

Creating Safer Streets for Everyone

Reconnecting Fairview Corridor Plan

Fairview has long been divided by the Gambell-Ingra couplet and has limited safe paths of travel for those without a car. These barriers make it harder for community members to reach schools, parks, grocery stores, and other essential services and gathering spaces — especially for children and seniors. The Reconnecting Fairview Corridor Plan identifies key challenges and opportunities to make the neighborhood safer, more connected, and accessible for everyone through people-first transportation infrastructure.



Highway couplets divide and isolate Fairview

Gambell, Ingra, 5th, and 6th Avenues split Fairview, hindering access to goods, services, and community spaces, and reinforcing economic and community isolation from the rest of Anchorage.



Fairview's streets were designed for cars over people

High vehicle traffic volumes and a lack of safe street crossings present major obstacles for pedestrians and cyclists, particularly on Gambell Street, Ingra Street, and 15th Avenue, with many intersections lacking a marked crosswalk, stop sign, or crossing signal.



Traffic calming is needed to ensure safe streets for Fairview

Severe and fatal vehicle collisions throughout Fairview underscore the urgent need for safer crossings, speed management, and conflict point reduction in future designs.



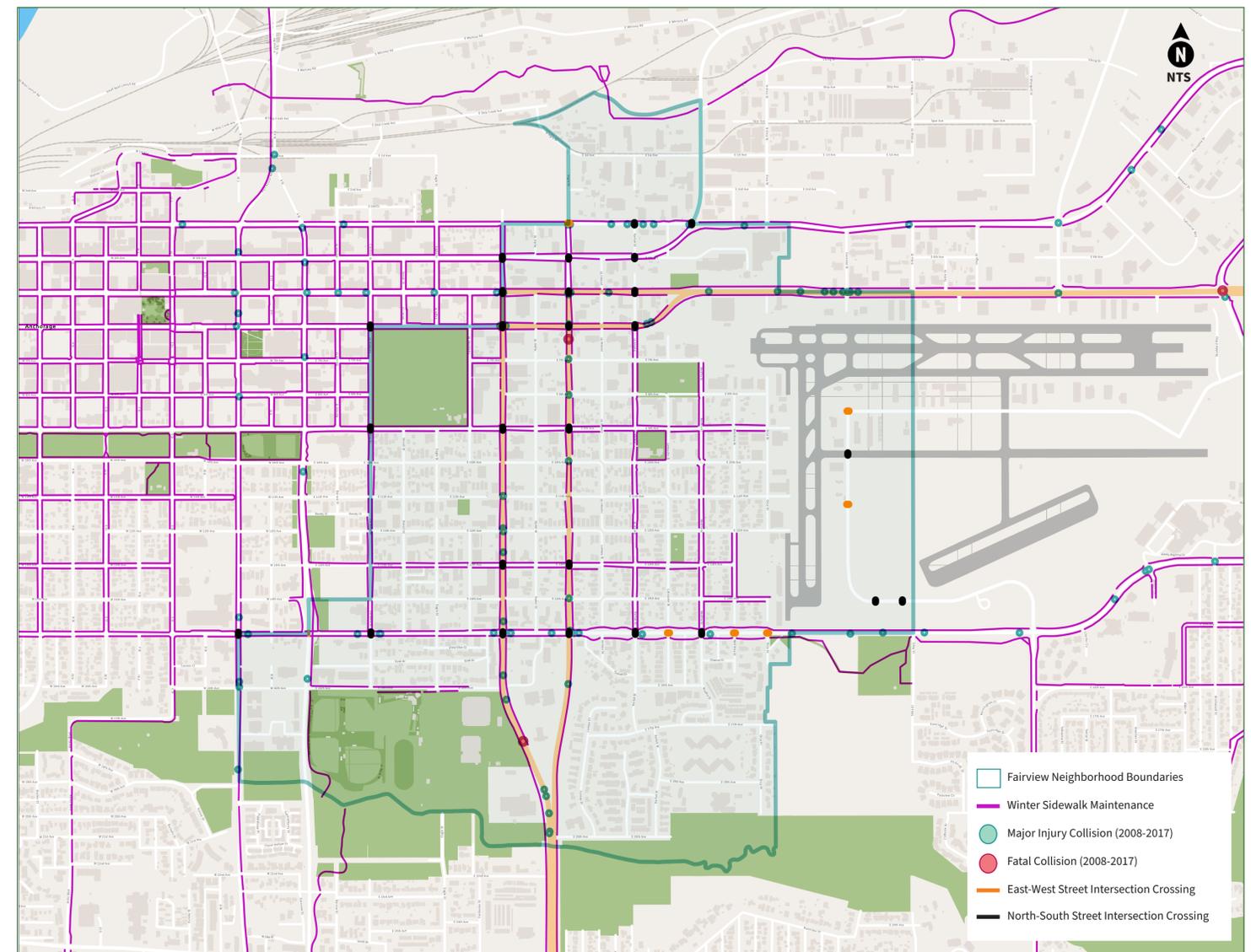
Limited infrastructure exists for active transportation

Dedicated bike infrastructure is limited, and east-west and north-south connectivity is poor, particularly for those with high transportation vulnerability (e.g., children, seniors, people with disabilities) who may prefer separate, protected facilities.



Maintenance is needed to ensure a walkable winter city

Limited sidewalk maintenance within Fairview, significant snowfall, and snow storage challenges reduce year-round walkability and ADA accessibility.



More ideas or questions? Share your feedback!

The Fairview Community Council leads the Fairness for Fairview Initiative, in partnership with NeighborWorks Alaska. Learn more at www.FairviewAK.org



How can we design **connected**, **safe**, and **vibrant** streets throughout Fairview?



Design Interventions Toolbox

1) Freeway Caps & Lids

Image: © Klyde Warren Park (2024) – Dallas, TX

2) Cut-and-Cover Freeway Tunnels

Image: © Boston Globe (2015) – Boston, MA

3) Shared Streets & Woonfers

Image: © NYC DOT (2024) – New York, NY

4) Traffic Circles & Roundabouts

Image: © PGAdesign (2025) – Oakland, CA

5) Pedestrian Refuge Islands

Image: © Planetizen (N.d.) – Lower Merion Township, PA

6) Traffic Diverters

Image: © Jonathan Maus (2023) – Portland, OR

7) Traffic Pinchpoints & Curb Extensions

Image: © NACTO (2025) – New York, NY

8) Painted Curb Bulb-Outs

Image: © Joe Linton/Streetsblog (2024) – Glendale, CA

9) Protected Street Intersections

Image: © Seattle DOT (2025) – Seattle, WA



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Planning for a Multimodal Future

Reconnecting Fairview Corridor Plan

Fairview residents rely on a mix of walking, biking, transit, and cars to get where they need to go — but the neighborhood’s current transportation system doesn’t fully support all of these choices. The Reconnecting Fairview Plan looks at how people actually travel and identifies ways to make those trips easier, more affordable, and more connected with key destinations. By improving access to transit, filling gaps in the bike and pedestrian network, and understanding where Fairview community members travel to, we can better serve the community’s needs today and in the future.



Not all Fairview residents have access to a car

18% of Fairview residents do not have a household vehicle, compared to 6% of Anchorage. This makes it even more critical to have a variety of affordable, reliable, and safe transportation choices for Fairview that serve different locations and types of trips.



High demand for walking and biking already exists

Non-motorized trips less than 2 miles long are concentrated along Ingra south of 15th Avenue, along Gambell from 9th to 15th avenues, and east-west along 9th and 15th avenues.



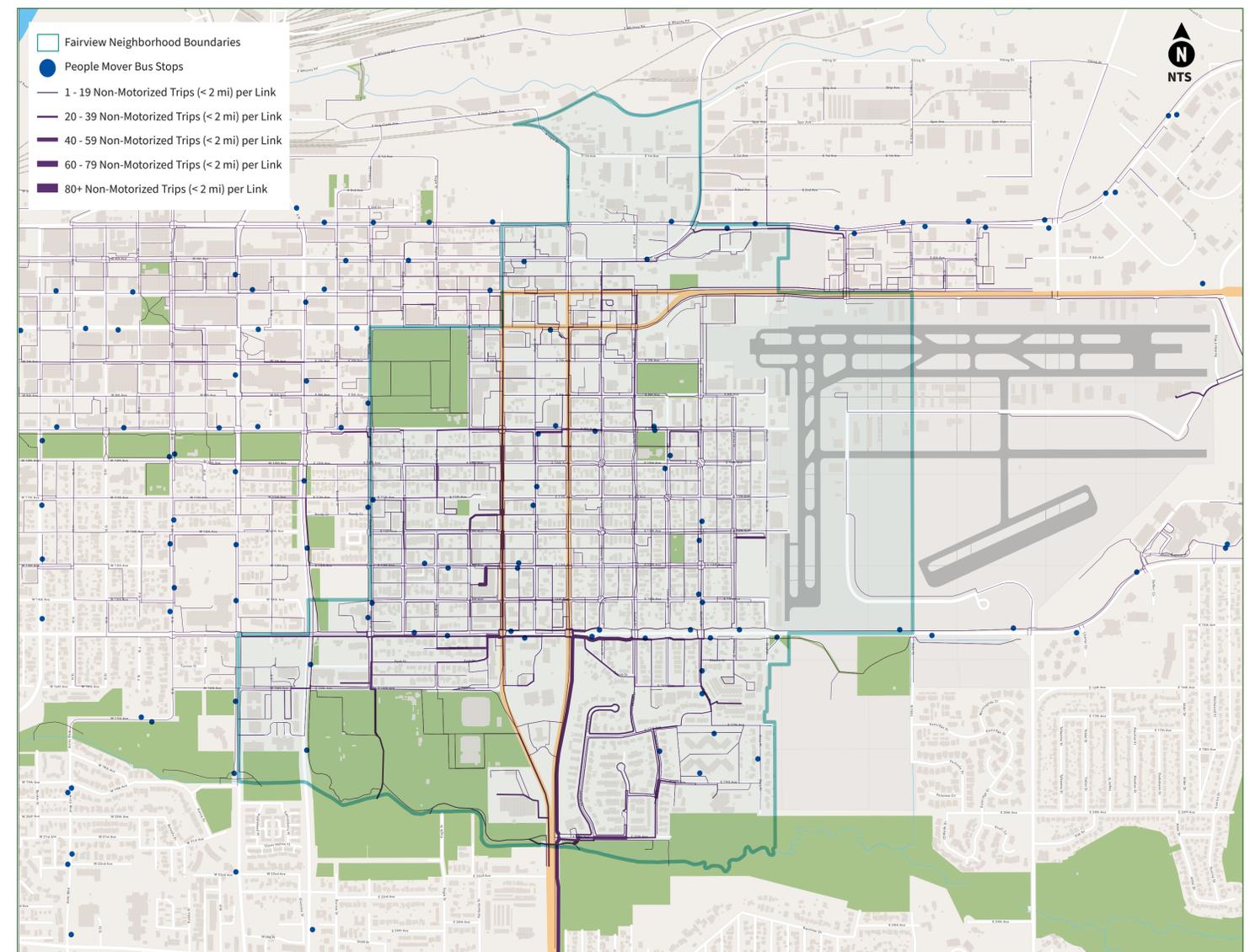
Transit plays a key role in connecting Fairview

Fairview is served by two major People Mover routes, and more bus stops and frequent service can increase ridership. Route 11 served over 33,000 people in 2024 and averaged about 130 boardings per day, while Route 30 served nearly 270,000 people in 2024 and averaged 1,000 boardings per day. Two other routes, Route 20 and Route 92, also serve Fairview.



Mobility can increase access to economic opportunities

Compared to the rest of Anchorage, Fairview has double the number of people who walk (6% vs 3%) or take transit (2% vs 1%) to work, highlighting an urgent need to invest in targeted transportation infrastructure that not only supports, but expands the community’s mobility choices.

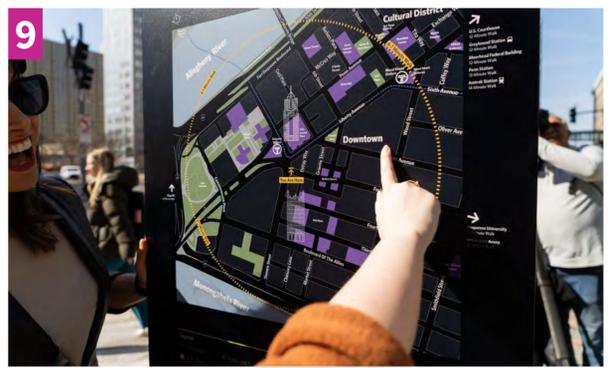


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What are **accessible**, **easy to use**, and **multimodal** solutions for Fairview?



Design Interventions Toolbox

- 1) Separated Bikeways
Image: © Jonathan Maus (2021) – Portland, OR
- 2) Bike Crossings & Safe Intersections
Image: © Bruce Buckley (2025) – Saint Paul, MN
- 3) Multi-Use Paths
Image: © Ken Lambert (2025) – Seattle, WA
- 4) Bus Bulb-Outs & Level Boarding
Image: © DDOT (2025) – Washington D.C.
- 5) Protected & Heated Bus Shelters
Image: © MODSTREET (N.d.) – Park City, UT
- 6) Bus Lanes & Transit Signal Priority
Image: © Ryan Packer (2025) – Bellevue, WA
- 7) Winter Lighting Systems
Image: © City of Oulu (2023) – Oulu, Finland
- 8) Universally Accessible Crossing Signals
Image: © Troels Andersen (N.d.) – Odense, Denmark
- 9) Wayfinding & Cohesive Signage
Image: © Downtown Partnership (N.d.) – Pittsburgh, PA



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Promoting Revitalization and Community

Reconnecting Fairview Corridor Plan

Fairview faces challenges with aging housing, limited access to services, and economic disinvestment — but it also has strong potential for revitalization. With over 5,300 residents and a central location near downtown Anchorage, Fairview can become a vibrant, mixed-use neighborhood that supports local businesses, safe streets, and affordable housing.



Access to jobs and essential services are critical for well-being

Fairview's median household income is \$55,600, which is 43% lower than Anchorage's average of \$94,000, and 1 in 5 residents live below the poverty line. 5% of Fairview residents are unemployed, affirming the need for more local jobs, spaces for essential services, and workforce development.



Safety is a deterrent to investment and harms livability

Crime rates in Fairview are 20% higher than Anchorage's average and 109% above national levels, with violent crime 252% higher than the U.S. average, driving investment uncertainty and harming community wellbeing.



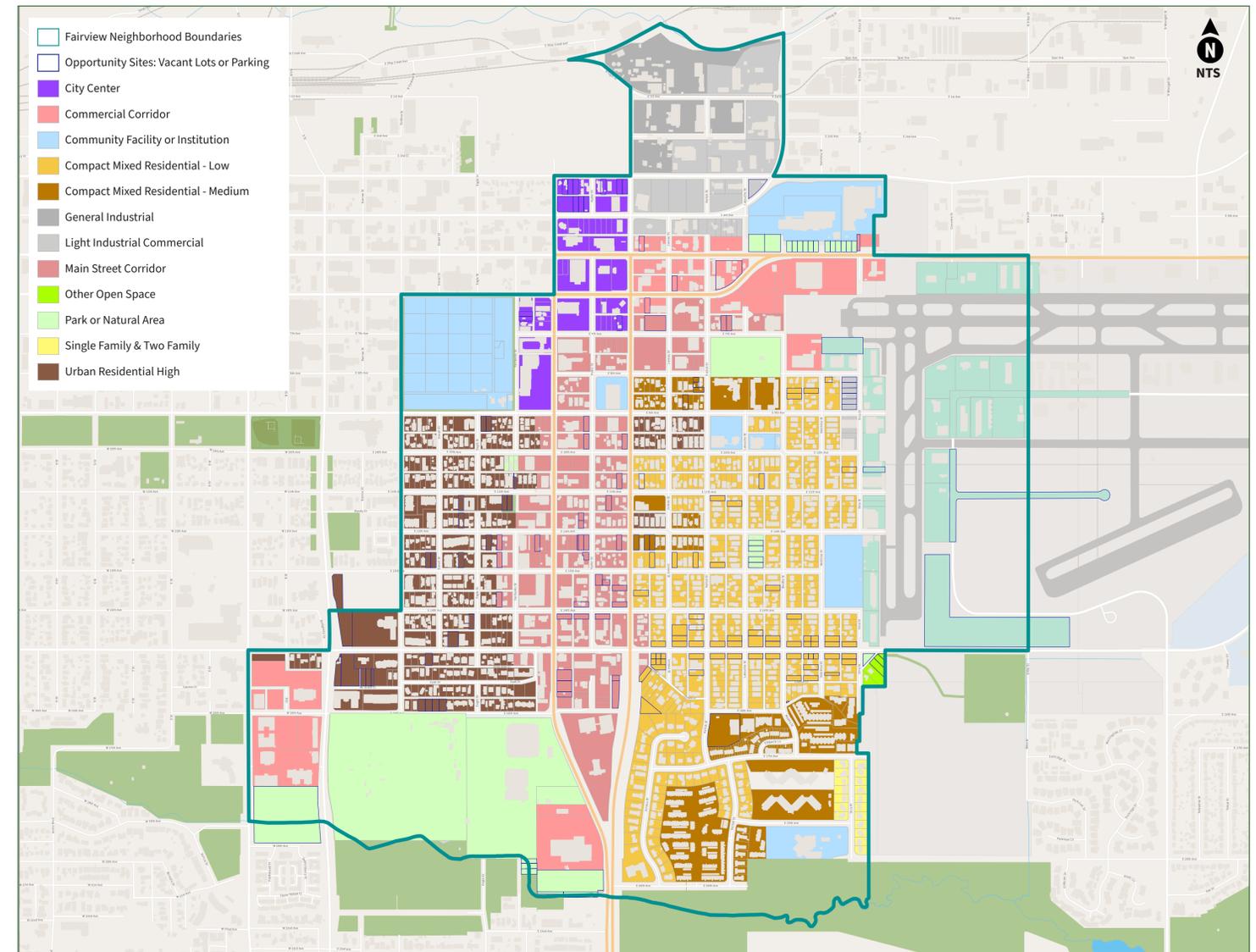
Current land uses do not encourage vibrant walkable streets

63% of commercial land is retail, but much of it is auto-oriented and low-density, limiting foot traffic and business growth. The current zoning lacks flexibility for integrated housing and business development; however, the 2040 Land Use Plan proposes updates to support higher density and mixed-use corridors.



Fairview needs places that serve and uplift the community

Fairview lacks a full-service supermarket and has only one healthcare facility for over 5,300 people. Key sites like the former Carrs grocery store and Sullivan Arena offer major redevelopment potential, while smaller vacant lots, surface parking lots, and alleys can be reimagined into new places such as parks, gardens, community gathering spaces, workforce training, and more.



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How can we create **active** and **engaging** places that uplift our community?



Design Interventions Toolbox

1) Evening Programming & Night Markets
Image: © Tourism San Jose Official (2025) – San Jose, CA

2) Sidewalk Food Gardens
Image: © Alameda Backyard Growers (2022) – Alameda, CA

3) Food Cooperatives & Municipal Marketplaces
Image: © Erin Ng (2023) – San Francisco, CA

4) Parklet Seating Areas
Image: © Downtown Newark District (2025) – Newark, NJ

5) Temporary & Permanent Street Closures
Image: © Street Lab (2024) – New York, NY

6) Alley Activations
Image: © Neighborways Design (2019) – Chelsea, MA

7) Child-Friendly Spaces
Image: © Street Lab (2024) – New York, NY

8) Local Artist Installations
Image: © art inthecity (2020) – Montreal, Quebec

9) Lighting & Winter Activations
Image: © Seattle DOT (2025) – Seattle, WA



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