



**FAIRNESS**  
for FAIRVIEW  
*IT'S TIME.*

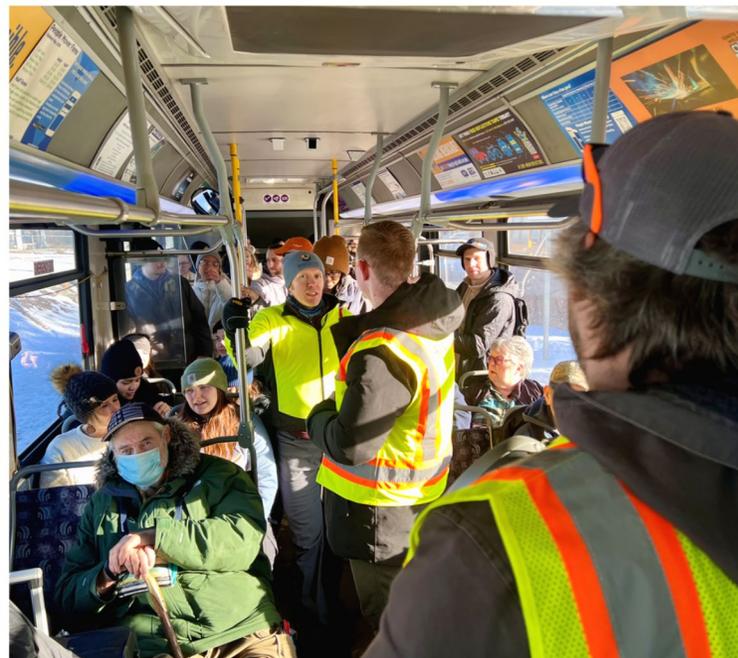


**NeighborWorks®** **ARUP**  
ALASKA

**Reconnecting Fairview Corridor Plan**

# **Technical Advisory Committee #1 Kickoff**

June 18<sup>th</sup>, 2025 1-2:30 PM





# Welcome to our first TAC!

Reconnecting Fairview Corridor Plan Project Team



**Lindsey Hajduk** – NeighborWorks Alaska, Director of Community Engagement



**Kate White** – Arup, Principal in Charge



**Joe Kaylor** – Arup, Task 3 Existing Conditions



**Carleton Wong** – Arup, Project Manager



**Tina Villaraza** – Arup, Task 4 Economic Assessment



**Elizabeth Owen** – Arup, Deputy Project Manager, Task 2 Engagement



**Ethan Ebinger** – Arup, Task 5 Multimodal Travel Demand



# Intro Icebreaker

## Reconnecting Fairview Corridor Plan TAC Members

Name	Organization
Aaron Jongenelen	AMATS
Chad Stovell	Anchorage Community Development Authority
Galen Jones	DOT&PF Seward Glenn PEL Team
Anna Bosin	DOT&PF
SJ Klein	Fairview Business Association
Sharon Chamard	Fairview Community Council Member
Allen Kemplen	Fairview Community Council Member
Taylor Keegan	MOA Parks & Recreation
Melisa Babb	MOA Planning Department
Melinda Kolhaas	MOA Project Management & Engineering
Brad Coy	MOA Traffic Department
Bart Rudolph	MOA Transit Department

Please un-mute to share:

Your name

Organization and role

One thing you are most looking forward to doing this summer!



# Agenda

## Reconnecting Fairview Corridor Plan

- Project vision and schedule, role of the TAC, discussion of project outcomes (~35 min)
- Task-specific progress and next steps: (~45 min)
  - Task 2: Engagement efforts
  - Task 3: Transportation Gaps & Opportunities
  - Task 4: Land Use and Economic Assessment
  - Task 5: Multimodal Level of Service Assessment
- Schedule lookahead to TAC #2 in September (~10 min)

At the end of each section,  
we will pause for group  
discussion.

Please raise your hand, as  
well as use the chat box!



# Project Vision

## Scope & Schedule

### Role of the TAC



# Community-Led Solutions



*This effort is a partnership between Fairview Community Council and NeighborWorks Alaska.*

Development of the Reconnecting Fairview Corridor Plan will include the following efforts between now and Fall 2026 to facilitate community-led solutions to reimagine the Gambell & Ingra Street Corridor:

- Community Engagement
- Existing Conditions
- Visioning for Future Conditions
- Multimodal Travel Demand
- Conceptual Design
- Policy Recommendations & Implementation

# Project Vision



## The Reconnecting Fairview Corridor Plan will result in:

*Community-led solutions to reimagine the Gambell-Ingra corridor*

## Throughout this effort, we aspire to:



Center equity and community-driven solutions



Foster participatory planning, engaging community members and building trust



Identify opportunities to address key challenges caused by divisive infrastructure



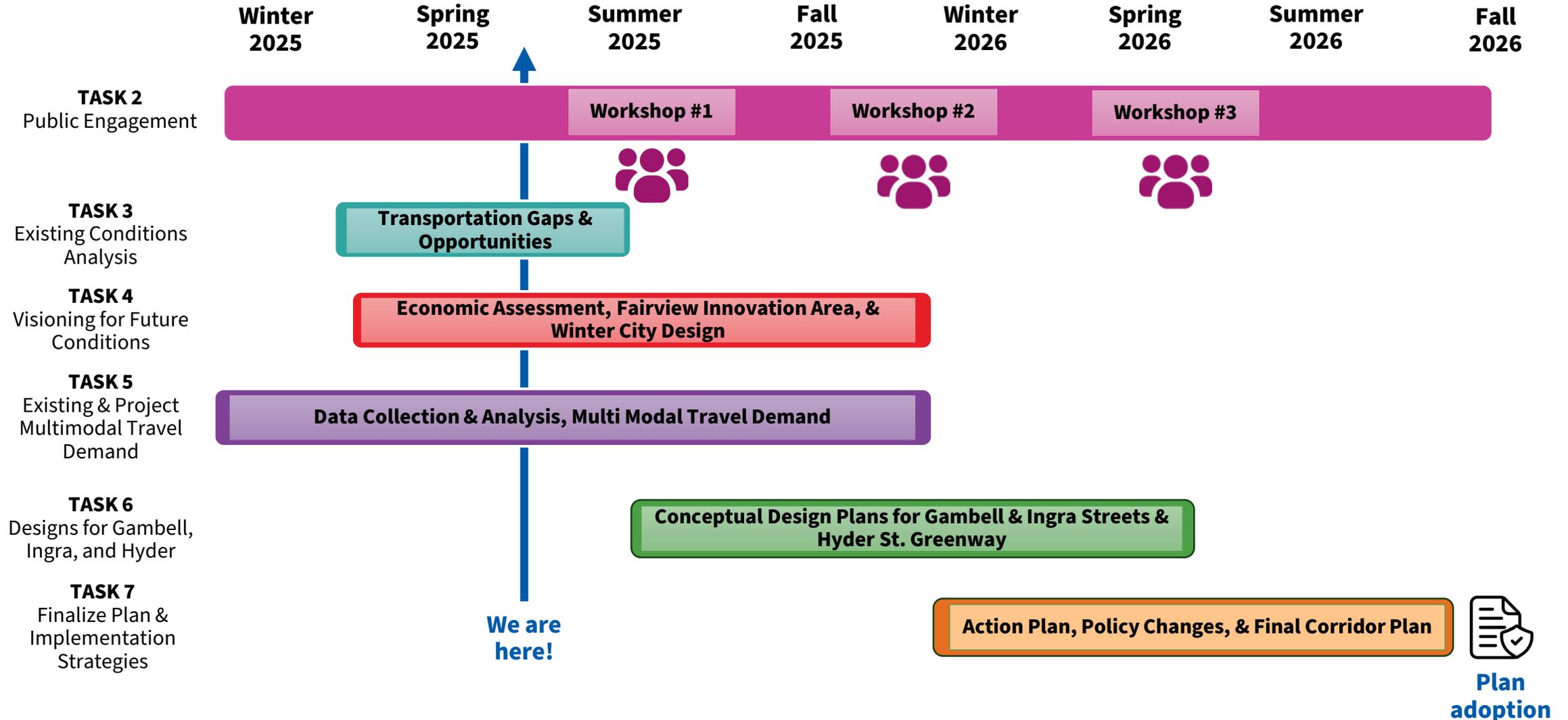
Strengthen community resilience and livability



Establish a clear path forward for implementation roles and responsibilities



# Project Schedule





# Project Deliverables

## Task 2: Public Engagement

**Task 2.1:** Engagement Plan, transportation audits, digital surveys, as-needed outreach materials

**Task 2.2:** Four TAC meetings, two AMATs committee meetings

**Task 2.3:** Three community workshops

## TASK 3: Existing Conditions Analysis

**Task 3.1:** Data collection plan, existing transportation conditions + gaps & opportunities memo, with technical appendix

**Task 3.2:** PEL Travel demand model peer review memo

## TASK 4: Visioning for Future Conditions

**Task 4.1:** Four focus group meetings

**Task 4.2:** Winter City best practices & implementation toolkit

**Task 4.3:** Economic assessment, innovation area, land use opportunities and policy recommendations memo

**Task 4.4:** Visualizations and supporting graphics

## TASK 5: Existing & Project Multimodal Travel Demand

**Task 5.1:** Data collection plan, feedback on FVCC PEL resolution

**Task 5.2:** Proposed MMLoS approach, existing and future network conditions report and technical appendix

## TASK 6: Designs for Gambell, Ingra, and Hyder

**Task 6.1:** Diagrams & maps depicting scenarios for ROW changes

**Task 6.2:** Grant-ready conceptual design drawings for proposed Gambell, Ingra, and Hyder vision

## TASK 7: Finalize Plan & Implementation Strategies

**Task 7.1:** Implementation action plan

**Task 7.2:** Policy amendments memorandum

**Task 7.3:** As-needed revised Assembly ordinance language

**Task 7.4:** Reconnecting Fairview Corridor Plan & supporting technical files



# Role of the TAC

## Reconnecting Fairview Corridor Plan

The TAC will serve as an advisory board through the project with the expectation to:

- Listen and share perspectives to identify common priorities
- Ensure synergy with concurrent initiatives throughout the region
- Provide constructive, focused, and timely technical deliverable review at key milestones
- Consensus building & collaboration to ensure clear implementation paths

**TAC #1**  
**June 2025**

- Kickoff
- Task 3, 4, 5 progress updates
- Engagement efforts

**TAC #2**  
**September 2025**

- Draft Task 4 & 5 deliverables
- Winter city design considerations
- Conceptual design interim milestone

**TAC #3**  
**February 2026**

- Near-final Task 6 conceptual designs
- Draft Task 7 action plan

**TAC #4**  
**August 2026**

- Near-final Reconnecting Fairview Corridor Plan for adoption



# Group Discussion – Key Outcomes

## Reconnecting Fairview Corridor Plan

- 1) What are your top **3 outcomes** you want to see from this effort?
- 2) What **other initiatives** is your organization leading that relate to this effort?
- 3) What **concerns** do you have about implementing this plan?
- 4) What does your organization **need to see** from this plan for it to be actionable?
- 5) Are there any **case studies or examples** that you think offer models for Fairview?

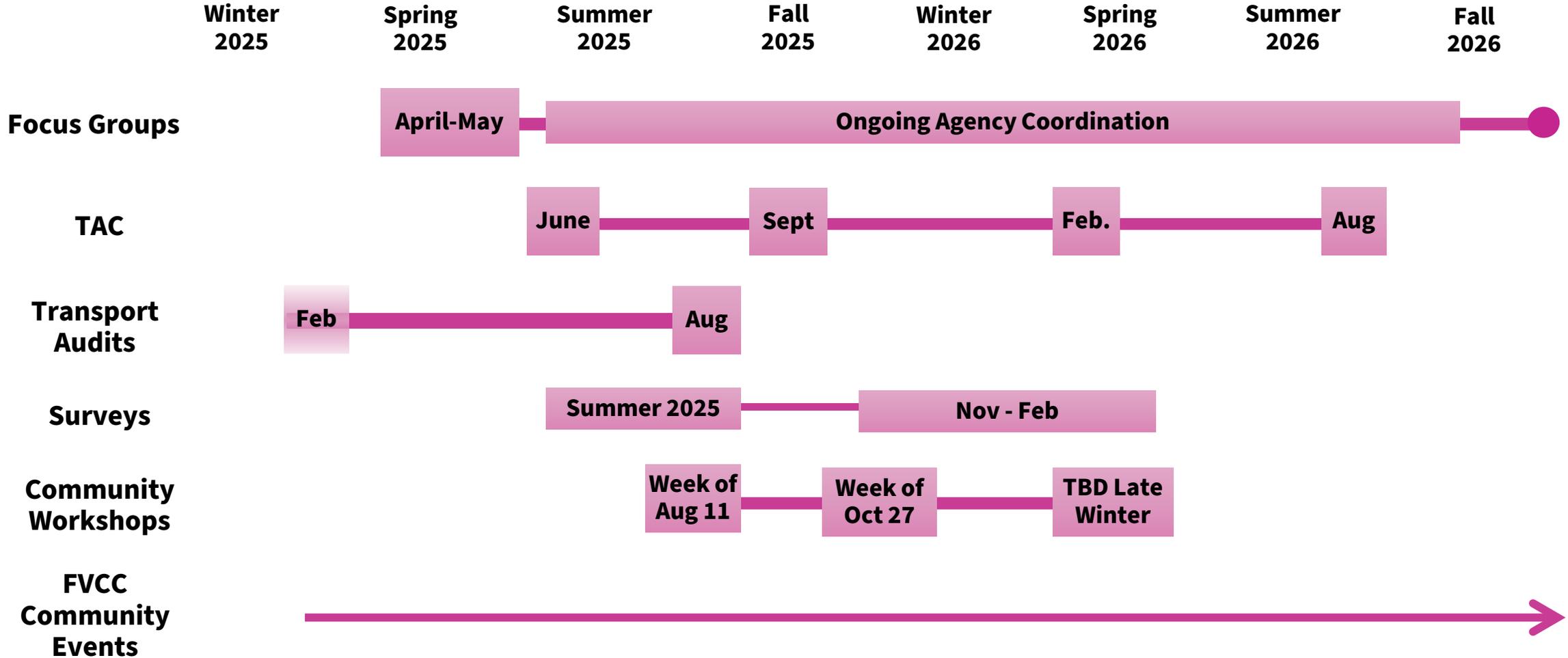


# Task 2 Progress & Next Steps



# Engagement Schedule

## Reconnecting Fairview Corridor Plan





# Focus Groups

## Reconnecting Fairview Corridor Plan

- Nearly 70 organizations invited to kick off focus groups
- 23 attendees across 4 sessions, each 60-minutes.
- Focus groups were organized around the following five topics:
  1. Affordable housing, advocacy, and community services
  2. Real estate and development
  3. Economic development
  4. Workforce and innovation
  5. Major employers

### Focus Group Goals

Context setting

Ground-truthing technical with lived experiences shared

Feedback on outreach (Task 2), technical scope (Task 4)

Longer-term relationship building for project and beyond



# Focus Group Participants

## Reconnecting Fairview Corridor Plan

- Alaska Housing Finance Corporation
- Alaska Regional Hospital
- Anchorage Chamber of Commerce
- Anchorage Community Development Authority
- Anchorage Downtown Partnership
- Anchorage Economic Development Corporation
- Anchorage School District
- Catholic Social Services
- Cook Inlet Housing Authority
- Cook Inlet Tribal Council
- Fairview Business Association
- First Alaskans Institute
- King Tech High School
- Launch Alaska
- Real Broker Alaska
- RurAL CAP
- State of Alaska, Division of Community & Regional Affairs
- University of Alaska Anchorage – Center of Community Engaged Learning
- University of Alaska Anchorage – Institute for Social & Economic Research



# Focus Group Takeaways

## Reconnecting Fairview Corridor Plan

- Attracting economic investment
- Carrs closure and site activation
- Community building
- Engaging with community members
- Food insecurity
- Housing affordability
- Infrastructure financing
- Investment uncertainty
- Regulatory barriers for new development
- Transportation access
- Traffic and multi-modal safety
- Workforce pipeline, recruitment and retention
- Zoning



# Focus Groups Next Steps

## Reconnecting Fairview Corridor Plan

### Additional outreach focused on:

- Arts and tourism organizations
- Alaska Trucking Association
- Anchorage Senior Center
- Cultural organizations
- Faith-based institutions
- Local and major employers
- Merrill Field & UAA Aviation
- Port of Alaska
- Sullivan Arena & Alaska Legion Baseball
- Youth-focused organizations

### Next Steps:

- High priority meetings are to schedule Sullivan Arena, Port, and Merrill Field
- One combined event in August inviting each organization together

# Walk Audits

## Reconnecting Fairview Corridor Plan

Reconnecting Fairview Walk Audit Responses

Which of the following public realm concerns? (Check all that apply) Overgrown landscaping

Other Public Realm Concern

Do you have any additional observations, notes, or feedback that you would like to share?

CreationDate 2/20/2025, 3:00 PM

Creator

EditDate 2/20/2025, 3:00 PM

Editor

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Walk Audit Responses

- By Concern
- Street Conditions
- Safety Conditions
- Public Realm



Would like to host more and collect data!

<https://fairviewak.org/projects/reconnecting-fairview/>

**What's New!**



**Fairview Neighborhood Survey**

"Fairness for Fairview" is a community-led effort to heal the Gambell-Ingra Corridor by identifying opportunities for neighborhood revitalization, improved safety, increased economic opportunity, and other strategies that foster community identity and well-being.

This survey is a way for you to inform safety, accessibility, mobility, and other improvements you recommend throughout Fairview. Data collected is anonymous and will inform future Reconnecting Fairview efforts. We thank you for your time and feedback!

TAKE THE SURVEY

# Community Events





# Summer Events Lookahead

## Reconnecting Fairview Corridor Plan

Date	Event(s)
<i>Monthly 1<sup>st</sup> Thursdays</i>	<i>Reconnecting Fairview Committee</i>
<i>Monthly 2<sup>nd</sup> Mondays</i>	<i>Fairview Collaborative Committee</i>
<i>TBD Other Events</i>	<i>Anchorage Museum Lunch on the Lawn, Fairview Community Market, etc.</i>
<i>June 12 &amp; July 31st</i>	<i>Anchorage Concerts in: Fairview Lions &amp; Eastchester Parks</i>
Sat. July 19 <sup>th</sup>	Fairview Block Party Booth
Fri. August 8 <sup>th</sup>	Fairview Back to School Fair Booth
Thurs. August 14 <sup>th</sup>	FVCC & Reconnecting Fairview Committee Dinner & Charette
Fri. August 15 <sup>th</sup>	TBD afternoon or evening pop-up event
Sat. August 16 <sup>th</sup>	Community workshop event
Sun. August 17 <sup>th</sup>	Project roadshow presentations; TBD afternoon or evening pop-up event
Mon. August 18 <sup>th</sup>	Project roadshow presentations; TBD walk audit (may be over weekend); TBD focus group participants event
Week of October 27 <sup>th</sup> (TBD)	Next round of public workshops

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# Task 3 Progress & Next Steps



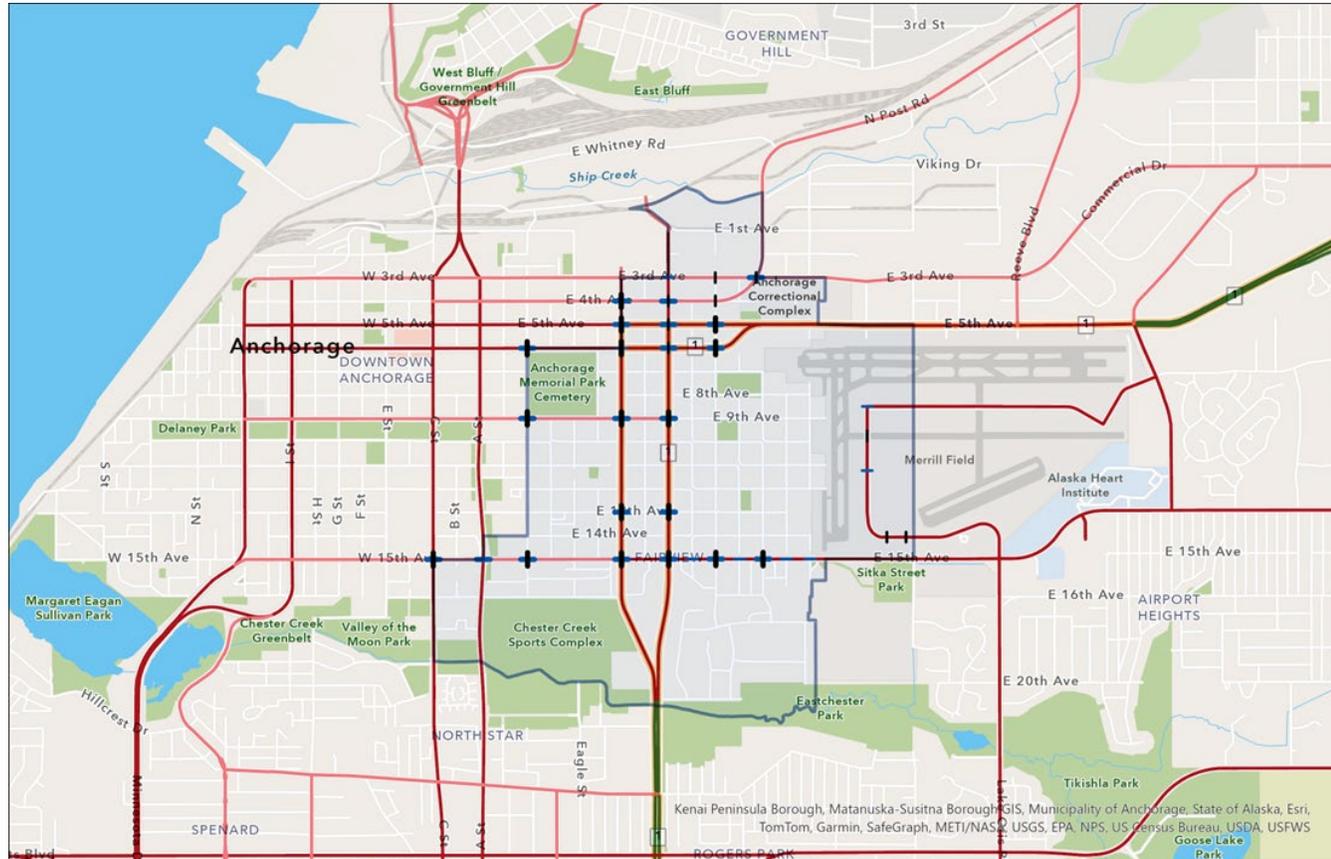
# Task 3 – Existing Conditions

## Plans Reviewed & Sources of Data

- Gambell Street Redevelopment & Implementation Plan (2013)
- Fairview Neighborhood Plan (2014)
- AMATS Non-Motorized Plan (2021)
- AMATS Seward Highway to Glenn Highway Connection PEL Study: System Performance Memorandum (2023)
- AMATS Safety Plan (2024)
- AMATS 2050 Metropolitan Transportation Plan (2024)

# Task 3 – Existing Conditions

## Snapshot of Findings



Fairview is fragmented by highway couplets and arterial roads.

*What key destinations influence non-motorized demand, and where are crossings missing?*

*Where do we target solutions?*

*What are incremental quick wins?*

- ▭ Reconnecting Fairview Project Area
- ▬ Freeway
- ▬ Major Arterial
- ▬ Minor Arterial
- +— EW Crossing (Both Sides)
- +— EW Crossing (One Side)
- | NS Crossing (Both Sides)
- | NS Crossing (One Side)



Source: MOA (2025)

# Task 3 – Existing Conditions

## Snapshot of Findings

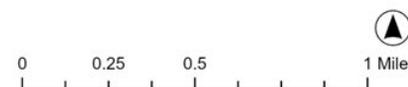


Gambell Street, Ingra Street, 5<sup>th</sup> Avenue, and 15<sup>th</sup> Avenue are hotspots for severe and fatal crashes.

*Where can non-motorized infrastructure improvements reduce collisions?*

*How do collision occurrences vary by season?*

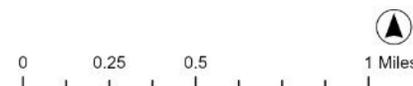
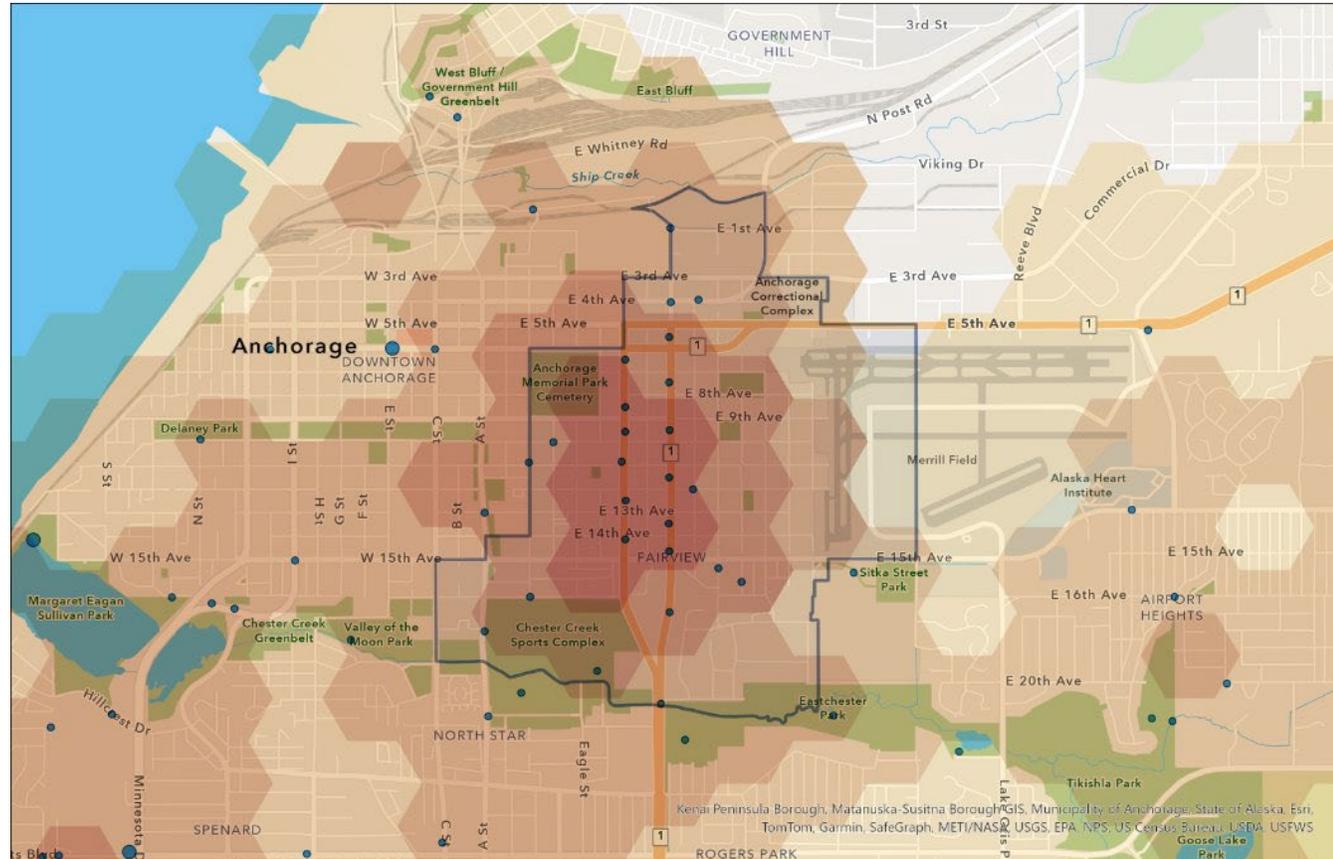
- Reconnecting Fairview Project Area
- Major Injury Collision
- Fatal Collision



Source: DOT&PF (2023)

# Task 3 – Existing Conditions

## Snapshot of Findings



Pedestrian safety continues to be a top concern.

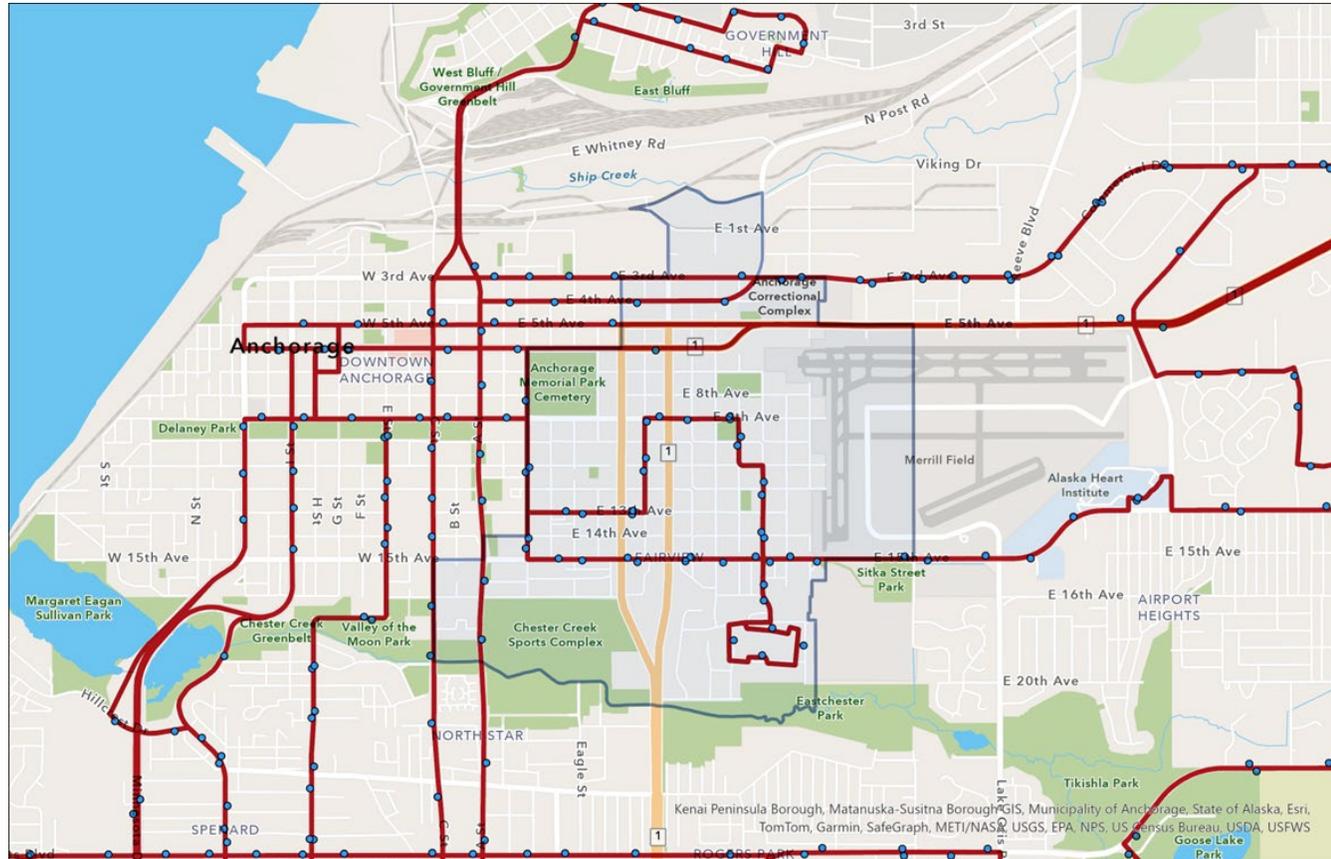
*Does the map of community concerns from the AMATS 2024 Safety Plan match reality?*

*Where do we target solutions?*

*What are incremental quick wins?*

# Task 3 – Existing Conditions

## Snapshot of Findings



Fairview is underserved by public transit.

*What are ways that transit infrastructure can adapt to the seasonality of ridership?*

*How can we partner with transit agencies?*

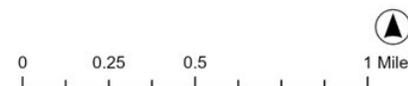
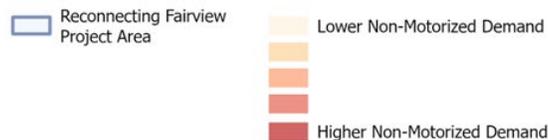
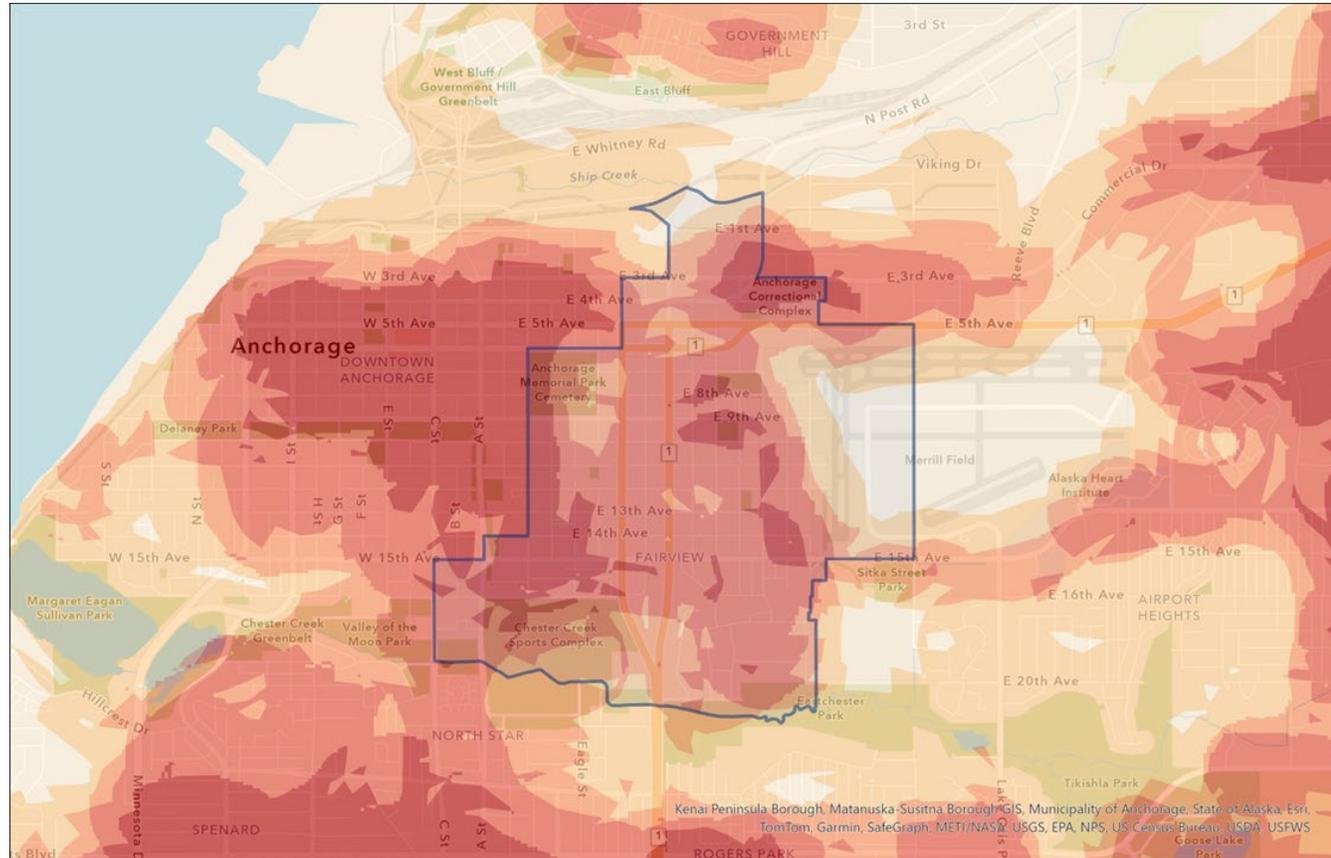
- Reconnecting Fairview Project Area
- People Mover Routes
- People Mover Stops



Source: MOA (2022)

# Task 3 – Existing Conditions

## Snapshot of Findings



Non-motorized demand exists throughout Fairview.

*Can we leverage non-motorized demand to recommend improvements?*

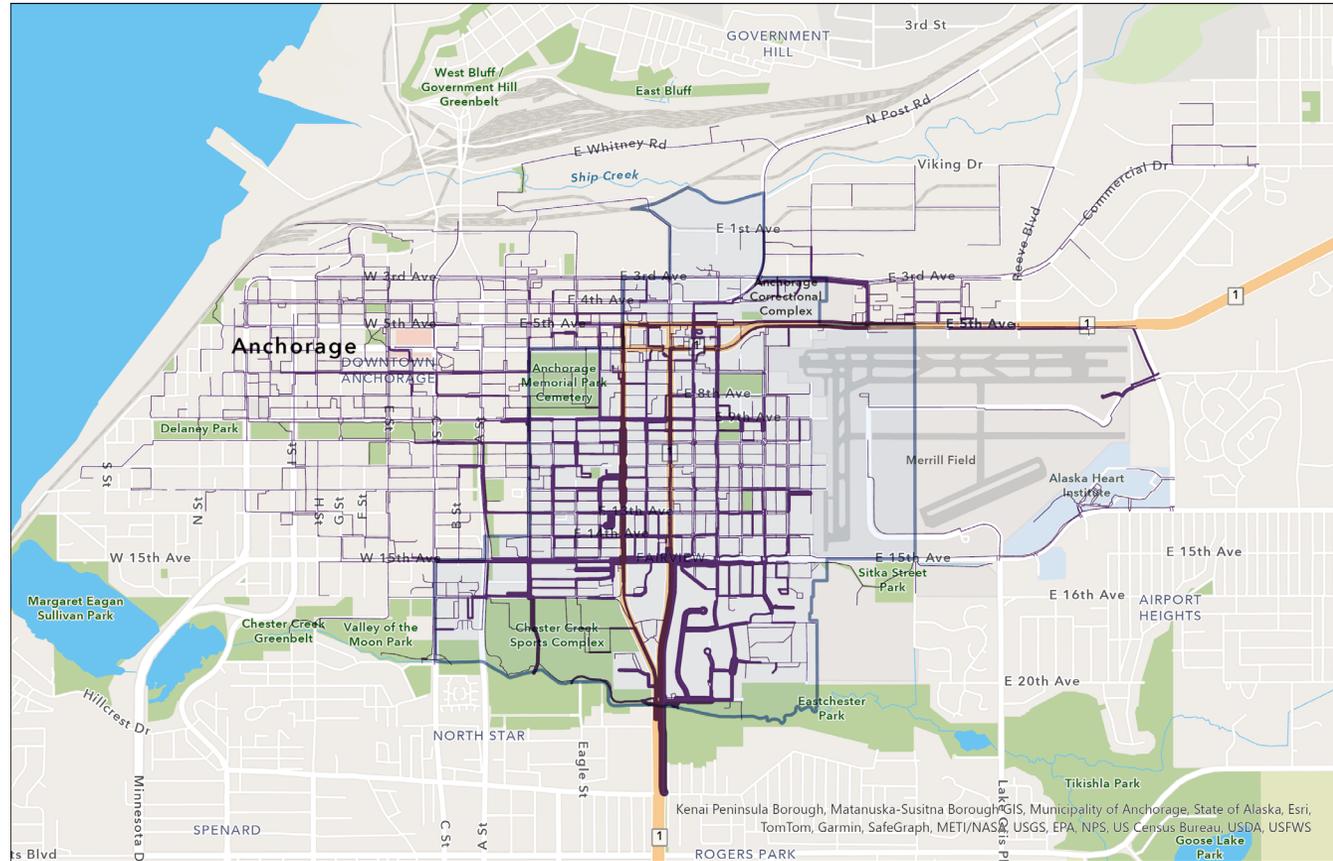
*Which activity generators are shown, and which are missing?*

*Where do we target solutions?*

*What are incremental quick wins?*

# Task 3 – Existing Conditions

## Snapshot of Findings



Replica data indicates high non-motorized demand along Gambell Street and Ingra Street.

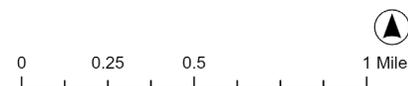
*How does non-motorized link demand affirm the findings from the non-motorized demand map?*

*What does non-motorized link demand reveal about short trip travel in Fairview?*

*Where do we target solutions?*

*What are incremental quick wins?*

- Reconnecting Fairview Project Area
- 1 - 20 non-motorized trips (<2 mi)/link
- 21 - 39 non-motorized trips (<2 mi)/link
- 40 - 58 non-motorized trips (<2 mi)/link
- 59 - 78 non-motorized trips (<2 mi)/link
- 79 - 121 non-motorized trips (<2 mi)/link

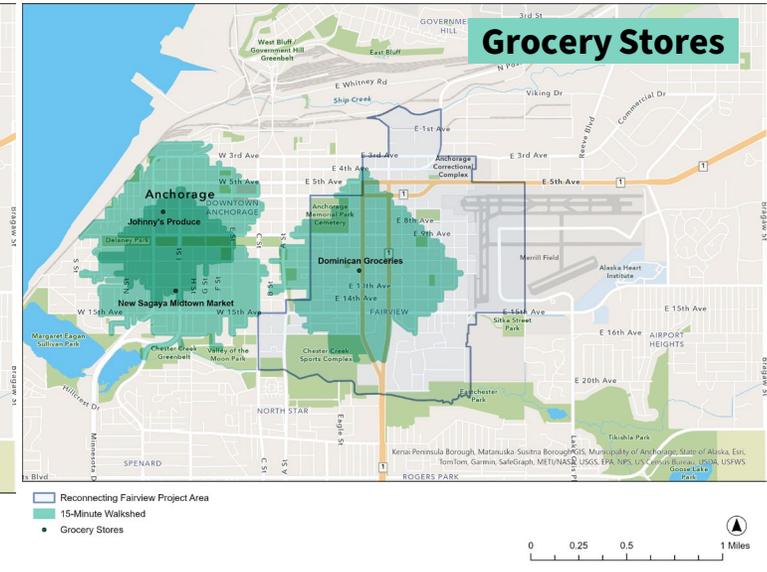
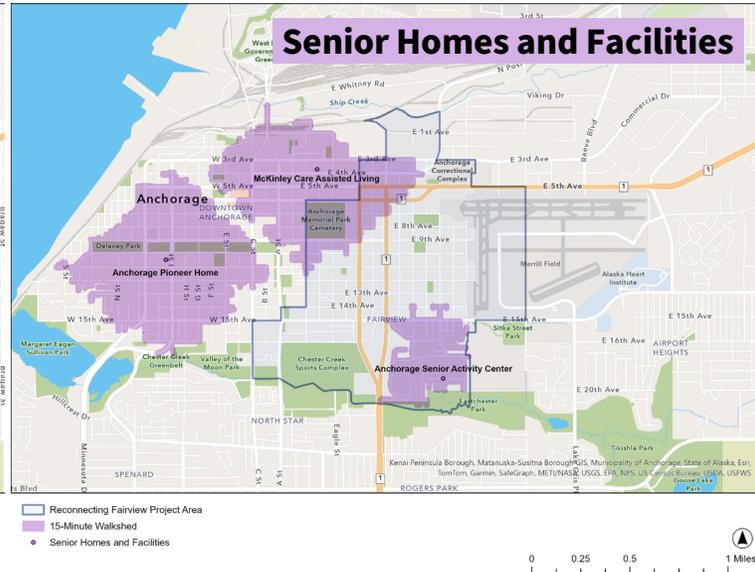
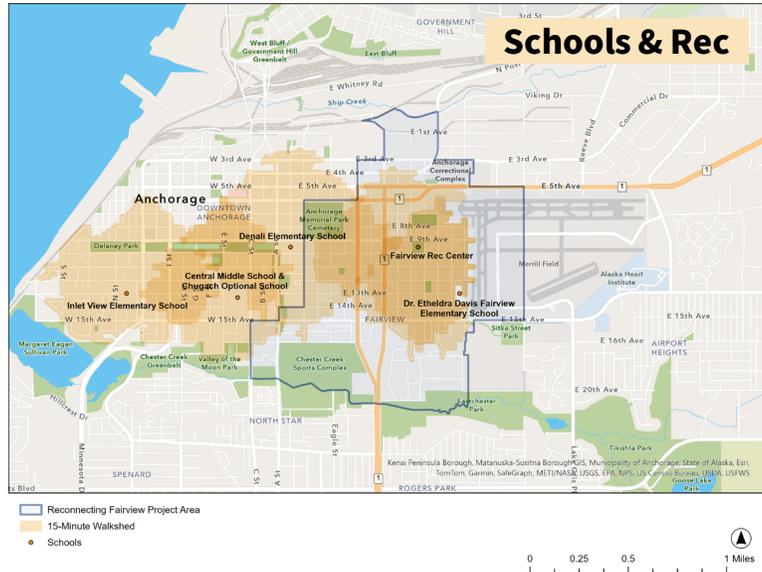


Source: Replica (n.d.); walk and bike trips for a typical Thursday in Fall 2024

# Task 3 – Existing Conditions

## Snapshot of Findings

Source: OSMnx Python package, G. Boeing (2025)



Fairview residents have limited walkable access to essential services and community resources.

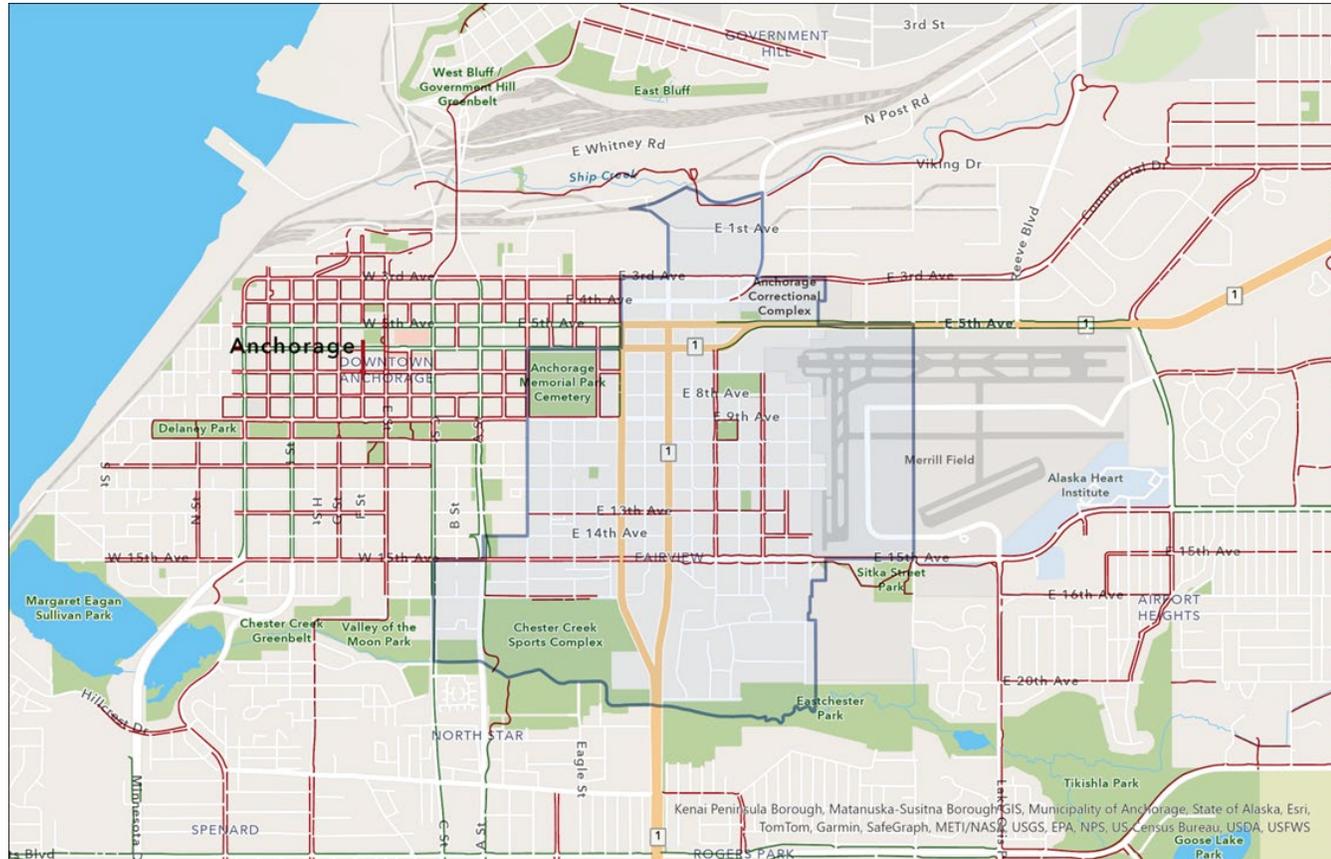
*How can barriers such as major arterials be mitigated with transportation improvements?*

*Where do we target solutions?*

*What are incremental quick wins?*

# Task 3 – Existing Conditions

## Snapshot of Findings



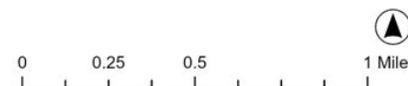
Winter maintenance is a deterrent to a pedestrian-oriented network.

*Where do we target solutions?*

*How can we get agency partners on board?*

*How can we engage property owners?*

- Reconnecting Fairview Project Area
- AKDOT Winter Maintenance - Sidewalks
- MOA Winter Maintenance - Sidewalks

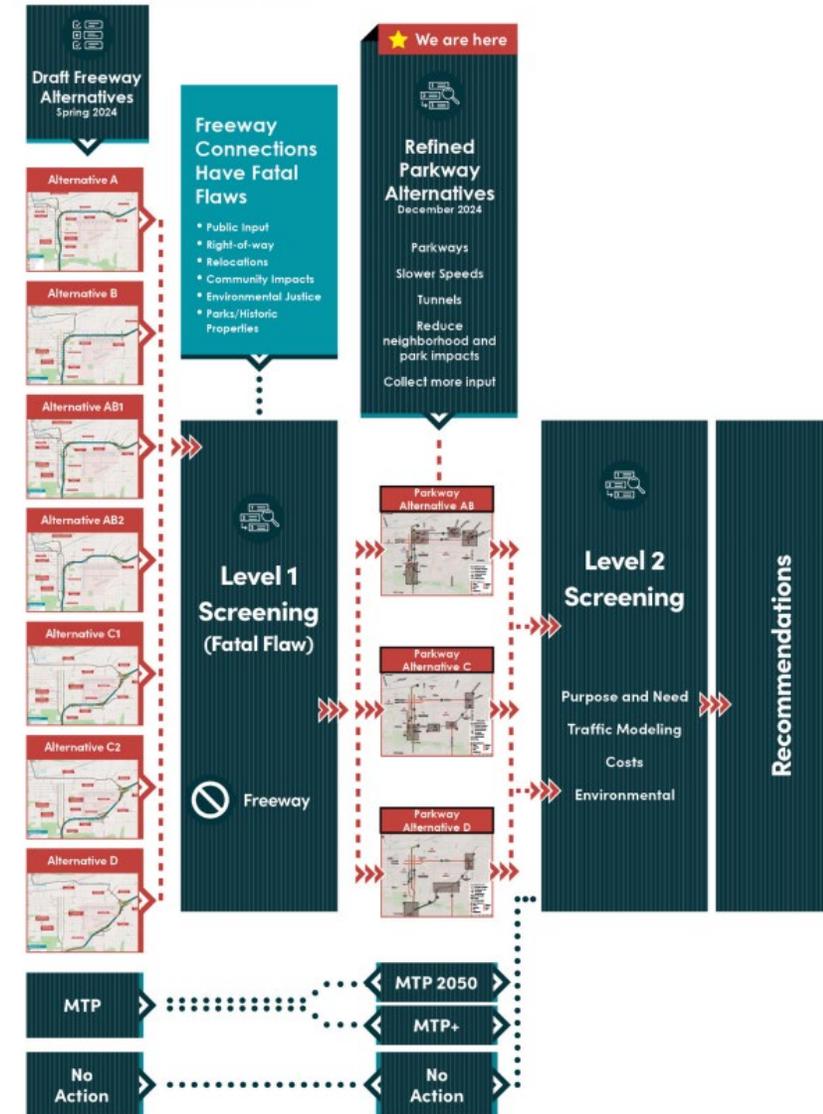


# Task 3 – Next Steps

## Reconnecting Fairview Corridor Plan

- PEL model outputs are used in Level 2 Screening of project alternatives
- Requested a review of travel model files to better understand assumptions and limitations
- Seeking to better understand population growth assumptions and the use of volume/capacity ratios to determine traffic impacts

Figure 12 Screening Summary





# Task 4 Progress & Next Steps



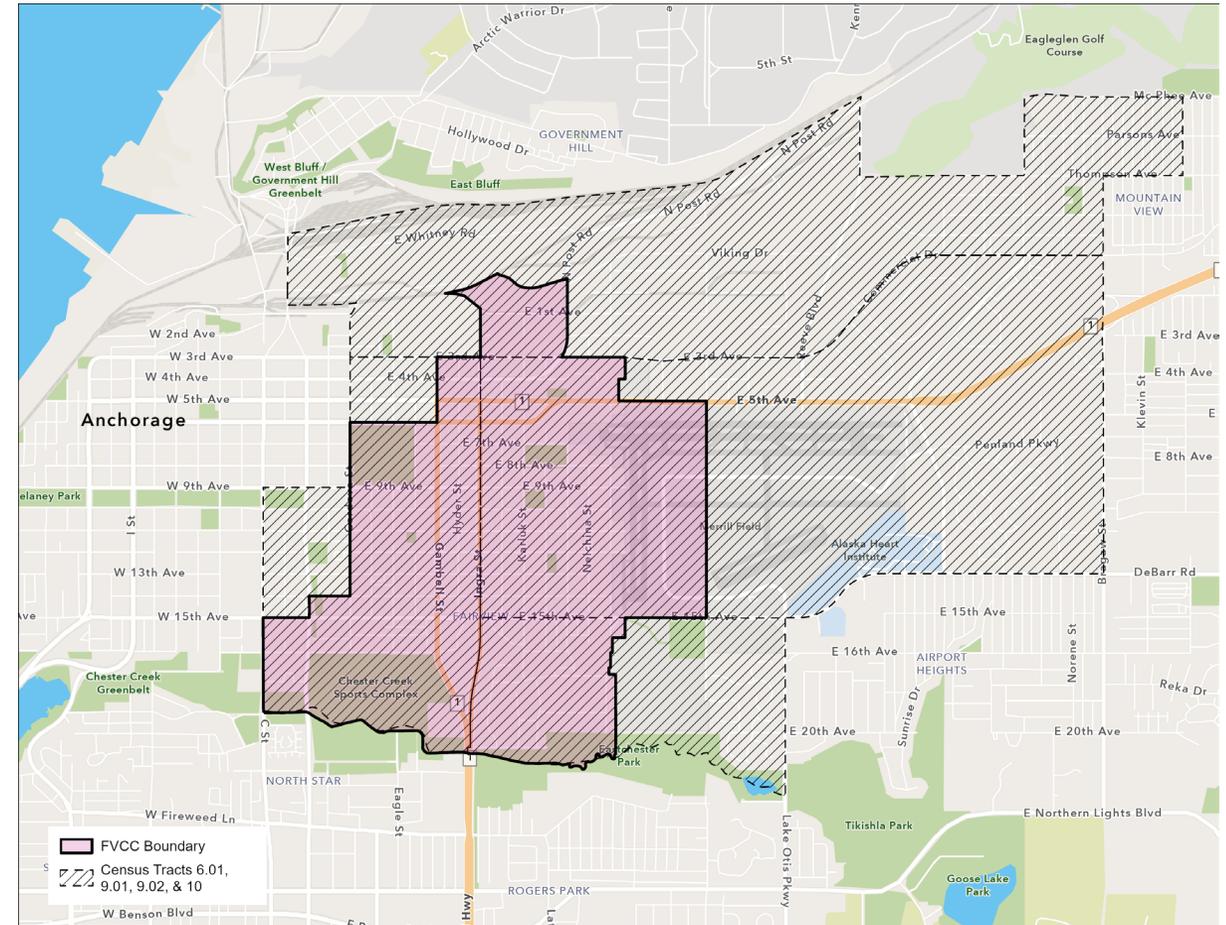
# Task 4 Outline

- Population and Housing Market
- Safety Perceptions
- Workforce and Industry Trends & Commercial Market Composition
- Essential Community Amenities & Gaps
- Land Use and Zoning Capacity
- Opportunity Areas

# Task 4 Study Area & Methodology

## Developing Neighborhood-Level Data

Census Tract	Tract Area (sq mi)	Fairview Area (sq mi)	% of Fairview in Tract
601	3,218,230	167,003	5%
901	4,467,475	476,520	42%
902	1,146,156	131,2067	29%
1000	1,749,931	1,318,558	75%





# Community Population Trends

## Context-Setting

- Up to 63% of residents fall into 1+ vulnerable groups
- Youth make up the largest single age group
- Low educational attainment among adults 25+ (mostly high school graduates)
- Median household income is 41% lower than Anchorage
- 1 in 5 residents live below poverty line

Indicator	Fairview	Anchorage	Difference
<b>Total Population</b>	5,346	286,075	~2% of total
Youth (Under 18)	22%	23%	-1
Seniors (65+)	18%	13%	+5
PWD	19%	12%	+7
Veterans	4%	11%	-7
<b>Educational Attainment (≥25 years)</b>			
High School	32%		
Bachelor's Degree+	28%	40%	-12
<b>Median Household Income (2023\$)</b>	\$55,639	\$94,437	-41%
<b>People Below Poverty Line</b>	20%	8%	+12
Youth	26%	10%	+16
Seniors	15%	7%	+8

Source: Derived from ACS 2023 5-Year Estimates; Fairview estimates weighted based on Census Tract area coverage

# Housing Market Trends

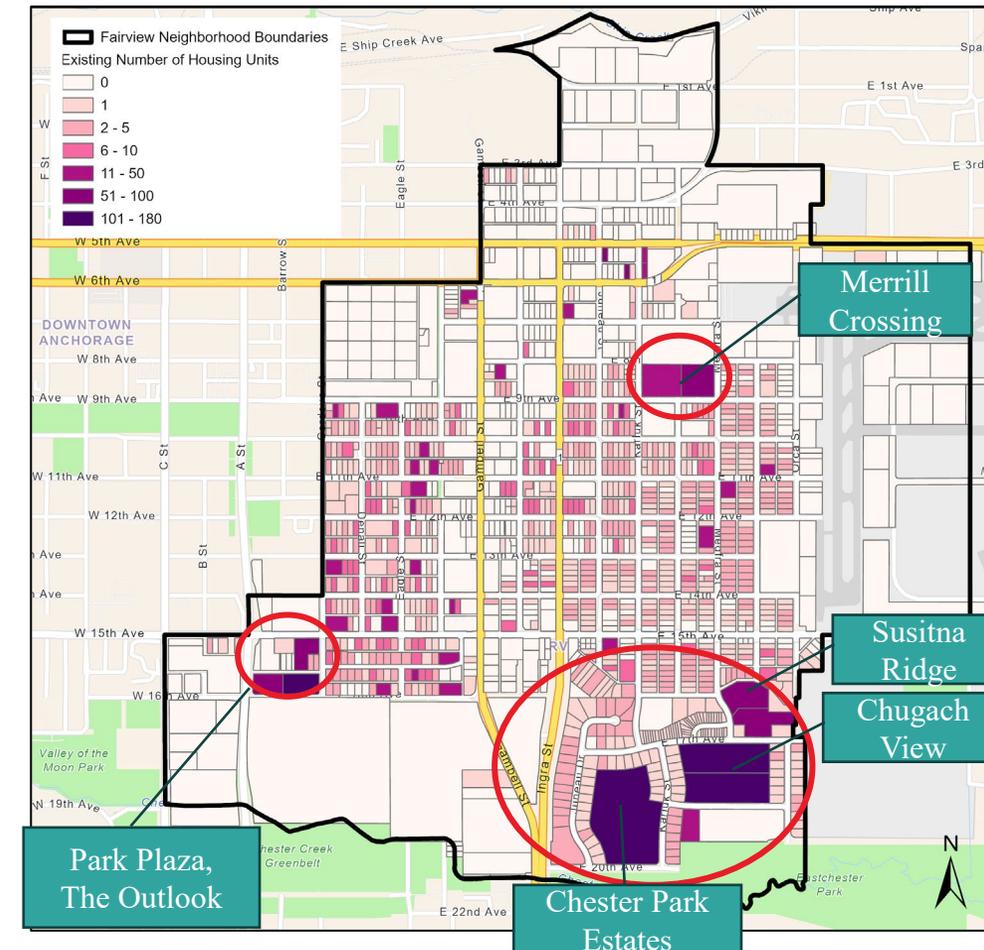
Indicator	Fairview	Anchorage	Difference
Number of Housing Units	2,896	119,717	~2% of total
% of Multi-Unit Housing	74%	35%	+39
Owner-Occupied	31%	63%	-32
Renter-Occupied	69%	37%	+32
Vacant Housing Units	17%	10%	+7
Length of Residence	~7 years	~45-55 years	-40 to -50 years
Pre-1980 Building Stock	61%	45%	+16
Median Gross Rent	\$1,200	\$1,450	-\$250

Source: Derived from ACS 2023 5-Year Estimates; Fairview estimates weighted based on Census Tract area coverage

## Compared to Anchorage:

- High-share of multi-unit housing
- More renters than owners, high housing vacancy
- Lower residential stability
- Older building stock
- Renters are cost-burdened: rent is ~26% of monthly income

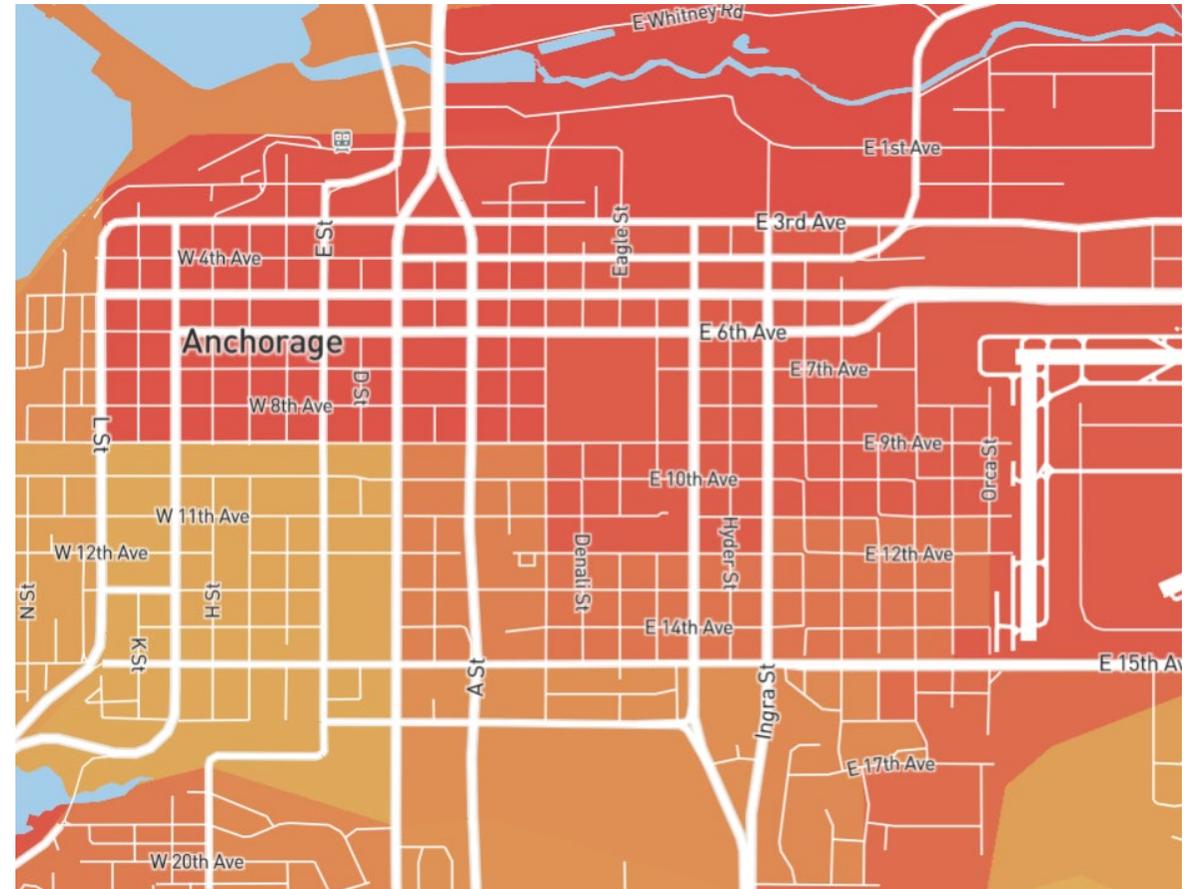
**Dispersed, moderate-density housing, with pockets of multifamily developments**



# Perception Factors

## Crime as a Barrier to Neighborhood Renewal

- Fairview Crime Rate: 51.97 per 1,000 residents
- 27% of crimes are violent crimes
- 109% higher in overall crime (252% higher in violent crime) than national average
  - 20% higher than Anchorage
- Fairview cost of crime: ~\$21M annual



Source: Crime Grade

# Labor Force & Industry Trends

## Context-Setting

**Labor Force Composition**



■ Armed Forces  
■ Not in Labor Force  
■ Unemployed  
■ Labor Force

**Transport to Work Mode Share**



■ Other Means  
■ Public Transport  
■ Walk  
■ Work from Home  
■ Private Transport

**Employment by Industry**

Industry	Fairview	Anchorage	Difference
Education & Healthcare	19%	25%	-6
Retail	15%	11%	+4
Arts, Hospitality & Entertainment	14%	10%	+4
Professional & Admin Services	14%	11%	+3
Public Administration	11%	10%	+1
Construction	7%	6%	+1
Finance & Real Estate	4%	5%	-1
Transport & Utilities	4%	10%	-6
Natural Resources (Agricultural)	3%	3%	
Wholesale Trade	3%	2%	+1
Other Services	3%	5%	-2
Information	2%	2%	
Manufacturing	1%	3%	-2

**Summary:**

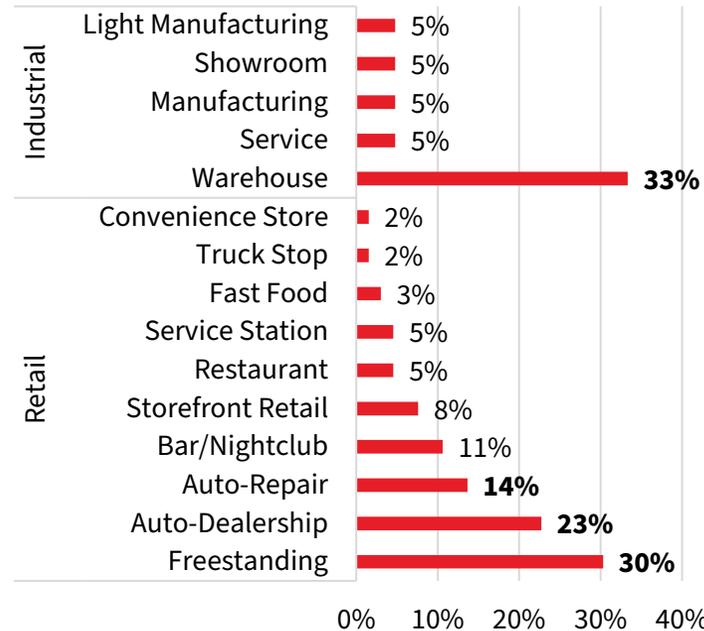
- 41% of residents aged 16+ not in labor force, in addition to 5% unemployment rate
- Transport to Work:
  - Heavy reliance on private transport
  - 11% of workers follow a WFH arrangement
- Workforce is concentrated in service-oriented sectors (education & healthcare, retail, arts and hospitality, admin services)
- Lower presence in key growth sectors (education/healthcare and transport/utilities) compared to Anchorage

Source: Derived from ACS 2023 5-Year Estimates; Fairview estimates weighted based on Census Tract area coverage

# Commercial Market

## Market Breakdown, Built Environment, and Linkage to Employment

- Commercial spaces are predominantly retail (63%), followed by office (21%) and industrial (16%)
- Built environment is characterized by low-rise buildings and underutilized spaces
- Low to no commercial vacancies
- Retail is a major job industry in Fairview, but the retail landscape is focused on low-activation uses (freestanding and auto-oriented shops), with some 16% of parcels dedicated to food and entertainment
- Professional & admin services represent 14% of Fairview's jobs but 100% of office buildings underutilize their space
- Industrial land is dominated by warehouse uses (33%) – despite an underrepresentation of local employment in transport and utilities.



Relevant Industry	Fairview	vs Anchorage
Retail	15%	+4
Arts, Hospitality & Entertainment	14%	+4
Professional & Admin Services	14%	+3
Public Administration	11%	+1
Transport & Utilities	4%	-6

Indicator	Retail	Office	Industrial
% Share of Low Built Density Buildings	81%	59%	38%
% Share of Low Building Footprint Ratio	86%	100%	36%

Source: Arup analysis based on CoStar



# Essential Community Amenities

## Amenity Gaps that Limit Job Base and Investment

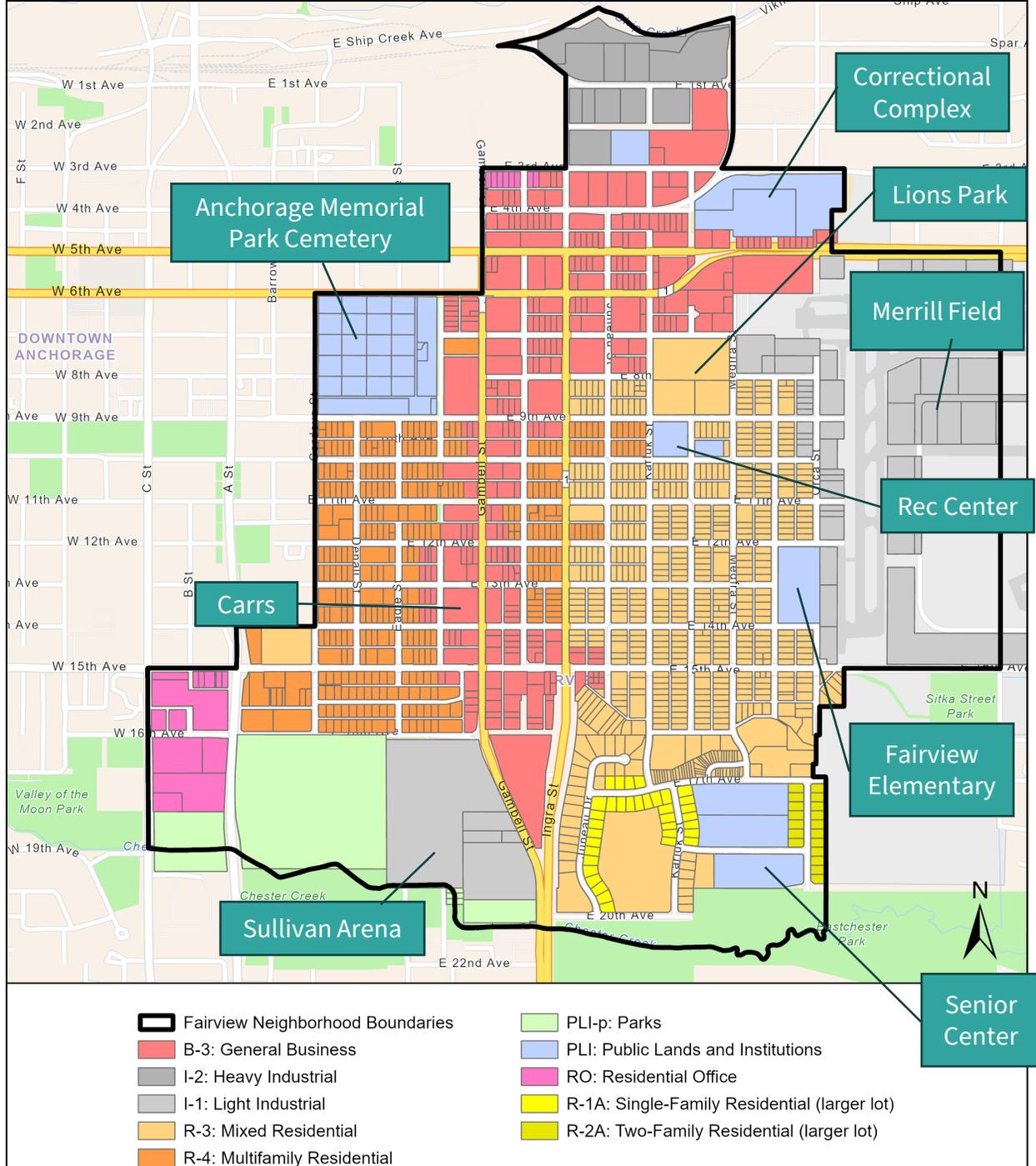
- Fairview is now a food desert, lacking a full-service supermarket
- Child-care access is limited
- Lack of basic primary care facilities

Amenity	Benchmark	Available in Fairview	Population	Gap
<b>Supermarket</b>	1 per 8,000 residents	-	5,346	Missing (-1)
<b>Convenience Store</b>	1 per 2,000 residents	2	5,346	Lacking (-1)
<b>Day Care Center</b>	1 per 80 children under 5 YO	2	400 children	Lacking (up to 3)
<b>Senior Housing</b>	30 units per 1,000 seniors	~309 units assuming 700 sq ft/unit	900 seniors	Adequate
<b>Medical Office</b>	1 per 2000 residents	1	5,346	Lacking (up to 2)

Source: Various prescriptive benchmarks and general planning standards derived from industry guidelines/best practices (e.g., Urban Land Institute, American Planning Association), and other comprehensive plans and economic research

# Title 21 Zoning

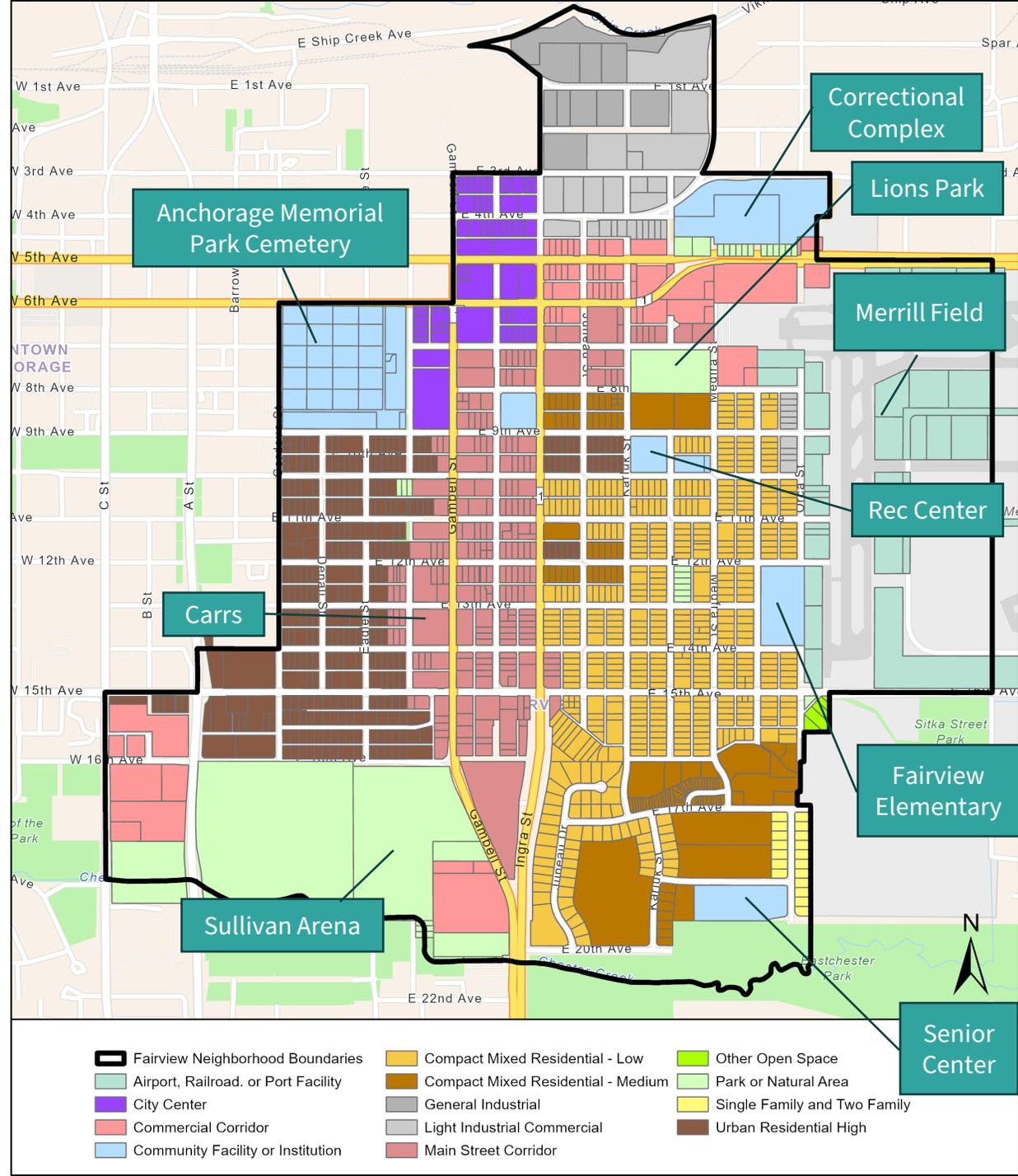
- Zoning already supports higher-density, mixed use development across most of Fairview – R3, R4, and B3 – but the neighborhood remains underbuilt and under-activated.
- Zoning permits commercial and institutional uses that could accommodate essential services.
  - Should we diversify the zoning along Gambell, Hyder, & Ingra?
  - Should Sullivan Arena be upzoned? How can we promote an entertainment and cultural district?
  - How can we promote more mixed uses? What are the key corridors?



Map Data Source: [Municipal Zoning Data](#)

# 2040 Land Use Plan

- Envisions a shift toward Compact Mixed Residential and Commercial Corridors
- City Center = “provides for the highest concentration and diversity of employment, civic and cultural institutions, and regional commercial uses.” Should we densify between 3<sup>rd</sup> and 8<sup>th</sup> Ave. west of Ingra St.?
- The Gambell-Ingra-Hyder couplet is recognized as a future Main Street Corridor, but it is not yet realized.
- Distinction between West Fairview planned high residential, and East Fairview low residential. Does this match reality?
- If industrial north of 5<sup>th</sup> Avenue intensifies in the future, how could this effect freight traffic?

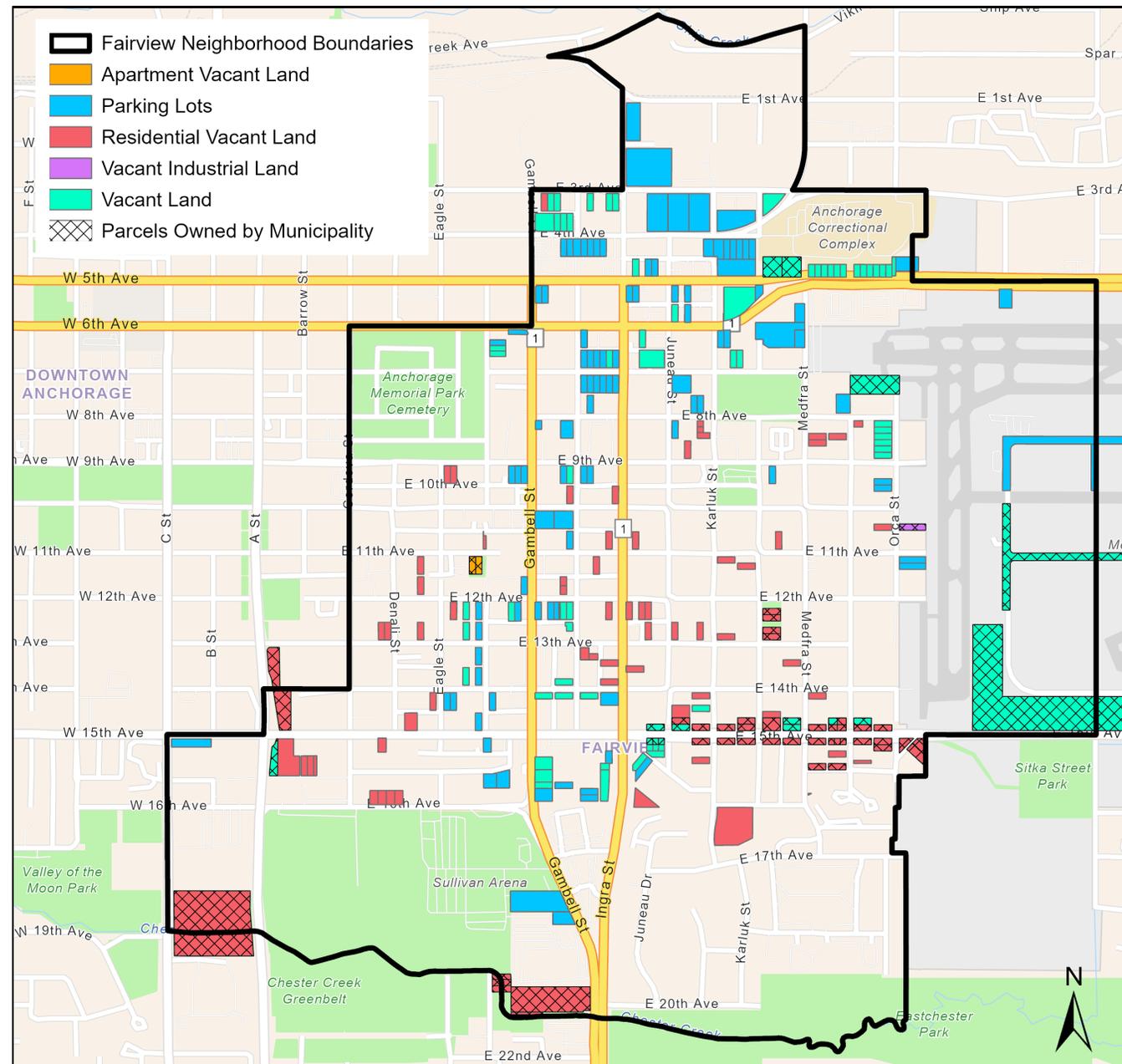


Map Data Source: [Municipal Land Use Data, 2040 Land Use Plan](#)

# Opportunity Areas

- How can we re-imagine the Sullivan Arena site, and make it attractive for both the community and investment opportunities?
- How can we ensure the Carrs site transitions in the short- and long-term to a beneficial use for the community?
- How can we leverage opportunities to repurpose vacant land and underutilized parking lots? What incentives could there be?

Map Data Source: [Municipal Tax Assessor Data](#)





# Task 4 – Next Steps

## Reconnecting Fairview Corridor Plan

- Finish policy review of:
  - 2014 Neighborhood Plan implementation progress
  - Title 21 development standards
  - 2040 Land Use Plan vision
- Complete innovation area & Sullivan arena case studies
- Further understand community goals, opportunity sites, development potential
- Kickoff Task 4.2 Winter City scope
- Draft Task 4.1 and 4.3 memo for TAC #2



# Task 5 Progress & Next Steps

# Multimodal Travel Demand

## Multimodal Level of Service Framework

- **Level of Service (LOS)** is a traditional analysis used to determine how a project will impact automobile delay at an intersection or along a corridor. However, it lacks the ability to prioritize pedestrians, cyclists, and transit users.
- **Multimodal Level of Service (MMLoS)** provides an opportunity to analyze how decisions impact the balance of different modes at an intersection or along a corridor.
- Arup reviewed a variety of local, state, and national MMLoS guidance and methodologies to consider which framework would be best suited for Anchorage. After review, we are adopting a methodology created by the Ontario Traffic Council (OTC).

Metrics are first scored on a LOS grade from A (Best) to F (Worst) and then evaluated against target values by place type to best match land use.

Street Type	Walking	Cycling	Transit	Cars
Main Street	C	C	D	D
Boulevard	C	B	D	E
Connector	E	D	B	D
Woonerf	B	B	N/A	E

Location Type	Mode	Metric	Weight	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
Unsignalized Intersections	Pedestrians	Average Crossing Distance (ft)	1/Total number of pedestrian metrics for unsignalized intersections	Less than X ft	X-Y ft	Y-Z ft	Z-A ft	A-B ft	B ft or more



# MMLOS Baseline Analysis

## Multimodal Level of Service Framework

- Arup is conducting the baseline MMLOS analysis to evaluate existing conditions along the corridors.
- The analysis considers the following modes: pedestrians, bicyclists, transit, trucks, and cars.
- The analysis is broken out by location types: signalized intersections, unsignalized intersections, and corridor segments.
- For each location type, a rubric with performance measures is used to determine an LOS score for each mode.
- The result will be a summary table and map with the following information, which will offer insight into how the corridors are currently serving each mode:

Location Type	Location	Pedestrians	Bicyclists	Transit	Trucks	Cars
<b>Signalized Intersection</b>	Ex: Ingra St and 15th Ave	LOS Score	LOS Score	LOS Score	LOS Score	LOS Score
<b>Unsignalized Intersection</b>	Ex: Gambell St and 8th Ave	LOS Score	LOS Score	LOS Score	LOS Score	LOS Score
<b>Corridor Segment</b>	Ex: Gambell St from 4th Ave to 15th Ave	LOS Score	LOS Score	LOS Score	LOS Score	LOS Score



# Task 5 – Next Steps

## Reconnecting Fairview Corridor Plan

- **Complete MMLOS Baseline Analysis**
  - Requires some manual input of traffic volume data
- **Discussion Questions**
  - Have you seen MMLOS used in other projects? Where and in what context?
  - How can we ensure MMLOS scoring reflects the needs of local users? Are there specific metrics or thresholds you'd recommend we include? What aspects of Fairview's winter city conditions do you recommend we include?
  - How can we best align MMLOS outcomes with local capital planning and policies (e.g., Safe Routes to School)?



# Schedule Lookahead

## AOB



# Upcoming Major Milestones

## Reconnecting Fairview Corridor Plan

- Publish draft Task 3.1 findings, progress on Tasks 4 and 5 for July
- Formal kick off to Task 6 conceptual design focus at August events
- TAC #2 in September:
  - Task 3.2 Travel Demand Model peer review progress
  - Draft Task 4 and 5 deliverables
  - Task 4.2 Winter City design focus
  - Interim Task 6 progress