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Reconnecting Fairview

A Multimodal Level of Service Approach

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What is Fairview?

Why does it need to be reconnected?

Why do we need a multi-modal approach?

What could that look like?

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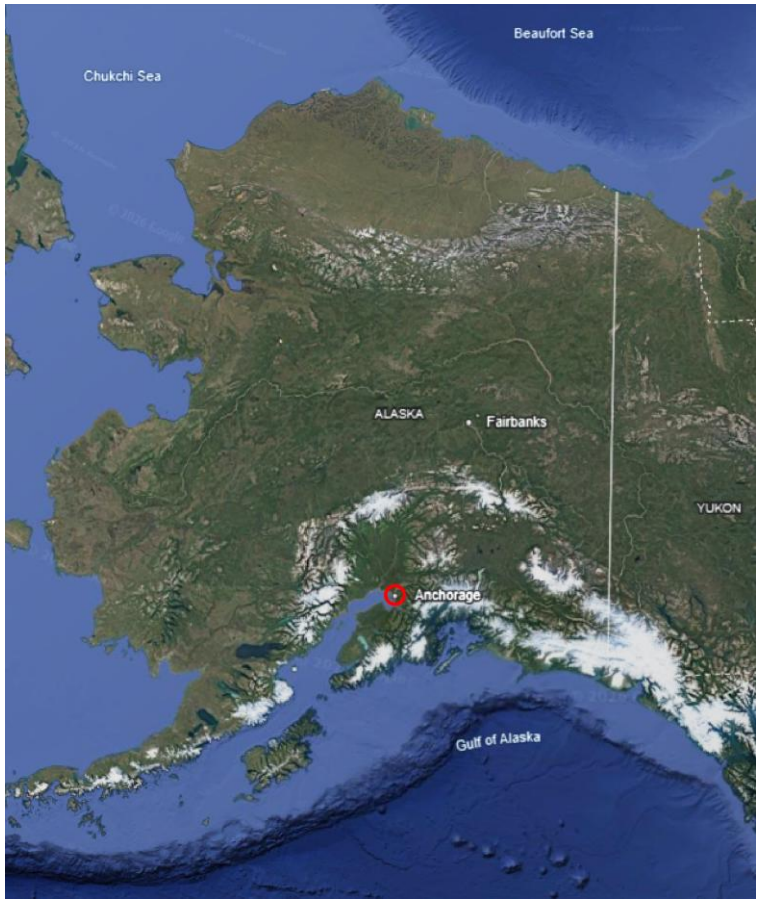
The Fairview Neighborhood

Anchorage, Alaska



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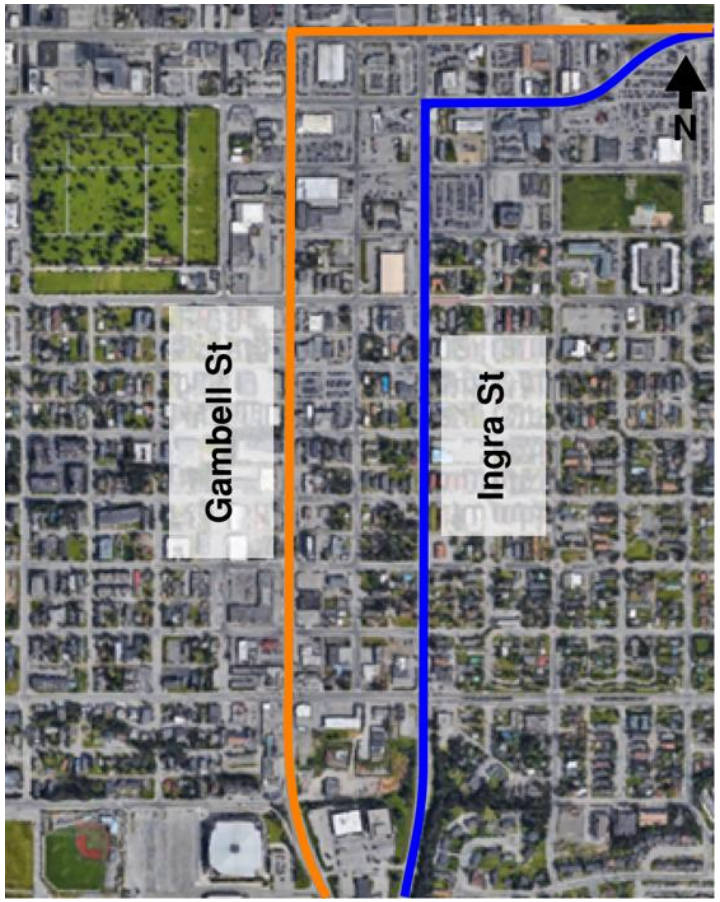
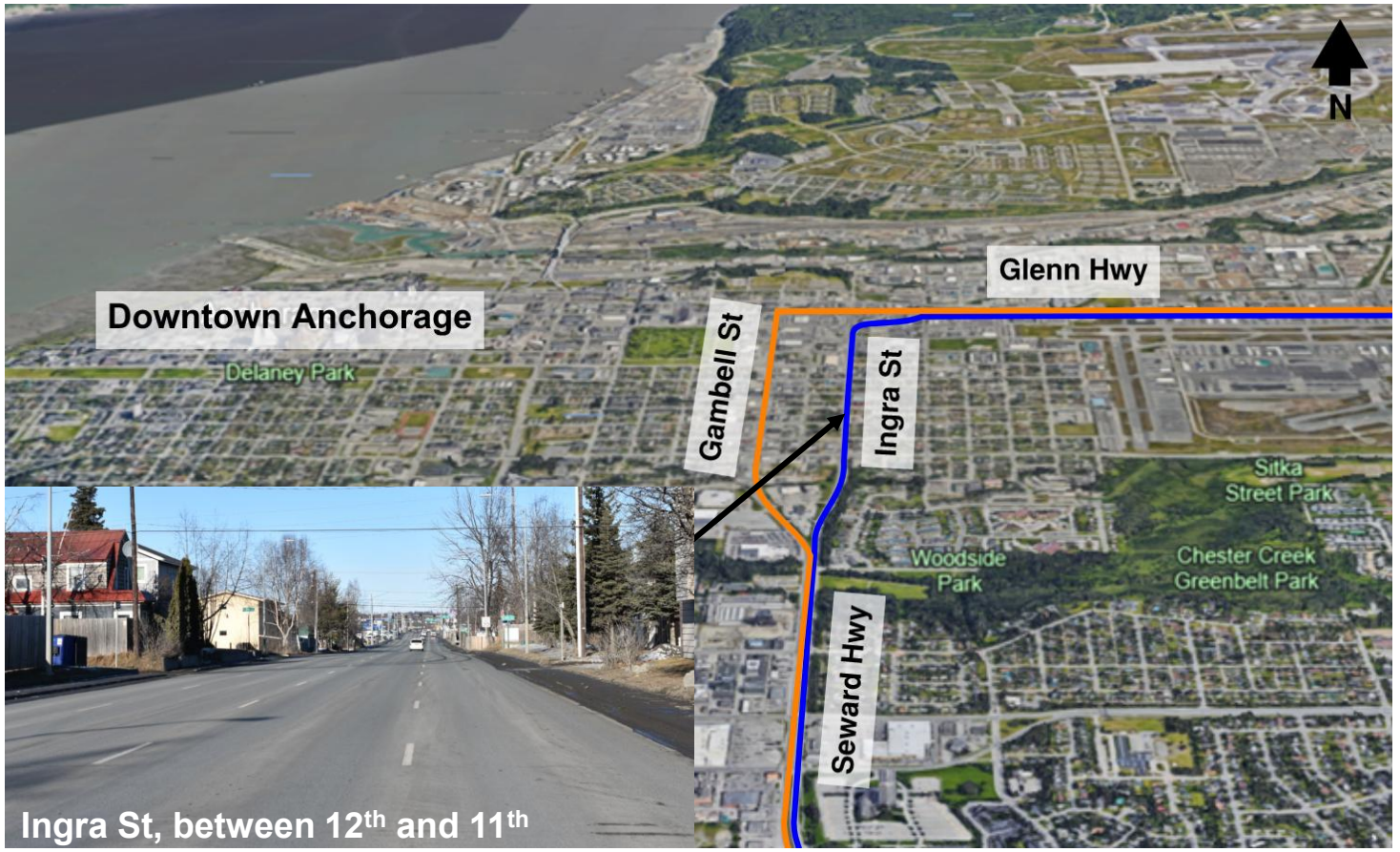
The Highway Couplet

Regional Mobility at Local Cost





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Reconnecting Fairview

Planning-Level Study

- Reimagine the Gambell-Ingra corridor
  - Improve safety and connectivity
  - Strengthen community resilience
- Multi-Modal Travel Assessment
  - Document and validate community experience
  - Support decision making and inform conceptual designs

FAIRNESS for FAIRVIEW IT'S TIME.

FAIRVIEW
Where People Make The Difference

NeighborWorks® ALASKA

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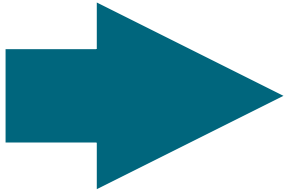
Multi-Modal Level of Service

Shifting the Focus

Traditional LOS

Measures vehicle delay



Multi-Modal LOS

Measures user experience across modes

Selecting a Methodology

Multi-Modal Level of Service (MMLOS)

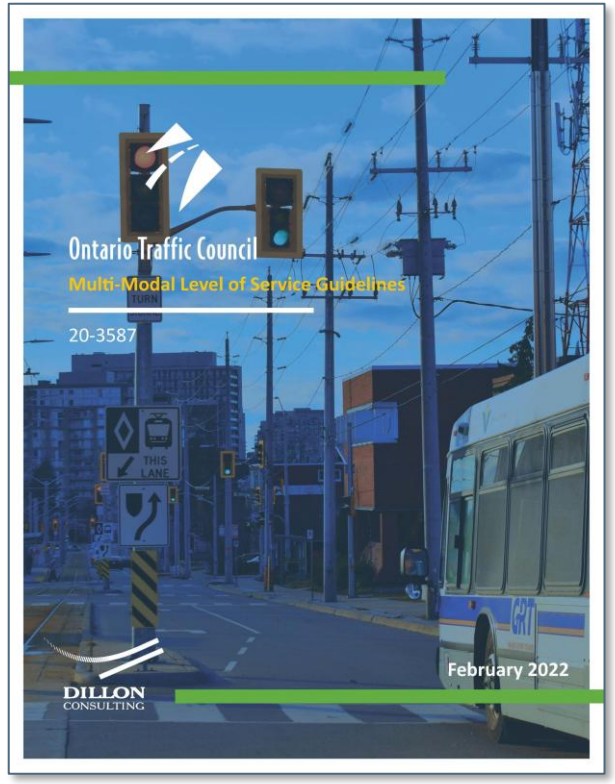
- Reviewed HCM, NCHRP, and state/local approaches
- Selected Ontario Traffic Council's Multi-Modal Level of Service Guidelines (2022)

Flexible

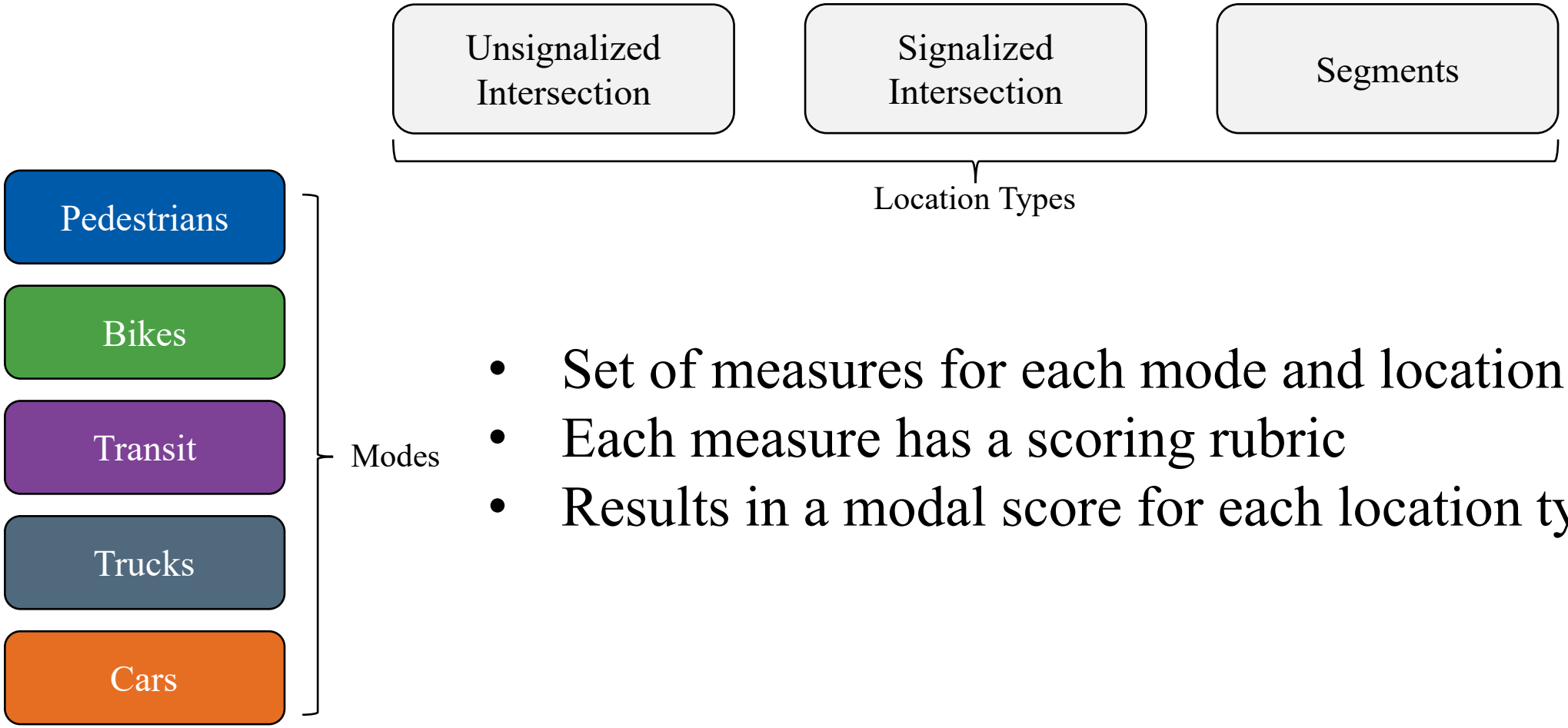
Criteria and thresholds can be adjusted to better suit a context

Straightforward

Clear rubric and simple calculations help build trust



MMLOS Guidelines



- Set of measures for each mode and location type
- Each measure has a scoring rubric
- Results in a modal score for each location type

Adapted from the Ontario Traffic Council's MMLOS Guidelines

Example: Pedestrian LOS at Ingra St & 9th Ave

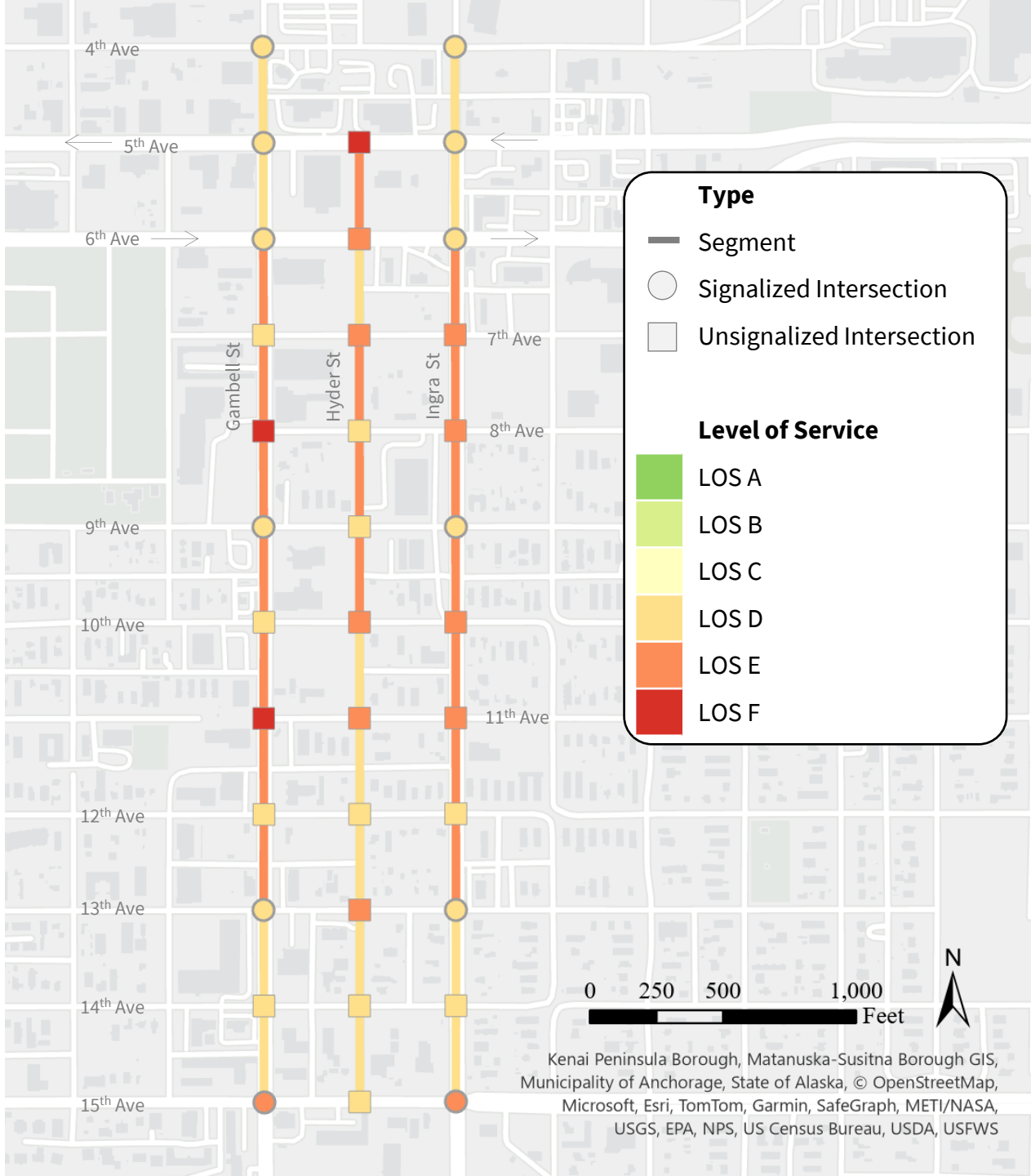
Mode	Ingra and 9th
Peds	D
Bikes	D
Transit	E
Trucks	E
Cars	C

Measure	A	B	C	D	E	F
Enhanced Pedestrian Measures	> 1.0	0.76 - 1.0	0.51 - 0.75	0.26 - 0.5	0.01 - 0.25	0.0
Average Effective Turning Radius (ft)	0.0 - 30.0	30.0 - 35.9	36.0 - 42.9	43.0 - 48.9	49.0 - 58.9	>= 59.0
Average Crossing Distance (ft)	Less than 23	23 - 28.9		29 - 36		Greater than 36
Presence of a Marked Crosswalk			100% of movements	75% of movements	50% of movements	<50% of movements
Signal Cycle Length (s)	0 - 60	61 - 75	76 - 90	91 -105	106 -120	> 120
Number of Uncontrolled Conflicts (conflicts/approach)	1.0	1.1 - 1.5	1.6 - 2.0	2.1 - 2.5	2.6 - 3.0	> 3.0

Pedestrian LOS

Measure Baseline Performance

Location Type	Measure
Unsignalized Intersection	Average Crossing Distance Marked Crossings Average Effective Turning Radius
Signalized Intersection	Enhanced Pedestrian Measures Average Effective Turning Radius Signal Cycle Length Number of Uncontrolled Conflicts Average Crossing Distance Presence of Marked Crossing
Segment	Pedestrian Facility Width Buffer Width / Snow Storage Space* Distance between Controlled Crossings Posted Vehicle Speed* Snow Maintenance* Noise*



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Corridor-Wide Results

Assess Baseline Performance

	Mode	Recommended Target	Segment Average LOS		Intersection Average LOS	
GAMBELL	Pedestrians	C	E	X	D	X
	Bikes	C	F	X	D	X
	Transit	D	N/A	-	E	X
	Trucks	D	E	X	D	✓
	Cars	D	C	✓	B	✓
INGRA	Pedestrians	C	E	X	D	X
	Bikes	C	F	X	D	X
	Transit	D	N/A	-	E	X
	Trucks	D	E	X	D	✓
	Cars	D	C	✓	B	✓
HYDER	Pedestrians	D	D	✓	E	X
	Bikes	B	E	X	D	X
	Transit	D	E	X	C	✓
	Trucks	D	B	✓	D	✓
	Cars	E	B	✓	A	✓

Takeaways:

- Car LOS exceeds targets across all corridors
  - Segments score worse due to curb lane conflicts
- LOS scores for all other modes meet or fall short of targets for Gambell St and Ingra St
  - Pedestrian and Bike scores fall especially short
- Results on Hyder St reflect a lower-volume, lower-speed local street

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Why This Matters

- Diagnostic results
  - Inform project development and prioritization
- Straightforward, replicable process
  - Assess concept designs for comparison
  - Apply across projects
  - Meaningfully engage community members

MMLOS Process

1) **Establish Level of Service Targets**
2) **Measure Baseline Performance**
3) **Assess Baseline**
4) **Measure Design Performance**
5) **Assess Design Performance**

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