

How do you move through Fairview?

FAIRNESS
for FAIRVIEW
IT'S TIME.

Whether you walk, bike, roll, take the bus, or drive, your experience matters. Fairview's streets are not always safe, accessible, or enjoyable for everyone. Throughout Fairview, the following themes persist:

Mark in red where you feel unsafe walking, biking, or driving
Mark in green where you feel safe and comfortable getting around
Draw a dashed line showing trips you typically take within Fairview or surrounding areas



18% of households in Fairview do not own a vehicle, compared to 6% of households in Anchorage. (2023)



There is high demand for walking and biking but few safe crossings at intersections.



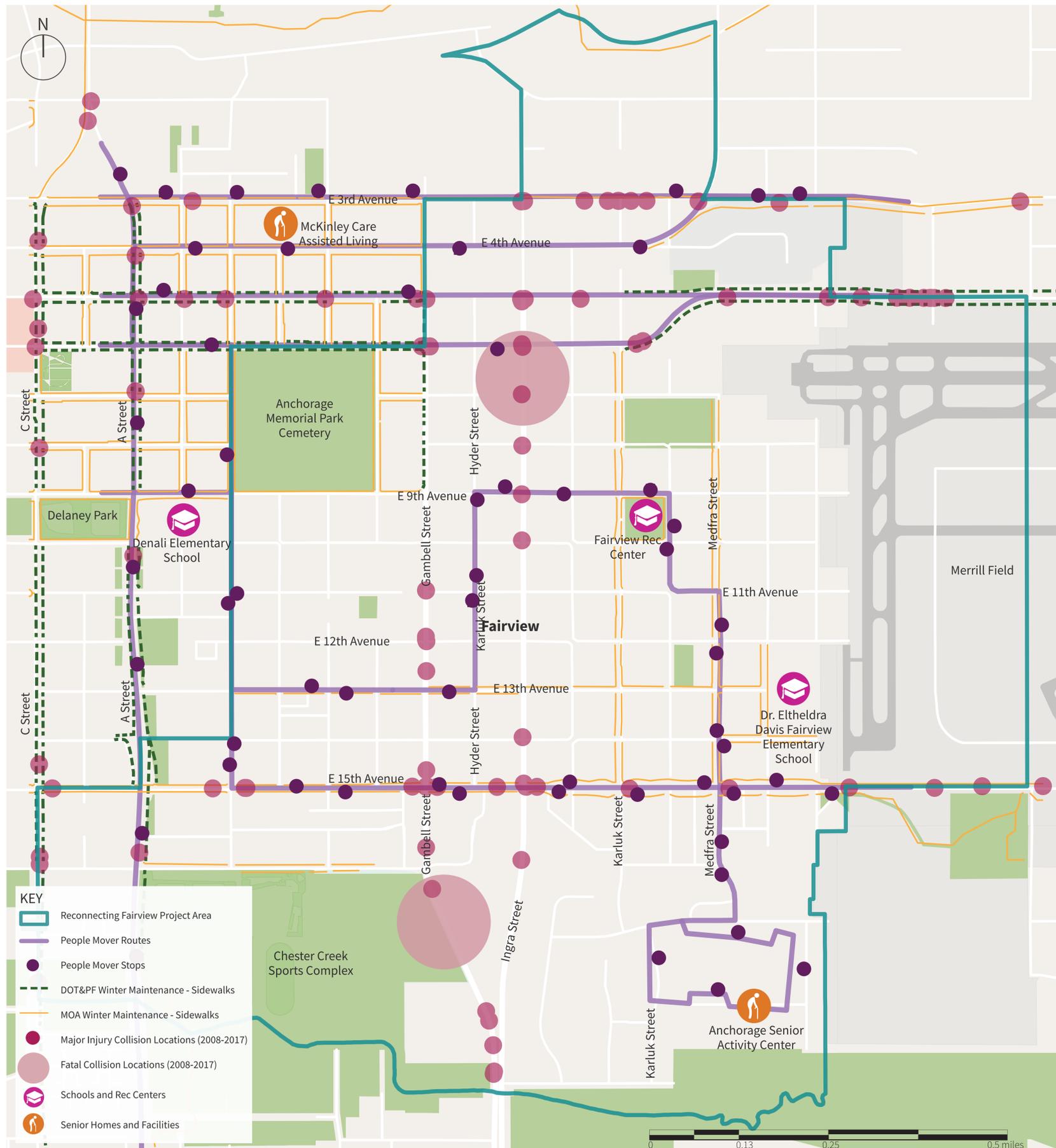
There is limited transit services to other Anchorage neighbourhoods.



The Gambell / Ingra streets couplet has experienced more than 2x as many fatal and major injury crashes compared to all other streets in Downtown Anchorage combine. (2008-2017)



Winter maintenance challenges and limited maintenance coverage makes it hard to walk or bike in Fairview.



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



What's Possible for Fairview's Future?

FAIRNESS
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IT'S TIME.

This is a chance to imagine what kinds of places, jobs, and services could better support Fairview. Fairview has a mix of homes, businesses, parks, schools, and community spaces, yet some areas feel underused or are lacking key services. Compared to the rest of Anchorage, Fairview:

Mark in blue a location you feel is currently underutilized or could be reimaged.

Mark in pink a location you think is currently an asset and should be more supported.



Lacks a full-service grocery store, now becoming a food desert.



Since 2010, 74% of Fairview's current residents and 68% of Anchorage's current residents have moved into their respective neighborhoods.



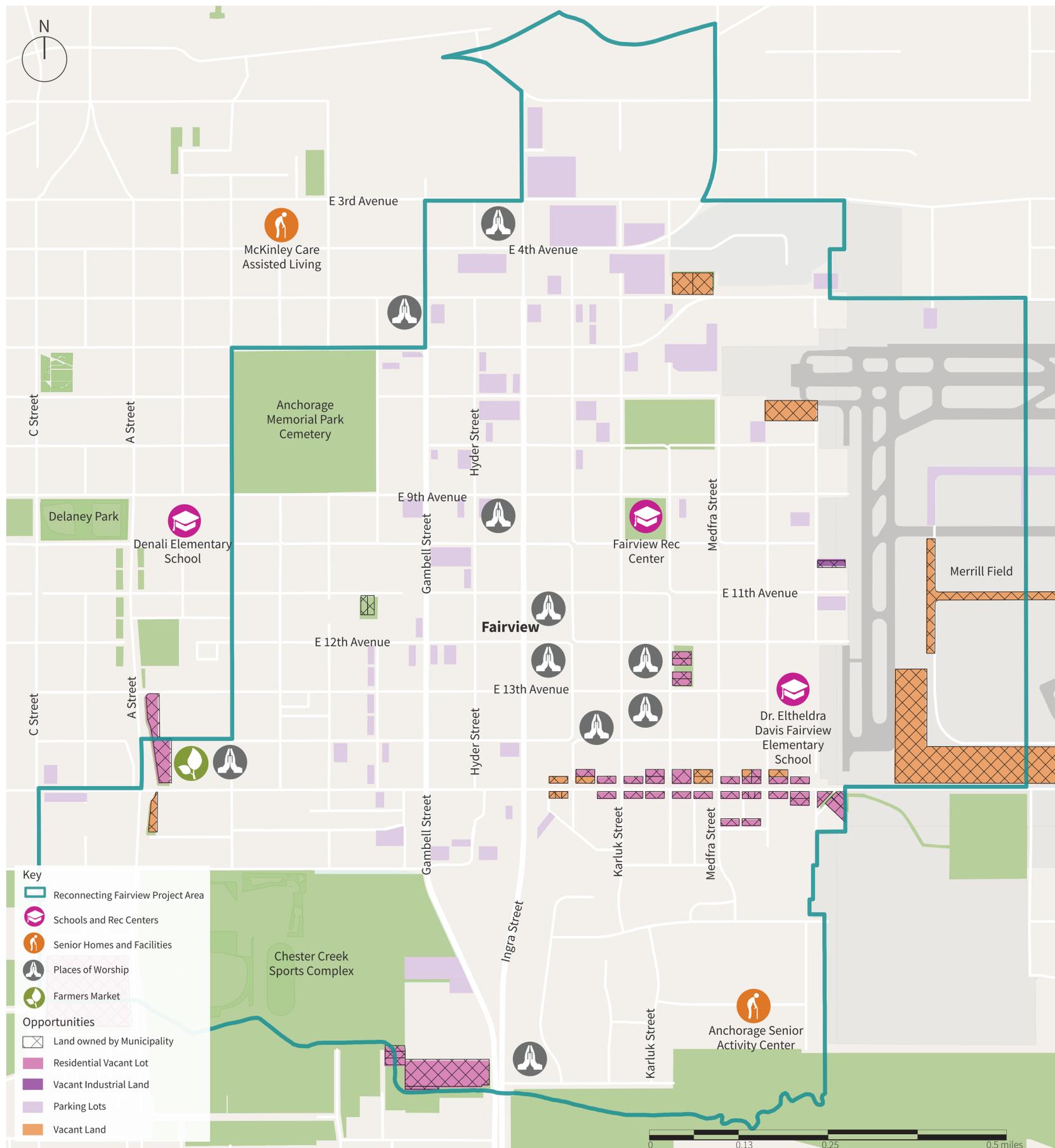
Has more renters (69% of occupied homes, vs. 37%).



Has fewer college graduates (28% of residents, vs. 40%).



Has a large amount of low-rise, car-oriented retail or warehouses that are underutilized.



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