

1979

OFFICIAL STREETS

AND HIGHWAYS PLAN



OFFICIAL STREETS AND HIGHWAYS PLAN:

POLICIES and STANDARDS

ADOPTED AND AMENDED JUNE 19, 1979



MUNICIPALITY OF ANCHORAGE

Tony Knowles, Mayor

1.0 INTRODUCTION

The Official Streets and Highways Plan (OSHP) for the Municipality consists of two parts. The first consists of the methodology used in preparing the plan and identifies the policy and standards that will guide the community in establishing a vehicular transportation network. The second part consists of two maps that physically depict the hierarchy of streets and highways, both existing and proposed, that will form the vehicular transportation system. The Official Streets and Highways maps are based on the policies and standards contained in this document.

The purpose of the Official Streets and Highways Plan is to identify the right-of-way requirements of the transportation system plan which will, when fully implemented, transport people and goods, optimizing time and cost and safety factors. There are a number of objectives in addition to this general aim. Minimizing the impact of a transportation system upon the cultural and natural environment, while still meeting community goals and objectives, is but one of these.

The OSHP also serves as a tool by which a community can prepare for future development by identifying the location and design width of those major streets and highways required to accommodate the needs of the community in years to come. The OSHP complements the Municipality's land use plan by contributing to the achievement of the community goals expressed by that plan, and as identified more specifically by the land use and residential density maps. Streets and highways are closely linked with community development and the need exists to make the integration between land use and highway planning as tangible and as direct as practicable.

In a rapidly developing community such as Anchorage, the specific location of major and minor arterials and collector streets must be established in advance of land subdivision activity if later and

more expensive right-of-way (ROW) acquisition costs are to be avoided.

The Platting Board uses the Official Streets and Highways Plan as the basis for decisions on right-of-way widths for the many proposed subdivisions which appear before the Board monthly. Similarly, the OSHP is also used by the Planning and Zoning Commission in its review of conditional uses, site plans and rezoning actions. Finally, the OSHP is of value to the Assembly in its review of issues referred to it by the Platting Board and the Planning Commission, and as a definitive statement for the location and design of both present and future roads within the area of Municipal jurisdiction.

The OSHP places heavy reliance upon the work accomplished by the Anchorage Metropolitan Area Transportation Study (AMATS). This study is a joint effort between the Municipality of Anchorage and the Alaska Department of Transportation and Public Facilities. It is designed to plan for the major improvements in transportation facilities within the Anchorage bowl over the next 20 to 25 year period. The Long Range Transportation Plan developed by this study is based upon extensive land use and demographic analyses prepared in the 1975-1977 period and upon detailed computer modeling of both the existing and future transportation systems. Although the transportation plan developed by AMATS is subject to annual review and revision, the major improvements identified in that study are considered to be generally required for the effective development of the Anchorage bowl area. Accordingly, this plan forms much of the basis for the recommendations contained in the OSHP. Generally, then, the OSHP acts as the implementing device for the long range transportation plan by identifying, in ordinance form, the general widths and locations of major projects to be developed by the Municipality over the next 25 year period.

2.0 PROCESS INVOLVED

Inasmuch as the OSHP is based in large part upon the Long Range Transportation Plan, the process of preparing the former document follows the procedures used in developing the AMATS Long Range Transportation Plan. Generally, the development of long range transportation plans involves the identification of the existing patterns and problems of transportation flow, and a projection of those patterns, usually to a 20-25 year period, to ascertain their future characteristics. Service level deficiencies are principally used to identify the extent of existing and future traffic problems. Such specialized information as location and frequency of traffic accidents, origin-destination studies, and intersectional conflict diagrams are also necessary to define the severity of current problems. Determining future conditions requires population projections and land use and economic forecasts covering a 20-25 year planning period. These projections are made for the entire area, but also for smaller portions of the community. Based upon these projections, estimates can be made for future travel demands on the existing street system. From the levels of deficiency imposed upon the present system by the additional increments of

future traffic, a series of alternative transportation systems can be proposed to eliminate and/or reduce these deficiencies. In determining the preferred system, the relative effectiveness of each alternate is measured in terms of its ability to meet future demands, relative costs, and displacement effects. These transportation plans are also evaluated on such specialized criteria as level of service, measure of travel time, frequency and location of traffic accidents, vehicular operating costs, and cultural and environmental effects.

In the case of the existing AMATS Long Range Transportation Plan, this alternative evaluation actually occurred and resulted in the selection and refinement of a preferred transportation system. In turn, this alternative has been further refined over the past year, and a number of proposed amendments to the existing transportation plan are currently being evaluated. These modifications are included in the Official Streets and Highways Plan, reflecting the need to update both the general transportation plan and its implementing tool on a continuing bases as conditions and events change.

3.0 DEVELOPING THE OFFICIAL STREETS AND HIGHWAYS PLAN

The maps in this report designate the location and design widths of the major street system within the Anchorage bowl, Girdwood and Eagle River-Chugiak. This plan identifies and recommends a total system of roads and streets, including freeways, expressways, major and minor arterials, and collector streets, in order to meet the Municipality's traffic needs to the year 2000. Within the Anchorage area, the plan essentially presents a grid system somewhat modified by topography and present land use patterns. Within the Girdwood and Eagle River-Chugiak area, a combination of linear and grid system has been proposed herein, again reflecting topography and the existing pattern of development. The freeways indicated on this map include existing roadways that should be upgraded to freeway standards by the construction of grade separated intersections, entirely new sections of roadway designed to accommodate the increasing traffic loads of rapidly urbanizing areas, as well as current freeway sections.

At the present time many of the roads proposed under the freeway classification operate as either limited or full-access expressways, or as major arterials. The location of the new major and minor arterials and collector streets are given as approximate locations. Specific, final alignments may vary from those on the map and will be the subject of both environmental impact and/or negative declaration statements, as required for major projects. Final specification of precise alignments for collector and minor arterials will occur either during the process of design and platting a new subdivision or, where land is presently subdivided, during the design stage of improvement to the road system.

The system of freeways, major and minor arterials and collector streets depicted on the Official Streets and Highways Plan provides, assuming timely implementation, an adequate system of streets and highways to the year 2000.

The Transportation Plan has been developed about the Municipal Comprehensive Development Plan and is based on the best available data on population, economic and demographic growth and consequent travel demands that are presently available. The development of the area's transportation system, albeit, serving an essential public need for access and movement of goods and services, nonetheless will have some unintended and negative secondary consequences. The development of streets can cause problems in the preservation of neighborhoods, in the proper functioning of public facilities and commercial/industrial areas, and may undermine certain aesthetic and socio-economic values. It is intended that the development of major roadway projects will be accompanied by detailed environmental and costs analyses in order to gauge the effectiveness and worth of these projects. It is also intended that these analyses will propose solutions to reduce and/or eliminate the more onerous of these unintended transportation impacts.

3.1 ELEMENTS OF THE PLAN

A. FREEWAYS

The term "freeways" means a limited access, high-speed road with grade-separated interchanges. The freeway has only one function, to carry traffic. Because it is thus specialized with controlled access, no parking, and no at-grade intersections, it is a highly efficient transporter of goods and people. The freeway is a major barrier separating land uses on one side from those on the other. The cost of building freeways is enormous, principally because of the cost of taking developed urban lands for right-of-way, but also because of the special construction requirements of the Anchorage area. Because of its cost and environmental impacts, the need for new, additional freeway facilities must be carefully evaluated. The projects proposed in this plan fulfill this requirement and should minimize the infiltration

of vehicular traffic into neighborhoods, reduce the severity of traffic accidents, and generally improve accessibility throughout the metropolitan area.

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

- Freeways should connect or provide easy access to major traffic generators throughout the urban area. They should also be designed to handle through traffic. The latter should be a secondary consideration given the small percentage of total trips that are classified as through trips within the urban area.
- The freeway should be located so it will not bisect communities, neighborhoods or other areas whose function would be impaired by such construction. 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 as between attendance boundaries to an elementary school separated by a freeway.
- The construction of freeways should be considered only when the arterial system will have a traffic demand well in excess of the levels that can be accommodated under Service Level D of the Highway Capacity Manual, Transportation Research Board.

B. EXPRESSWAYS

An expressway is commonly defined as a divided arterial highway for through traffic with full or partial control of access and with intersections either at grade or grade separated. It is distinguished from a freeway by the latter's full control of access. Full access control entails the regulation of access to give preference to through traffic by providing access connections with selected public roads only and by prohibiting crossings at grade or through direct private driveway connections. In contrast, partial access entails the control of access to give preference to through traffic but with provision for selected, limited crossings at grade and for private driveway connections. Expressways may be further distin-

guished by their somewhat slower (arterial) design speed 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 stringent than for freeways, expressways are considerably less expensive than the latter. In effect, expressways perform many of the functions of and are designed similar 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.

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 and to prevent direct access from residential lots or smaller cluster 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. They should also include satisfactory provision for landscaping, in order to buffer the effect of vehicular operation upon adjacent areas, improve aesthetics, and serve as major entrances to and through the community.

C. ARTERIAL STREETS AND HIGHWAYS

The first and most important function of arterials is to move large volumes of vehicles and goods. Usually they accommodate longer trips, as from one part of the community to another. Access to

adjacent lands should be a secondary consideration for an arterial.

Major and minor arterials, in addition to serving the functions of moving large volumes of traffic, also serve as routes for utilities and as a means of providing access to open space. In the case of Anchorage, the proposed Foothills Parkway fulfills, in addition to the function of moving through traffic between south Anchorage and the Muldoon area, the purpose of providing access to a major open space reserve in the community, Chugach State Park. Irrespective of this open space function, arterials should be primarily designed for the movement of traffic, with such compromises as are necessary to service adjoining properties. To the extent practicable these facilities should be landscaped and include provision for the control of driveway and curb access.

The spacing of arterial streets is largely a function of density. In the older, more urban parts of the community, a spacing of about one-half mile is typical, while at suburban densities, one-mile spacings or more are often used. This arterial distribution permits an even dispersion of traffic and tends to minimize distribution problems produced by localized overloading of smaller facilities. The traffic volumes on arterials range between 2,000 to 25,000 vehicles per day. With respect to the special design considerations of high volume arterials, the intent of this plan is to provide for the minimization of uncontrolled access, in order to both reduce conflicting vehicular movements and increase their 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.

1. Major Arterial — A major facility for moving large volumes of inter-area traffic and for moving traffic to and from the freeway-expressway system. The major arterial is designed to rapidly move large volumes of traffic. It interconnects major traffic generators within a city and links with important intercity routes. It forms an integrated system within the community and performs a secondary land service

function. Because of its traffic carrying function, access to the arterial should be carefully controlled.

2. Minor Arterial — Although these streets are primarily intended to move through traffic, they also provide an important land access function. However, such access should be at block intervals (300') wherever possible. They carry traffic parallel to or connecting with major arterials, supplementing the flow on the major system. Minor arterials have the following characteristics: 1) they serve less concentrated traffic generating areas, such as neighborhood shopping areas and schools; 2) they distribute traffic from neighborhood collector streets to principal arterials, as well as between principal arterials; and 3) they should not be developed to penetrate identifiable neighborhoods. Direct access is controlled to a lesser degree on minor arterials than on major arterials.

In order to best perform their function with the least amount of disruption to the community, the following guidelines in the design and location of arterials should be followed:

1. Major Arterials:

- a. Major arterials should not bisect the community in such a way that large residential areas are isolated or cut off from major service facilities such as parks and schools.
- b. They should provide direct linkage between major employment and activity centers and connect these centers with large residential areas. They should provide little or no direct land access function.
- c. Major arterials should serve as a primary distribution system to and from freeways and expressways. In addition, they should provide major parallel traffic routes to the freeway system. Future subdivisions along major arterials should be designed to prevent direct access from residential lots or smaller clusters of such lots.

Commercial and industrial access to major arterials should be carefully controlled.

2. Minor Arterials:

- a. Minor arterials should serve to connect smaller residential areas, such as the traditional residential neighborhood. In addition, it should connect residential areas with those facilities which serve one or more neighborhoods, such as community schools, neighborhood business areas and local recreational facilities.
- b. Minor arterials should serve as the distribution link between major arterials and streets of lesser importance, such as collector or residential streets.
- c. Minor arterials should not divide indentifiable neighborhood areas.
- d. Minor arterials should have a significant degree of access control with access preferably at not less than block intervals. Direct access to minor arterials from individual lots should be discouraged.

D. COLLECTOR STREETS

A collector street, as the name implies, collects traffic from local streets and then conducts it to arterials or to local traffic generators such as shopping centers, schools, or community centers. It may supply abutting property with the same degree of land service but this should be avoided as much as possible. Collector streets are designed to give priority over local streets in traffic control locations. In commercial areas, traffic volumes are often too high to permit the utilization of collectors. In these areas, local streets are designed to connect directly with an arterial. In large industrial areas where traffic volumes are lower, collector streets are more often needed.

The main function of a residential collector street is to conduct traffic from local residential areas to arterials. Land access should be a secondary function of the residential collector, 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, as open space, and as a design element in the residential area. Collectors may also be designed to provide access functions for commercial and industrial development, inter-connecting such areas with adjoining residential districts. Such facilities should also be designed to minimize curb and driveway access except at those locations where traffic movement patterns may be effectively controlled.

The location of residential collectors is influenced by their function as well as by the density of urban development and topography. At a typical pattern of residential development, a spacing interval of one-half mile is normally followed. It is not desirable for residential collectors to form a continuous system since there is then a tendency for traffic to use the collector in an arterial through-movement capacity. Traffic volumes on collector streets vary greatly. Residential collectors typically carry between 2,000 and 3,000 vehicles per day while nonresidential collectors may carry up to 8,000 or more vehicles per day.

The following guidelines should be followed in planning for new collector streets:

- Collector streets should serve to collect traffic from local streets of all types and transmit this traffic to the arterial street system or to important trip generating activities within small residential areas.
- The collector street system should be designed so that through traffic is discouraged between larger residential areas or between larger residential areas and major activity areas. In residential areas collector streets, and specifically those designated as Residential Collector I, should be planned to not exceed one-half mile in length if possible and to discourage continuous linkage between arterials.
- Collector streets should be designed to provide priority to through traffic movements as compared to the access function of local streets. They should provide some degree of access control, in order to maximize safety and traffic maneuvering problems, and they should provide a land service function to abutting property.

E. LOCAL STREETS

The primary function of a local street is to provide access to abutting properties. In addition, local streets provide space for on-street parking and for utilities.

In design, local streets exhibit the greatest amount of variation. This results from the type of development being served and the physical characteristics of the land. As a result, a local street can have a seventy-foot right-of-way and a pavement width in excess of forty-four feet if it serves a business area or it may have a fifty-foot right-of-way and twenty-four feet of pavement if it serves an outlying residential area. 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 least harm the environment.

The following guidelines should be followed in planning for local streets:

- Local streets should be created at the time of original land subdivision.
- Local streets should be designed to achieve a balance between providing access to abutting properties and blending into the environment. The particular balance reached will be a function of the type of development being served.

F. COUNTRY LANES

Country lanes would generally be a special type of local or collector street having unique scenic attributes. Generally speaking, country lanes would be of two basic types:

- Narrow, gravel roads having very light traffic volumes.
- Two-lane paved roads with relatively light traffic volumes..

Standards for country lanes can be expected to vary with the terrain, vegetation and surrounding land uses. Right-of-way widths and pavement widths less than required on local streets can usually be expected.

Discretion shall always be used in determining right-of-way and driving surface widths. Clearing widths shall be consistent with the goal of minimizing scarring.

In designating country lanes, the following guidelines shall be used:

- The visual envelope should be aesthetically pleasing containing natural settings or landscaped areas.
- In rural settings, the development along the road should be predominately residential and should include no industrial, commercial or resource extraction land uses.
- In urban settings, the roadside development should be institutional or residential and should include vistas of distant natural features.
- Roadways should conform to the natural topography.
- Scenic vistas are not essential where the immediate visual envelope of the roadway is of high character; however, it may be a very strong factor in designating a country lane where these conditions predominate.

In maintaining, upgrading or improving country lanes, the following standards shall be adhered to:

1. Utility Lines

- (a) Every attempt shall be made to minimize conflicts and duplication of effort when installing water, natural gas and electric lines.
- (b) After underground installation of any utility lines, landscaping procedures shall be used to restore the area as quickly as possible to a natural condition.

2. Signing

No signs or posters other than those required for traffic safety shall be allowed within the country lane right-of-way.

3. Lighting

Local streets and collectors designated as country lanes should be equipped (when lights are deemed necessary) with low-profile, low-density illumination lamps of a design that is compatible with the surrounding natural environment.

4. Maintenance

- (a) Clearing should be done within the right-of-way only as necessary to assure adequate snow removal drainage. The full right-of-way shall not be cleared except under extraordinary circumstances.
- (b) Ditches, where necessary, shall be no wider or deeper than necessary for drainage of the travel surface.
- (c) Easements may be acquired to protect areas crucial to the maintenance or enhancement of visual quality.
- (d) No herbicides shall be used for the clearing of trees and shrubs within the right-of-way.

3.2 STANDARDS

The information presented in Table 1 includes right-of-way width standards for the types of facilities identified in this plan.

The improvement widths for the various task facilities identified herein are essential functions of facility design and are presented as minimum requirements to serve projected traffic volumes. In preparing the maps within the Anchorage bowl in this report, the average daily volumes projected by the Anchorage Metropolitan Area Transportation Study were used as guidelines in determining the

type of facility that will be required on a given road in future years. Within the Girdwood/Alyeska area, both the number of and functional classification of streets were based upon the traffic volumes that are expected to develop as a result of that community's expected growth patterns. The recommendations herein reflect and support the land use patterns proposed in the (draft) Turnagain Arm Comprehensive Plan. Additions to the functional classification system and road-street pattern in the Eagle River/Chugiak areas were identified as a result of recent subdivision plat approvals and as a result of increases in traffic patterns in areas expected to develop rapidly in the near future. In as yet undeveloped areas within Eagle River and Girdwood, standard collector arterial spacing formulas for residential/commercial land were used.

The figures for traffic volume (average 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 fixed amounts. Laneage requirements should also be viewed as flexible, with the actual number of lanes being determined in project design studies.

The minimum right-of-way widths identified in Table 1 are based generally upon the typical cross-sections that have been developed in this and other areas of the country for particular types of streets, including those functional types identified in this Plan. These widths are intended to serve as the basis for reserving a specific amount of right-of-way for future roadway development.

Further design details related to street sections and intersections arrangements are not included as part of the Official Streets and Highways Plan. The design aspects of roadway development are controlled by standard specifications and guidelines adopted by the Municipality. These procedures are to be followed in the design of typical roadway cross-sections, vertical profiles, and intersectional configurations.

TABLE 1. RIGHT-OF-WAY STANDARDS

TYPE OF FACILITY	STREET CLASS	NUMBER OF LANES	MINIMUM R.O.W. WIDTH	AVERAGE DAILY TRAFFIC (a)
Light Rail	—	—	Variable	—
Freeway	VII	Variable	Variable	Over 30,000
Expressway	VI	4-6	100'	15,000-40,000
Major Arterial Divided (b) Undivided	V	4-6	100'	15,000-30,000
	IV	4-6	100'	15,000-30,000
	IV C(b)	4	60'	15,000-30,000
Minor Arterial	III	2-4	80'	8,000-15,000
	III A(c)	2-4	60'	8,000-15,000
	III B(c)	2-4	80'	8,000-15,000
Collector Neighborhood Local Residential Commercial-Industrial	I	2	60'	up to 4,000
	II A	2	80'	up to 8,000
	II B	2-4	80'	up to 8,000
Local Residential-Minor Residential-Major	—	2	50'	less than 4,500
	—	2	60'	less than 4,500

(a) Average Daily Traffic is a term used to define the average number of vehicle trips made in a day.

(b) Divider strips may vary from 4 to 14 feet.

(c) This classification would only be applicable to that area bounded by and including L Street, 3rd Avenue, Karluk Street, and 15th Avenue.

4.0 IMPLEMENTATION

The purpose of the Official Streets and Highways Plan is to implement the recommendations contained in the community's Long Range Transportation Plan and the land use recommendations of plans now being prepared for Girdwood and Eagle River/Chugiak. In turn, methods also exist to implement portions of the Official Streets and Highways Plan. The actual tool that is appropriate for use depends upon the type of facility in question. With freeways, for example, the possibility of requiring additional rights-of-way through use of the subdivision ordinance is practically non-existent.

4.1 ADOPTION OF AN OFFICIAL STREETS AND HIGHWAYS PLAN

The adoption of the Official Streets and Highways Plan identifies 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 Official Streets and Highways Plan are shown on Maps 1 and 2. For informational purposes Map 3 depicts truck routes within the Municipality, as designated under AMC 9.46.400 - 410.

4.2 ADOPTION AND ENFORCEMENT OF SUBDIVISION REGULATIONS

Subdivision regulations are the primary tool in establishing the local and collector street system and a secondary vehicle for establishing the remainder of this system. The requirements for road and street design and dedication are identified in MAC 21.80.010 - .045. That portion of the Municipal code requires that

- * All streets should be dedicated to the public. In the case of arterial or collector streets, the subdivider shall only be required to dedicate an amount equal to seventy feet of the proposed right-of-way width if the entire street is within the proposed subdivision, or one half of the seventy foot right-of-way width if the

street is on the exterior boundaries of the subdivision.

- * Subdivision streets shall be required to conform to the Official Streets and Highways Plan, except that the street dedications need not exceed that required by AMC 21.80. In areas where the streets are paved to the width specified in the Official Streets and Highways Plan, the platting authority may require additional rights-of-way.

In addition to these requirements, this portion of the Municipal Code also mandates certain minimum specifications of street alignment and gradient, and cul-de-sac design. In addition, it also specifies certain general requirements for intersectional design and construction. More detailed design criteria for the construction of streets are governed by the appropriate specification and codes as administered by the Department of Public Works.

4.3 FINANCING OF IMPROVEMENTS:

Although the principal function of the Official Streets and Highways Plan is to identify the general location and right-of-way widths for existing and future streets, the implementation of the projects identified herein is accomplished through several financing programs. These programs are administered both by the Municipality, through the Capital Improvement Program, and through the Alaska Department of Transportation and Public Facilities through the statewide Highway Improvement Program. That portion of the statewide program that pertains to Anchorage is, in fact, developed on a joint basis between the Municipality and the State Department of Transportation through the cooperative planning program, AMATS. Both of these financing programs identify the types of projects to be developed over a six year period. Projects are separated into major funding categories and are oftentimes ranked according to priority within these categories. The Municipal Capital Improvement Program deals largely with projects that are to be funded by local

governmental funds, whereas the AMATS Transportation Improvement Program primarily deals with the allocation of both State and Federal funds for major highway improvements on the State system. The Municipal Capital Improvement Program deals principally with those facilities that are not on either the State or Federal funding program.

The formulation of both the Municipal Improvement Program and the AMATS Transportation Improvement Program is based upon a given set of

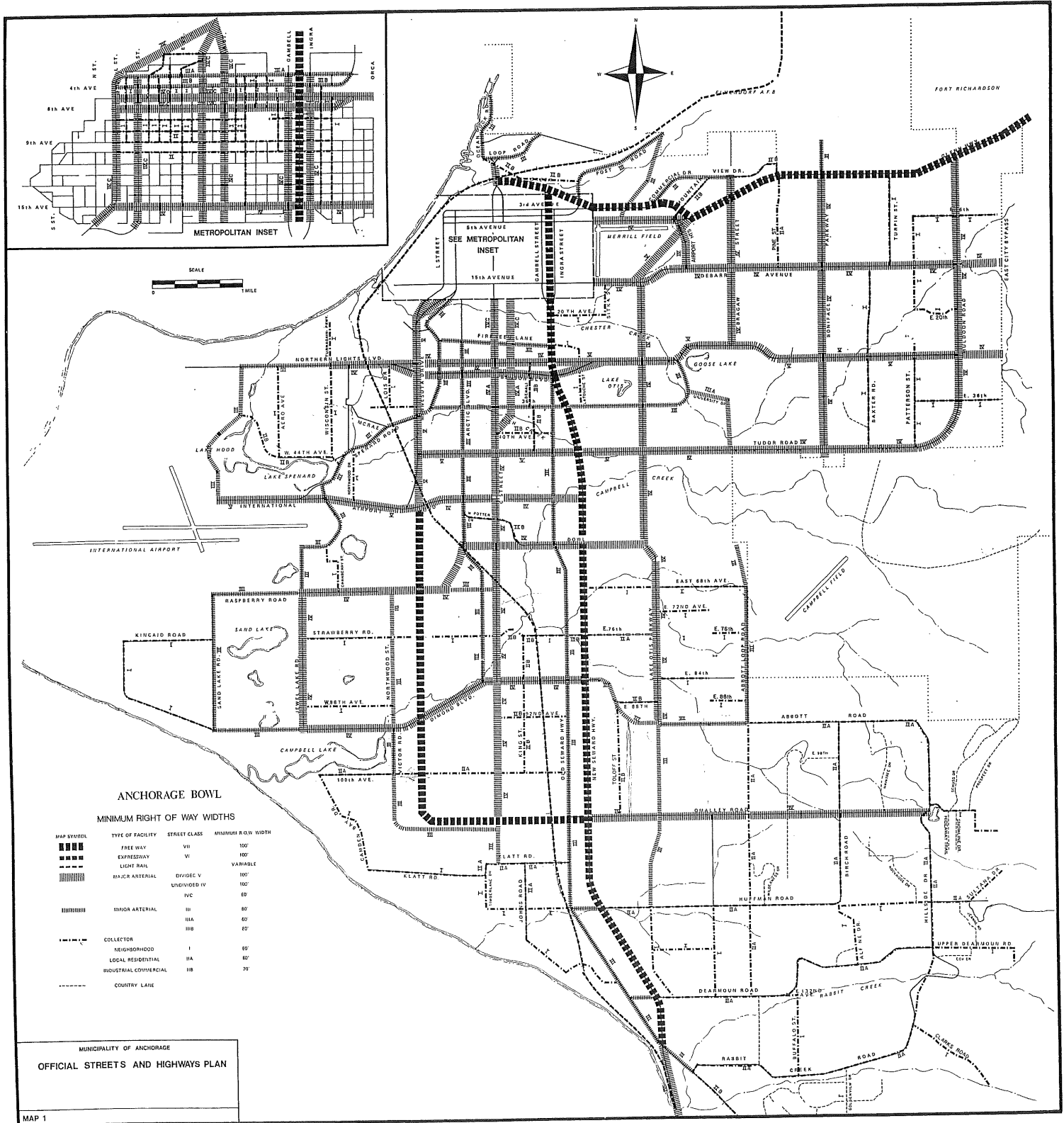
criteria. Projects are identified and are ranked according to accident frequency and severity; traffic volumes, both existing and proposed; and the degree to which the project contributes to an integrated transportation system.

Both financing documents are developed on an annual basis. Periodic revision allows decision-makers at both the local and State level to adjust to changing conditions by changing both priorities and the mix and scope of street highway projects.

5.0 PLAN UPDATING

The Official Streets and Highways Plan, as with any other planning effort, must be subject to periodic updating. This is to insure that the community's system of streets and highways is consistent with the rate and pattern of urban growth. Even though 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 Official Streets and Highways Plan must be reevaluated and revised at periodic intervals, and should occur after the revision of the AMATS Long Range Transportation Plan once every two years. The Planning and Zoning Commission should review and hold public hearings on both documents at the aforementioned times.

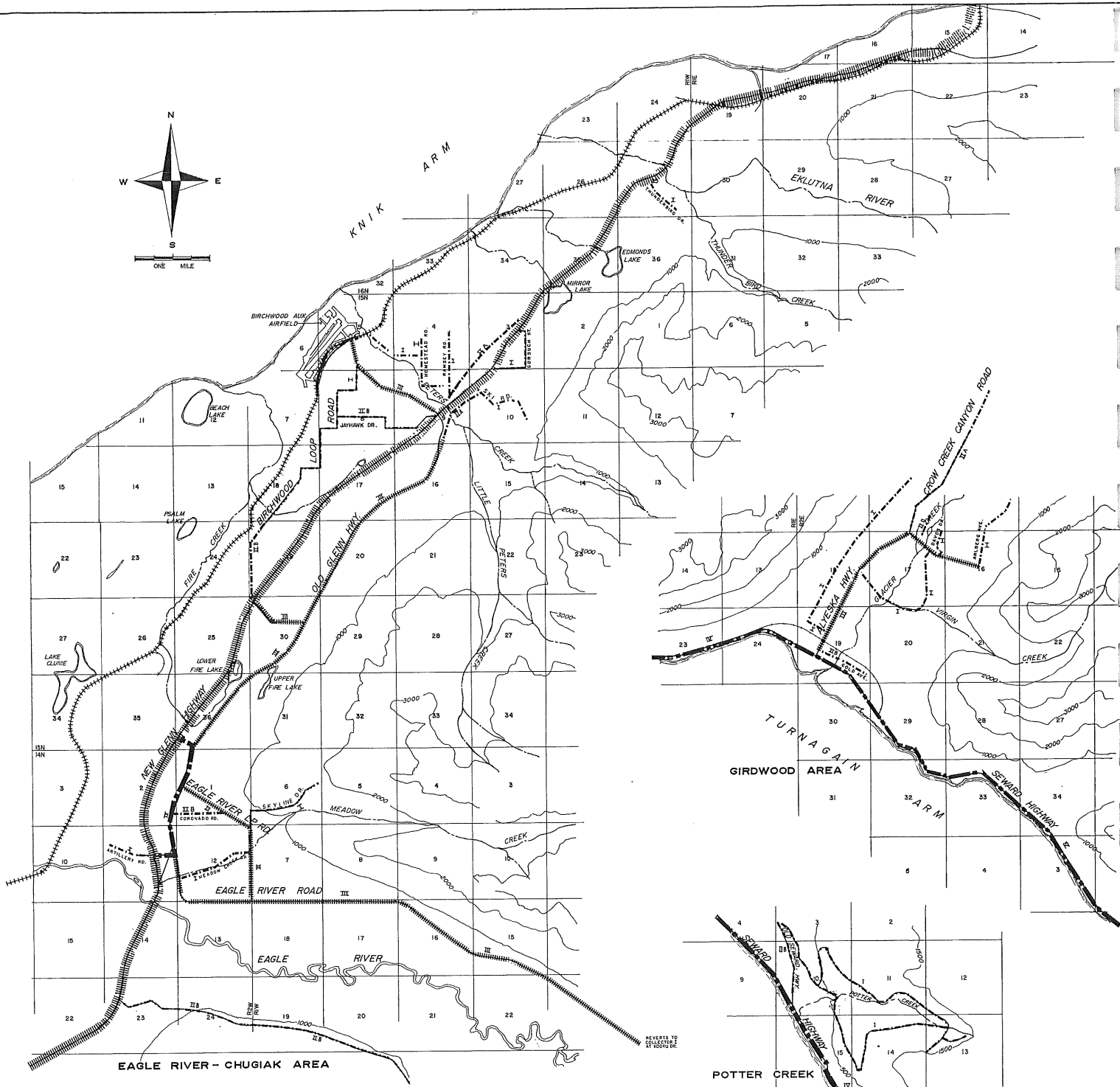
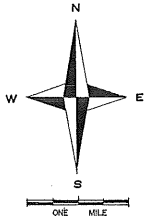


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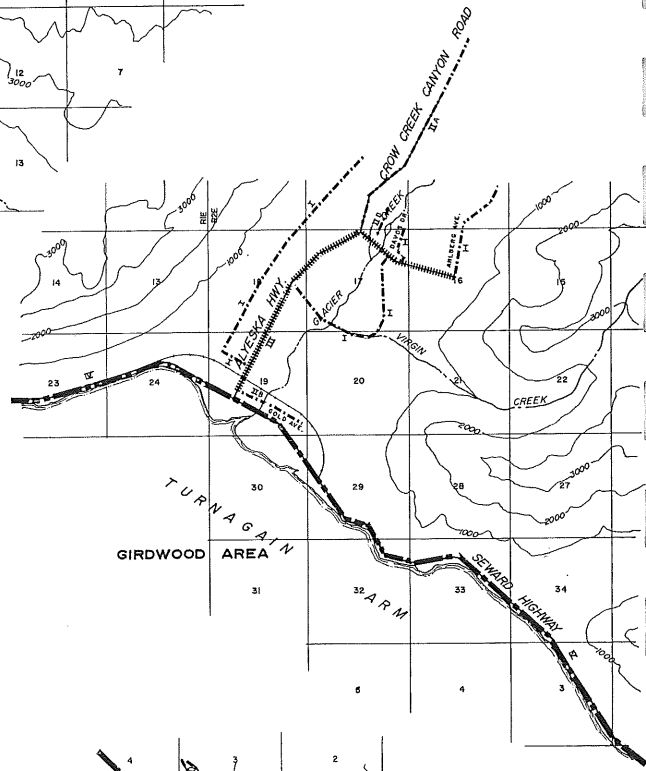
ANCHORAGE BOWL
MINIMUM RIGHT OF WAY WIDTHS

MAP SYMBOL	TYPE OF FACILITY	STREET CLASS	MINIMUM ROW WIDTH
[Thick solid line]	FREE WAY	VII	100'
[Dashed line]	EXPRESSWAY	VI	100'
[Thin solid line]	LIGHT RAIL	VARIABLE	
[Thick dashed line]	MAJOR ARTERIAL	DIVIDED V	100'
[Thin dashed line]		UNDIVIDED IV	100'
[Thin solid line]		IVC	80'
[Thin solid line]	MINOR ARTERIAL	III	80'
[Thin solid line]		IIIA	60'
[Thin solid line]		IIIB	60'
[Thin solid line]	COLLECTOR	I	60'
[Thin solid line]	NEIGHBORHOOD	I	60'
[Thin solid line]	LOCAL RESIDENTIAL	IIA	60'
[Thin solid line]	INDUSTRIAL COMMERCIAL	IIA	60'
[Thin solid line]		IIIB	70'
[Thin solid line]	COUNTRY LANE		

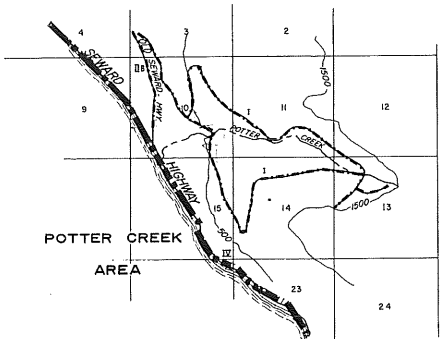
MUNICIPALITY OF ANCHORAGE
OFFICIAL STREETS AND HIGHWAYS PLAN
MAP 1



EAGLE RIVER - CHUGIAK AREA



GIRDWOOD AREA

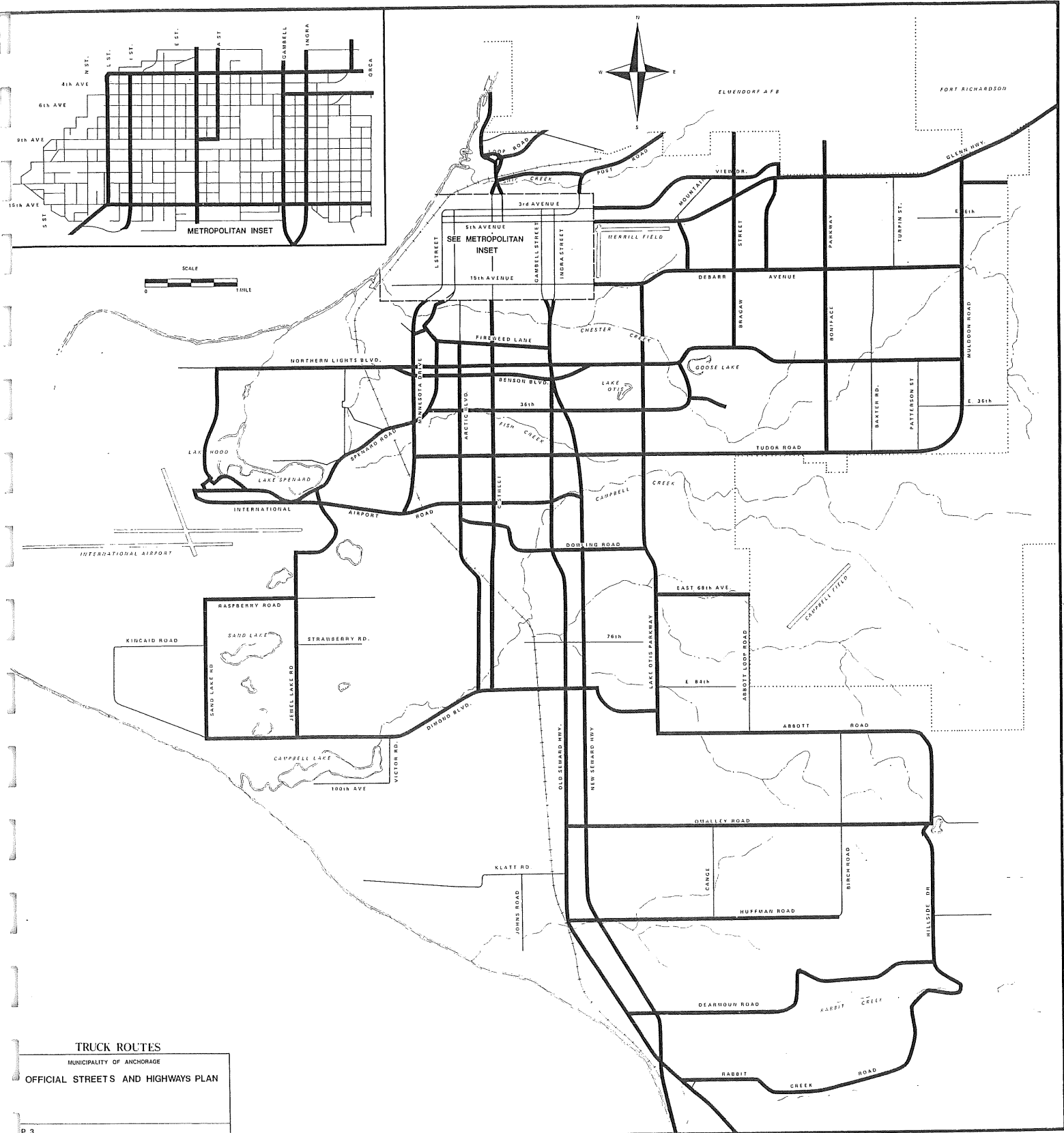


POTTER CREEK AREA

MINIMUM RIGHT OF WAY WIDTHS

MAP SYMBOL	TYPE OF FACILITY	STREET CLASS	MINIMUM R.O.W. WIDTH
	FREEWAY		VARIABLE
	LIGHT RAIL CORRIDOR		VARIABLE
	MAJOR ARTERIAL		
	DIVIDED	V	100'
	UNDIVIDED	IV	100'
	MINOR ARTERIAL	III	80'
	COLLECTOR		
	NEIGHBORHOOD	I	60'
	LOCAL RESIDENTIAL	IIA	60'
	INDUSTRIAL-COMMERCIAL	IIIB	70'

MUNICIPALITY OF ANCHORAGE
OFFICIAL STREETS AND HIGHWAYS PLAN



TRUCK ROUTES
 MUNICIPALITY OF ANCHORAGE
OFFICIAL STREETS AND HIGHWAYS PLAN

6.0 CONCLUSION

The Official Streets and Highways Plan is based upon the recommended street and highway network of the AMATS Long Range Transportation Plan. The transportation system recommended by this joint local-State planning effort is intended to complement the Municipality's Comprehensive Development Plan and to satisfy the projected traffic demands of the year 2000. The function of the Official Streets and Highways Plan is to

identify the location and width of the existing and proposed street system, in order to reserve sufficient amount of right-of-way for future construction needs. It is the framework upon which the development of a basic, integrated transportation network of roads and streets can be developed to serve Anchorage's future urban development and travel demands.

