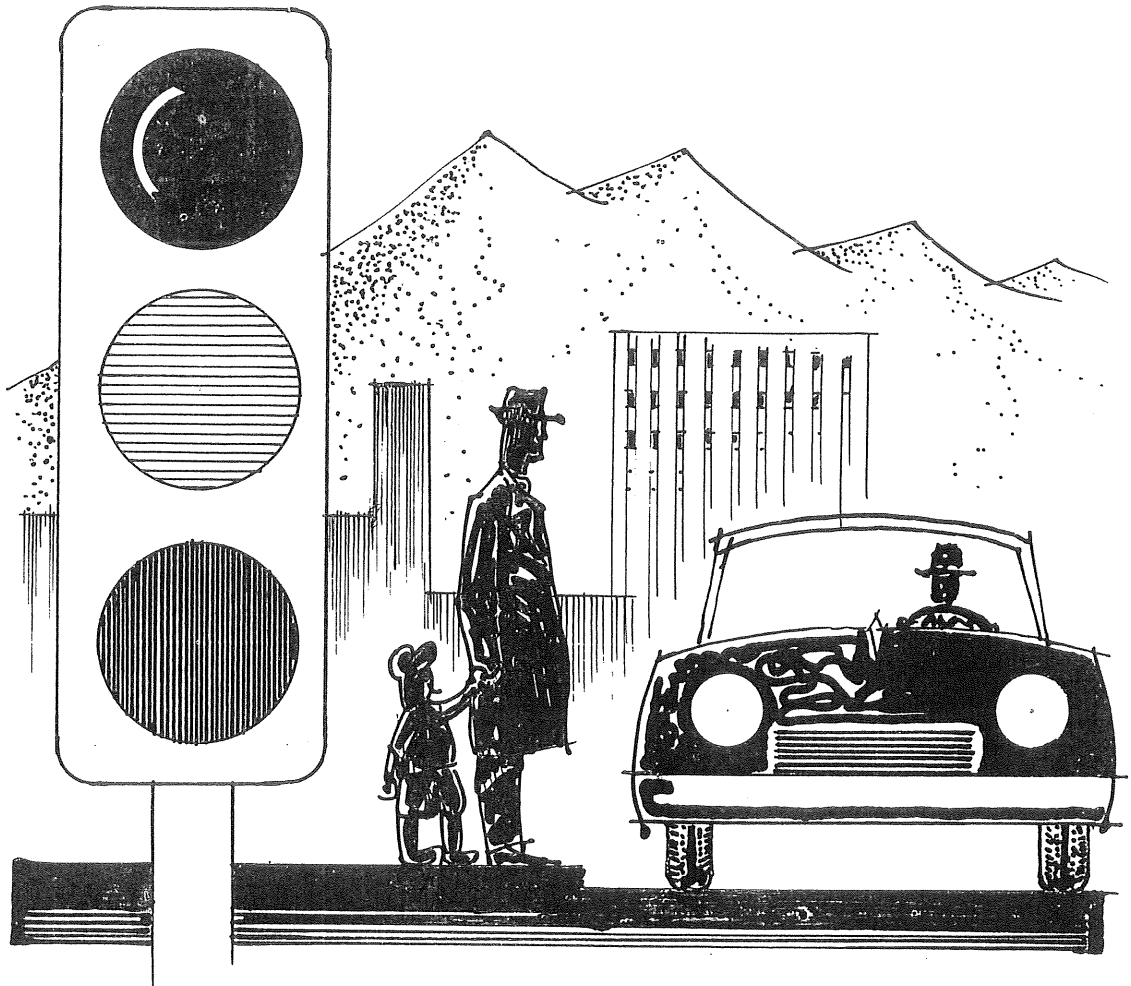


preliminary

# ANCHORAGE STREET PLAN



city planning commission  
street planning committee

ANCHORAGE • ALASKA

FEBRUARY • 1955



preliminary plan

# ANCHORAGE STREET PLAN

The Street Plan is one of a series of master plan reports being prepared under the general direction of the City Planning Commission. Other studies will eventually cover all phases of municipal life, making recommendations for the meeting of current needs and guiding future development.

The planning program is being developed through citizens committees composed of representatives of the entire community. Participation of these people will help the City Planning Commission create a master plan, prepared by consolidating individual reports, which will be based upon the expressed desires, as well as the best judgement, of the people of Anchorage.

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## PREFACE

Anchorage is still in a state of flux and, therefore, presents an ideal climate for planning. The improvement of our streets has not as yet proceeded to the point where we have to destroy what already has been built in order to meet our needs. Now is an extremely opportune time for the preparation and adoption of an overall street plan so as to make sure that any improvements will fit into the general community development pattern.

The primary responsibility of planning for solving traffic problems is to propose improvements in the general street system. This plan is, therefore, predicated upon the development of an efficient street system, and recommends improvements necessary to accomplish this goal. No attempt is made to solve our problems in terms of traffic control - the responsibility for making the most effective use of the existing street system lies with the police traffic division and the traffic engineer, if one is available.

The street proposals are coordinated with the General Highway Plan, prepared by the Highway Planning Committee and the City Planning Commission. The highway proposals cover the provision of freeways and expressways throughout the Greater Anchorage area and deal with immediate, as well as long range, needs. This report, in turn, relates only to streets within the City of Anchorage, fitting them into the general highway pattern and attempts primarily to resolve current problems.

In addition to a general street plan for the City of Anchorage, this report also includes proposals to solve specific street problems that currently exist, and points the way toward carrying out the various planning recommendations.

This planning report is of a preliminary nature in that it presents plans for further consideration by the Street Planning Committee and City Planning Commission and by the public.

This report is classified "preliminary" because final recommendations cannot be formulated and approved until such time as all phases of the community's comprehensive plan have been covered by the general planning program. It will then be up to the Planning Commission to coordinate the various plans and to finalize individual recommendations. In the meantime, however, this report can serve as a general guide to improvement programs within the City.

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## OUR STREET PROBLEM

### People and Cars

A traffic problem did not exist in Anchorage until the 1940s. At that time the tremendous influx of population and the resulting increase in the number of motor vehicles caused the choking off of streets that had previously presented no problems.

Since 1940 the population of the Anchorage area has increased from about 4,000 to 50,000, while that of the City rose from approximately 3,500 to 28,000. These population figures do not actually represent the full impact as during the intervening years two large military establishments have been created immediately adjacent to Anchorage. These, in turn, add a traffic load to that reflected in the statistics presented here.

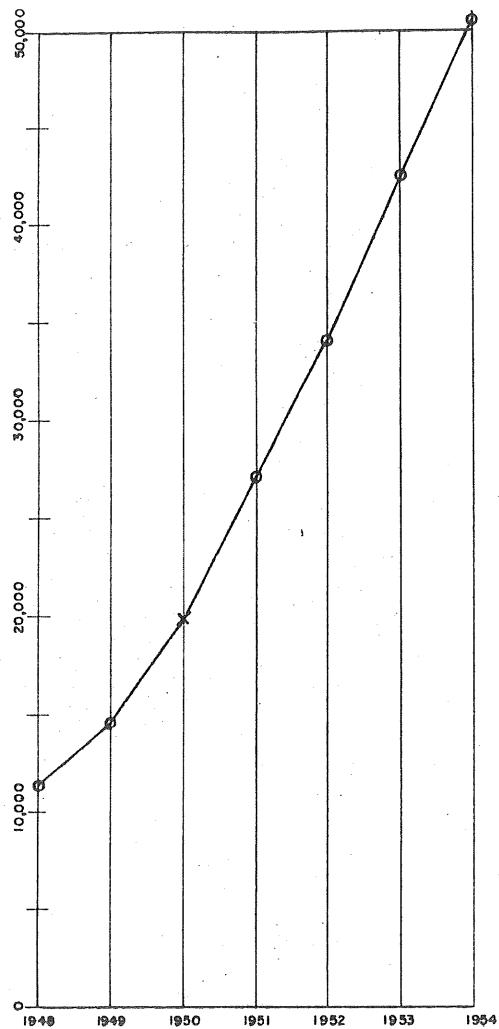
Traffic volume has seen a commensurate increase. From a figure of less than 1,000, automobile registration has risen to more than 25,000, exclusive of thousands of military and government vehicles also using the public streets.

Today there are a number of streets in Anchorage that carry an average of more than 20,000 vehicles per day - a figure considered high in communities many times the size of Anchorage. The problem, however, is emphasized even more when it is pointed out that such volumes of 20 or 30,000 vehicles per day are carried on two-lane streets. We further have situations where more than 15,000 vehicles per day are carried on two-lane unimproved streets. The real problem is brought to the fore when it is pointed out that general traffic and street improvement standards call for the paving of streets carrying less than 4,000 vehicles per day for two lanes of moving traffic, while streets carrying more than this amount should provide four paved lanes. More than four lanes are called for where average daily traffic exceeds 20,000 vehicles.

Anchorage is certainly far short of these goals. Street improvement is certainly among the main needs of the community.

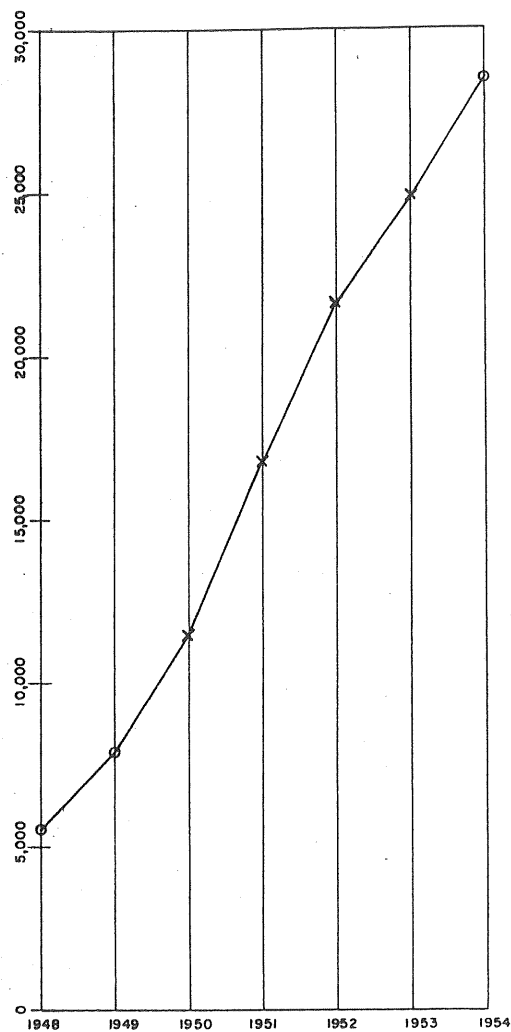
### Accidents

Inadequate streets have a serious effect upon the economy of the community. Congestion causes serious delay on the part of individuals in reaching their destination. The time loss is difficult to estimate but can be attested to by anyone attempting to reach certain parts of the City during rush hours. A further cause lies in the delay in delivery of goods with a resultant increased expense for the transaction of business.



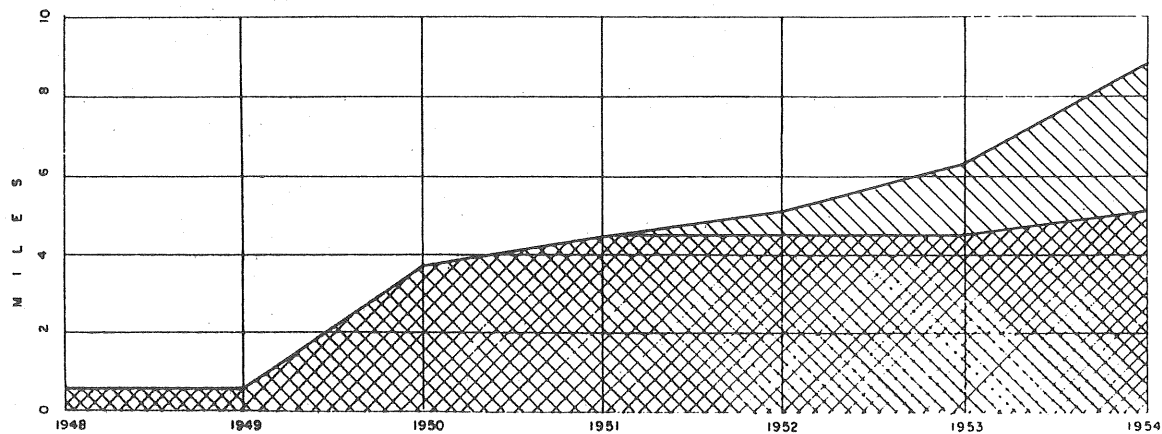
x U S CENSUS  
o PLANNING DEPARTMENT ESTIMATE

### POPULATION GROWTH



x DEPARTMENT OF TAXATION  
o PLANNING DEPARTMENT ESTIMATE

### VEHICLE REGISTRATION



COMPLETE PAVING



STRIP PAVING

NOTE: 2.63 MILES PREPARED FOR COMPLETE PAVING IN EARLY 1955  
TOTAL STREET MILEAGE WITHIN CITY OF ANCHORAGE — 78 MILES

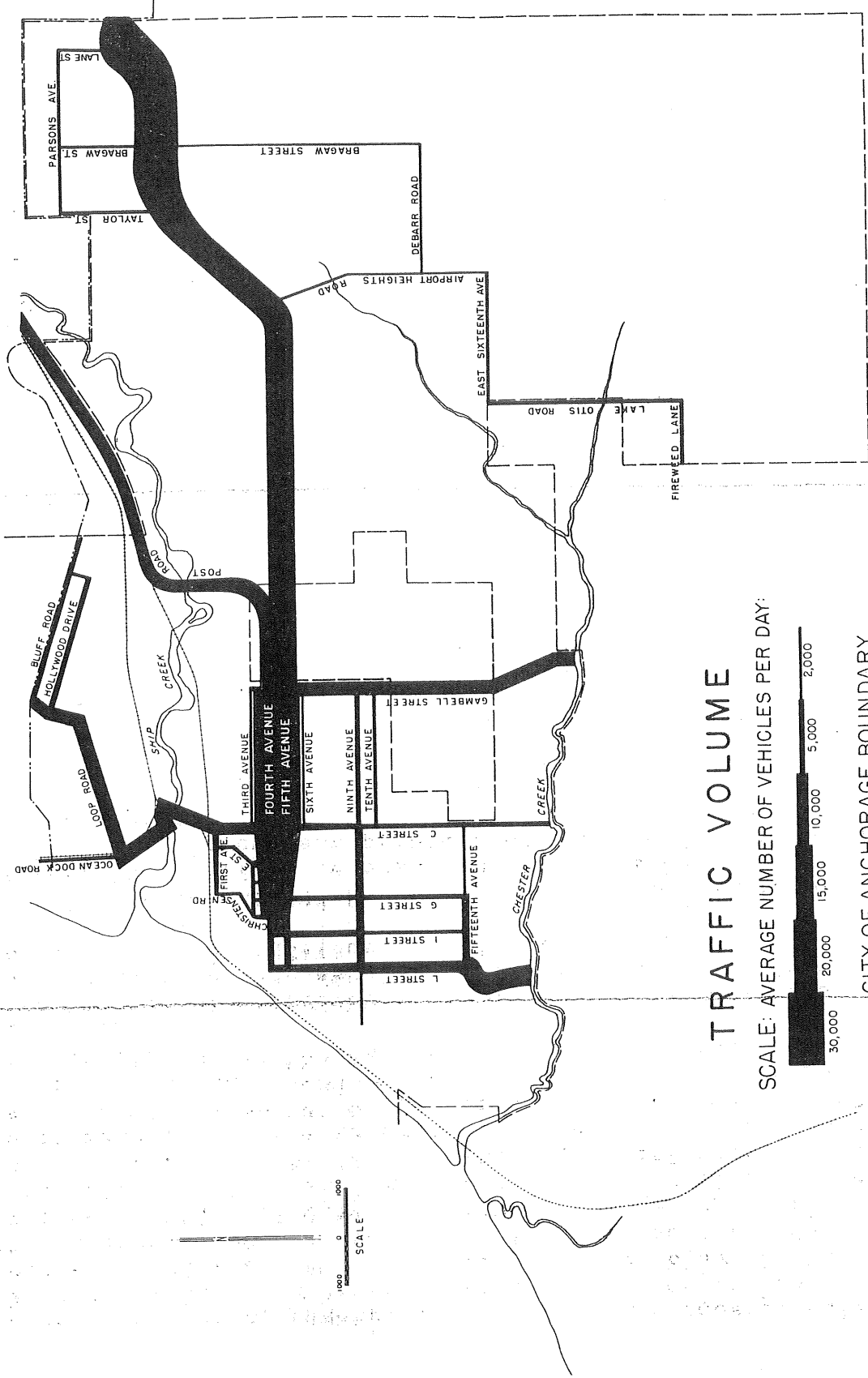
### EXISTING STREET PAVING



Accidents caused by inadequate streets and congestion also take their toll in Anchorage. While Anchorage had no accident fatalities from 1949 (when records began to be kept) through 1953, two traffic fatalities occurred during September, 1954. 1953 saw 47 injuries caused by traffic - 23 pedestrians, 1 cyclist and 23 injured in vehicles. Personal injuries are, of course, extremely difficult to assess due to many intangible factors. However, insurance companies have generally accepted as reasonable a cost figure of \$250 per injury accident, and we can thus ascribe a figure of close to \$12,000 to the cost of this type of accident.

The monetary cost of property damage due to motor vehicle accidents during 1953 was \$137,500. This amount of damage was caused in 580 individual accidents.

It should be emphasized that the accident figures are for the year 1953 - before annexations that tripled the size of the City. The current problem can thus be considered to be much greater.



# TRAFFIC VOLUME

SCALE: AVERAGE NUMBER OF VEHICLES PER DAY:



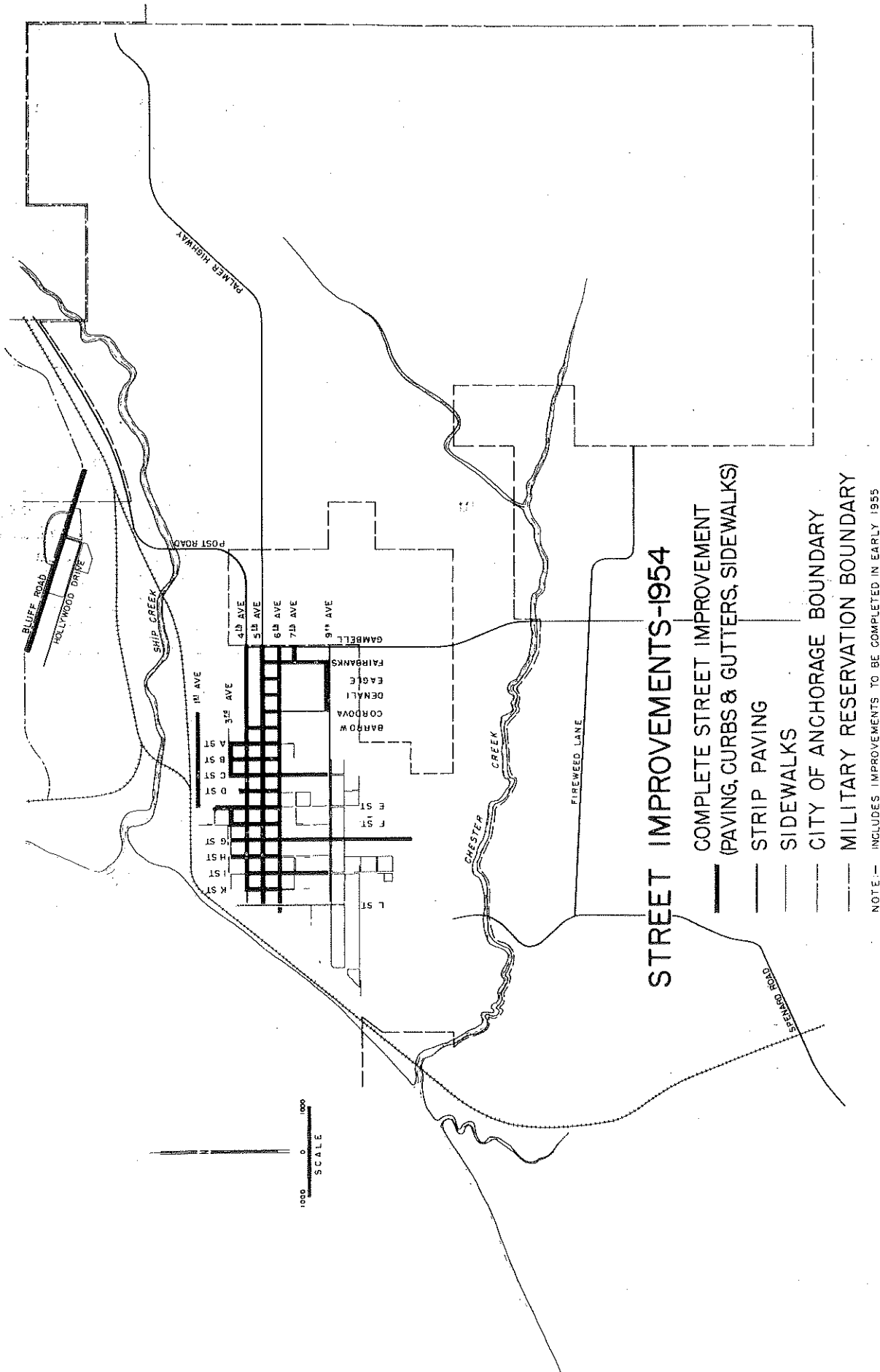
- CITY OF ANCHORAGE BOUNDARY
- MILITARY RESERVATION BOUNDARY
- ALASKA RAILROAD LINE

### Intra-area Connections

One of the basic problems that has to be overcome before an adequate street system can be developed in Anchorage, is the lack of adequate intra-area connections. Due to topography, portions of the City and the Anchorage area are separated from each other by low-lying flat lands from 1/4 to 1/2 mile in width. While connections exist and are probably sufficient in number, the quality is such as to badly impede proper traffic vehicular movement.

### Surveys

In the preparation of this report, substantial use was made of special studies and analyses of traffic and street conditions within the City and the Anchorage area. For a number of years traffic counts have been made by the Anchorage Police Department and the Alaska Road Commission. A special origin-destination survey was conducted in cooperation with military authorities and governmental officials. Continuing population surveys have been carried on over a number of years by the City Planning Department. Specific street problems have been analyzed on various occasions by the City Engineering Department and the Alaska Railroad. All these have made a basic contribution to this report and the formulation of a street plan.



## STREET CLASSIFICATION

The preparation of a street plan implies the assignment of streets to carry specific types of traffic. Such assignments are based upon general traffic needs, land use of the community and the economics of improving streets.

One of the main advantages of a planned street system is that streets will not be over-designed or under-designed for the type of traffic that they will carry. Rather, a major street, intended to carry large volumes of traffic between districts of a city, will be paved to a greater width than a residential street used by relatively few cars going to and from private homes. Without planning, both types would be improved to the same width.

Classification will permit a street development designed to reduce the number of streets used for major traffic movements throughout the city. This, in turn, will permit speedier movement of vehicles on major streets and reduction of traffic accidents at street intersections. While certain streets in Anchorage are more heavily travelled than others, there is nothing to prevent equal use of all streets. Such potential use of all streets means that many street intersections are used and each becomes a point of potential danger for vehicles and pedestrians alike. If traffic could be encouraged to use a limited number of well designed and controlled streets, the number of potentially dangerous intersections would be reduced to those existing along major streets where proper control will insure greater safety.

By discouraging the use of residential streets except for access to individual properties, residential areas become more desirable living areas. Street noise is reduced and front yards become safe for play.

Finally, the classification of streets and their development according to class will permit the reduction of street construction and maintenance costs. The existing gridiron street pattern requires uniform maintenance, and in the future all streets would have to be paved alike. As a result many streets that receive little use would require the same per unit cost as heavily travelled streets. A wiser approach from the financial point of view is to make improvement according to the degree of utilization and street classifications will facilitate this.

It is proposed that all streets be classified into four categories: major, collector, residential and commercial. On the following pages right-of-way and street improvement standards are established for each one of these types. In a

number of cases several standards are provided within a single class. This has been done in order to chart the improvement of streets where existing rights-of-way are limited and expansion and greater widths may not be feasible. Every effort should, of course, be made to meet the desirable standards rather than the minimums that are also given.

## STREET CLASSIFICATIONS AND STANDARDS

### A. MAJOR STREETS

1. Definition: A street, of considerable continuous alignment, served by Collector Streets and carrying large volumes of traffic from one section of the city to another, either directly or by connecting to free-ways or expressways.
2. Right-of-way width: 60 feet minimum; 80 feet desirable minimum; 100 feet desirable.
3. Roadway width: 44 feet is recommended as a minimum so as to provide four 11 foot traffic lanes, 2 in each direction. Until traffic volume warrants maximum utilization of roadway, outside lanes may be utilized for curb parking.  
When a right-of-way greater than 60 feet is available, the roadway width should be 60 feet, allowing for traffic lanes as well as two lanes for parking. Additional width would permit a median strip which is highly desirable on a street carrying a large volume of traffic.

### B. COLLECTOR STREETS

1. Definition: A street that connects Residential Streets to Major Streets or other streets carrying traffic to various districts and facilities of the city.
2. Right-of-way width: 60 feet minimum.
3. Roadway width: 40 feet is recommended to provide one moving traffic lane of 12 feet in each direction and one parking lane of 8 feet on each side of the street.

### C. RESIDENTIAL STREETS

1. Definition: A street which is used primarily to provide access to abutting residential properties.
2. Right-of-way width: 60 feet minimum.
3. Roadway width: 36 feet; 2 10-foot moving lanes, 2 8-foot parking lanes.
4. If existing right-of-way is less than 60 feet, roadway widths may have to be narrower.

### D. COMMERCIAL STREETS

1. Definition: A street which is used primarily to provide access to abutting commercial or industrial properties.
2. Right-of-way width: 60 feet minimum, 80 feet desirable.
3. Roadway width: 44 feet minimum, 56 feet desirable.

## CUL-DE-SACS

Cul-de-sacs are dead end streets provided with a turn-around at the end. The length to the center of a cul-de-sac from the intersecting street should not exceed 300 feet. Generally cul-de-sacs should not be used where it is physically possible to extend the street. The minimum radius of the curvature of the outer edge of the roadway in the turn-around should be not less than 50 feet.

## SIDEWALKS

Currently all sidewalks in the city have a width of 5 feet. Although this width may be somewhat excessive on some of the residential streets, it is recommended that the 5 foot width be retained as a minimum standard for all residential, collector and major streets. Among other things, this width permits sidewalk cleaning by mechanized equipment.

The minimum sidewalk width on commercial streets is proposed at 8 feet. While this width is somewhat narrow for a shopping street, greater width cannot be allowed due to the need for sufficient roadway. Where possible a 12 foot sidewalk should be constructed.

Except in commercial districts, sidewalks should be located at least 1 foot from the property line, so as to permit constructions without damaging fences or other improvements upon private property.

## PARKWAYS

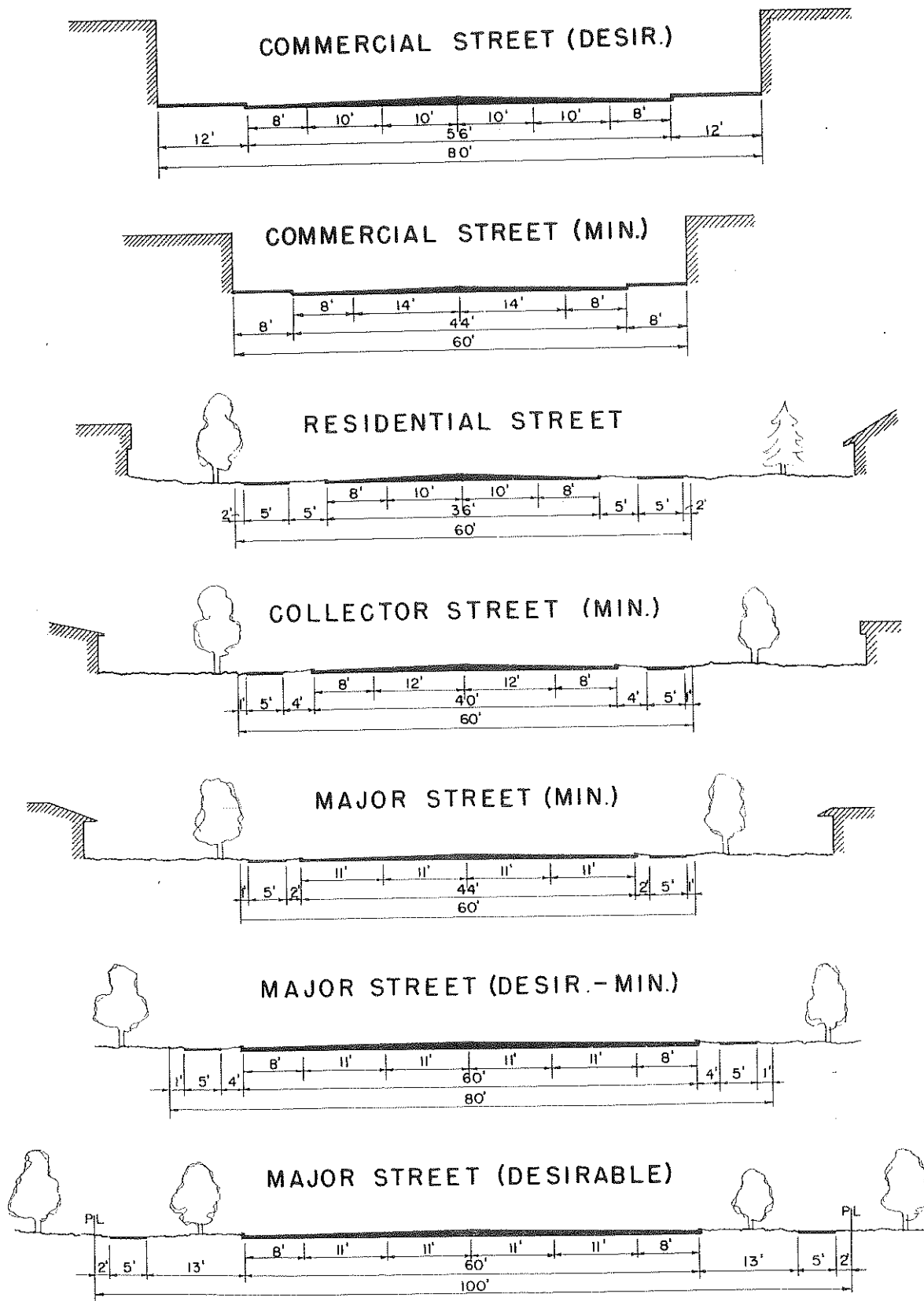
The distance between sidewalk and curb, called "parkway," depends upon right-of-way and roadway width. Every available foot should be put into this space. Greater distance from the curb provides space to pile snow, eliminates splashing of pedestrians by passing cars, and decreases the possibility of accidents caused by moving vehicles. Children are less likely to ride wheeled toys on to a roadway over a seeded or unimproved strip, and space is thereby provided for fire hydrants, utility poles, street signs, and possibly trees outside of the sidewalk area.

## EXCEPTIONS

A number of streets in the city cannot conform to the standards set forth above. This is due to existing right-of-way widths, roadway width, topography, or other special circumstances. Each instance where special conditions occur must be analyzed separately. Special exceptions will have to be made in such cases - so long as an attempt is made to come as close as possible to the above minimum standards.



CLASSIFICATION STANDARD	(A) Major			(B) Collector	(C) Residen- tial	(D) Commercial	
	Minimum	Desirable Minimum	Desirable	Standard	Standard	Minimum	Desirable
Right-of-way	60'	80'	100'	60'	60'	60'	80'
Roadway	44'	60'	60'	40'	36'	44'	56'
Sidewalk width	5'	5'	5'	5'	5'	8'	12'
Parkway width (sidewalk to curb)	2'	4'	13'	4'	5'	0	0
Sidewalk distance from property line	1'	1'	2'	1'	2'	0	0



TYPICAL STREET CROSS-SECTIONS

## MAJOR STREET PLAN

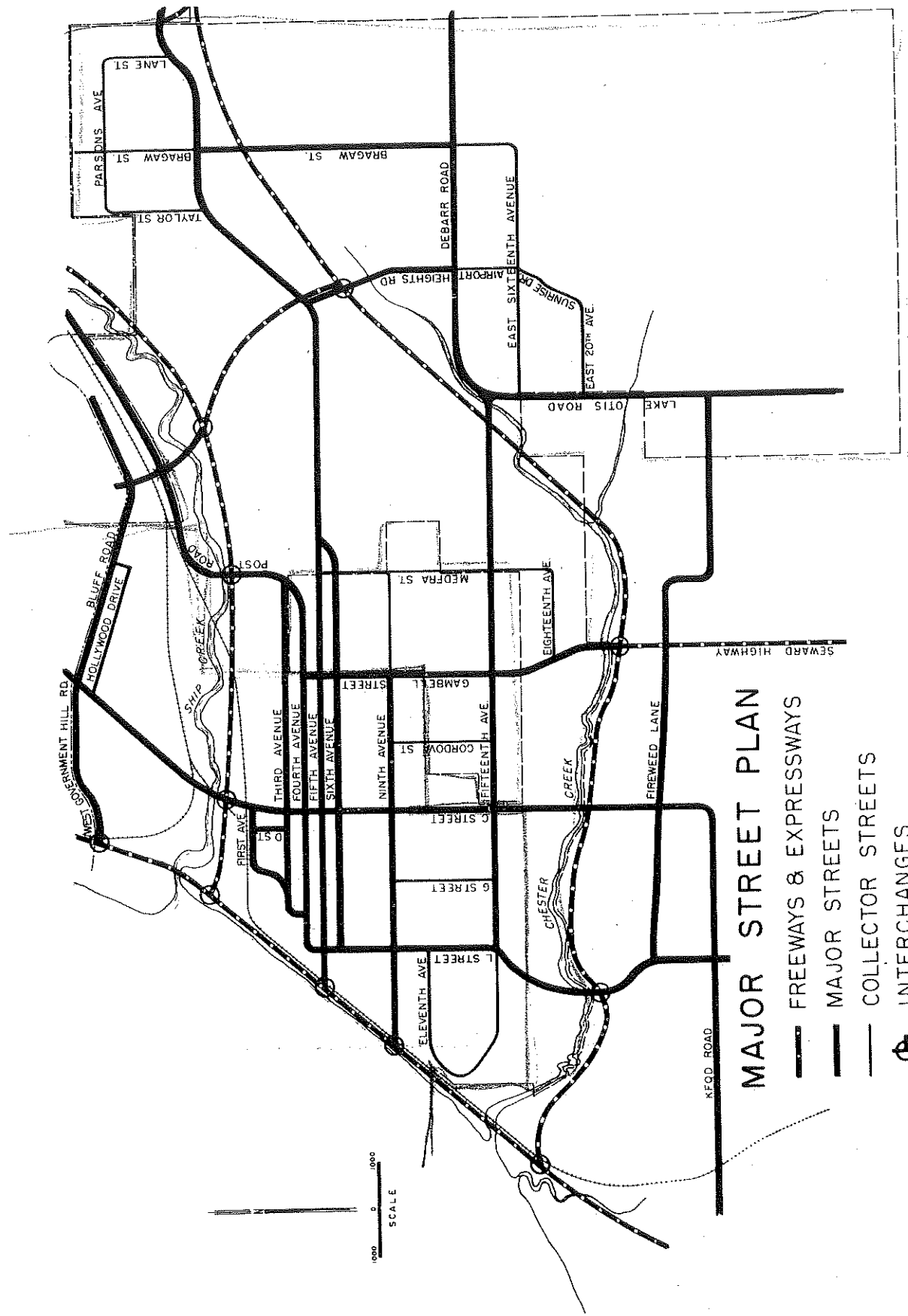
The major street plan applies street classification standards to the actual street network of the city. The accompanying plan shows the designation of major and collector streets. Actual location of such streets is based upon above-mentioned factors, together with the combined thinking of individuals in the area who have been working on these problems for some time.

Streets not shown on the major street plan would fall into residential and commercial classifications. Their designation between the two will depend upon projected land use for adjacent properties.

The alignment of the freeways and expressways first proposed in the General Highway Plan has also been analyzed, and the locations are further tied down to coordinate with topographical, right-of-way, and other considerations. A preliminary set of access points is also proposed on the plan, although final determination will have to await actual engineering of proposed highways.

Several phases of the Highway Plan can be developed in conjunction with the carrying out of the major street plan. This is particularly true in the case of the Ship Creek Expressway and portions of Chester Creek Freeway. Portions of these highways can be commenced independently to provide immediate traffic relief, and this would, in turn, provide an impetus to the construction of the proposed major highways.

The Street Plan, basically, utilizes existing streets. Only a few street relocations and new streets are proposed; these are covered in the next section. The advantage of predicating the plan upon use of existing streets is the saving in eliminating need for right-of-way acquisition and new roadway construction. Thus, the plan can be put into effect by improving streets in accordance with the street classification standards and applying the necessary traffic control devices.



# MAJOR STREET PLAN

- FREEWAYS & EXPRESSWAYS
- MAJOR STREETS
- COLLECTOR STREETS
- ⊕ INTERCHANGES
- CITY OF ANCHORAGE BOUNDARY
- MILITARY RESERVATION

SCALE  
0 1000

## SPECIAL STREET PLANS

In addition to the establishment of a major street plan, it has been deemed necessary to propose plans for a number of specific locations within the City. All are of extreme importance due to traffic and other problems that would be eliminated and should be considered as projects of area-wide significance.

### City Bowl

During the summer of 1954, Third Avenue was extended from C to E Streets on a temporary basis. Prior to that time all vehicles travelling along Third Avenue had to detour through the traffic on Fourth Avenue. The construction of a full roadway on Third Avenue should substantially relieve congestion presently found on Fourth and Fifth Avenues.

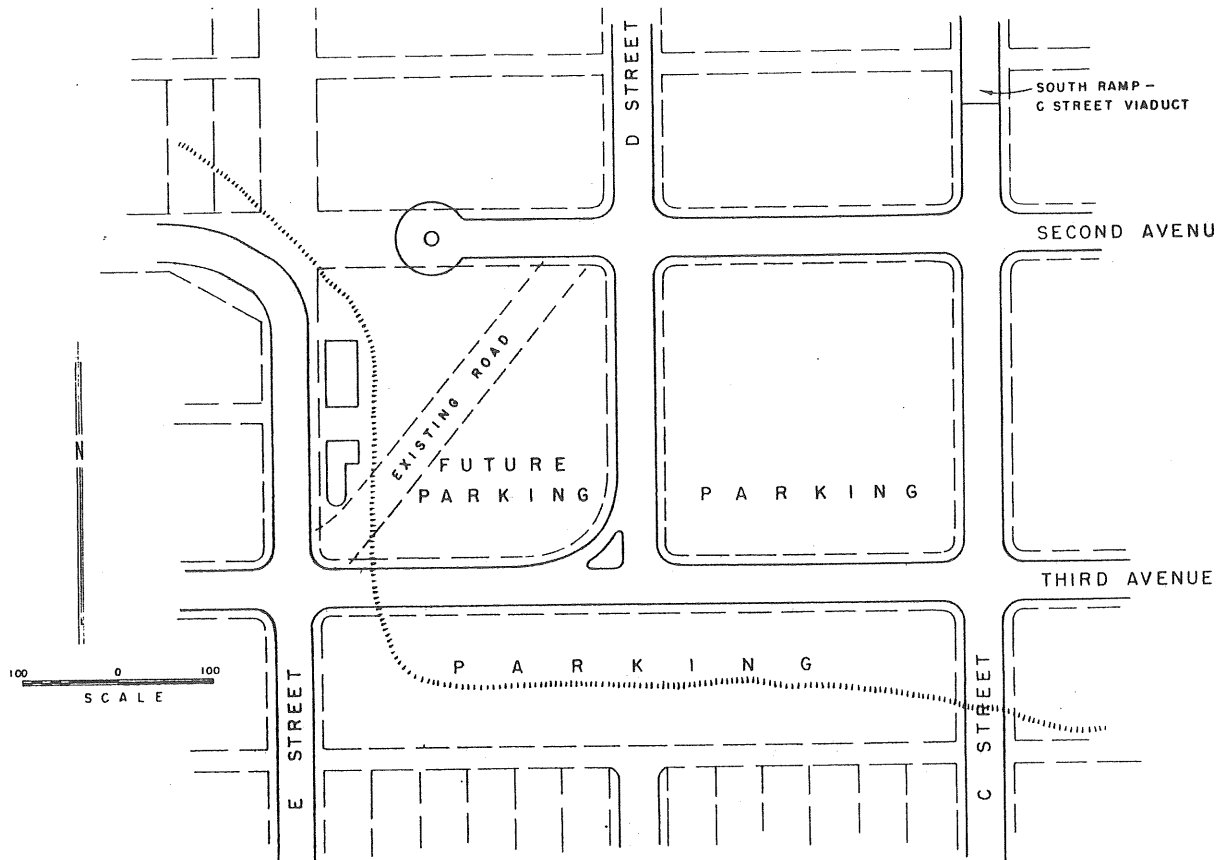
As shown on the map, it is proposed that D Street be constructed between Second and Third Avenues in lieu of the diagonal street going uphill to E Street. Improvement of the latter and provision of a level intersection would create a grade of 11% and would continue the existing five-way intersection. By routing traffic up D Street and Third Avenue, grades are reduced to less than 7%.

A turn-around is proposed on Second Avenue between D and E Streets, because Second could not feasibly be extended beyond that point.

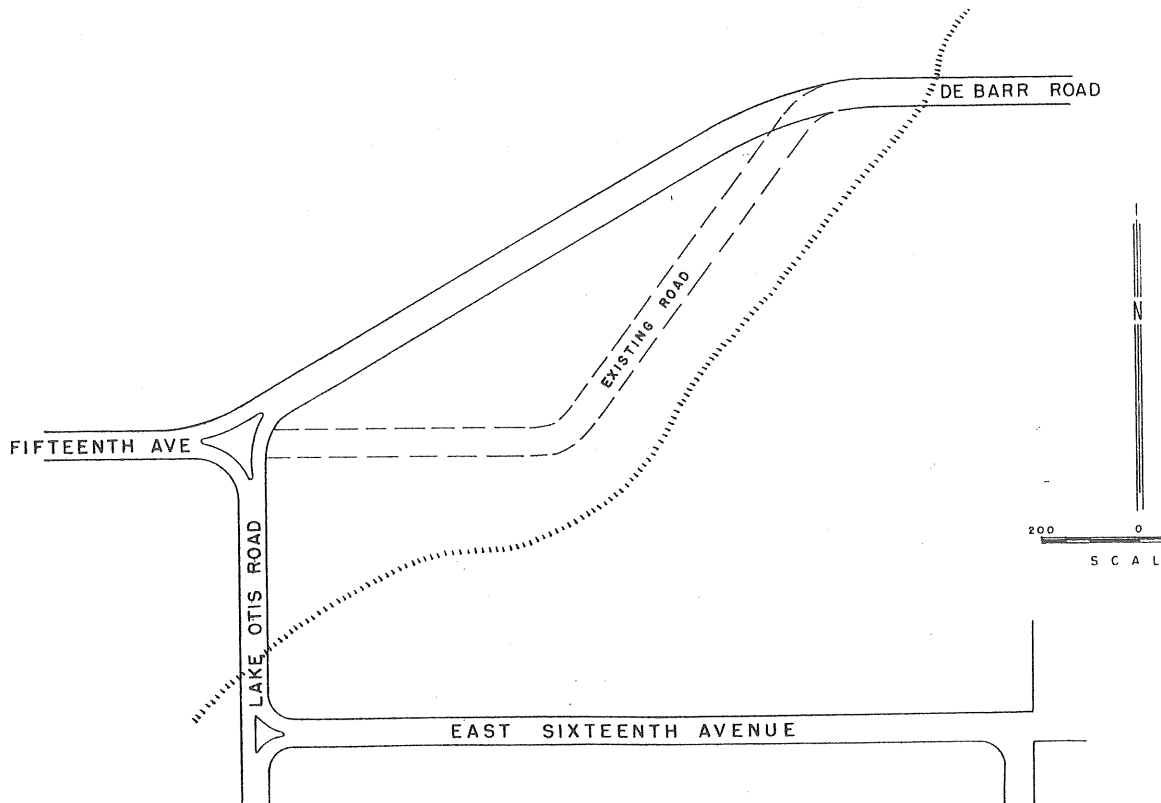
### DeBarr Rd.-Lake Otis Rd.-15th Ave. Intersection

A temporary road now connects DeBarr Road and 15th Avenue in the vicinity of Airport Heights. It meanders across private property, that the owners desire to use for development purposes. A new alignment is, therefore, proposed.

In order to eliminate through traffic from Airport Heights, it is also recommended that Lake Otis Road be extended northward to create a three-way intersection with 15th Avenue and DeBarr Road. This proposal would not only reduce traffic volume through residential areas, but would also result in decreasing the hazard to children attending the new Airport Heights School.



## "CITY BOWL" STREET CHANGES



## DE BARR RD.-LAKE OTIS RD.- 15<sup>TH</sup> AVENUE INTERSECTION

### Spenard Road

The existing alignment of Spenard Road in the vicinity of Chester Creek is shown on the accompanying map. The large number of curves and steep grades combine to create exceedingly hazardous winter driving conditions, and result in a large number of accidents on this half mile stretch.

The plan calls for the construction of a new roadway west of the existing alignment. It would eliminate the dangerous curves and allow a much shallower grade. A further advantage of the new location would be the elimination of a number of intersections with streets located less than 200 feet apart.

Because during most of its length the relocated road would not be able to serve abutting properties, there is no need for the provision of curbs and gutters. The new Spenard Road should consist of a roadway capable of accommodating four-lanes of traffic. Provision should also be made, either in connection with the new road or separately, for a walkway to the High School on Romig Hill.

The proposals in the Spenard Road area would require a certain amount of resubdivision. This fact, however, would permit the elimination of present poor lotting and would also allow the widening of existing narrow streets.

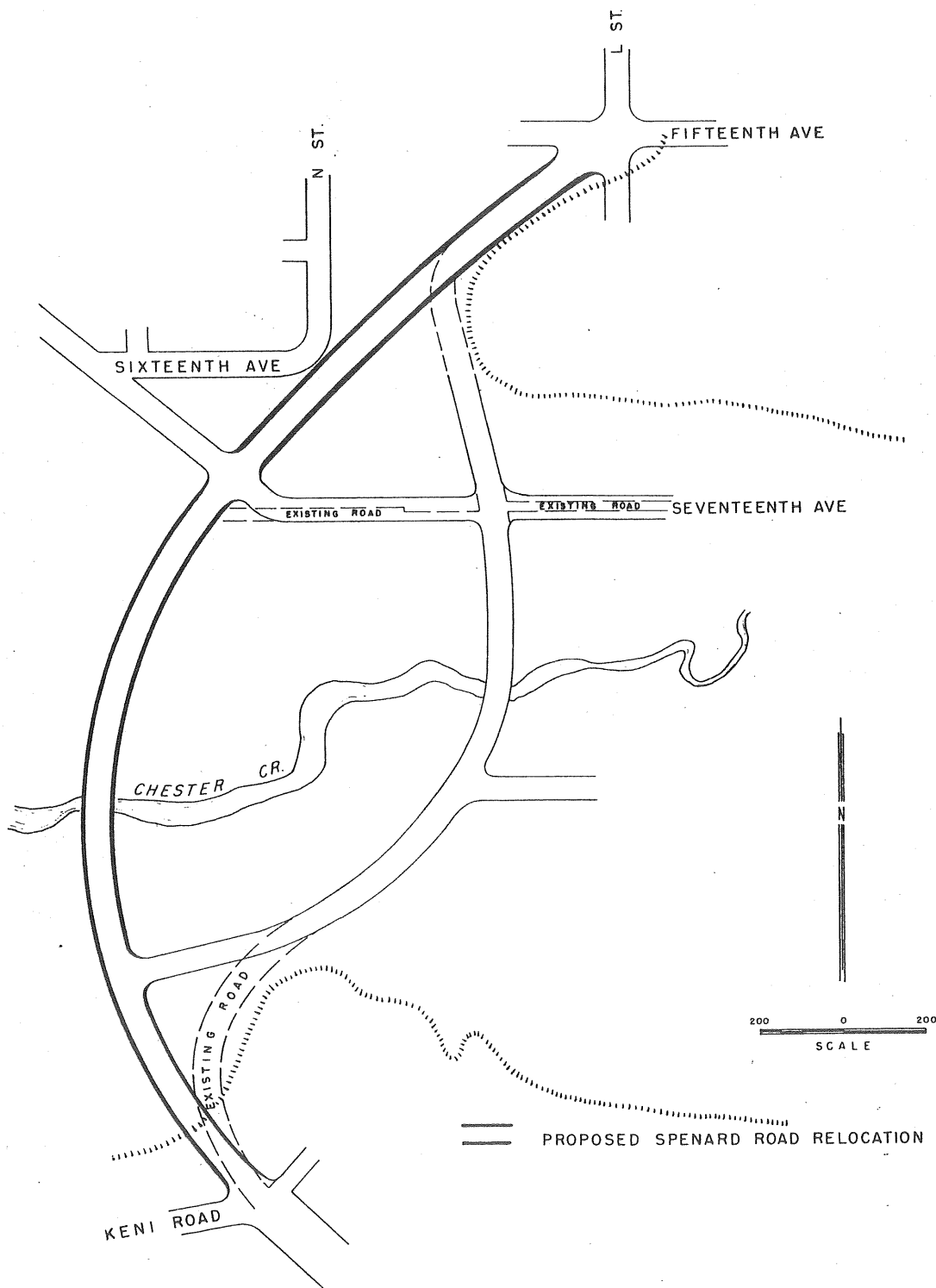
### C Street Viaduct

Around 5,000 people reside within the City on Government Hill. Thousands more are quartered in the military family housing areas on the Hill. These people do not currently have any adequate access road to the downtown area or to the rest of Anchorage.

The existing approach consists of a two-lane dirt road over which more than 13,000 cars wind their way across eleven main and switching tracks every day. During several hours of the day, cars are lined up bumper to bumper across the Alaska Railroad yards, as they attempt to get to their destination on Elmendorf Air Force Base or other parts of Anchorage.

The same road which serves the people on Government Hill and acts as an access road to Elmendorf AFB, also has to accommodate the internal vehicular traffic within the railroad yards and the traffic going to and from the port area.

The effects of the present conditions are extremely serious. Aside from causing extreme delay and contributing to many accidents, the situation creates serious snarls in the operation of the Alaska Railroad. One of the most serious aspects, however, is that the road currently constitutes one of the few



# SPENARD ROAD



main access routes to Elmendorf, and a critical situation could result in the case of a true emergency.

In order to alleviate the existing situation, it is proposed that a viaduct be constructed across the Railroad yards from C Street to Government Hill. The proposed structure would provide four traffic lanes and a pedestrian walkway.

A connection is to be provided to the Ship Creek Expressway and thence to the Knik Arm Freeway. Until the latter is constructed, south bound traffic would be handled by the major street system of the City. It is believed that with stringent parking restrictions and, possibly, one-way streets, no major snarls would develop. In any case, it is contemplated that existing streets would be used to channelize traffic approaching and leaving the south end of the viaduct.

It should be pointed out that a number of alternate solutions were also considered, but that the C Street Viaduct proved to be the most desirable on an all-around service basis. Such proposals as the Plum Street overpass would serve almost exclusively the military needs without solving local problems. And being predicated on completion of the overall highway system, they would in the intervening years only contribute to the serious traffic situation.

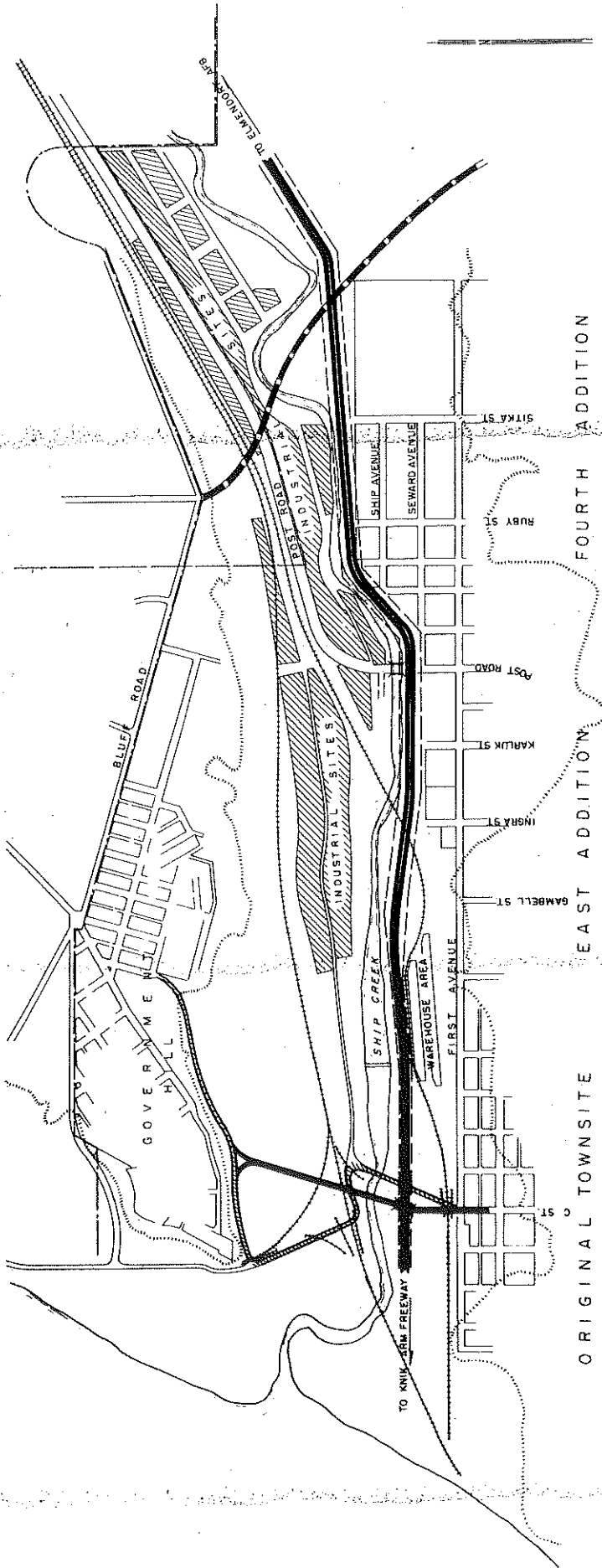
The C Street Viaduct is critically needed to serve Government Hill; it is required in order to relieve congestion faced by the Alaska Railroad; and it is also deemed important as an access road to Elmendorf Air Force Base. Every effort should be made to bring about the construction of the Viaduct as soon as possible.

#### Ship Creek Expressway

This road, together with the Knik Arm Freeway, was designated as the No. 1 priority in the General Highway Plan for the Anchorage area. The needs for the Expressway are obvious. At present no adequate east-west road is to be found within the Railroad terminal reserve. As a result, means for traffic dispersal are lacking and vehicles are forced to use city streets, contributing to serious traffic congestion, in order to reach destinations that could be better served by the Expressway.

The terminal reserve is gradually being built up. New tracks have been constructed over the years, and many acres have been leased for private development. It is important, therefore, that a right-of-way be set aside at this time to make possible the construction of the Ship Creek Expressway.

The General Highway Plan proposes that expressway rights-of-way have a width of 200 feet. In the case of the terminal



## "C" STREET VIADUCT - SHIP CREEK EXPRESSWAY

- SHIP CREEK EXPRESSWAY
- "C" STREET VIADUCT
- PLUM STREET OVERPASS (MILITARY)
- CITY OF ANCHORAGE BOUNDARY
- MILITARY RESERVATION BOUNDARY
- INDUSTRIAL SITES
- ROAD TO GOVERNMENT HILL

reserve, due to existing development, it will be necessary in a number of places to narrow the right-of-way down to 120 feet. In such cases, however, the policy of limiting access will have to be very carefully and strictly enforced.

As soon as a right-of-way has been acquired through the terminal reserve and adjacent areas, construction of the highway could be commenced. Even an unpaved road would provide some immediate traffic relief. The improvement of the roadway could proceed as funds become available. Any construction would, of course, have to fit into the ultimate development plan for the Ship Creek Expressway.

#### Street Widening

Generally the streets within the City meet the minimum standards established in this report. In a few areas, however, both street widening and realignment will have to be carried out in order to improve conditions created by poor original subdivision layout.

No attempt will be made here to establish individual plans for street changes. Such plans should be developed upon a study of the areas in view of other plans and future land use. Need for street changes exists in Blocks 13 and 28 of the South Addition, the West Chester Creek area, the East Chester Creek area, and parts of South Mountain View.

## SPECIAL SUBJECTS

A number of topics have been deemed worthy of additional coverage in this report, and are included as supplements to the plans on the preceding pages. Most of the special subjects point out additional action necessary to effectively carry out the general improvement of our streets and to comply with the street plans.

### Official Map

After the major street plan has been approved, the City Planning Commission should prepare an "Official Map" for adoption by the City Council. The Official Map shows the accurate location of all existing public streets, as well as new streets proposed in the plan. Once the Official Map has been adopted, all streets shown thereon are formally set aside for public use.

The Official Map may, in the same manner as for streets, include the location of existing or planned parks or other public open spaces.

After the adoption of the Official Map by the City Council, all streets shown on subdivision plats, approved by the City, are considered automatically added to the Official Map. The City Council may also, by ordinance, make other additions or modifications to the Official Map.

The Anchorage General Code also provides that upon the adoption of an official map, the City Council may provide by resolution that no public utilities or improvements shall be constructed in any area unless and until subdivisions conform to such official map. It also contains authority for the denial of building permits for property not having access to a street shown on the Official Map.

The principal value of the Official Map in the promotion of an integrated street system lies in the knowledge on the part of the subdivider where a proposed street crosses his land and in the ability of the Planning Commission and City Council to require dedication of planned streets as part of new subdivisions.

### Subdivision Regulations

Subdivision regulations, in combination with the official map, can be used by the City to insure that streets in any new development comply with the general street pattern and street standards of the community.

As pointed out on the preceding page, subdivisions must conform to the official map. Subdivision regulations are applied to make sure that streets within the subdivision and not included on the official map tie in with the major street system. Subdivision regulations are further used for the establishment of basic street standards in subdivisions, the standards contained in this report making an excellent basis for subdivision requirements.

### Street Widening

The street standards established in this plan will require the widening of some streets in the City. A number of methods are available to carry out this purpose.

The Official Map makes possible requiring the provision of a full right-of-way upon the subdivision of adjacent property. This method applies only to raw acreage and only when an actual subdivision takes place. As mentioned above, however, the Official Map also serves the purpose of preventing construction of buildings within the proposed right-of-way of planned streets, thus making acquisition less costly whenever the necessary right-of-way is to be taken for public purposes.

Another method of insuring the availability of proper street width, at such time as it is needed for widening, is currently employed in the Zoning Ordinance. This ordinance establishes a set-back for all buildings of 40 feet from the center line of the street on which the particular lot faces, and thereby will make possible the widening of existing 60 foot rights-of-way to a width of 80 feet. Similar building lines can also be established on specific streets under the police power by council ordinance. In either case, when the land is actually needed for street widening, a compensation is paid for the land and for those parts of any existing buildings which may have been constructed between the set-back or building line and the existing street line prior to the adoption of the set-back requirements.

Building lines may also be established under the power of eminent domain, in which case easements over the rights-of-way reserved for street purposes may be acquired and compensation paid to the property owners damaged thereby. When the land is actually needed for street widening, it is acquired by the City and payment is made for the land and for any buildings existing at the time of the establishment of the building lines.

The costs of street widening in Anchorage have in the past been included as regular street improvement costs. Property owners were thus assessed for the cost of acquiring the

additional right-of-way on the same basis as the street construction. It is believed that this method has a lot of merit where the widening of a street carries a direct benefit to adjacent commercial property. In residential areas, however, street widening costs beyond a 60 foot width should be borne by the City as a whole as no substantial benefit accrues to the owner of existing residential lots.

### One-Way Streets

City after city has found that the establishment of a properly coordinated system of one-way streets can greatly add to the relief of traffic congestion and increase the capacity of individual streets.

Anchorage may soon be ready for the establishment of directional control of traffic. It was deemed, however, that rather than include proposals for one-way streets in the overall street plan, the matter could more properly be handled as one of the traffic control measures to be undertaken under the jurisdiction of the police traffic division in cooperation with other city departments. As pointed out in the preface, the plans contained in this report are to be predicated primarily upon the establishment of an efficient street system, with traffic control measures to be left for meeting future emergencies.

### Alleys

The improvement of alleys, particularly in commercial districts, is a necessity in order to improve traffic flow on major streets. Much of the double parking currently existing would be eliminated if alleys could be fully utilized.

To allow full utilization of alleys, all obstructions within the right-of-way should be eliminated. This includes utility poles -- poles should be moved back to the property line or overhead lines should be transferred to brackets attached to adjacent buildings or utility lines should be put underground altogether.

The improvement of alleys to a full 20 foot roadway will in a great measure provide substantial relief to current commercial loading and unloading problems.

### Parking

Public streets are established for the purpose of moving people and goods. Therefore, moving traffic and pedestrian sidewalks should always be given preference over the provision of space for parking within the right-of-way. Parking within the roadway is a privilege that can be extended only

when it is not done at the expense of other uses of the street.

Off-street parking should be provided wherever possible. In residential areas the provision of the necessary off-street facilities is the obligation of the property owner, and the zoning ordinance provides for the necessary space in connection with the construction of any new dwellings (one parking space is required for each dwelling unit.) Local business districts, lying within residential areas, should likewise provide for the parking of their customers off the public right-of-way.

The parking report, prepared and approved by the Citizens Parking Committee and the City Planning Commission, recognizes that off-street parking in major business districts is a public responsibility and that the City must make the necessary facilities available whenever a shortage occurs.

Restrictions on curb parking should be considered whenever insufficient space is available for moving traffic.

#### Curb Cuts

Curb cuts for driveways, because of their very nature, provide interference with unrestricted use of streets and should, therefore, be kept to a minimum.

Curb cuts onto major streets should be prohibited altogether as long as any other access to the adjacent property is available. The major street is designed to carry large amounts of traffic, and the moving of vehicles onto the roadway out of driveways would not only cause a slowing down of traffic but could create serious accident possibilities. The same principle of limiting curb cuts should also apply to collector streets. Residential streets, being designated strictly for local traffic, do not present as serious a problem, and the construction of driveways onto such public streets need not be discouraged.

Recommendations contained in the parking report for Anchorage also emphasize the need for keeping curb cuts to a minimum on the basis of the elimination of parking spaces and the causing of traffic interference. The report recommends that curb cuts be allowed only where definite need is demonstrated and only under special circumstances where alley access is available. These recommendations apply to commercial streets and should be followed in all cases.

Where curb cuts are authorized, their width should be kept to a minimum, consistent with allowing for proper turning radius. Narrower widths aid in slowing vehicles coming onto a public street and reduce the unprotected areas that pedestrians have to cross.

## Street Trees

A separate planning committee is currently studying the establishment of a master plan for street tree planting. Of primary concern to the street planning committee is a possible proposal that all future trees be planted in back of the property line. It is generally recommended that no trees be planted between the curb and sidewalk, if the distance is less than 7 feet. Further information on this subject will be provided in the street tree report.

## Finances

This preliminary report does not concern itself with the exact methods to be followed in the financing of the street program. The actual capacity of the City to carry out extensive improvements can probably be judged only with the development of a capital improvement program, in which street needs are related to all other needs and analyzed in view of available financial resources.

It should be pointed out, however, that the improvement of streets in Anchorage has to date been financed by improvement district assessments and contributions from the general fund, largely supported by property taxes. The only additional source of revenue available to the people of Anchorage at this time is the enactment of a consumer sales tax to be used in whole or in part for street and other capital improvements.

One of the main problems faced by Anchorage, as well as other Alaskan communities, is the fact that it receives no assistance at all from the Federal or Territorial governments for the construction and maintenance of through or other major streets. The development of a system of roads to handle through traffic, access to military reservations and otherwise relieve local traffic problems, will never be fully resolved without Federal or Territorial participation. Such participation can come about through direct construction or assistance and through the refunding to municipalities of a portion of the motor fuel tax.



