



# Arterial

## FACT SHEET

### DEFINITION

Arterial streets connect employment and commercial activity centers with major residential areas providing both mobility and access.

### ACCESS

- Because of the traffic volume, some access control is desired to reduce friction between driveway traffic and street traffic.
- Driveway regulations are usually strictly enforced.

### ACCESS FEATURES

- Signalized intersections
- Unsignalized intersections
- Driveways

### MOBILITY

Arterial streets are built for mobility, but also provide access.

### DESIGN TRAFFIC VOLUME

See back page.

### DESIGN SPEED

20-45 MPH

### BICYCLE & PEDESTRIAN FACILITIES

Bicycle and pedestrian facilities vary, but often include a 6-foot sidewalk on both sides of the road or a sidewalk on one side and a 12-foot pathway on the other. Where possible, the sidewalk or pathway is slightly separated from the roadway.

### LANE WIDTH

12-foot lanes

### SHOULDERS

2-foot shoulder with curb and gutter

### CENTER

Usually a raised median or continuous two-way left-turn lane

### TRANSIT STOPS

Bus stops, sometimes with a pullout area, may be located on an arterial street.

Seward Highway to Glenn Highway



MULTIMODAL SOLUTIONS  
moving people and goods

MORE ON BACK PAGE →

LEFT AND RIGHT: ARTERIAL STREETS IN ANCHORAGE/HDR ALASKA

## ARTERIALS IN ANCHORAGE

Anchorage has many familiar arterial streets including:

- Old Seward Highway
- 36th Avenue
- Benson Boulevard and Northern Lights Boulevard
- Gambell Street and Ingra Street
- 5th Avenue and 6th Avenue

The chart below shows the capacity of an arterial road with four, six, and eight lanes. Anchorage Metropolitan Area Transportation Solutions (AMATS) has set a Level of Service (LOS)\* D as an acceptable standard for an arterial street. According to the *Anchorage Bowl 2025 Long Range Transportation Plan with 2027 Revisions*, without improvements, traffic at the intersection of Ingra and Gambell streets with 6th and 5th avenues will be 100,000 vehicles per day in 2025, which is well over the acceptable standard.

\* **Level of Service (LOS):** A standard means of measuring traffic congestion by evaluating the capacity of a road with respect to the number of vehicles using the road in a given time frame. LOS is categorized into six levels, A through F, with LOS A representing the best possible condition and F representing the worst (*Anchorage Bowl 2025 Long Range Transportation Plan with 2027 Revisions*).

## GENERAL CAPACITY OF ARTERIAL WITH SIGNALIZED INTERSECTIONS\*

Lanes on Divided Hwy	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
4	**	**	12,400	28,900	32,800	**
6	**	**	19,500	44,700	49,300	**
8	**	**	25,800	58,700	63,800	**

Source: *Quality/Level of Service Handbook, Florida Department of Transportation (2002)*

\*Based on >4.5 signalized intersections per mile.

\*\*Data not provided.