



Dimond Boulevard Upgrade

Jodhpur Street to Sand Lake Road

MOA Project No. 05-005

CAC Homework Assignment

Due: August 3, 2006

Please review the following list of collector streets in Anchorage and Eagle. Some are considered “rural” collectors and others are “urban” collectors. The definition of collector streets in the *Official Streets and Highways Plan (OSHP)* is provided below:

“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, interconnecting 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 links between arterials.
- Collector streets should be designed to provide priority to through traffic movement, 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.”