

Memorandum

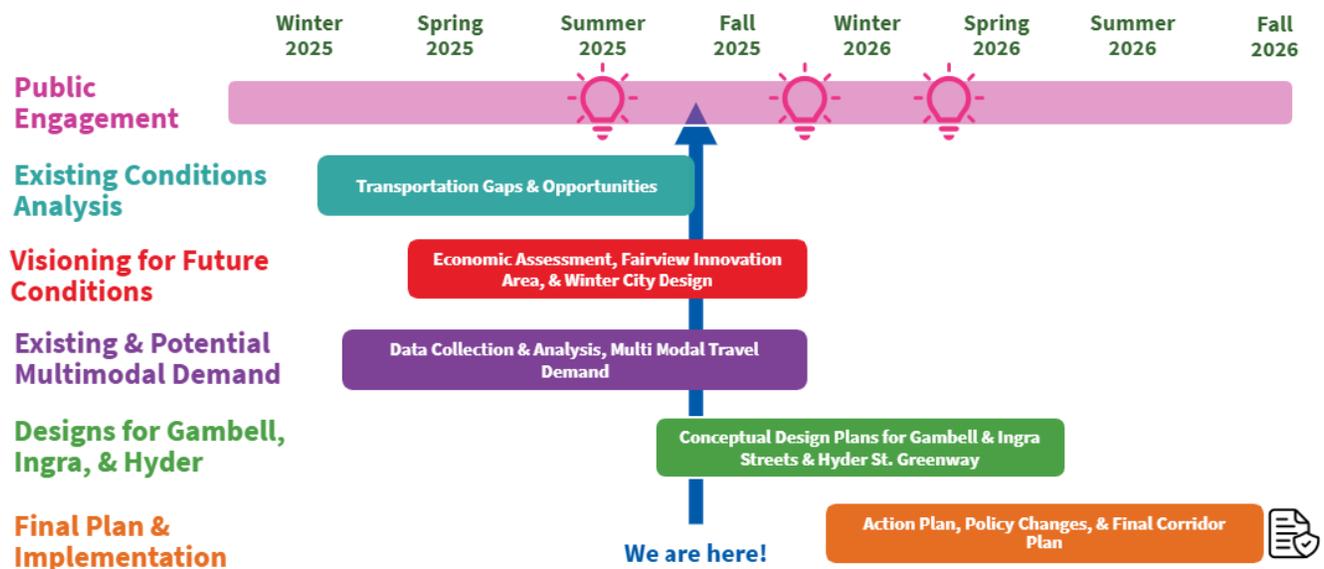
To Lindsey Hajduk, NeighborWorks Alaska (NWAK)
Date September 3, 2025
Copies Fairview Community Council (FVCC) – Reconnecting Fairview Committee
Reference number 306750-02
From Elizabeth Owen & Carleton Wong, Arup
Subject Reconnecting Fairview Corridor Plan Progress Report – September 2025

1. Introduction

The Reconnecting Fairview Corridor Plan (the Plan) 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. Development of the Plan is supported through a consultant contract with Arup that is funded through a USDOT Reconnecting Communities Pilot Program Grant.

In late December 2024, the project team held a virtual kickoff. A summary of the latest project scope and schedule is shown below.

Figure 1. Overview of Project Scope and Schedule (As of September 2025)



2. Summary of Events

In August 2025, Arup completed their second in-person site visit. Five team members from the consultant team traveled to Anchorage from August 13th through August 19th. In partnership with NeighborWorks Alaska, the Fairview Community Council, agency partners, and other community stakeholders, Arup planned and facilitated six days of events to share progress to date and inform development of the Plan. A summary of the visit and the next steps are described as follows.



Photo 1: Pop-Up Event at Shiloh Baptist Church

2.1 Wednesday August 13th – Pop-Up at Shiloh Baptist Church

The project team hosted an evening pop-up open house event at Shiloh Baptist Church from 6 to 7:30 PM. Seven people attended for a more intimate discussion. The event was one of several “pop-ups” that the project team hopes to host throughout the project duration, with the intent that a community organization has a standing recurring meeting that would be willing to host the project team for a portion of the agenda.

2.2 Thursday August 14th – Meeting with Merrill Field

To inform the Plan, Arup conducted focus groups throughout April and May with community organizations and partner agencies to understand issues relevant to economic development, workforce training, real estate market conditions, affordable housing, community needs, and more. The Arup team, Lindsey H., and Allen K. met with Airport Director Earl Malpass and Deputy Airport Manager Amy Garcia Thursday afternoon to discuss issues relevant to the Plan effort.



Photo 2: Thursday Dinner Open House

2.3 Thursday August 14th – Reconnecting Fairview Committee and Council Dinner Open House

The project team hosted an evening open house event at the Fairview Recreation Center from 5 to 6:30 PM ahead of the Council’s monthly meeting time. Between 20 to 30 people attended the event, with two breakout groups working on maps to discuss Plan goals and priorities. A copy of the slides and posters shown at Thursday and Saturday’s events is attached.



Photo 3: Thursday Dinner Open House

2.4 Friday August 15th – Agency Partner Meetings

The project team held progress meetings throughout the day with staff and leadership of the following MOA departments to inform them of progress to date, discuss technical questions that will inform Plan development, and next steps ahead of their participation in the next Technical Advisory Committee meeting:

- 1) Project Management & Engineering
- 2) Anchorage Metropolitan Area Transportation Solutions

- 3) Public Transit / People Mover
- 4) Planning
- 5) Traffic

2.5 Friday August 15th – Fairview Lions Park Barbeque

The project team hosted a pop-up barbeque event at Fairview Lions Park from 5 to 6:30 PM to engage with nearby residents about the Plan effort. Roughly 10 people attended the event.



Photo 4: Friday Fairview Lions Park BBQ

2.6 Saturday August 16th – Pop-Up at Anchorage Farmers Market

The project team hosted a tent, table, and poster exhibits from 9 to 11 AM at the Anchorage Farmers Market. Over 30 community members were engaged throughout the tabling time.



Photo 5: Saturday Anchorage Farmers Market Booth

2.7 Saturday August 16th – Community Visioning Lunch and Workshop

The project team hosted a community workshop at the Fairview Recreation Center from noon to 4 PM. Roughly 15 people attended the event, with the majority of attendees being members of the Council or Reconnecting Fairview Committee. One breakout group was held, with a copy of takeaway notes attached.



Photo 6: Saturday Workshop Event

2.8 Sunday August 17th – Community Walk Audit

The project team hosted a community walking tour starting at the Fairview Recreation Center at 10 AM walking northern Fairview from 8th Avenue to 3rd Avenue along Gambell, Hyder, and Ingra Streets. Roughly 10 people attended the event.

2.9 Monday August 18th – Focus Group Participants Open House

The project team invited the 70+ organizations who were engaged during the focus groups to join for an in-person lunch and project open house from 11:30 AM to 1 PM at NeighborWork's office. Roughly 15 people attended the event.

2.10 Monday August 18th – Fairview Collaborative Committee Meeting

The in-person events concluded with the project team participating in the monthly collaborative meeting held with DOT&PF from 5 to 6:30 PM at NeighborWork's office.



Photo 7: Sunday Community Walk Tour

3. Summary of Workshop Discussion

The following is a summary of discussion points shared by participants at Thursday and Saturday's outreach events.

3.1 Strengths

What the community values and what's already working well in Fairview:

- **Cultural Diversity:**
 - Celebrated through civic heroes and iconic street signs.
 - However, there's a challenge in getting broader community involvement.
- **Community Assets:**
 - Community gardens and farmers markets are active and appreciated.
 - A fruit and vegetable stand presents an opportunity for wider sharing.
 - There is a need for more public space to meet community members
- **Neighborhood Pride:**
 - Residents who go the extra mile to beautify the area are recognized.
 - A proposed Fairview flower/garden tour would celebrate these efforts.
- **Landmarks and Gateways:**
 - Existing community spaces and gateways are valued, with potential for new multilingual wayfinding.
- **Events and Engagement:**
 - Block parties are seen as a successful tool for community connection.
 - Semi-pro sports teams could serve as corridor-wide community partners and anchor tenants.

3.2 Opportunities

Areas for growth, improvement, and innovation in Fairview:

- **Infrastructure & Accessibility**
 - 9th Avenue traffic calming east of Ingra is incomplete and needs attention.
 - Creek-to-creek connectivity should incorporate community-preferred designs from the Karluk Greenway.
 - Sidewalks need upgrades for ADA compliance, especially near businesses and other public spaces which are hard to access in winter.
 - Winter maintenance of sidewalks is a recurring concern.
- **Traffic & Safety**
 - Parking along Medfra Street south of 15th Avenue disrupts traffic flow and reduces visibility.
 - Traffic calming is needed at 20th Avenue to support pedestrian safety, connections to southern Fairview, and connections to the Arena.
- **Community & Economic Development**
 - Support small business initiation and growth throughout neighborhood employment centers.
 - Explore adaptive reuse of the former Carrs site.
 - Partner with the airport for connectivity and economic opportunity.
- **Social Inclusion & Services**

- Expand multilingual communication to engage newly arrived families and promote local events.
- Outreach to church leaders to support and host community events.
- Promote welcoming practices by helping neighbors, inclusive business hiring, and promoting resources that support marginalized groups.
- **Navigation & Identity**
 - Enhance wayfinding signage and gateway features in multiple languages and that reflect Fairview’s history and character.
 - Promote organic streetscapes that reflect community character.
 - Pursue grant applications to fund community-driven projects.

3.3 Aspirations

Vision for the future and desired outcomes for the Fairview community:

- Promote **safe, intuitive, and reliable** non-motorized transportation.
- Implement the **Hyder Greenway** to create Anchorage’s first woonerf.
- Act on the vision of **lane reductions** for Gambell and Ingra to create a **Fairview Main Street**.
- Create an **Arena Activation District** to energize the area.
- Establish a **liaison with the Mayor’s office** for coordination and advocacy.
- Promote **tiny homes** and **In Our Backyards** housing models.
- Prioritize **pedestrians** as a major opportunity for safety and accessibility.
- Focus on **realistic, phased implementation** to ensure feasibility and sustainability.

3.4 Results

Concrete ideas and recommendations to guide action and implementation:

- Introduce **winter lighting systems** to improve mobility and safety.
- Leverage **partnership opportunities** like Merrill Field and First National Bank.
- Address **confusion around planned highway connections** and improve clarity on PEL next steps.
- Partner with the city to **access funding** and **demonstrate impact and commitment**.
- Balance **gentrification risks** with **optimization of underutilized spaces**.
- **Penalize abandoned buildings** to encourage redevelopment.
- Address safety issues at **The Lion’s Den**.
- Celebrate Fairview through **safe streets and pedestrian activities** for youth and middle-aged adults.
- Explore **opportunity areas for multimodal-oriented land uses** that advance the above aims:
 - Define **Fairview’s northern gateway** via the **3rd Avenue and Ingra Street** former Alaska Native Services Hospital site, with connections to Ship Creek.
 - Advance the **Hyder Greenway** concept, with a northern gateway at 3rd Avenue and a southern gateway at 15th Avenue.
 - Develop an **Airport Innovation Area** leveraging Orca Street as a transition of land uses that promote workforce development, education, connections to Fairview Elementary, and more.
 - Develop an **Arena District** promoting mixed-use arts, culture, and entertainment at Sullivan Arena.

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- Define the vision for a **Gambell Main Street** oriented between **9th and 13th Avenue** that **leverages the former Carrs site**.
 - Finish **east-west gateway connections** to Fairview by defining visions for 9th and 13th Avenue, 5th and 6th Avenue.
 - Leverage the **Fairview Recreation Center** and surrounding parcels to promote health and community services.
 - Define **Fairview’s southern gateway** via the **Karluk Greenway** and connections to **Chester Creek**.

4. Takeaways and Next Steps

The Arup team thanks Lindsey and the NWAK team, FVCC and Committee members, agency partners, community members, and other collaborators for a great second visit to Fairview. As always, the Arup team invites feedback, insights, and further opportunities to engage with FVCC, the Committee, and partners.

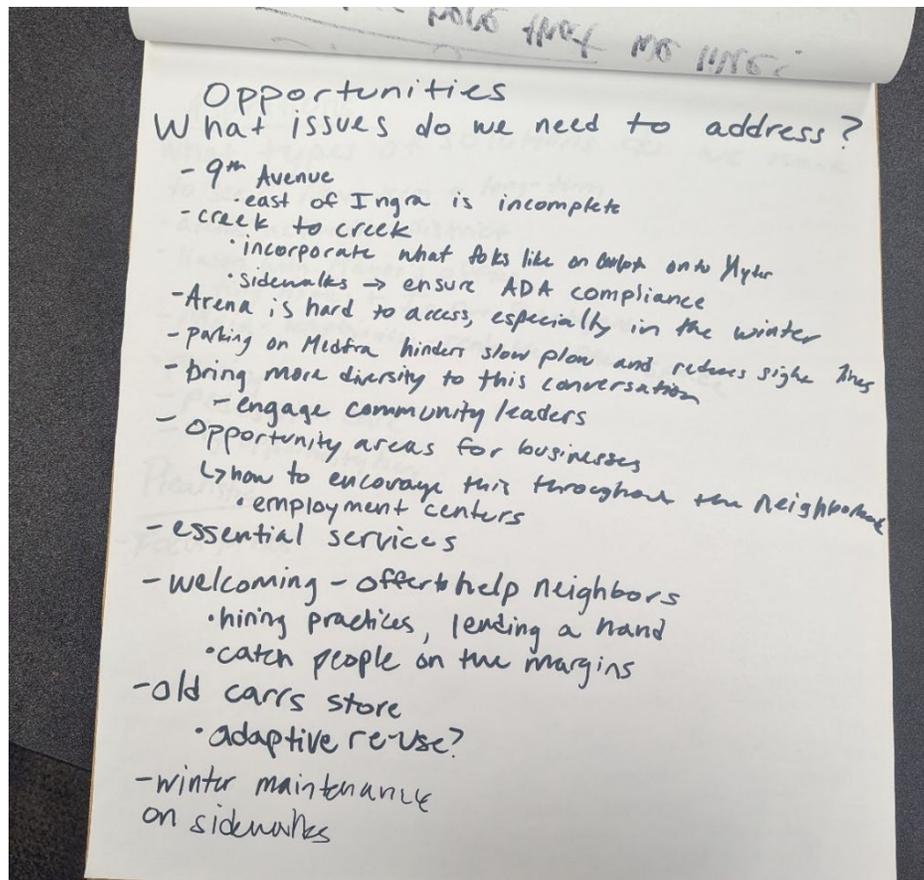
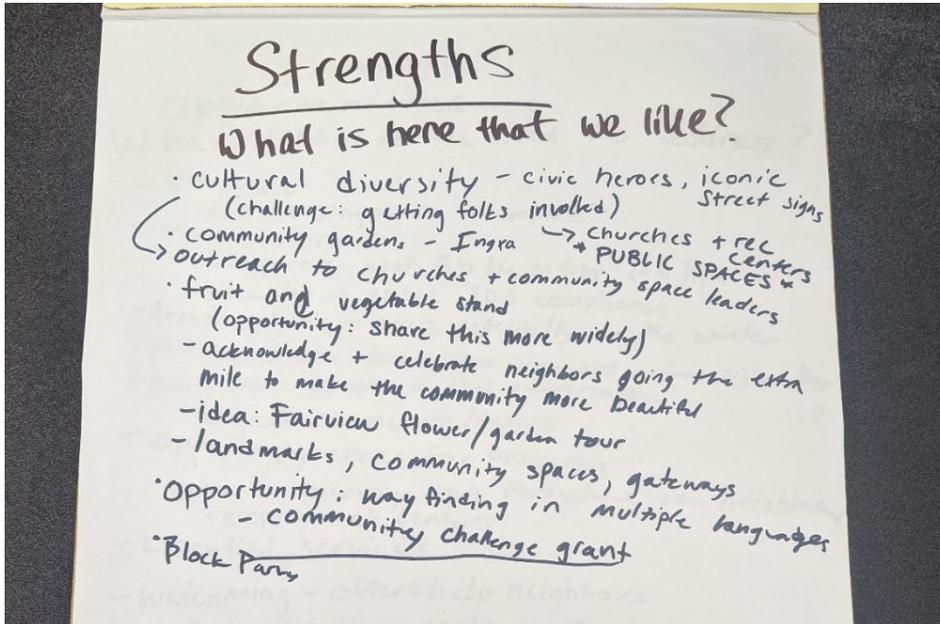
The Arup team would particularly welcome feedback from event participants towards the following topics to inform future event planning:

- Time of day, duration, and day of the week to maximize attendance
- Incentives to draw community interest (raffles, gift cards, etc. at events)
- Choice of food and event venue
- Digital and printed materials shown at events
- Topics presented, facilitation ideas, and strategies to engage participants
- Partner organizations and referrals for future community pop-ups and walk tours

Key next steps in the project schedule are summarized below:

- Follow-up requests with agency partners
- Task 5 Multimodal Level of Service and Task 6 Conceptual Design discussion at the September Reconnecting Fairview Committee Meeting
- Convene Technical Advisory Committee Meeting #2 for late September or early October
- Task 4 Land Use discussion at the October Reconnecting Fairview Committee Meeting
- Publish Task 3, Task 4, and Task 5 deliverables to date
- Planning for Late October engagement events and Workshop #2 focused on interim Task 6 conceptual design progress

5. Photos of Workshop Notes from Thursday and Saturday



Aspirations

What types of solutions do we want to see? Near-term + long-term

- arena activation district
- liason with Mayor's office
 - tiny homes + In our Backyard
- Moja - mountain view - rentable office space
- phasing
- pedestrian care
- big opportunity here

Realistic

- Focus Areas

Results → 1) Big Picture Idea

2) Result - oriented recommendations

#7 Mobility for Fairview
Winter lighting systems

Social services

Safety + Traffic - burning

- what actions do we need to take?
- Traffic calming on E 20th - Partner with Traffic

- Ongoing investments are encouraging
- partner with Merrill Field, First National Bank (x2)
- Make Ingra / Grumbell comfortable to cross
- semi-pro sports teams as community partners (x 1111)

- confusion + uncertainty around highway - highway construction
- Hyder green way! - seems realistic
- partner with City for available funds

- | | | | |
|--------------------------------|--|--|---|
| - skepticism vs optimism | - Outdoor space + connectivity Fairview to downtown + beyond | - need the next x2 - major hub for Fairview - library or arena | - funding: corporate funds - make the case - getting folks involved - small acts inspire others |
| - take lane from I+G | - partner with City | - partner with the senator | - Fairview needs a hub to a head |
| - penalize abandoned buildings | - partner with the Lion's Club | - make community welcoming, help out people in need | - Services are key |
| | - 10th is not safe | | |

- safe streets
- ped activation buttons, midblock crossings
- celebrate the diversity of Fairview

6. Materials Shown at Events

The August materials are all available online at: <https://fairviewak.org/project-library/>. To view the items up-close please follow the links.

- [Reconnecting Fairview Open House Presentation](#)
- [Reconnecting Fairview August Open House Posters](#)

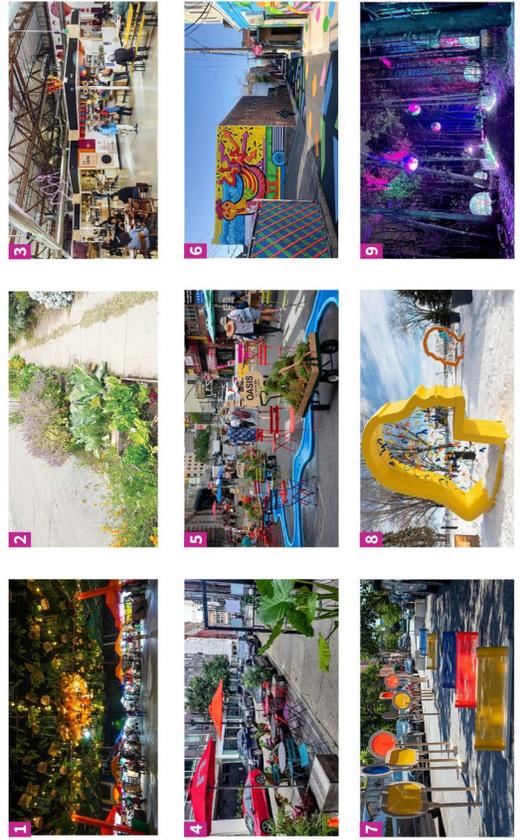
The images of the posters are included below:



Reimagining Places for Fairview
Reconnecting Fairview Corridor Plan



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





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

Design Interventions Toolbox

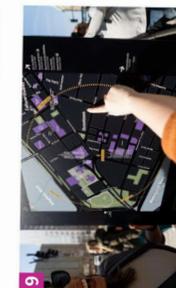
- 1) Evening Programming & Night Markets
Image: © Tourism San Jose Official (2025) - San Jose, CA
- 2) Sidewalk Food Gardens
Image: © Alameda Backyard Growers (2022) - Alameda, CA
- 3) Food Cooperatives & Municipal Marketplaces
Image: © Erin Ng (2023) - San Francisco, CA
- 4) Parklet Seating Areas
Image: © 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 in the city (2020) - Montreal, Quebec
- 9) Lighting & Winter Activations
Image: © Seattle DOT (2025) - Seattle, WA

More ideas or questions? Share your feedback!





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



More ideas or questions? Share your feedback!



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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.



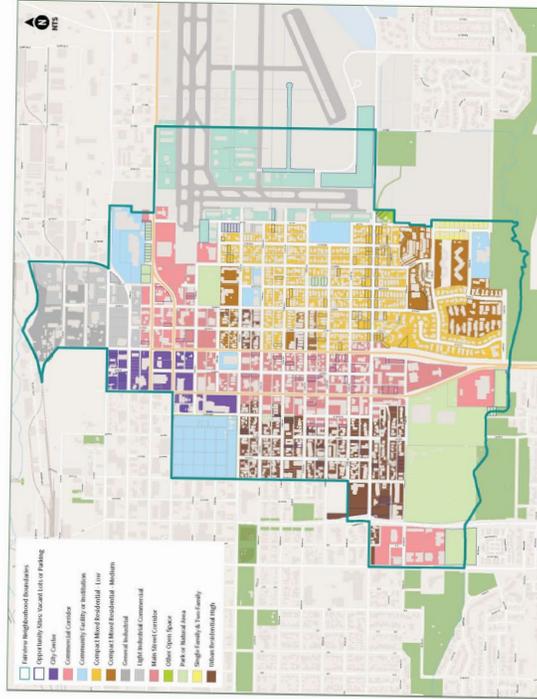
Safety is a deterrent to investment and harms livability
Crime rates in Fairview are 20% higher than Anchorage's average and 109% above national levels, with violent crime 252% higher than the U.S. average, driving investment uncertainty and harming community wellbeing.



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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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.



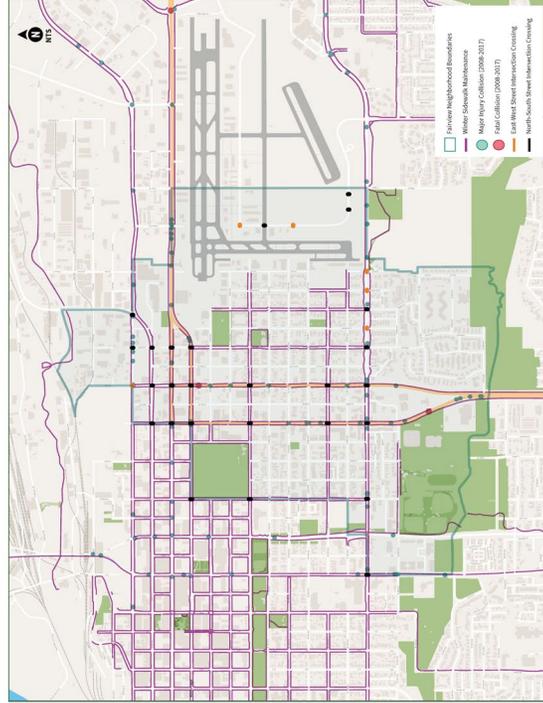
Limited infrastructure exists for active transportation

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.



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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.



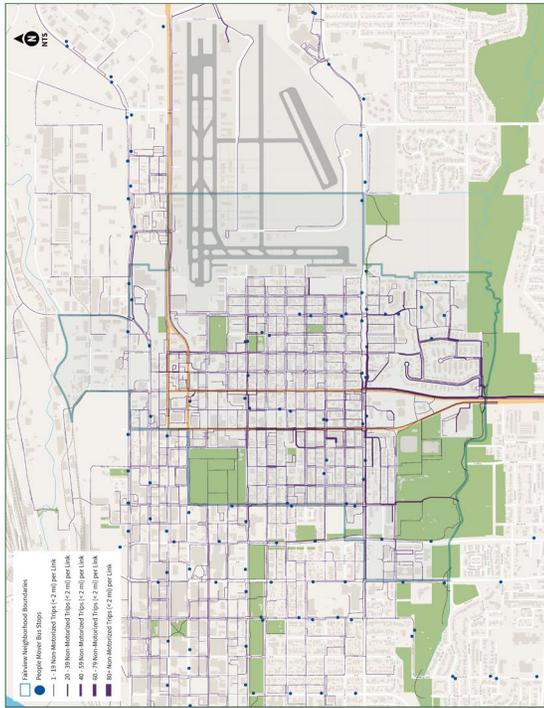
Transit plays a key role in connecting Fairview

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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Reclaiming Streets for Fairview

Reconnecting Fairview Corridor Plan



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



Design Interventions Toolbox

- 1) Freeway Caps & Lids
Image: © Kyle 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: © FGAdesign (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/Streeblog (2024) – Glendale, CA
- 9) Protected Street Intersections
Image: © Seattle DOT (2025) – Seattle, WA



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