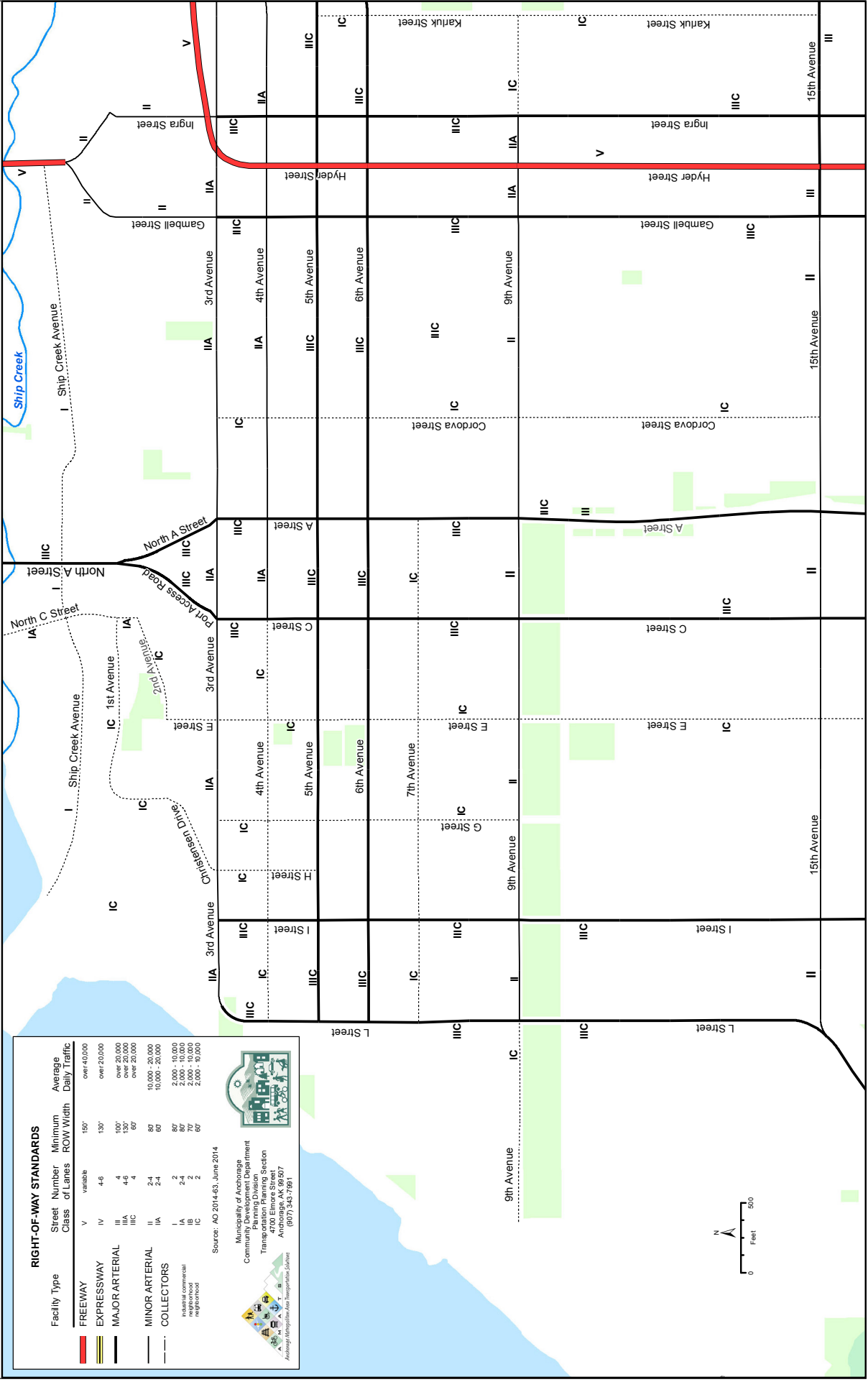


Source: AO 2014-63, June 2014  
 Municipality of Anchorage  
 Community Development Department  
 Planning Division  
 Transportation Planning Section  
 4700 Elmire Road  
 Anchorage, AK 99507  
 (907) 343-7991

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# Official Streets and Highways Plan

## Map 2. Anchorage Downtown/Central Business District

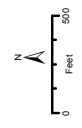


**RIGHT-OF-WAY STANDARDS**

Facility Type	Street Class	Number of Lanes	Minimum ROW Width	Average Daily Traffic
FREEMWAY	V	variable	150'	over 40,000
	IV	4-6	130'	over 20,000
EXPRESSWAY	III	4	130'	over 20,000
	IIIA	4-6	130'	over 20,000
MAJOR ARTERIAL	IIIC	4	60'	over 20,000
	IIA	2-4	60'	10,000 - 20,000
MINOR ARTERIAL	I	2	60'	2,000 - 10,000
	II	2-4	60'	2,000 - 10,000
COLLECTORS	IA	2	80'	2,000 - 10,000
	IB	2	70'	2,000 - 10,000
	IC	2	60'	2,000 - 10,000

Source: AD 2014-63, June 2014

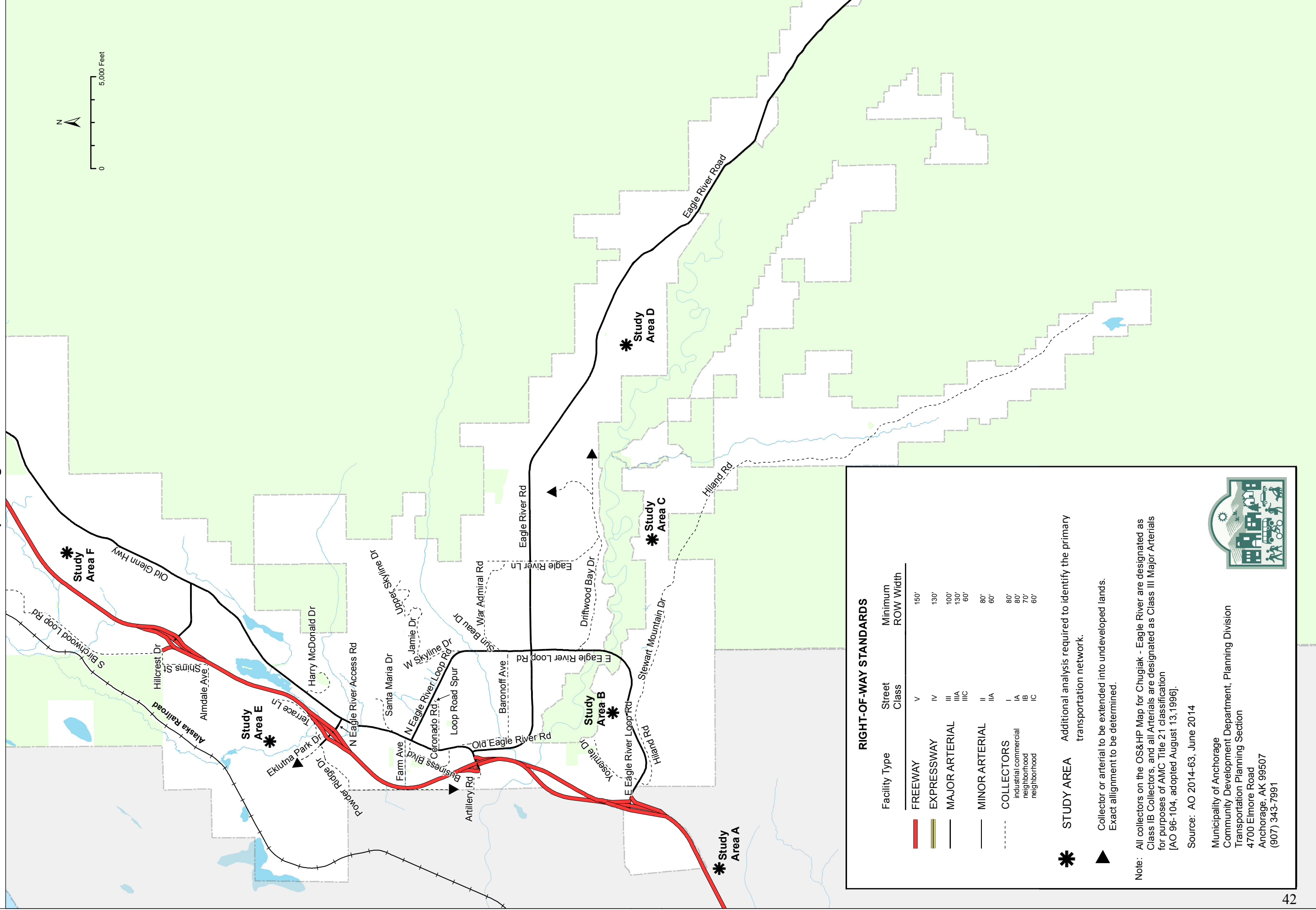
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Community Development Department  
Transportation Planning Section  
4700 Emory Street  
Anchorage, AK 99507  
(907) 547-1881



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# Official Streets and Highways Plan

Map 3. Eagle River



### RIGHT-OF-WAY STANDARDS

Facility Type	Street Class	Minimum ROW Width
FREEWAY	V	150'
EXPRESSWAY	IV	130'
MAJOR ARTERIAL	III	100'
	IIIA	130'
	IIIC	60'
MINOR ARTERIAL	II	80'
	IIA	60'
COLLECTORS	industrial	80'
	commercial neighborhood	80'
	neighborhood	70'
	IC	60'

**\* STUDY AREA** Additional analysis required to identify the primary transportation network.

**▲** Collector or arterial to be extended into undeveloped lands. Exact alignment to be determined.

**Note:** All collectors on the OS&HP Map for Chugiak - Eagle River are designated as Class IB Collectors, and all Arterials are designated as Class III Major Arterials for purposes of AMC Title 21 classification [AO 96-104, adopted August 13, 1996].

Source: AO 2014-63, June 2014

Municipality of Anchorage  
Community Development Department, Planning Division  
Transportation Planning Section  
4700 Elmire Road  
Anchorage, AK 99507  
(907) 343-7991

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# Official Streets and Highways Plan

Map 4. Birchwood - Chugiak - Eklutna



### RIGHT-OF-WAY STANDARDS

Facility Type	Street Class	Minimum ROW Width
	V	160'
	IV	130'
	III	100'
	IIIA	130'
	IIIC	60'
	II	80'
	IIA	60'
	I	80'
	IA	80'
	IB	70'
	IC	60'

- \* STUDY AREA** Additional analysis required to identify the primary transportation network.
- ▲** Collector or arterial to be extended into undeveloped lands. Exact alignment to be determined.

Note: All collectors on the OS&HP Map for Chugiak - Eagle River are designated as Class IB Collectors, and all Arterials are designated as Class III Major Arterials for purposes of AMC Title 21 classification [AO 96-104, adopted August 13, 1996].

Source: AO 2014-63, June 2014

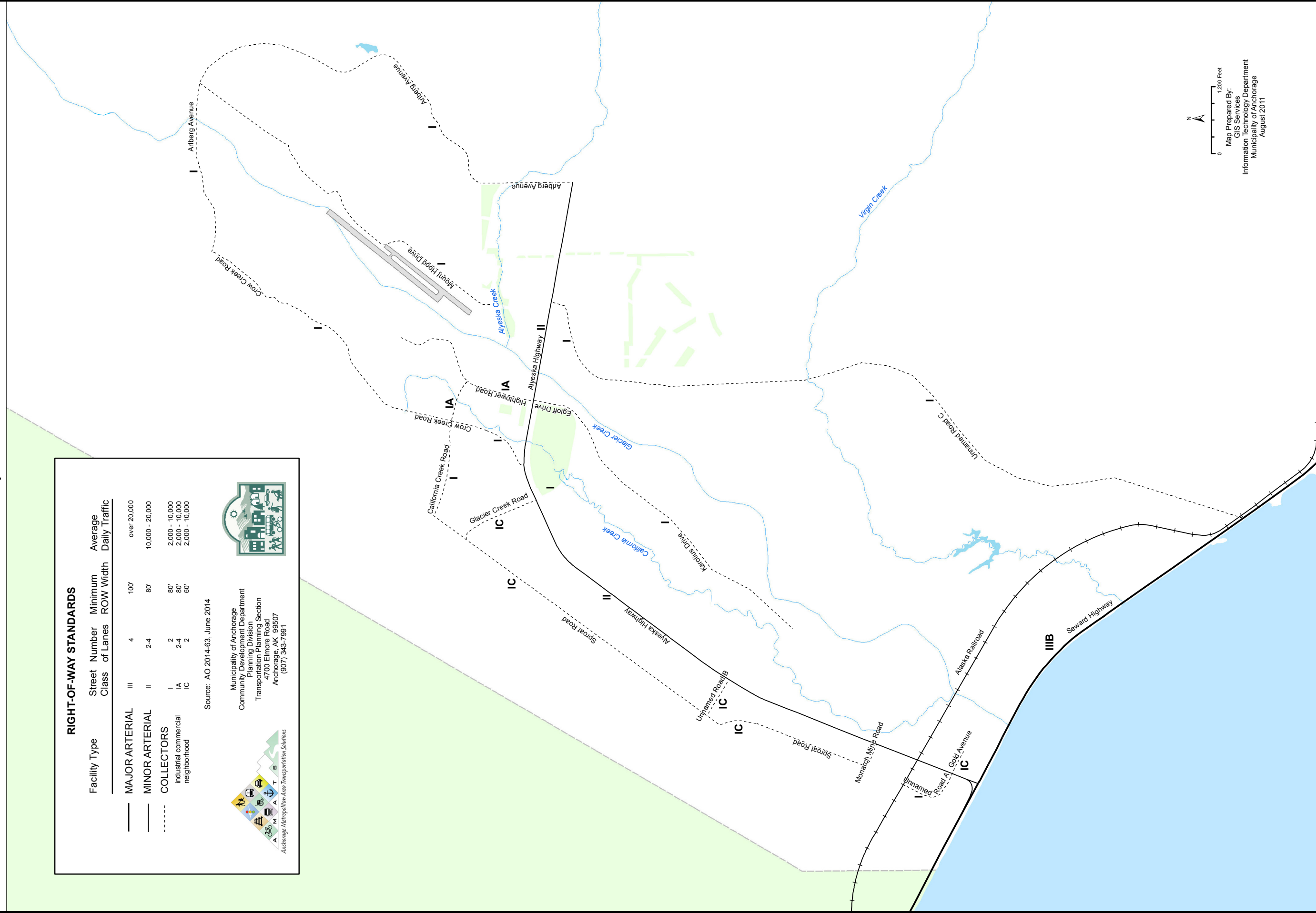
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# Official Streets and Highways Plan

Map 5. Girdwood



**RIGHT-OF-WAY STANDARDS**

Facility Type	Street Class	Number of Lanes	Minimum ROW Width	Average Daily Traffic
MAJOR ARTERIAL	III	4	100'	over 20,000
MINOR ARTERIAL	II	2-4	80'	10,000 - 20,000
COLLECTORS	I	2	80'	2,000 - 10,000
	IA	2-4	80'	2,000 - 10,000
	IC	2	60'	2,000 - 10,000
	IC	2	60'	2,000 - 10,000

Source: AO 2014-63, June 2014

Anchorage Metropolitan Area Transportation Solutions

Municipality of Anchorage  
Community Development Department  
Planning Division  
Transportation Planning Section  
4700 Elmorte Road  
Anchorage, AK 99507  
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Map Prepared By:  
GIS Services  
Information Technology Department  
Municipality of Anchorage  
August 2011

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APPENDIX

# OFFICIAL STREETS AND HIGHWAYS PLAN

## CLASSIFICATION LISTING OF STREETS IN THE ANCHORAGE BOWL

Street Name	North or West Segment Terminus	South or East Segment Terminus	Facility Type	Class
A Street (North)	Loop Rd	Whitney Rd	Minor Arterial	II
A Street (North)	Whitney Rd	3 <sup>rd</sup> Ave	Major Arterial	IIIC
A Street	3 <sup>rd</sup> Ave	10 <sup>th</sup> Ave	Major Arterial	IIIC
A Street	10 <sup>th</sup> Ave	40 <sup>th</sup> Ave	Major Arterial	III
Abbott Road	Seward Hwy	Lake Otis Pkwy	Major Arterial	III
Abbott Road	Lake Otis Pkwy	Hillside Dr	Minor Arterial	II
Academy Drive/92 <sup>nd</sup> Avenue	Old Seward Hwy	Vanguard Dr	Minor Arterial	II
Aero Avenue	Northern Lights Blvd	Lakeshore Dr	Neighborhood Collector	IC
Airport Heights Drive	Glenn Hwy	Debarr Rd	Major Arterial	III
Arctic Boulevard	17 <sup>th</sup> Ave	Fireweed Lane	Neighborhood Collector	IC
Arctic Boulevard	Fireweed Lane	Dimond Blvd	Minor Arterial	II
Arctic Boulevard	Dimond Blvd	100 <sup>th</sup> Ave	Collector	I
Arlene Street	Opal St	Dimond Blvd	Neighborhood Collector	IC
Baxter Road	20 <sup>th</sup> Ave	Tudor Rd	Neighborhood Collector	IC
Bayshore Drive	100 <sup>th</sup> Ave	Discovery Bay Dr	Neighborhood Collector	IB
Beaver Place	Debarr Rd	20 <sup>th</sup> Ave	Neighborhood Collector	IC
Benson Boulevard	Lois Drive	LaTouche St	Major Arterial	III
Birch Road	Abbott Rd	Huffman Rd	Collector	I
Birch Road	Huffman Rd	DeArmoun Rd	Neighborhood Collector	IC
Blackberry Street	Strawberry Rd	Dimond Blvd	Neighborhood Collector	IC
Boniface Parkway	Elmendorf AFB entrance	Mountain View Dr	Minor Arterial	II
Boniface Parkway	Mountain View Dr	Tudor Rd	Major Arterial	III
Boston Street	10 <sup>th</sup> Ave	Debarr Rd	Neighborhood Collector	IC
Boundary Avenue	Turpin	Muldoon Rd	Collector	I
Bragaw Street	McPhee Ave	Glenn Hwy	Neighborhood Collector	IB
Bragaw Street	Glenn Hwy	Northern Lights Blvd	Major Arterial	III
Brandon Street	Old Seward Hwy	Cross Rd	Neighborhood Collector	IC
Brewster's Drive	King's Way Dr	King's Way Dr	Neighborhood Collector	IB
Buffalo Street	140 <sup>th</sup> Ave	Rabbit Creek Rd	Neighborhood Collector	IB
C Street (North)	Whitney Rd	2 <sup>nd</sup> Ave	Commercial/Industrial Collector	IA
C Street	3 <sup>rd</sup> Ave	15 <sup>th</sup> Ave	Major Arterial	IIIC
C Street	15 <sup>th</sup> Ave	Tudor Rd	Major Arterial	III
C Street	Tudor Rd	O'Malley Rd	Major Arterial	IIIA

## OFFICIAL STREETS AND HIGHWAYS PLAN

Street Name	North or West Segment Terminus	South or East Segment Terminus	Facility Type	Class
C Street	O'Malley Rd	Klatt Rd	Minor Arterial	II
Calais Drive	A Street	Denali St	Commercial/Industrial Collector	IA
Canyon Road	Upper DeArmoun Rd	east terminus	Neighborhood Collector	IC
Caravelle Drive	Raspberry Rd	Jewel Lake Rd	Neighborhood Collector	IC
Carl Street	Jamie Ave	Paine Rd	Neighborhood Collector	IB
Chandalar Drive	20 <sup>th</sup> Ave	Patterson St	Neighborhood Collector	IC
Christensen Drive	1 <sup>st</sup> Ave	3 <sup>rd</sup> Ave	Neighborhood Collector	IC
Clark's Road	Rabbit Creek Rd	King's Way Dr	Neighborhood Collector	IC
Collins Way	Jewel Lake Rd	64 <sup>th</sup> Ave	Neighborhood Collector	IC
Commercial Drive	Reeve Blvd	Mountain View Dr/ Taylor St	Minor Arterial	II
Cordova Street	3 <sup>rd</sup> Ave	15 <sup>th</sup> Ave	Neighborhood Collector	IC
Cordova Street	Tudor Rd	International Airport Rd	Collector	I
Cranberry Street	64 <sup>th</sup> Ave	Raspberry Rd	Neighborhood Collector	IC
Creekside Street	Debarr Rd	Muldoon Rd	Collector	I
Creekside Center Drive	Debarr Rd	Muldoon Rd	Collector	I
Cross Road	Oceanview Dr	Brandon St	Neighborhood Collector	IC
DeArmoun Road	Old Seward Hwy	140 <sup>th</sup> Ave	Minor Arterial	II
DeArmoun Road	140 <sup>th</sup> Ave	Hillside Dr	Collector	I
Debarr Road	Lake Otis Pkwy	Muldoon Rd	Major Arterial	III
Denali Street	Fireweed Lane	Tudor Rd	Minor Arterial	II
Dimond Boulevard	Jodphur St	Sand Lake Rd	Collector	I
Dimond Boulevard	Sand Lake Rd	Jewel Lake Rd	Minor Arterial	II
Dimond Boulevard	Jewel Lake Rd	Seward Hwy	Major Arterial	IIIA
Dimond Boulevard	Abbott Rd	Hartzell Rd	Collector	I
Dimond Center Drive	Dimond Blvd	88 <sup>th</sup> Ave	Commercial/Industrial Collector	IA
Dowling Road	Arctic Blvd	Elmore Rd	Major Arterial	III
Dr. Martin Luther King Jr. Avenue	Elmore Rd	Tudor Rd	Minor Arterial	II
E Street	2 <sup>nd</sup> Ave	17 <sup>th</sup> Ave	Neighborhood Collector	IC
Edward Street	6 <sup>th</sup> Ave	Debarr Rd	Neighborhood Collector	IC
Elmore Road	Providence Dr	Tudor Rd	Minor Arterial	II
Elmore Road	Tudor Rd	Dowling Rd	Major Arterial	III
Elmore Road	Dowling Rd	Abbott Rd	Minor Arterial	II

**OFFICIAL STREETS AND HIGHWAYS PLAN**

<b>Street Name</b>	<b>North or West Segment Terminus</b>	<b>South or East Segment Terminus</b>	<b>Facility Type</b>	<b>Class</b>
Elmore Road	Abbott Rd	DeArmoun Rd	Collector	I
Elmore Road	DeArmoun Rd	Rabbit Creek Rd	Neighborhood Collector	IC
Endicott Street	80 <sup>th</sup> Ave	84 <sup>th</sup> Ave	Neighborhood Collector	IC
Ensign Drive	Bayshore Dr	Southport Dr	Neighborhood Collector	IB
Fireweed Lane	Spenard Rd	Seward Hwy	Minor Arterial	II
Fireweed Lane	Seward Hwy	LaTouche St	Neighborhood Collector	IC
G Street	3 <sup>rd</sup> Ave	9 <sup>th</sup> Ave	Neighborhood Collector	IC
Gambell Street	Ingra St	3 <sup>rd</sup> Ave	Minor Arterial	II
Gambell Street	3 <sup>rd</sup> Ave	15 <sup>th</sup> Ave	Major Arterial	IIIC
Gambell Street	15 <sup>th</sup> Ave	20 <sup>th</sup> Ave	Major Arterial	III
Glenn Alps Road	Tower Estates Cir	east terminus	Collector	I
Glenn Highway	Seward Hwy	north MOA Boundary	Freeway	V
Golden View Drive	142 <sup>nd</sup> Ave	Rabbit Creek Rd	Neighborhood Collector	IC
Golden View Drive	Rabbit Creek Rd	Unnamed Rd/Romania Dr	Collector	I
H Street	3 <sup>rd</sup> Ave	5 <sup>th</sup> Ave	Neighborhood Collector	IC
Harry McDonald Drive	Old Glenn Hwy	East Terminus	Collector	I
Hartzell Road	Lore Rd	Dimond Blvd	Collector	I
Heights Hill Road	Clark's Rd	Jamie Ave	Neighborhood Collector	IB
High View Drive	Johns Rd	Oceanview Dr	Neighborhood Collector	IC
Hillcrest Drive	Forest Park Dr	Spenard Rd	Neighborhood Collector	IC
Hillside Drive	Abbott Rd	DeArmoun Rd	Collector	I
Hillside Drive	Mountain Air Dr	155 <sup>th</sup> Ave	Neighborhood Collector	IB
Huffman Road	Old Seward Hwy	Elmore St	Minor Arterial	II
Huffman Road	Elmore St	Birch Rd	Collector	I
Huffman Road	Birch Rd	Hillside Dr	Neighborhood Collector	IC
I Street	3 <sup>rd</sup> Ave	15 <sup>th</sup> Ave	Major Arterial	IIIC
Independence Drive	Abbott Rd	O'Malley Rd	Neighborhood Collector	IC
Ingra Street	Ship Creek Ave	3 <sup>rd</sup> Ave	Minor Arterial	II
Ingra Street	3 <sup>rd</sup> Ave	15 <sup>th</sup> Ave	Major Arterial	IIIC
Ingra Street	15 <sup>th</sup> Ave	20 <sup>th</sup> Ave	Major Arterial	III
International Airport Road	west terminus	Minnesota Dr	Expressway	IV
International Airport Road [incl. Seward Hwy underpass]	Minnesota Dr	Seward Hwy	Major Arterial	III
Jade Street	84 <sup>th</sup> Ave	Dimond Blvd	Neighborhood Collector	IC
Jamie Avenue	155 <sup>th</sup> Ave	King's Way Dr	Neighborhood Collector	IB



OFFICIAL STREETS AND HIGHWAYS PLAN

Street Name	North or West Segment Terminus	South or East Segment Terminus	Facility Type	Class
Jewel Lake Road	International Airport Rd	Dimond Blvd	Major Arterial	III
Jewel Lake Road	Dimond Blvd	North Point Dr	Neighborhood Collector	IC
Jodhpur Street	Kincaid Rd	Dimond Blvd	Neighborhood Collector	IB
Johns Road	Klatt Rd	High View Dr	Collector	I
Karluk Street	5 <sup>th</sup> Ave	15 <sup>th</sup> Ave	Neighborhood Collector	IC
King Street	76 <sup>th</sup> Ave	100 <sup>th</sup> Ave	Commercial/Industrial Collector	IA
Kincaid Road	Jodhpur St	Sand Lake Rd	Neighborhood Collector	IB
King's Way Drive	Clark's Rd	Paine Rd	Neighborhood Collector	IC
King's Way Drive	Paine Rd	Brewster's Dr	Neighborhood Collector	IB
Klatt Road (West)	Discovery View Dr	Johns Rd	Minor Arterial	II
Klatt Road (East)	Johns Rd	Old Seward Hwy	Minor Arterial	II
Knik Arm Bridge Access Rd	Kink Arm	Gambell/Ingra at 3 <sup>rd</sup>	Freeway	V
L Street	3 <sup>rd</sup> Ave	15 <sup>th</sup> Ave	Major Arterial	IIIC
Lake Hood Drive	Postmark Dr	Northern Lights Blvd	Commercial/Industrial Collector	IA
Lake Otis Parkway	15 <sup>th</sup> Ave/Debarr Rd	Abbott Rd	Major Arterial	III
Lake Otis Parkway	Abbott Rd	Huffman Rd	Minor Arterial	II
Lake Otis Parkway	Huffman Rd	Legacy Dr	Neighborhood Collector	IC
Lakeshore Drive	Aero Ave	Spenard Rd	Neighborhood Collector	IC
LaTouche Street	Fireweed Lane	36 <sup>th</sup> Ave	Neighborhood Collector	IC
Lois Drive	Benson Blvd	36 <sup>th</sup> Ave	Neighborhood Collector	IC
Loop Road	Bluff Rd	Whitney Rd	Minor Arterial	II
Lore Road	Seward Hwy	Lake Otis Pkwy	Collector	I
Lore Road	Spruce Rd	Elmore Rd	Neighborhood Collector	IC
MacInnes Road	36 <sup>th</sup> Ave	Tudor Rd	Neighborhood Collector	IC
McCarrey Street	Mountain View Dr	Glenn Hwy	Collector	I
McCarrey Street	Glenn Hwy	3 <sup>rd</sup> Ave	Neighborhood Collector	IC
McRae Road	Turnagain St	Spenard Rd	Neighborhood Collector	IC
Merrill Field Drive	15 <sup>th</sup> Ave/Debarr St	Airport Heights Dr	Major Arterial	III
Milky Way Drive	Aero Ave	Wisconsin St	Neighborhood Collector	IC
Minnesota Drive	15 <sup>th</sup> Ave	Tudor Rd	Major Arterial	III
Minnesota Drive	Tudor Rd	C St	Freeway	V
Mountain Air Drive	Rabbit Creek Rd	Hillside Dr	Neighborhood Collector	IB
Mountain View Drive	5 <sup>th</sup> Ave	Bragaw St	Minor Arterial	II

**OFFICIAL STREETS AND HIGHWAYS PLAN**

<b>Street Name</b>	<b>North or West Segment Terminus</b>	<b>South or East Segment Terminus</b>	<b>Facility Type</b>	<b>Class</b>
Mountain View Drive	Bragaw St	Boniface Pkwy	Commercial/Industrial Collector	IA
Muldoon Road (North)	JBER entrance gate	Glenn Hwy	Major Arterial	III
Muldoon Road	Glenn Hwy	Tudor Rd	Major Arterial	III
Newell Street	Glenn Hwy	6 <sup>th</sup> Ave	Neighborhood Collector	IB
Newell	Boundary St	6 <sup>th</sup> Ave	Neighborhood Collector	IB
North Muldoon Rd	Military Gate	Glenn Hwy	Major Arterial	III
Northern Lights Boulevard	Postmark Dr	Wisconsin St	Minor Arterial	II
Northern Lights Boulevard	Wisconsin St	Muldoon Rd	Major Arterial	III
Northern Lights Boulevard	Muldoon Rd	east terminus	Neighborhood Collector	IB
Northern U-Med Access	Northern Lights Blvd	Providence Dr	Minor Arterial	II
Northwood Drive	Spenard Rd	International Airport Rd	Neighborhood Collector	IC
Northwood Street	Raspberry Rd	Dimond Blvd	Minor Arterial	II
O'Malley Road	C St	Seward Hwy	Freeway	V
O'Malley Road	Seward Hwy	Lake Otis Pkwy	Major Arterial	III
O'Malley Road	Lake Otis Pkwy	Hillside Dr	Minor Arterial	II
Ocean Dock Road	Anchorage Port Rd	Whitney Rd	Minor Arterial	II
Oceanview Drive	High View Dr	Cross Rd	Neighborhood Collector	IC
Oklahoma Street	Boundary Ave	6 <sup>th</sup> Ave	Neighborhood Collector	IC
Old International Airport Road	west terminus	Jewel Lake Rd	Commercial/Industrial Collector	IA
Old Klatt Road	Victor Rd	Timberlane Dr	Collector	I
Old Seward Highway	Seward Hwy / 34 <sup>th</sup> Ave	Huffman Rd	Major Arterial	III
Old Seward Highway	Huffman Rd	Rabbit Creek Rd	Minor Arterial	II
Old Seward Highway	Rabbit Creek Rd	Potter Valley Rd	Collector	I
Paine Road	Carl St	King's Way Dr	Neighborhood Collector	IB
Patterson Street	Debarr Rd	20 <sup>th</sup> Ave	Neighborhood Collector	IC
Patterson Street	Chandalor Dr	Tudor Rd	Neighborhood Collector	IC
Peck Avenue	Muldoon Rd	Centennial Cir	Neighborhood Collector	IC
Penland Parkway	Airport Heights Rd	Bragaw St	Commercial/Industrial Collector	IA
Pine Street	3 <sup>rd</sup> Ave	Debarr Rd	Neighborhood Collector	IC
Pine Street	Debarr Rd	Reka Dr	Neighborhood Collector	IB
Pioneer Drive	Muldoon Rd	36 <sup>th</sup> Ave	Neighborhood Collector	IC
Piper Street	Providence Dr	Tudor Rd	Collector	I
Port Access Road	North A St	3 <sup>rd</sup> Ave	Major Arterial	IIIC

**OFFICIAL STREETS AND HIGHWAYS PLAN**

<b>Street Name</b>	<b>North or West Segment Terminus</b>	<b>South or East Segment Terminus</b>	<b>Facility Type</b>	<b>Class</b>
Portugal Place	Romania Dr	Unnamed Rd	Neighborhood Collector	IB
Post Road	3 <sup>rd</sup> Ave	Reeve Blvd	Minor Arterial	II
Postmark Drive	Northern Lights Blvd	International Airport Rd	Minor Arterial	II
Potter Drive	Arctic Blvd	Dowling Rd	Commercial/Industrial Collector	IA
Potter Heights Drive	Potter Valley Rd	east terminus	Neighborhood Collector	IB
Potter Valley Road	Seward Hwy	Potter Heights Dr	Collector	I
Prospect Drive	Upper O'Malley Rd	east terminus	Neighborhood Collector	IC
Providence Drive	Lake Otis Pkwy	Elmore Rd	Minor Arterial	II
Point Woronzof Drive	west terminus	Postmark Dr	Collector	I
Rabbit Creek Road	Old Seward Hwy	Golden View Dr	Minor Arterial	II
Rabbit Creek Road	Golden View Dr	DeArmoun Rd	Collector	I
Rankin Rd	Knik Vista St	Oak Knoll Dr	Collector	I
Raspberry Road	west terminus (Kincaid Park)	Sand Lake Rd	Collector	I
Raspberry Road	Sand Lake Rd	Jewel Lake Rd	Minor Arterial	II
Raspberry Road	Jewel Lake Rd	Rovenna St	Major Arterial	III
Raspberry Road	Rovenna St	C St	Minor Arterial	II
Reeve Boulevard	Post Rd	5 <sup>th</sup> Ave	Minor Arterial	II
Reka Drive	Bragaw St	Pine St	Neighborhood Collector	IB
Romania Drive	Golden View Dr	Portugal Pl	Neighborhood Collector	IB
Rovenna Street	Raspberry Rd	Dowling Rd	Major Arterial	III
Sand Lake Road	Raspberry Rd	Dimond Blvd	Minor Arterial	II
Seward Highway	Glenn Hwy	Old Seward Hwy (just south)	Freeway	V
Seward Highway	Old Seward Hwy (just south)	south MOA Boundary	Major Arterial	III
Ship Creek Avenue	west terminus/small boat harbor	Ingra St	Collector	I
Southport Drive	100 <sup>th</sup> Ave	Discovery View Dr	Minor Arterial	II
Spenard Rd	I St	Hillcrest Dr	Minor Arterial	II
Spenard Road	I St	International Airport Rd	Minor Arterial	II
Spruce Street	Dowling Rd	68 <sup>th</sup> Ave	Neighborhood Collector	IB
Spruce Street/Spruce Brook Street	72 <sup>nd</sup> Ave	88 <sup>th</sup> Ave	Neighborhood Collector	IC
Strawberry Road	Jewel Lake Rd	Minnesota Dr	Neighborhood Collector	IB
Taft Street	Tudor Rd	48 <sup>th</sup> Ave	Neighborhood Collector	IC
Tidewater Road	north terminus	Terminal Rd	Minor Arterial	II

**OFFICIAL STREETS AND HIGHWAYS PLAN**

<b>Street Name</b>	<b>North or West Segment Terminus</b>	<b>South or East Segment Terminus</b>	<b>Facility Type</b>	<b>Class</b>
Timberlane Drive	West Klatt Rd	Thomasson Dr/Huffman Rd	Neighborhood Collector	IC
Toilsome Hill Drive	Upper Huffman Rd	Tower Estates Cir	Collector	I
Tudor Road	Taft St	Minnesota Dr	Commercial/Industrial Collector	IA
Tudor Road	Minnesota Dr	Baxter Rd	Major Arterial	IIIA
Tudor Road	Baxter Rd	Muldoon Rd	Major Arterial	III
Turnagain Boulevard	McRae Rd	Spenard Dr	Neighborhood Collector	IC
Turnagain Boulevard	36 <sup>th</sup> Ave	Spenard Dr	Neighborhood Collector	IC
Turnagain Parkway	Illiamna Ave	Northern Lights Blvd	Neighborhood Collector	IC
Turnagain Street	Northern Lights Blvd	35 <sup>th</sup> Ave/McRae Rd	Neighborhood Collector	IC
Turpin Street	Glenn Hwy	Debarr Rd	Neighborhood Collector	IC
UAA Drive	Northern Lights Blvd	Providence Dr	Neighborhood Collector	IB
Upper DeArmoun Road	Hillside Dr	Canyon Rd	Neighborhood Collector	IC
Upper Huffman Road	Hillside Dr	Toilsome Hill Dr	Collector	I
Upper O'Malley Road	Hillside Dr	Prospect Dr	Neighborhood Collector	IC
Vanguard Drive	Abbott Rd	92 <sup>nd</sup> Ave/Academy Dr	Minor Arterial	II
Victor Road	Dimond Blvd	100 <sup>th</sup> Ave	Minor Arterial	II
Victor Road	West Klatt Rd	Old Klatt Rd	Collector	I
Waldron Drive	Bartlett Dr	Lake Otis Pkwy	Neighborhood Collector	IC
Wesleyan Drive	20 <sup>th</sup> Ave	Northern Lights Blvd	Neighborhood Collector	IC
Westpark Drive	Kincaid Rd	Dimond Blvd	Neighborhood Collector	IB
Westwind Drive	Legacy Dr	DeArmoun Rd	Neighborhood Collector	IC
Whitney Road	Ocean Dock Rd/N C St	Post Rd	Commercial/Industrial Collector	IA
Wisconsin Street	Northern Lights Blvd	Lakeshore Dr	Neighborhood Collector	IC
1 <sup>st</sup> Avenue	Christensen Dr	North C St	Neighborhood Collector	IC
2 <sup>nd</sup> Avenue	E St	North C St	Neighborhood Collector	IC
3 <sup>rd</sup> Avenue	L St	Reeve Blvd	Minor Arterial	IIA
4 <sup>th</sup> Avenue	L St	C St	Neighborhood Collector	IC
4 <sup>th</sup> Avenue	C St	Post Rd	Minor Arterial	IIA
4 <sup>th</sup> Avenue	Boniface Pkwy	Newell St	Neighborhood Collector	IC
5 <sup>th</sup> Avenue	L St	Karluk St	Major Arterial	IIIC
5 <sup>th</sup> Avenue	Karluk St	Airport Hts Rd/Mt. View Dr	Major Arterial	III
6 <sup>th</sup> Avenue	L St	5 <sup>th</sup> Ave (near Medfra St)	Major Arterial	IIIC
6 <sup>th</sup> Avenue	Patterson St	Cherry St	Neighborhood Collector	IC

**OFFICIAL STREETS AND HIGHWAYS PLAN**

<b>Street Name</b>	<b>North or West Segment Terminus</b>	<b>South or East Segment Terminus</b>	<b>Facility Type</b>	<b>Class</b>
7 <sup>th</sup> Avenue	L St	A St	Neighborhood Collector	IC
9 <sup>th</sup> Avenue	O St	L St	Neighborhood Collector	IC
9 <sup>th</sup> Avenue	L St	Gambell St	Minor Arterial	II
9 <sup>th</sup> Avenue	Gambell St	Ingra St	Minor Arterial	IIA
9 <sup>th</sup> Avenue	Ingra St	Karluk St	Collector	I
11 <sup>th</sup> Court	Muldoon Rd	Boston St	Neighborhood Collector	IB
12 <sup>th</sup> Court	Muldoon Rd	Boston St	Neighborhood Collector	IC
15 <sup>th</sup> Avenue	L St	Gambell St	Minor Arterial	II
15 <sup>th</sup> Avenue	Gambell St	Lake Otis Pkwy	Major Arterial	III
16 <sup>th</sup> Avenue	C St	Gambell St	Commercial/Industrial Collector	IA
17 <sup>th</sup> Avenue	Arctic Blvd	E St	Neighborhood Collector	IC
20 <sup>th</sup> Avenue	Patterson St	Greendale Dr	Neighborhood Collector	IC
32 <sup>nd</sup> Avenue	Arctic Blvd	A St	Neighborhood Collector	IC
32 <sup>nd</sup> Avenue	Muldoon Rd	Brookridge Dr	Neighborhood Collector	IC
33 <sup>rd</sup> Avenue	Denali St	Old Seward Hwy	Commercial/Industrial Collector	IA
35 <sup>th</sup> Avenue	Wisconsin St	Turnagain St	Neighborhood Collector	IC
36 <sup>th</sup> Avenue	Lois Dr	Minnesota Dr	Neighborhood Collector	IC
36 <sup>th</sup> Avenue	Minnesota Dr	Lake Otis Pkwy	Minor Arterial	II
36 <sup>th</sup> Avenue	Patterson St	Pioneer Dr	Neighborhood Collector	IC
40 <sup>th</sup> Avenue	Arctic Blvd	Barrow St	Collector	I
40 <sup>th</sup> Avenue	Denali St	Old Seward Hwy	Commercial/Industrial Collector	IA
40 <sup>th</sup> Avenue	Lake Otis Pkwy	Dale St	Collector	IC
48 <sup>th</sup> Avenue	Northwood Dr	Taft St	Neighborhood Collector	IC
48 <sup>th</sup> Avenue	C St	Old Seward Hwy	Neighborhood Collector	IC
64 <sup>th</sup> Avenue	Collins Way	Cranberry St	Neighborhood Collector	IC
68 <sup>th</sup> Avenue	Old Seward Hwy	Seward Hwy	Collector	I
68 <sup>th</sup> Avenue	Seward Hwy	Lake Otis Pkwy	Neighborhood Collector	IB
68 <sup>th</sup> Avenue	Lake Otis Pkwy	Elmore Rd	Collector	I
72 <sup>nd</sup> Avenue	Seward Hwy	Spruce St	Neighborhood Collector	IC
72 <sup>nd</sup> Avenue	Brayton Dr	Lake Otis Pkwy	Neighborhood Collector	IC
76 <sup>th</sup> Ave	Minnesota Dr	C St	Neighborhood Collector	IC
76 <sup>th</sup> Avenue	King St	Old Seward Hwy	Neighborhood Collector	IC
76 <sup>th</sup> Avenue	Old Seward Hwy	Seward Hwy	Commercial/Industrial Collector	IA

## OFFICIAL STREETS AND HIGHWAYS PLAN

Street Name	North or West Segment Terminus	South or East Segment Terminus	Facility Type	Class
80 <sup>th</sup> Avenue	Sand Lake Rd	Endicott St	Neighborhood Collector	IC
80 <sup>th</sup> Avenue	Lake Otis Pkwy	Spruce St	Neighborhood Collector	IC
84 <sup>th</sup> Avenue	Endicott St	Jade St	Neighborhood Collector	IC
84 <sup>th</sup> Avenue	Lake Otis Pkwy	Spruce St	Neighborhood Collector	IC
88 <sup>th</sup> Avenue	west terminus	Jewel Lake Rd	Neighborhood Collector	IC
88 <sup>th</sup> Avenue	Jewel Lake Rd	Northwood St	Neighborhood Collector	IB
88 <sup>th</sup> Avenue	Dimond Center Dr	Old Seward Hwy	Commercial/Industrial Collector	IA
88 <sup>th</sup> Avenue	Abbott Rd	Lake Otis Pkwy	Commercial/Industrial Collector	IA
88 <sup>th</sup> Avenue	Lake Otis Pkwy	Little Brook Cir	Neighborhood Collector	IC
88 <sup>th</sup> Avenue	Spruce Brook St	Elmore Rd	Neighborhood Collector	IC
92 <sup>nd</sup> Avenue	Minnesota Dr	Old Seward Hwy	Minor Arterial	II
92 <sup>nd</sup> Avenue/Academy Drive	Old Seward Hwy	Vanguard Dr	Minor Arterial	II
100 <sup>th</sup> Avenue	Bayshore Dr	Victor Rd	Collector	I
100 <sup>th</sup> Avenue	Victor Rd	C St	Minor Arterial	II
100 <sup>th</sup> Avenue	C St	Old Seward Hwy	Commercial/Industrial Collector	IA
120 <sup>th</sup> Avenue	Johns Rd	Old Seward Hwy	Neighborhood Collector	IC
140 <sup>th</sup> Avenue	DeArmoun Rd	Buffalo St	Neighborhood Collector	IB
155 <sup>th</sup> Avenue	156 <sup>th</sup> Ave	Jamie Ave	Neighborhood Collector	IB
156 <sup>th</sup> Avenue	Golden View Dr	155 <sup>th</sup> Ave	Neighborhood Collector	IB
Unnamed Road	Potter Valley Rd	Golden View Dr	Neighborhood Collector	IB
Unnamed Road (some portions are built and named—Lost Horizon Drive; Cobblestone Hill Road; Steamboat Drive)	155 <sup>th</sup> Ave	southern terminus (at Potter Creek)	Neighborhood Collector	IB
<p>NOTES:</p> <p>1. Street segments are listed as terminating at the Seward Highway may actually terminate at one of the frontage roads (Homer Drive or Brayton Drive).</p>				

# OFFICIAL STREETS AND HIGHWAYS PLAN

## CLASSIFICATION LISTING OF STREETS IN CHUGIAK/EAGLE RIVER

Street Name	North or West Segment Terminus	South or East Segment Terminus	Facility Type
Almdale Avenue	Shims St	Husky St	Collector
Artillery Road (includes Mausel St)	west terminus	Glenn Hwy Interchange	Collector
Baronoff Avenue	Old Eagle River Rd	E. Eagle River Loop Rd	Collector
Bill Stephens Drive [ <i>was</i> Glennway Dr]	Oberg Rd	Voyles Blvd	Collector
Birchwood Spur Road	Birchwood Airport	South Birchwood Loop Rd	Arterial
Birchwood Loop Road	South Birchwood Loop Rd	Old Glenn Hwy	Arterial
Brooks Lane	Glenn Hwy Interchange	Eagle River Rd	Arterial
Business Boulevard	Old Glenn Hwy	Old Glenn Hwy	Collector
Coronado Road	Old Glenn Hwy	Loop Road Spur	Collector
Denaina Elders Road	Eklutna Village Rd	Glacier Loop Rd	Collector
Driftwood Bay Drive	E. Eagle River Loop Rd	east terminus	Collector
Eagle River Lane	New England Dr	Driftwood Bay Dr	Collector
Eagle River Road	Old Glenn Hwy	Chugach State Park Visitor Center	Arterial
East Eagle River Loop Road	Glenn Highway - Hiland Rd exit	West Skyline Dr	Arterial
Eastside Drive	Ski Rd	Homestead Rd	Collector
Eklutna Lake Road	Old Glenn Hwy	Eklutna Lake	Collector
Eklutna Park Drive	terminus	Powder Ridge Dr/Terrace Ln	Collector
Farm Avenue	Breckinridge Dr	Old Glenn Hwy	Collector
Glacier Vista Road [ <i>was</i> Glacier Road]	Knik Vista St	Oberg Rd	Collector
Glenn Highway	Scale House	north MOA boundary	Freeway
Harry McDonald Drive	Old Glenn Hwy	McDonald Center	Collector
Hiland Road (includes Stewart Mt. Dr.)	E. Eagle River Loop Rd	terminus	Collector
Hillcrest Drive	Shims St	S. Birchwood Loop Rd	Collector
Homestead Road	Eastside Dr	Monron St	Collector
Homestead Road (includes Blue Skies Dr)	Oberg Rd	Voyles Blvd	Collector
Jayhawk Drive	S. Birchwood Loop Rd	Sunset Blvd	Collector
Knik Vista Street	Rankin Road (extended)	Peters Creek	Collector
Lake Hill Drive	north terminus	Old Glenn Hwy	Collector

## OFFICIAL STREETS AND HIGHWAYS PLAN

Street Name	North or West Segment Terminus	South or East Segment Terminus	Facility Type
Loop Spur Road	Coronado Rd	N. Eagle River Loop Rd	Collector
North Eagle River Access Road	Powder Ridge Dr/Terrace Ln	Old Glenn Hwy	Arterial
North Eagle River Loop Road	Old Glenn Hwy	W. Skyline Dr	Arterial
Oberg Road (extended)	Reese Rd	Bill Stephens Dr [was Glennway Dr]	Collector
Old Eagle River Road	Old Glenn Hwy	Baronoff Ave	Collector
Old Glenn Highway	Eagle River Rd	Reese Rd (extended)	Arterial
Old Glenn Highway	Glenn Hwy	Eklutna Village Rd	Collector
Pilots Road	Tarika Ave	Birchwood Loop Rd	Collector
Powder Ridge Drive	terminus	Eklutna Park Dr/N. Eagle River Access Rd	Collector
Rankin Road (extended)	Knik Vista St	Oak Knoll Dr	Collector
Reese Road (extended)	Oberg Rd (extended)	Lake Hill Dr	Collector
Santa Maria Drive	Old Glenn Hwy	Spring Brook Dr	Collector
Settlers Drive	Mirror Lake Dr	Homestead Rd	Collector
Shims Street	Hillcrest Dr	Almdale Ave	Collector
Ski Road	Eastside Dr	Whaley Ave	Collector
Skyview Avenue	Old Glenn Hwy	Wildwood Dr	Collector
South Birchwood Loop Road	Glenn Hwy	Birchwood Spur Rd/Birchwood Loop Rd	Collector
South Birchwood Loop Road	Glenn Highway	Old Glenn Highway	Arterial
Sun Beau Drive	E. Eagle River Loop Rd	War Admiral Dr	Collector
Sunset Boulevard	Jayhawk Dr	Tarika Ave	Collector
Tarika Avenue	Sunset Blvd	Pilots Rd	Collector
Terrace Lane	Eklutna Park Dr/N. Eagle River Access Rd	James Way	Collector
Thunderbird Drive	Old Glenn Hwy	south terminus	Collector
Voyles Boulevard	Sheltering Spruce Ave	Old Glenn Hwy	Collector
War Admiral Drive	Sun Beau Dr	Eagle River Ln	Collector
West Skyline Drive (includes Jamie Dr, McCrary Rd, Upper Skyline Dr)	N. Eagle River Loop Rd/E. Eagle River Loop Rd	Canyon View Dr	Collector
Yosemite Drive	East Eagle River Loop Rd	Yellowstone Dr	Collector
[Editor's Note: Proposed roads in the Powder Reserve are unnamed. For a detailed description of the roadway classification system in Tract A, Powder Reserve, see the Assembly Ordinance approving the planned community (PC) district zoning.]			



# OFFICIAL STREETS AND HIGHWAYS PLAN

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## CLASSIFICATION LISTING OF STREETS IN GIRDWOOD

Street Name	North or West Segment Terminus	South or East Segment Terminus	Facility Type	Class
Arlberg Avenue	Crow Creek Rd	Alyeska Hwy	Collector	I
California Creek Road	Sproat Rd	Crow Creek Rd	Collector	I
California Creek Road	Crow Creek Rd	Hightower Rd	Commercial/Industrial Collector	IA
Glacier Creek Drive	Sproat Rd	Alyeska Hwy	Neighborhood Collector	IC
Glacier Creek Drive	Alyeska Hwy	Karolius Dr	Collector	I
Hightower Road	terminus	Alyeska Hwy	Commercial/Industrial Collector	IA
Karolius Drive	Alyeska Hwy	Alyeska Hwy	Collector	I
Monarch Mine Road	Sproat Rd	Alyeska Hwy	Neighborhood Collector	IC
Mount Hood Drive	Lake Tahoe Rd	Arlberg Ave	Collector	I
Seward Highway	Rabbit Creek Rd	south MOA boundary	Major Arterial	III
Sproat Road	Monarch Mine Rd	California Creek Rd	Neighborhood Collector	IC
Unnamed Road A	Alaska Railroad ROW	Alyeska Hwy	Collector	I
Unnamed Road B	Sproat Rd	Alyeska Hwy	Neighborhood Collector	IC
Unnamed Road C	Alyeska Hwy	Seward Hwy	Collector	I

# OFFICIAL STREETS AND HIGHWAYS PLAN

## LISTING OF COUNTRY LANES

Roadway Name	North or West Segment Terminus	South or East Segment Terminus	Facility Type
Basher Drive	Campbell Airstrip Rd	east terminus	Country Lane
Bootlegger Cove	11 <sup>th</sup> Ave	U St	Country Lane
Buddy Werner Drive	Schuss Dr	Slalom Dr	Country Lane
Campbell Airstrip Rd	Northern Lights Blvd	Baxter Rd	Country Lane
Campbell Airstrip Rd	Tudor Rd	Basher Dr	Country Lane
Cobra Ave	Longhorn St	Shebanof Ave	Country Lane
Cox Drive	Rabbit Creek Rd	Messina St	Country Lane
Debarr Road	Boston Steet	Eastern Terminus	Country Lane
Doggie Avenue	Shebanof Dr	Klatt Rd	Country Lane
Downhill Circle	Nordic St	Buddy Werner Dr	Country Lane
Ginami Street	Ginami Circle	Huffman Rd	Country Lane
Hideway Trail	Upper O'Malley Rd	Klatt Rd	Country Lane
Jarvi Drive	Gwenn Dr	Old Seward Hwy	Country Lane
Jeanne Road	Upper Huffman Rd	Upper DeArmoun Rd	Country Lane
Lodge Pole Court	Nettleton Dr	Panorama St	Country Lane
Longhorn St	Cobra St	Trails End Rd	Country Lane
Mael Street	Rockridge Rd	112 <sup>th</sup> Ave	Country Lane
Main Tree Drive	Abbott Rd	O'Malley Rd	Country Lane
Mars Street	Oceanview Dr	Gwenn Dr	Country Lane
N Street	5 <sup>th</sup> Ave	7 <sup>th</sup> Ave	Country Lane
Nettleton Drive	Hillside Dr	Lodge Pole Ct	Country Lane
Nordic Street	White Dr	Downhill Circle	Country Lane
O Street	7 <sup>th</sup> Ave	8 <sup>th</sup> Ave	Country Lane
Oceanview Drive	Cross Rd	Mars St	Country Lane
Our Road	98 <sup>th</sup> Ave	O'Malley Rd	Country Lane
Our Road	O'Malley Rd	Klatt Rd	Country Lane
Panorama Drive	Lodge Pole Ct	Port Orford Dr	Country Lane
Passage Way	Elmore Rd	Wilderness Dr	Country Lane
Port Orford Drive	Panorama Dr	White Dr	Country Lane
Rockridge Drive	north terminus	Huffman Rd	Country Lane
S Street	Stolt Lane	11 <sup>th</sup> Ave	Country Lane
Schuss Drive	Shalom Dr	O' Malley Rd	Country Lane
Slalom Drive	Prospect Dr	Schuss Dr	Country Lane
Snowline Drive	Upper O' Malley Rd	Klatt Rd	Country Lane
Stolt Lane	S St	8 <sup>th</sup> Ave	Country Lane
White Drive	Port Orford Dr	Nordic St	Country Lane
Wilderness Rd/Dr	Passage Way	Huffman Rd	Country Lane
Woodbourne Drive	Klatt Rd	Ginami Circle	Country Lane
5 <sup>th</sup> Avenue	N St	L St	Country Lane

OFFICIAL STREETS AND HIGHWAYS PLAN

Roadway Name	North or West Segment Terminus	South or East Segment Terminus	Facility Type
7 <sup>th</sup> Avenue	O St	N St	Country Lane
8 <sup>th</sup> Avenue	Stolt Lane	O St	Country Lane
11 <sup>th</sup> Avenue	S St	Bootlegger Cove	Country Lane
E 98 <sup>th</sup> Avenue	Birch Rd	Our Rd	Country Lane