



CITY OF WASILLA

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REQUESTED BY: MAYOR
PREPARED BY: PLANNING

ORDINANCE SERIAL NO. 94-53

AN ORDINANCE OF THE CITY OF WASILLA, ALASKA, AMENDING SECTIONS 14.10.030 (STREET CLASSIFICATION), 14.10.040 (RIGHT-OF-WAY WIDTH) AND 14.10.050 (TRAFFIC WAY WIDTH) OF THE WASILLA MUNICIPAL CODE, TO ADD A LOW DENSITY STREET CLASSIFICATION AND APPROPRIATE DESIGN STANDARDS.

BE IT ORDAINED AND ENACTED BY THE CITY OF WASILLA, ALASKA AS FOLLOWS:

SECTION I. Classification. This ordinance is of a general and permanent nature and shall become part of the Wasilla Municipal Code.

SECTION II. Purpose. To add a low density street classification to the Wasilla Municipal Code.

SECTION III. Enactment. If approved by the City Council of Wasilla, the language contained in Section 14.10.030 (Street Classification) of the Wasilla Municipal Code will be amended as follows:

14.10.030 Street Classification. Streets in the City of Wasilla shall be classified according to the categories described herein. When different portions of a street serves different functions, those portions may be classified according to the primary function.

1. **Low Density:** A low density street provides minimal access to rural portions of the City where tracts of land are typically 5 acres or larger in size. Traffic density should be in the range of 50 to 100 vehicles per day, and speeds are expected to be slow. Maintenance will be low priority for City road crews. A low density road standard is generally acceptable only for subdivisions that meet the requirements of the Matanuska-Susitna Borough waiver process. Subsequent subdivisions or development may require upgrade of low density streets to a minimum of local/residential standards.

42 Local/Residential Streets. A local/residential street provides movement of local traffic from individual properties to collector and arterial streets. Lower traffic speeds and volumes of less than 200 annual average daily traffic (AADT) are expected. Residential streets are typical subdivision, subdivision feeder streets and cul-de-sacs. Direct access to adjacent private property with individual driveways is common and acceptable.

23. Commercial Streets. Commercial streets provide access to and movement through business, industrial, retail and other commercial areas of the City. Traffic volumes are expected to be high, and speed limits should not exceed 35 M.P.H. On-street parking may be accommodated and intensive traffic control achieved through the use of signs, signalization and, where appropriate, one-way traffic.

34. Minor Collector Streets. A minor collector street provides for movement from subdivisions and residential streets to major collectors, arterials and highways. Minor collectors may also carry traffic from one neighborhood to another, or from one neighborhood to other areas of the community. Traffic volumes range from under 400 AADT to more than 2000 AADT. Although design speeds on flat terrain are 50 M.P.H., most collector traffic speeds are generally expected to be 25-35 M.P.H. Direct access to private property is acceptable when other access is not available, or should be limited to intervals that do not inhibit traffic flow and public safety.

45. Major Collector Streets. Major collector streets provide for inter-city movement and access to arterial and interstate roads, as well as connecting traffic to an from residential areas. Traffic volumes will be high and driving speeds should be at least 35 M.P.H., except in congested urban areas. Access should be limited to other collector streets and commercial streets. Direct access from low density and local/residential streets should be discouraged.

14.10.040 Right-of-Way Width. The right-of-way width standards described herein are intended to serve as guides for obtaining and preserving rights-of-way:

<u>1. Low Density</u>	- 60 feet
<u>42. Local/Residential</u>	- 60 feet
<u>23. Commercial</u>	- 60 feet
<u>34. Minor Collector</u>	-100 feet
<u>45. Major Collector</u>	-100 feet

14.10.050 Traffic Way Width. The minimum traffic way width for surfacing and graded shoulders of City streets are indicated below. Graded shoulder width is measured from the edge of the traveled surface or pavement to the beginning of the shoulder slope:

<u>1. Low Density</u>	<u>Surface - 20 feet; Shoulder - none</u>
<u>42. Local/Residential</u>	Surface - 20 feet; Shoulder - 4 feet
<u>23. Commercial</u>	Surface - 28 feet; Shoulder - 4 feet**
<u>34. Minor Collector</u>	Surface - 24 feet; Shoulder - 4-8 feet
<u>45. Major Collector</u>	Surface - 24 feet; Shoulder - 8 feet

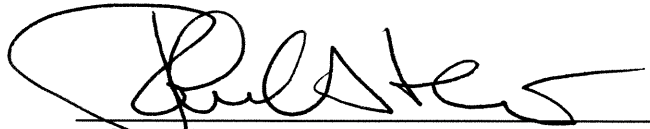
** Commercial streets shall be paved.

SECTION IV. Effective Date. This ordinance becomes effective upon adoption.

Introduction: 10/10/94

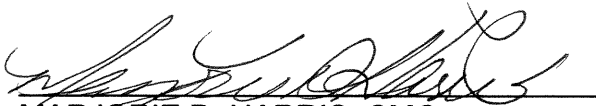
Public Hearing: 10/24/94

ADOPTED by the Council of the City of Wasilla on this 28th day of
November, 1994.



JOHN C. STEIN, Mayor

ATTEST:



MARJORIE D. HARRIS, CMC
City Clerk