

MUNICIPALITY OF ANCHORAGE

OFFICIAL STREETS AND HIGHWAYS PLAN  
Policies and Standards

Prepared By  
Municipality of Anchorage  
Community Planning Department  
Transportation Section

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## 1.0 INTRODUCTION

The Official Streets and Highways Plan (OSHP) provides a means for the community to prepare for future development. It does this by establishing the location, classification and minimum right-of-way of those streets and highways required to accommodate the highway transportation needs of the community in years to come. The OSHP complements the Municipality of Anchorage's Comprehensive Plan by contributing to the achievement of the community goals expressed by that plan. Streets and highways are closely linked with community development. Planning for land use and the highway system should be integrated as much as is practicable.

The Official Streets and Highways Plan for the Municipality of Anchorage consists of two parts. The first establishes the policies and standards that will guide the community in creating the necessary highway transportation system. The second part consists of maps that graphically depict the hierarchy of streets and highways, both existing and planned, that will form the highway transportation system. The OSHP 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 OSHP prescribes the location and classification of present and future major roads within the Municipality of Anchorage. It governs decisions on right-of-way widths and major right-of-way alignments for proposed subdivisions reviewed by the Platting Board. In addition, the OSHP guides the Planning and Zoning Commission in its review of conditional uses, site plans, and zoning actions. The OSHP supplements Title 21 of the Municipal Code in regards to the major highway system serving Anchorage.

In a rapidly developing community such as Anchorage, the location of major and minor arterials and collector streets must be established in advance of land subdivision activity, in order to avoid the need to acquire the necessary right-of-way for planned highways and streets at a higher cost in later years. However, final alignments may vary somewhat from those shown on the OSHP maps. Most freeway, expressway, and major and minor arterial alignments are finally determined after environmental impact review. Collector and local road alignments are often determined during the process of design and platting of new subdivisions.

The development of the Official Streets and Highway Plan is closely related to the development of an updated Long Range Transportation Plan for the Municipality by the Anchorage Metropolitan Area Transportation Study (AMATS) process. Information acquired during the update of the Long Range Element of the Transportation Plan is relied upon heavily for the necessary data required in determining highway and street patterns and locations shown in the OSHP. A considerable amount of analyses of new demographic and transportation data is completed before extensive computer modeling techniques are used to determine future highway transportation system needs.

Although the Long Range Element of the AMATS Transportation Plan is subject to annual review and possible revision, the major highway facilities that are identified are considered to be essential for the effective development of Anchorage's highway system. The Long Range Element forms much of the basis for the recommendations contained in the OSHP. The OSHP, in fact, becomes the implementing instrument for the long range transportation plan by officially identifying, by ordinance, the locations, classifications, and minimum right-of-way requirements of the street and highway system needed to meet long range transportation goals over the next 25 year period.

## 2.0 DEVELOPMENT OF THE OFFICIAL STREETS AND HIGHWAY PLAN

### 2.1 Process

Development of the Official Streets and Highway Plan involves the identification of problem areas within the present system of streets and highways and a projection of highway needs in the future. Service level deficiencies are principally used to identify the extent of existing and future traffic problems.

The Long Range Element of the Transportation Plan developed through the AMATS Planning process is used extensively to identify current and future system deficiencies. Following the identification of these system deficiencies, several alternative street and highway networks are developed incrementally in order to determine the specific highway improvements needed to achieve an acceptable highway system which would adequately accommodate the demand placed upon it. The development of this OSHP relied heavily upon the findings drawn from these alternative network analyses. In addition, local, or subarea, studies were completed which provided additional information and identified local needs.

### 2.2 System Classification

The Official Streets and Highway Plan recommends and identifies a system of streets and highways. Based upon the function of a given street or highway, a roadway is classified to best reflect its primary use, both current and projected. The first step in developing a street classification is to group all streets by present function. 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.

A street classification plan should reflect the location of traffic generators, the amount and location of through traffic movement, and the access needs of abutting property. In evaluating

these factors, consideration must be given to present and future traffic requirements and land use patterns of the area.

Information used in classifying streets into systems 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, will indicate requirements for access. The preservation of neighborhoods by diverting through traffic should also be a basic objective. Collection and distribution of local traffic within a neighborhood, as well as, access to abutting property, should be provided by a separate street system which interconnects to the through traffic street system.

The Official Streets and Highway Plan identifies and recommends a system of roads and 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. These street systems were developed following extensive analyses performed during the long-range planning process, and also reflect the findings of several sub-area studies performed in the Sand Lake area, Eagle River Eklutna areas, and the Goose Lake area.

The system of freeways, expressways, major and minor arterials, and collector streets recommended in the OSHP, reflect the goals and objectives of the Long Range Element of the Transportation Plan which seeks to provide a transportation system that enhances the social and economic aspects of the region by minimizing neighborhood traffic, displacement of residential and employment opportunities, the impact on aesthetic qualities, and environmental impacts. It also seeks to provide safe and economical mobility to all people by maximizing the safety of the highway system and by minimizing costs. Finally, the OSHP supports the long range goal of providing a system that can move people and goods in the most efficient and cost effective manner.

### 3.0 PLAN ELEMENTS

#### 3.1 Street and Highway Characteristics - Guidelines

The purpose of a highway system reflects 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.

##### A. Freeways

The term "freeway" means a limited access, high-speed road with grade-separated interchanges. The freeway has only one function, to carry traffic. Because it is 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 very high, 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, social, and environmental impacts, the need for new, additional freeway facilities must be carefully evaluated.

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. 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, nor 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. Satisfactory provision for landscaping, in order to provide a buffer, improve aesthetics, and serve as major entrances to and through the community should also be included.

## B. Expressways

An expressway is commonly defined as a divided arterial highway for through traffic with full or partial control of access, with intersections either at grade or grade separated. It is distinguished from a freeway by the latter's full control of access.

Partial access entails the control of access to give preference to through traffic but with provision 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 stringent than for freeways, expressways can be considerably less expensive. 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 expressway 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 crossing should be provided in activity areas. 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 should also be included.

#### 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. However, arterials should be primarily designed for the movement of traffic, with such compromises as are necessary to service adjoining properties. These facilities should be landscaped and include provision 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 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 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 major arterials, as well as between major 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 development and location of arterials should be followed:

1. Major Arterials:
  - a. Major arterials 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.
  - b. 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.

- c. 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. Where necessary, pedestrian access to these facilities should be safely provided for. Satisfactory provision for landscaping in order to buffer the areas and improve aesthetics should also be included.

## 2. Minor Arterials:

- a. Minor arterials should serve as the distribution link between major arterials and streets of lesser importance, such as collector or residential streets.
- b. Minor arterials should serve to connect smaller residential areas, such as residential neighborhoods. 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. Satisfactory provision for landscaping in order to buffer areas and improve aesthetics should also be included.
- c. Minor arterials should not divide identifiable neighborhood areas. Where necessary, neighborhood areas should be connected with safe pedestrian facilities.
- 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 collects traffic from local streets and then conducts it to arterials or to local traffic generators such as shopping centers, schools, community centers, or park and recreational facilities. It may supply abutting property with some 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. 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. Parking along collectors should be discouraged.

The location of residential collectors is influenced by their function as well as by the density of urban development and topography.

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 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 minimize traffic maneuvering problems, and they should provide a limited land service function to abutting property. New subdivisions should be designed to not allow direct driveway access to collectors. In areas of low density residential development, limited direct driveway access to collectors may be allowed but only if the collector street will not become a major link in the future to more densely developed areas. Reverse lot design should be used in subdivisions, in order to minimize driveway access onto collector streets.
- ° Collector streets should provide access to local neighborhood schools and neighborhood recreation areas. Pedestrian facilities should be provided along collectors to allow for safe access between these activity centers.
- ° Residential collectors should be designed to provide only two travel lanes, with limited widths on shoulder areas for emergency parking.
- ° On-street parking is not appropriate on collector roads. Designs should be developed to discourage curb parking.

#### 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.

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

- ° Local streets should be created at the time of original land subdivision in accordance with the subdivision regulations.

. 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.

In designating Country Lanes, the following guidelines shall be used:

- ° 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 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 natural features.
- ° Roadways should conform to the natural topography.
- ° Scenic vistas may be a very strong factor 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.

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

## 2. Lighting

Streets 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.

## 3. Construction and Maintenance

- a. Clearing should be done within the right-of-way only as necessary to assure adequate snow storage and roadway associated drainage. Areas cleared for construction, but not needed for snow storage and roadway associated drainage, must be restored as quickly as possible to a natural appearing condition. Care shall be taken to retain scenic views and protect or enhance the visual quality of the roadway.
- b. Ditches, where necessary, shall be no wider or deeper than required for drainage of the roadway and adjacent development.
- c. Easements may be acquired to protect areas crucial to the maintenance or enhancement of visual quality.

## 4. Subdivision and Development Review

- a. Subdivision and development review shall take place to assure conformity of development street designs to Country Lane standards.
- b. Consideration shall be given to preserve natural vegetation and enhancement of visual qualities as part of the subdivision or development design when adjoining Country Lanes.

## 5. Duplicate Designation of Country Lanes

- a. Where a road carries a duplicate designation such as Collector and Country Lane, for the purposes of site plan review and construction design, extra attention should be

given to enhancing the scenic quality of the road. Inclusion of necessary facilities such as turn outs, are to be provided. This is not to preclude the construction of walkways, etc., but to address how they are constructed.

### 3.2 Functional Classification Standards

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



TABLE 1

## SPACING AND LANE REQUIREMENTS

Facility Type	Area Type	Spacing <sup>3</sup>	AADT	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 District	1/4 mile	Over 20,000	4 - 6
	Residential (high density) <sup>1</sup>	1 mile	Over 20,000	4 - 6
	Residential (low density) <sup>2</sup>	1 mile	Over 20,000	4 - 6
Minor Arterials	Central Business District	1/8 mile	0,000 - 20,000	2 - 4
	Commercial/Industrial District	1/4 mile	0,000 - 20,000	2 - 4
	Residential (high density) <sup>1</sup>	1/2 mile	0,000 - 20,000	2 - 4
	Residential (low density) <sup>2</sup>	1 mile	0,000 - 20,000	2 - 4
Collectors	Central Business District	1/8 mile	2,000 - 10,000	2 - 4
	Commercial/Industrial District	1/8 mile	2,000 - 10,000	2 - 4
	Residential (high density) <sup>1</sup>	1/4 mile	2,000 - 10,000	2
	Residential (low density) <sup>2</sup>	1/2 mile	2,000 - 10,000	2
Local <sup>4</sup>	All	Variable	Less than 2,000	2

- Footnotes:
1. High density residential = 5 dwelling units or more per acre.
  2. Low density residential = 4 dwelling units or less per acre.
  3. Spacing values are to be considered minimums.
  4. Standard may vary to conform to geographical constraints. Includes Country Lanes. See also Title 21, Subdivision Standards.

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.

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 Municipality should develop typical designs for street classification using these standards as a guide. The functional requirements of the classes of streets listed in Table 1 are summarized as follows:

**Freeways:** These streets will be serving over 40,000 trips a day. They should be built to freeway design standards with full grade separations of intersecting streets. Careful attention should be given to all details related to their design and the surrounding land. In cities of moderate size, spacing of freeways does not become a critical issue. However, an average minimum spacing of two miles should be followed where possible.

**Expressways:** 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. Lower design standards than for freeways are typically followed.

**Major Arterials:** Since the volumes on these streets will be over 20,000 trips a day, there should be at least four moving lanes, paved shoulders (for emergency parking), and a divider wherever possible. Access should be controlled very carefully. Residential development should be served from side streets, and a detailed traffic analysis should be made to determine how best to serve commercial property--whether from service roads, special entrances, or side streets.

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

**Minor Arterials:** These streets carry between 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 these streets. Direct access to commercial property must be carefully controlled to limit the number of permitted driveways. Where possible, driveway access should be shared with abutting property owners.

**Collectors:** Traffic volumes on collector streets vary greatly. Residential collectors in low density 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. Non-residential collectors 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 residential developments should be discouraged. Reverse lot design within subdivisions should be required in order to minimize driveway access. At a typical pattern of residential development, a minimum spacing interval of one-eighth to 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.

**Local Streets:** 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 sixty-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.

Country Lanes: Standards for Country Lanes can be expected to vary with the terrain, vegetation and surrounding land uses. Right-of-way widths and pavement widths can vary considerably, in some cases being less than required for local streets. Discretion shall be used in determining right-of-way and driving surface widths. Clearing widths shall be consistent with the goal of minimizing scarring.

Further design details related to street sections and intersections 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 and by AMATS, which should be consistent with the Official Streets and Highways Plan. These procedures are to be followed in the design of typical roadway cross-sections, vertical profiles, and intersectional configurations.

### 3.3 Right-of-Way Requirements

A primary purpose of the Official Streets and Highways Plan is to identify the right-of-way requirements of the highway 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 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. Additional right-of-way may be required in order to accommodate separated trails, pathways, landscaping, buffering and utilities.

In areas of new subdivision activity, roadways which are designed to serve the subdivision as collectors will require additional right-of-way if direct driveway access is provided to individual lots. This additional right-of-way will increase the current minimum of sixty feet of right-of-way by ten feet to a minimum right-of-way of seventy feet where driveway access is provided.

TABLE 2  
RIGHT-OF-WAY STANDARDS

FACILITY TYPE	Street Class	Number Of Lanes	Minimum R.O.W Width	Average Daily Traffic (a)
FREEWAY	V	Variable	150' (b)	Over 40,000
EXPRESSWAY	IV	4-6	130'	Over 20,000
MAJOR ARTERIAL				
Divided (c)	III	4	100'	Over 20,000
	IIIA	4-6	130'	Over 20,000
Undivided	IIIB	4	100'	Over 20,000
	IIIC(d)	4	60'	Over 20,000
MINOR ARTERIAL				
	II	2-4	80'	10,000-20,000
	IIA(d)	2-4	60'	10,000-20,000
COLLECTOR				
Residential	I	2	80'	2,000-10,000
Industrial/Commercial	IA	2-4	80'	2,000-10,000
Neighborhood	IB(e)	2	70'	2,000-10,000
Neighborhood	IC	2	60'	2,000-10,000
LOCAL (f)	-	2	50'-60'	Less than 2,000

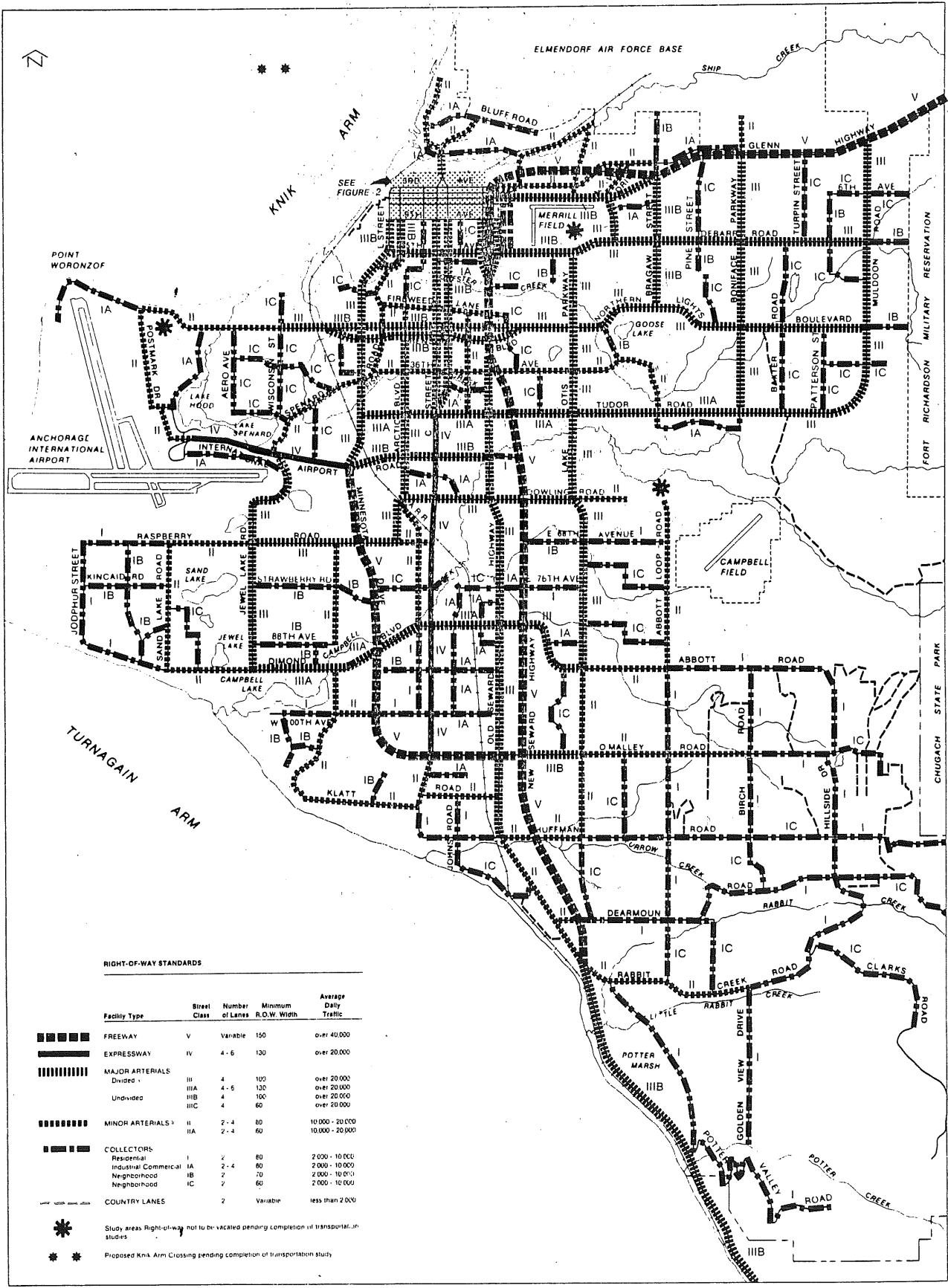
- a) Average number of vehicle trips per day.
- b) Does not include right-of-way required for frontage roads or interchanges.
- c) Width of divider strip may vary.
- d) Classification applicable only in area bounded by and including 'L' Street, 3rd Avenue, Karluk Street, and 15th Avenue.
- e) Minimum 70' right-of-way required if direct driveway access is permitted.
- f) Includes Country Lanes. See also Title 21, Subdivision Street Standards.

### 3.4 Official Streets and Highway Plan Maps

Official Streets and Highway Plan Maps identify both the classification and the location of the highway transportation system. While based primarily on the criteria stated in Sections 3.1 and 3.2, the Plan Maps also reflect other planning considerations. Where the maps conflict with the above criteria in 3.1 or 3.2, 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 facility.

Figure 1 illustrates the highway transportation system for the Anchorage Bowl. Figure 2 highlights the Anchorage downtown area. Figures 3 and 4, respectively, show the highway systems for the Eagle River-Chugiak-Eklutna areas and the Girdwood area.

Figure 5, "Truck Routes," is to be updated and will be shown in the Official Streets and Highways Plan following completion of an Urban Goods Movement Study.



**RIGHT-OF-WAY STANDARDS**

Facility Type	Street Class	Number of Lanes	Minimum R.O.W. Width	Average Daily Traffic	
FREEWAY	V	Variable	150	over 40,000	
EXPRESSWAY	IV	4-6	130	over 20,000	
MAJOR ARTERIALS	Divided	III	4	100	over 20,000
	III A	4-6	130	over 20,000	
	Undivided	III B	4	100	over 20,000
	III C	4	60	over 20,000	
MINOR ARTERIALS	II	2-4	80	10,000 - 20,000	
	II A	2-4	60	10,000 - 20,000	
COLLECTORS	Residential	I	2	80	2,000 - 10,000
	Industrial/Commercial	IA	2-4	80	2,000 - 10,000
	Neighborhood	IB	2	70	2,000 - 10,000
	Neighborhood	IC	2	60	2,000 - 10,000
COUNTRY LANES		2	Variable	less than 2,000	

Study areas Right-of-way not to be vacated pending completion of transportation studies  
 Proposed Knik Arm Crossing pending completion of transportation study

# OFFICIAL STREETS AND HIGHWAYS PLAN

## ANCHORAGE

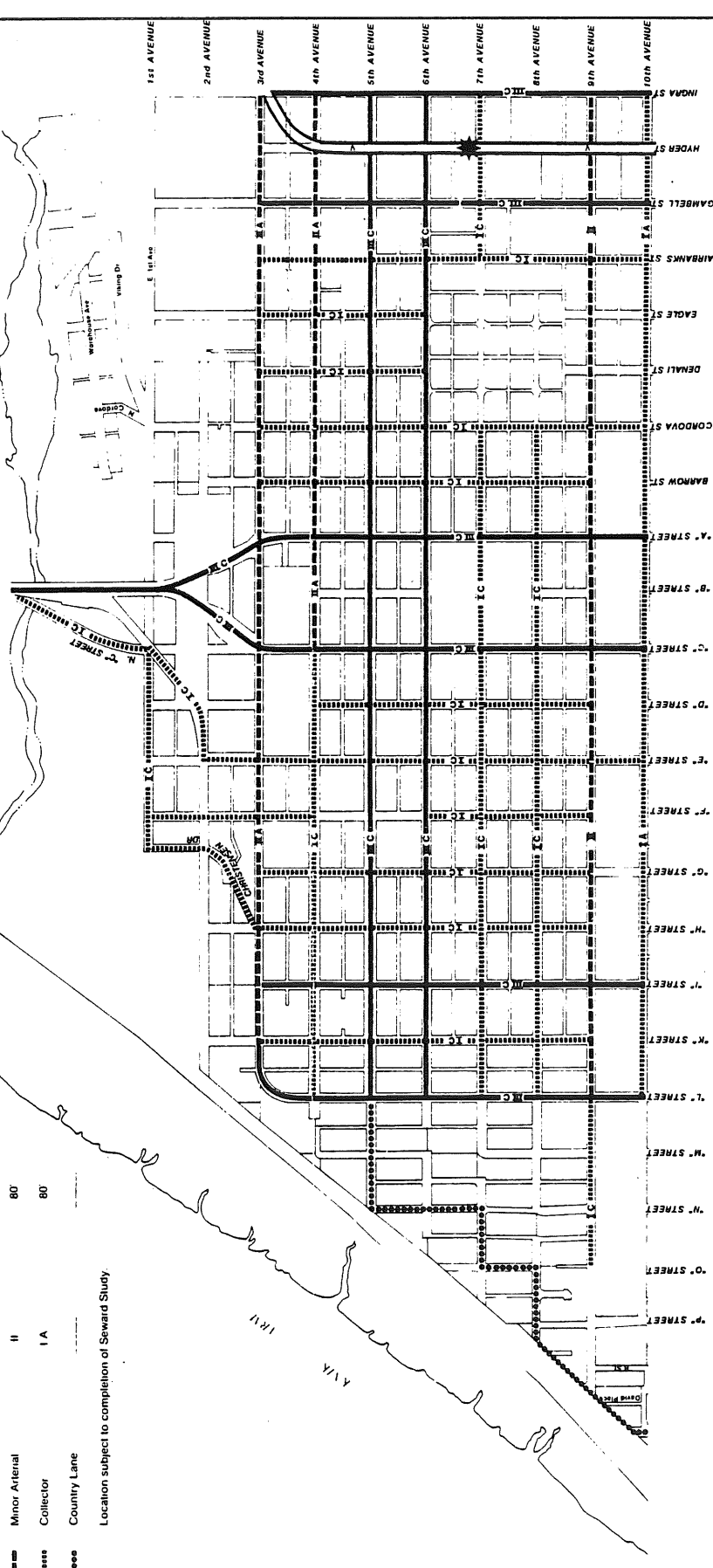
FIGURE 1



**RIGHT-OF-WAY STANDARDS**

FACILITY TYPE	STREET CLASS	MINIMUM R.O.W.
Freeway	V	130'
Major Arterial	III C	60'
Minor Arterial	II	80'
Collector	I A	80'
Country Lane		

Location subject to completion of Seward Study

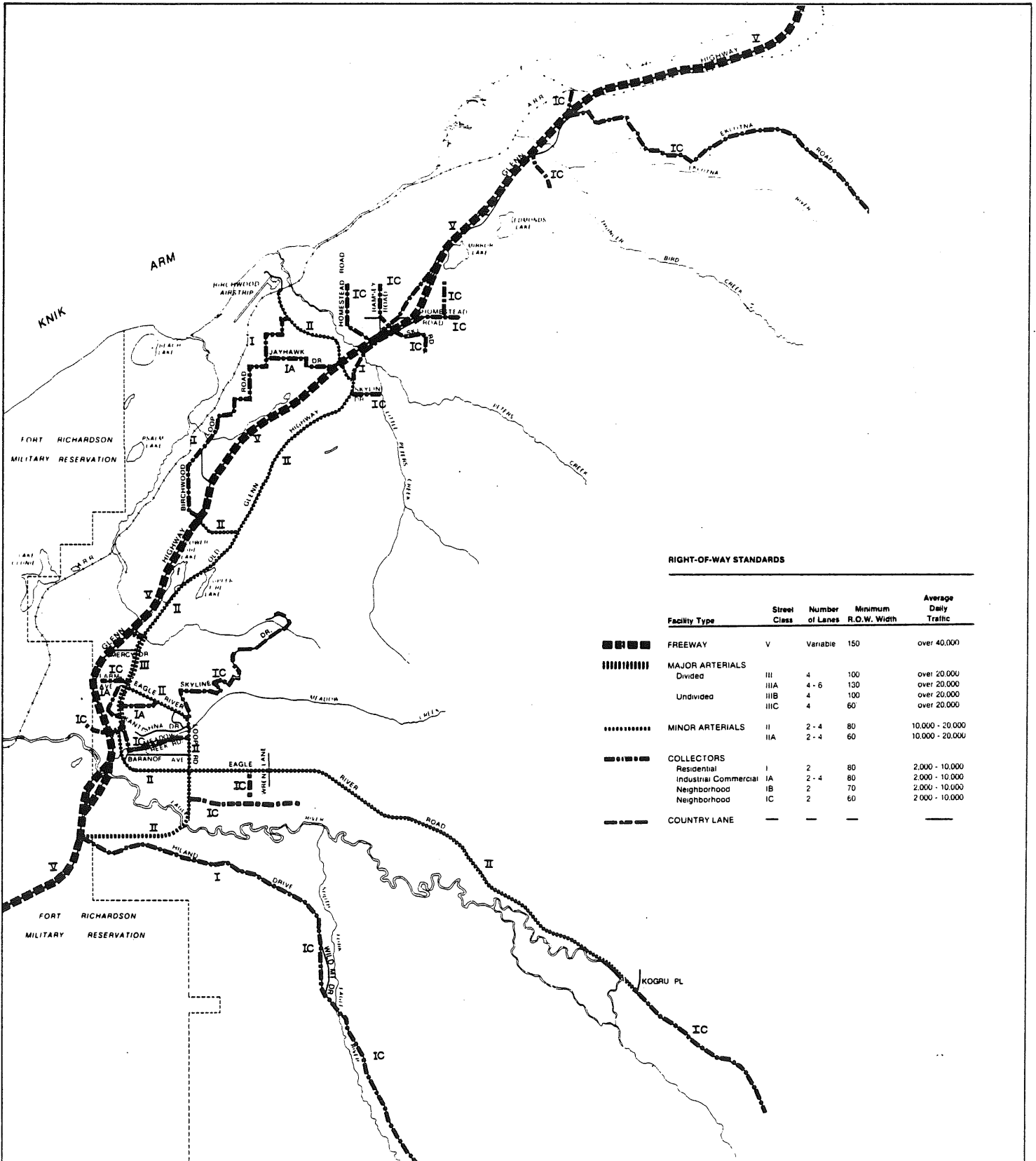


# OFFICIAL STREETS AND HIGHWAYS PLAN

Central Business District

January 1985

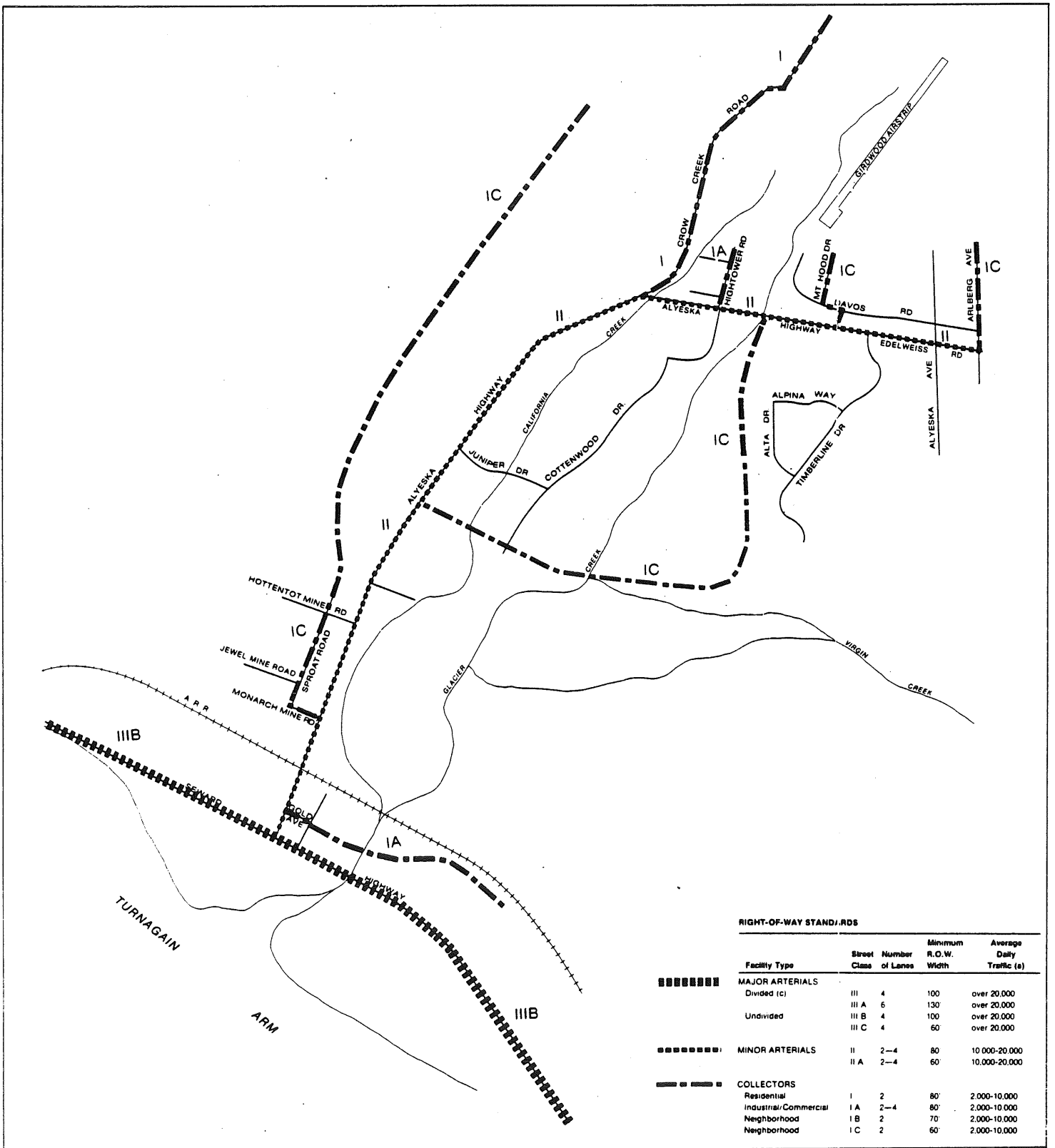
FIGURE 2



## OFFICIAL STREETS AND HIGHWAYS PLAN EAGLE RIVER-CHUGIAK

January 1985

FIGURE 3



**RIGHT-OF-WAY STANDARDS**

Facility Type	Street Class	Number of Lanes	Minimum R.O.W. Width	Average Daily Traffic (a)	
MAJOR ARTERIALS	Divided (C)	III	4	100	over 20,000
		III A	6	130	over 20,000
	Undivided	III B	4	100	over 20,000
		III C	4	60	over 20,000
MINOR ARTERIALS	II	2-4	80	10,000-20,000	
	II A	2-4	60	10,000-20,000	
COLLECTORS	Residential	I	2	80'	2,000-10,000
	Industrial/Commercial	IA	2-4	80'	2,000-10,000
	Neighborhood	IB	2	70'	2,000-10,000
	Neighborhood	IC	2	60'	2,000-10,000

# OFFICIAL STREETS AND HIGHWAYS PLAN

## GIRDWOOD

January 1985

FIGURE 4

## TRUCK ROUTES\*

\*Truck Routes as designated under AMC 9.46.400-410  
to be added following completion of an Urban Goods Movement Study.

January 1985

FIGURE 5

#### 4.0 IMPLEMENTATION

The Official Streets and Highways Plan implements the recommendations contained in the community's Long Range Transportation Plan and the Comprehensive Development Plan. In turn, the Official Streets and Highways Plan is implemented as described below. Implementation 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 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 Official Streets and Highways Plan are shown on Figures 1, 2, 3 and 4. Truck Routes will be shown as designated under AMC 9.46.400-410, following completion of an Urban Goods Movement Study.

##### 4.2 Adoption and Enforcement of 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 Official Streets and Highways Plan.

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

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

#### 4.3 Adoption and Enforcement of Zoning Requirements

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

#### 4.4 Financing of Improvements

Several financing programs implement the construction of streets and highways designated on the OSHP.

Government financing 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 developed on a joint basis between the Municipality and the State Department of Transportation through the cooperative planning process, AMATS.

Private financing of streets on the Official Streets and Highways Plan is provided for in Chapter 21.87 of the Anchorage Municipal Code.

## 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. The Planning and Zoning Commission will review and hold public hearings on both documents at the appropriate time.

Several major transportation studies remain which, upon completion, may result in the need to amend the AMATS Long Range Transportation Plan. These studies include the Northside and Seward Highway Corridors, the Tudor Road area, and the International Airport area. Where necessary to preserve existing right-of-way, these study areas have been noted on Figure 1. The Official Streets and Highways Plan may be amended to include the additional right-of-way necessary to implement the recommendations of these studies.

The right-of-way width 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.

## 6.0 CONCLUSION

The Official Streets and Highways Plan is largely 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 projected traffic demands. The function of the Official Streets and Highways Plan is to identify the function and location of the existing and proposed street system, in order to reserve a 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.

oshp/br