

5.0 Ongoing Transportation System Monitoring

■ 5.1 Future Monitoring of Level of Service Standards

Every other year, the Municipality should determine if the established LOS standards should be re-defined. This process may include several elements:

- Re-defining the regional LOS standard. As congestion increases, this standard may be changed from LOS "D" to "E".
- Developing area-specific LOS standards. As growth occurs, the Municipality may want to establish different LOS standards by area in the region. For example, in the future, Downtown Anchorage may warrant a lower LOS standard ("E") than a predominantly suburban area such as Eagle River (LOS "D").
- Re-defining the intersections evaluated for congestion. As growth occurs, additional intersections in the region may become congested and critical to the mobility and accessibility of the population. If this occurs, the Municipality must consider adding intersections to the current list of 30.

Regardless, if the LOS standards are not met and congestion still occurs, then a deficiency plan (as described in Section 4.3) should be implemented. The deficiency plan must identify the most effective strategies for improving current and future system performance whether the improvements are implemented for roadway segments or intersections.

■ 5.2 Ongoing Data Collection and Monitoring

Ongoing data collection and monitoring of the transportation system should be conducted every other year. The Municipality should conduct this monitoring by updating the actual data collected as part of the initial submittal (presented in this report) and recalculating the levels of service for those intersections operating at LOS "D" or worse. Turning movement count data should be conducted every two years for each of the 30 intersections. Level of service analysis should be conducted for those intersections operating at levels of service worse than "D". For those intersections operating better than level of service "D" (i.e., "A" to "C"), the Municipality should identify the increase in traffic volume for the total (all movements combined) intersection and compare the volumes to the previous volumes. If the volume increases by 50 or more vehicles for a

given peak-hour condition, then the Municipality should analyze the intersection to determine the change in level of service. This process ensures that those intersections with relatively high increases in peak-hour traffic volumes will be evaluated to determine if they meet the established LOS standard. It also ensures that not all intersections need to be evaluated for each monitoring year (every two years).

Travel time runs on the nine corridors should be conducted every four years because of the relatively acceptable roadway segment levels of service for 1998. This monitoring and data collection schedule may change over time based on population and traffic growth and the potential for intersection delay and congestion eventually negatively impacting delay on the region's roadway segments. Similar procedures used to collect travel time data in 1998 should be used by the Municipality for future monitoring.

Additional travel time runs should be conducted on a select number of corridors which exhibit congested conditions (i.e., LOS D) or conditions approaching congestion. In particular, additional travel time runs should be conducted for Northern Lights Blvd. and the arterial portion of the Seward Highway which already are experiencing relatively slow travel times during the afternoon peak period. Additional travel time runs on selected corridors will help to refine the Municipality's understanding of the intensity and duration of congestion along these corridors.

Information contained in the Anchorage Travel Demand Model and also maintained and collected by the various agencies within the Municipality should be used to compute the remaining CMS performance measures reported in Section 3.0.