

Reconnecting Fairview: May 2026 MOA Check-Ins

1.1 Executive Summary

1.1.1 Gambell Street

- **Traffic Volumes and Bypass Dependency:** The long-term design of Gambell Street is highly dependent on completion of the Seward Highway Bypass, with a key outstanding question being whether post-Bypass traffic volumes will allow for lane reductions to one lane in each direction. Until future ADTs are confirmed, critical design decisions related to lane allocation and multimodal use remain uncertain.
- **Bike Network and Multimodal Role:** According to MOA Traffic, the feasibility of bicycle facilities on Gambell is directly tied to traffic volumes and cross-section decisions, as shared bicycle routes are only appropriate at volumes of 1,000 vehicles per day or less, with an upper threshold of approximately 2,000 vehicles per day under constrained conditions. Protected bike facilities could be provided, particularly on the west side, only if on-street parking is removed and sufficient width is available, and Gambell may well serve as a longer-term connection to Chester Creek via 5th or 6th Avenues.
- **On-Street Parking Tradeoffs:** The need for on-street parking on Gambell remains unresolved, including whether it is necessary to support adjacent land uses and whether it could function as snow storage during winter conditions. The provision of parking directly conflicts with the ability to accommodate protected bicycle facilities and reduces overall design flexibility.
- **East-West Connections:** Crossings at 5th, 6th, 9th, 13th, and 15th Avenues are critical to improving pedestrian and bicycle safety across the corridor, with planned or potential treatments including raised intersections, pedestrian refuge islands, and signal enhancements that align with existing and programmed projects. Planned MTP 2050 projects should be reflected in the designs, with 3rd and 15th Avenues having opportunity for enhancing creek connectivity.
- **Operations and Maintenance Constraints:** Design decisions on Gambell must accommodate winter maintenance requirements, including snow storage, hauling, and parallel plowing operations, which require significant clear width and limit the feasibility of narrower or more complex cross-sections.
- **Ownership and Implementation Constraints:** Whether Gambell remains under State ownership or is transferred to the Municipality of Anchorage will significantly influence the ability to implement design features such as on-street parking, traffic calming, and geometric modifications, with State ownership generally limiting flexibility.

1.1.2 Ingra Street

- **Corridor Function and Traffic Role:** Ingra Street is expected to continue serving a primary regional mobility function, with limited opportunity for substantial multimodal retrofit in the near term.
- **Median Design and Winter Operations:** Median treatments along Ingra present challenges due to the need to maintain continuous access for emergency vehicles and to accommodate snow operations that require two parallel lanes for plowing and hauling. Existing examples, such as 9th Avenue, demonstrate ongoing maintenance difficulties associated with median configurations.
- **Bike Network Strategy:** Given its continued role as a higher-volume corridor, Ingra is not expected to serve as a primary north–south bicycle facility, and bicycle routing is more likely to be accommodated on parallel corridors such as Karluk or potentially Hyder, depending on final design decisions.
- **Alley Network and Access Considerations:** Opportunities to reconfigure or cul-de-sac alleys along Ingra were discussed but must be balanced with the need to maintain access to garages and service functions, requiring coordination with Planning and Land Use on long-term access and development strategies.
- **East–West Connectivity:** Improvements to east–west crossings at 5th, 6th, 9th, 13th, and 15th Avenues are essential to mitigating the barrier effect of the couplet system and ensuring safe multimodal access across the corridor. Planned MTP 2050 projects should be reflected in the designs, with 3rd and 15th Avenues having opportunity for enhancing creek connectivity.
- **Implementation Constraints:** Similar to Gambell, design flexibility on Ingra is influenced by roadway ownership, emergency access requirements, and winter maintenance constraints, all of which limit the feasibility of design features such as medians, chicanes, or lane reductions without broader system changes.

1.1.3 Hyder Street

- **Corridor Role and Design Direction:** Hyder Street is intended to function as a pedestrian-oriented corridor or “pedestrian boulevard,” but there is no consensus on whether this should be implemented as a full woonerf (shared street with a continuous curb), a more structured boulevard with delineation between uses, or a hybrid approach applied in specific segments. A key decision is whether Hyder primarily serves as a destination-oriented place or retains some connector function.
- **Vehicle Access and Circulation:** Decisions are needed regarding the extent to which through traffic should be permitted, the potential use of diverters or partial closures, and whether one-way operation is appropriate, noting that one-way circulation may undermine shared-street functionality and traffic calming objectives.
- **On-Street Parking and Street Activation:** The role of on-street parking on Hyder remains unresolved, including whether it is needed to support adjacent uses and whether it can be strategically placed to create horizontal deflection and support traffic calming. Parking may

also serve as an opportunity for flexible space or seasonal programming but must be reconciled with pedestrian-priority goals.

- **Bike Network Role:** If Hyder functions as a low-speed pedestrian-oriented corridor, it may not be appropriate as the primary north–south bicycle route, reinforcing the role of Karluk as the regional spine; however, the corridor could accommodate low-speed, shared bicycle access depending on the final design approach.
- **Operations, Emergency Access, and Winter Constraints:** The corridor must maintain a minimum of 26 feet of clear width to accommodate emergency vehicles and must also address significant winter maintenance requirements, including snow storage, hauling, and plowing operations, all of which constrain the feasibility of a continuous shared-street condition.
- **Design Elements and Phasing:** Potential design elements include chicanes, pinch points, mini traffic circles, and lane shifts, but these must be evaluated against operational constraints and may be more feasible as part of a phased or pilot approach rather than applied continuously along the corridor.
- **Governance and Maintenance:** Implementation may require a dedicated governance or maintenance model, such as an overlay district or HOA-type structure, to support enhanced streetscape elements, landscaping, and long-term operations beyond typical municipal maintenance practices.
- **North and South Connections:** At the northern end, the preferred connection to Ship Creek is a bridge near Eagle Street to complete the regional loop, though this option faces cost and rail-related constraints. At the southern end near 15th Avenue, the most feasible near-term solution is an at-grade crossing with a median refuge and pedestrian beacon, while longer-term elevated solutions remain conceptual and unfunded.

1.2 Detailed Notes: Meeting #1 – MOA Traffic, PM&E, Parks & Rec

Tuesday, May 19th, 11:30a-12:15p

Attendees: Lindsey Hajduk (NWAK); Carleton Wong, Christine Stavish, Elizabeth Owen (Arup); Evan Sharp, Taylor Keegan (Parks & Rec); Melinda Kohlaas, Brandon Telford (PM&E); Brad Coy (Traffic)

1.2.1 Meeting Goals:

- **Corridor Concept Refinements:** Discuss modifying Gambell/Ingra concepts to-date (reallocating bike space to sidewalks, replacing diagonal parking with strategic parallel spaces, and adding safety islands at key crossings) and adjusting the Hyder layout to resolve localized vehicle circulation.
- **Woonerf Viability & Trail Connections:** Evaluate how a shared-street concept aligns with existing Title 21 (or with changes proposed) and maintenance realities (curb space, lane widths, snow storage); review routing feasibility for northern (Ship Creek bridge/Eagle St) and southern (Chester Creek/Sullivan Arena) connections.

1.2.2 Meeting Notes: Gambell Street

- **Traffic volumes and feasibility:** Brad (MOA Traffic) requested confirmation of ADTs and noted shared bike facilities are only appropriate at low volumes, generally below 1,000 vehicles per day and at most 2,000 vehicles per day. Brandon (PM&E) stated that lane reductions and design options depend on future traffic volumes, and that plan concepts must reflect what is realistically achievable.
- **Bike infrastructure approach:** Brad raised concerns about north–south bike facilities on Gambell if volumes remain high and suggested distributing bike facilities across the network. Melinda Kohlhaas (PM&E) stated bike facilities should be separated from traffic and located behind the curb to support all ages and abilities. Brad and Taylor Keegan (Parks & Rec) both reiterated Karluk Street as the preferred regional bike corridor instead of Gambell, which conflicts with the community’s vision for Hyder.
- **Street design direction:** Brad emphasized intersection-focused design, including raised or sidewalk-level crossings. Melinda noted that cross-sections alone are insufficient and designs must account for driveways, intersections, and turning movements along the corridor, so the final Plan needs plan view drawings.
- **On-street parking:** Melinda raised whether Gambell should function as a corridor with on-street parking depending on its classification. Brandon noted parking is difficult to manage under State ownership, especially for residential and overnight use. Open issue: whether parking is necessary and whether it can be used for winter snow storage.
- **Road classification and ownership:** Melinda requested confirmation of roadway classification in the Official Streets and Highways Plan to guide design decisions. Brandon emphasized that State versus MOA ownership will determine feasibility of parking, traffic calming, and geometric changes.

- **Winter operations and maintenance:** Melinda stated that approximately 28 feet of width is needed for snow storage and removal. Brandon noted that features such as chicanes are more feasible under MOA maintenance than State operations.

1.2.3 Meeting Notes: Ingra Street

- **Corridor role:** Brad supports the Gambell–Ingra lane reductions, but with accommodating bike facilities on parallel corridors.
- **Median and cross-section constraints:** Brandon stated medians must allow emergency vehicle access through the corridor. Brandon also noted that snow removal requires two parallel lanes for plowing and hauling equipment. Melinda confirmed that medians create significant maintenance challenges and referenced 9th Avenue as an example.
- **Design implications:** Median treatments and constrained cross-sections are likely difficult to maintain and may not be feasible on Ingra. Brad noted that corridor concepts should remain at a high level because future PEL outcomes will determine final design.

1.2.4 Meeting Notes: Hyder Street

- **Corridor role and purpose:** Brad stated the need to define whether Hyder functions as a regional corridor or a pedestrian-focused place. Taylor supported Hyder as a gathering space rather than a regional connection.
- **Woonerf versus pedestrian boulevard:** Brandon explained shared street conditions allow mixing of all users without delineation and are typically applied on short segments (less than 500 feet). Brandon noted that applying a shared street along the full corridor would likely require traffic diversion or partial closures.
- **Structured pedestrian boulevard:** Discussion indicated a more structured design may better accommodate operations and maintenance requirements.
- **Traffic circulation and access:** Brandon stated that one-way operation is not ideal for shared streets because two-way traffic slows vehicles. Brandon noted that restricting through traffic could conflict with future redevelopment access needs.
- **Emergency access and winter operations:** Melinda stated a minimum of 26 feet of clear width is required for emergency access. Snow operations require sufficient space for storage and hauling. These requirements limit the feasibility of a continuous shared street along the corridor.
- **Parking and street configuration:** On-street parking could support adjacent uses and provide horizontal deflection to slow traffic. No agreement was reached on whether parking should be included or how it should be configured.
- **Governance and maintenance:** Taylor suggested exploring an overlay district model to manage landscape and maintenance responsibilities. Melinda suggested a homeowners association–type model as an alternative. Current maintenance arrangements are informal and not sufficient for enhanced street design.

1.2.5 Meeting Notes: East-West Connections (Cross-Corridor Network)

- Taylor emphasized the importance of east–west connections across the corridor for overall network connectivity. Brad identified planned projects at 10th, 13th, and 15th Avenues that should be incorporated into the plan.
- **Priority corridors:** 5th, 6th, 9th, 13th, and 15th Avenues are key crossing locations. 10th Avenue functions as a neighborhood greenway with lower speeds. 15th Avenue is a major signalized crossing with opportunity for enhanced pedestrian and bicycle treatments.
- **Regional Active Transportation Strategy:** Brad stated that Karluk Street is better suited for regional bike travel than Gambell or Hyder. Taylor supported Karluk due to stronger connections to regional greenbelts.
- **Network structure:** Karluk serves as the primary north–south bike corridor. Hyder functions as a local pedestrian-oriented corridor. Gambell and Ingra remain focused on regional mobility.

1.2.6 Meeting Notes: Ship Creek Connection (North)

- Brandon noted that ongoing diagnostic study analysis may remove some at-grade rail crossings, limiting connection options. Brad identified steep grades along Eagle Street as a constraint.
- **Implications:** A bridge connection may be required for a direct route. Alternative routes may be more feasible but less direct.

1.3 Detailed Notes: Meeting #2 – AMATS, People Mover, AKDOT&PF

Tuesday May 19th, 2:30-3:15p

Attendees: Lindsey Hajduk (NWAK); Carleton Wong, Christine Stavish, Elizabeth Owen (Arup); Aaron Jongelen (AMATS); Anna Bosin, Galen Jones (DOT&PF); Stephen Stone, Isabella Zamaron (People Mover)

1.3.1 Meeting Goals:

- **PEL Transit Concept:** Align on the long-term (~15-year) vision for BRT stop placements within the PEL concept that the Corridor Plan may reflect, establish short-term opportunities for federal research pilots, and confirm that Route 11 operations will remain unchanged over the next 5–10 years.
- **Assess Regional Creek Connections:** Evaluate the technical and financial viability of the northern connection to Ship Creek (bridge vs. lower-cost alternatives under rail constraints) and confirm Chester Creek connection next steps (phasing of near-term, long-term with Bypass, long-term with no Bypass)

1.3.2 Meeting Notes - BRT and Transit Planning

- **Long-term BRT vision:** Stephen Stone (People Mover) stated that the BRT concept is a long-term investment with an approximate 15-year timeline and has not been advanced

beyond a high-level concept. Stephen noted that the BRT corridor ranked highly in public input but is dependent on the Seward Highway Bypass, which may not be fully understood by the public.

- **Near-term transit conditions:** Stephen stated that Route 11 is expected to remain unchanged for the next 5 to 10 years. Stephen noted that moving bus stops or implementing BRT service would require a Federal Transit Administration process that typically takes 2 to 3 years and cannot be funded with local dollars alone.
- **Pilot opportunities:** Anna Bosin (DOT&PF) explained that BRT pilot projects could potentially be implemented using federal research funding, which is more flexible and could support early testing in existing corridors.
- **Transit corridor structure:** Galen Jones (DOT&PF) noted that the long-term configuration could shift from a Gambell–Ingra couplet to a single transit corridor. Galen suggested that adding stops, such as at Sullivan Arena, could improve access and activity levels. The Corridor Plan could consider these stop placements by ensuring sufficient right-of-way width on Gambell and Ingra, potential space for bus island or curb bulb-outs and connecting bike infrastructure.

1.3.3 Meeting Notes: Gambell and Ingra Corridor Approach

- **Role in the network:** Aaron Jongenelen (AMATS) supported shifting Gambell and Ingra toward a design focused on pedestrian improvements rather than in-road bike lanes. Aaron stated that the corridor should prioritize safety treatments such as wider sidewalks and improved crossings.
- **Bike facilities:** Group consensus indicated that in-road bike facilities on Gambell and Ingra are less feasible given traffic volumes and corridor role. Bike facilities are expected to be accommodated on parallel routes rather than within the couplet.
- **Alley reconfiguration:** Anna noted that cul-de-sac configurations have been implemented on other streets and could be considered along Ingra. Anna suggested that decisions about alley configuration should be coordinated with Planning and Land Use. Galen noted that maintaining access to garages and service areas would limit the ability to fully close alleys.
- **Design considerations:** Galen suggested that wider lanes with flush curbs and landscaped medians could allow both circulation and some traffic calming while maintaining functionality.

1.3.4 Meeting Notes: Hyder Street Approach

- **Corridor definition:** Aaron reiterated that Hyder is defined as a pedestrian boulevard in the TIP for the segment between 5th Avenue and 15th Avenue. Aaron noted that a full woonerf condition is not required across the corridor and that implementing elements of a shared street may be more appropriate. Galen referenced public input from the PEL process emphasizing Hyder’s role as a pedestrian-oriented corridor. Aaron noted that there is still uncertainty about the community’s expectations for Hyder and what the corridor should ultimately become (a regional active transportation spine vs a local destination).

1.3.5 Meeting Notes: Northern Connection (Ship Creek / Regional Loop)

- **Preferred alignment:** Galen stated that a westward connection toward Eagle Street is preferred because it better supports a continuous regional loop. Galen noted that the eastern option via Ingra and Post is less direct and does not align as well with the broader network.
- **Bridge feasibility:** Aaron supported a bridge connection over the railroad and Ship Creek as a preferred long-term solution, even though it would require significant investment. Galen noted that the railroad may close at-grade crossings but would allow a bridge if clearance requirements are met.
- **Parallel network considerations:** Aaron noted that 3rd Avenue is being converted from one-way to two-way operation between Eagle Street and Gambell Street. Aaron described planned restriping and on-street bike facilities extending east toward Mountain View. Aaron noted that the segment between Ingra and Reeve will take longer to improve, creating a gap in the near-term network.

1.3.6 Southern Connection (15th Avenue / Chester Creek)

- **Near-term solution:** Anna prefers a concept for an at-grade crossing at 15th Avenue that includes a median refuge and pedestrian beacon as a lower-cost, implementable option.
- **Long-term options:** Aaron noted that elevated connections are likely cost prohibitive and that an elevated walkway concept still faces challenges, particularly at crossings of 15th Avenue. Aaron emphasized that any solution must align with the design of 15th Avenue and future Bypass improvements, including mid-block crossings.
- **Preference for underpasses:** Anna stated that underpasses are generally more cost-effective than bridge structures and can be a viable alternative for grade separation. Galen reiterated that existing tunnels are often perceived negatively due to being narrow and poorly lit, but newer designs address these issues with wider dimensions, improved lighting, and orientation that improves visibility.
- **Operational considerations:** Aaron emphasized that drainage and winter icing must be addressed early in design for any underpass.
- **Local examples:** Stephen described successful local underpass conditions along the Campbell Creek Trail that functions well for daily use.

1.4 Detailed Notes: Meeting #3 – MOA Planning and ACDA

Tuesday, May 19th, 2:00a-2:45p

Attendees: Lindsey Hajduk (NWAK); Carleton Wong, Elizabeth Owen, Joseph Shively (Arup); Daniel McKenna-Foster, Lucas Bertram (Planning); (ACDA)

1.4.1 Meeting Goals:

- **Clarify plan role:** Confirm what the Plan should deliver versus defer to future work. Highlight key implementation and program challenges relevant to land use.

- **Report out on scenario exercise:** Indented to help distinguish zoning, market, and implementation constraints. Identify what is feasible within current code and where changes are needed.
- **Coordinate Key Assumptions:** Align on Ship Creek access priorities and Denali View project status.

1.4.2 Meeting Notes:

- **Clarify Plan Role:** Daniel emphasized that the Plan should focus on clearly defining what can be implemented through this effort versus what should be deferred to future policy, regulatory, or capital improvements. He emphasized that the Plan should not overextend into areas that are outside current agency authority or feasible implementation pathways.
- **Purpose of land use scenario exercise:** The group agreed that scenario planning should be used to test tradeoffs between land use and transportation concepts, with an emphasis on distinguishing whether constraints are driven by zoning regulations, market conditions, or implementation limitations. This approach is intended to help communicate realistic development outcomes and identify where changes to transportation concepts may be needed.
- **Assess Zoning Constraints:** Daniel noted that zoning in Fairview is often perceived as a barrier, but in many cases, it is not the primary constraint on development. He explained that B3 zoning is relatively flexible, while R4 and R4A have not produced expected redevelopment outcomes, and that zoning typically controls what is allowed rather than generating demand. Luke added that overlay districts are difficult to administer and are rarely used due to complexity.
- **Implementation Incentives:** John described the previous ACDA façade improvement program, noting that it offered financial incentives but was discontinued due to low participation driven by administrative complexity and cumbersome processes. The group agreed that program delivery challenges, including permitting and application requirements, often pose a greater barrier than funding availability.
- **Confirm Market Constraints:** Daniel emphasized that Fairview faces strong competition from other neighborhoods and that development decisions are driven by market feasibility and location attractiveness. The group noted that changes to zoning alone are unlikely to produce desired outcomes without addressing broader market conditions.
- **Assumptions for Ship Creek and Denali View:** Daniel explained that much of the land near Ship Creek is industrial and controlled by CEA, which limits flexibility for pedestrian-oriented uses and connections. He recommended keeping connections closer to Ingra rather than extending too far east. John noted that the Denali View site development is still under evaluation, with alternative development concepts being considered, and that trail connections are complicated by utility corridors and the topography.
- **Establish Direction for Plan Recommendations:** Daniel recommended focusing on a small number of clear, actionable recommendations that can realistically be implemented with agency support. He noted that advancing even a limited number of actions will require coordination, institutional support, and likely political leadership.

Chat Images– Traffic, PM&E, Parks and Rec Photos from Brad:



Larch Street Woonerf - GSP Group

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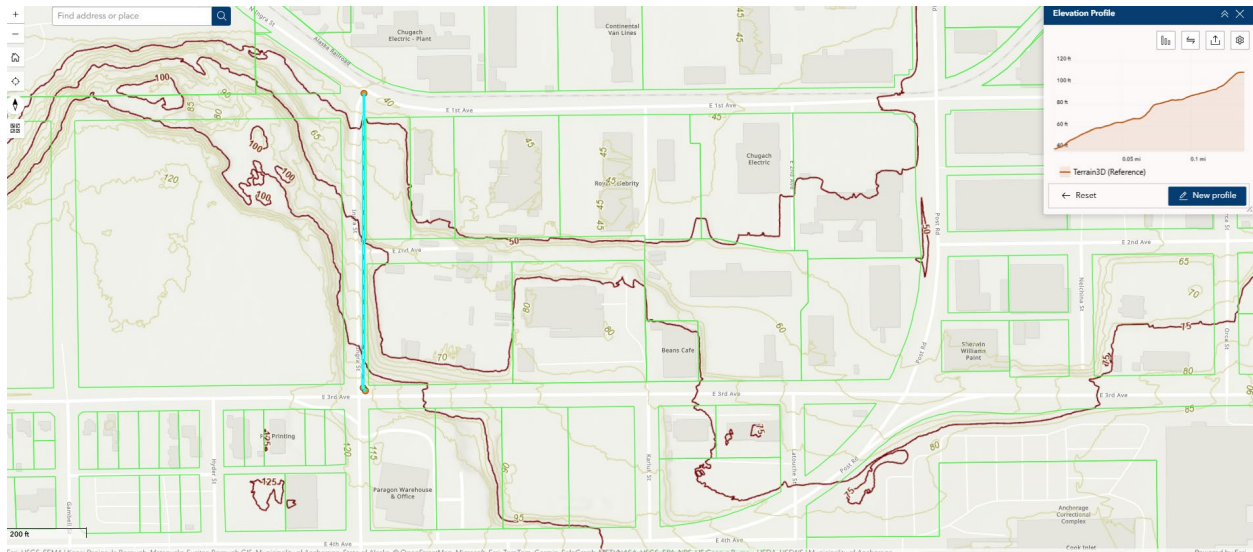


ArborBlocks S142040 04 C132040 01 N21 Construction Woonerf Street View |

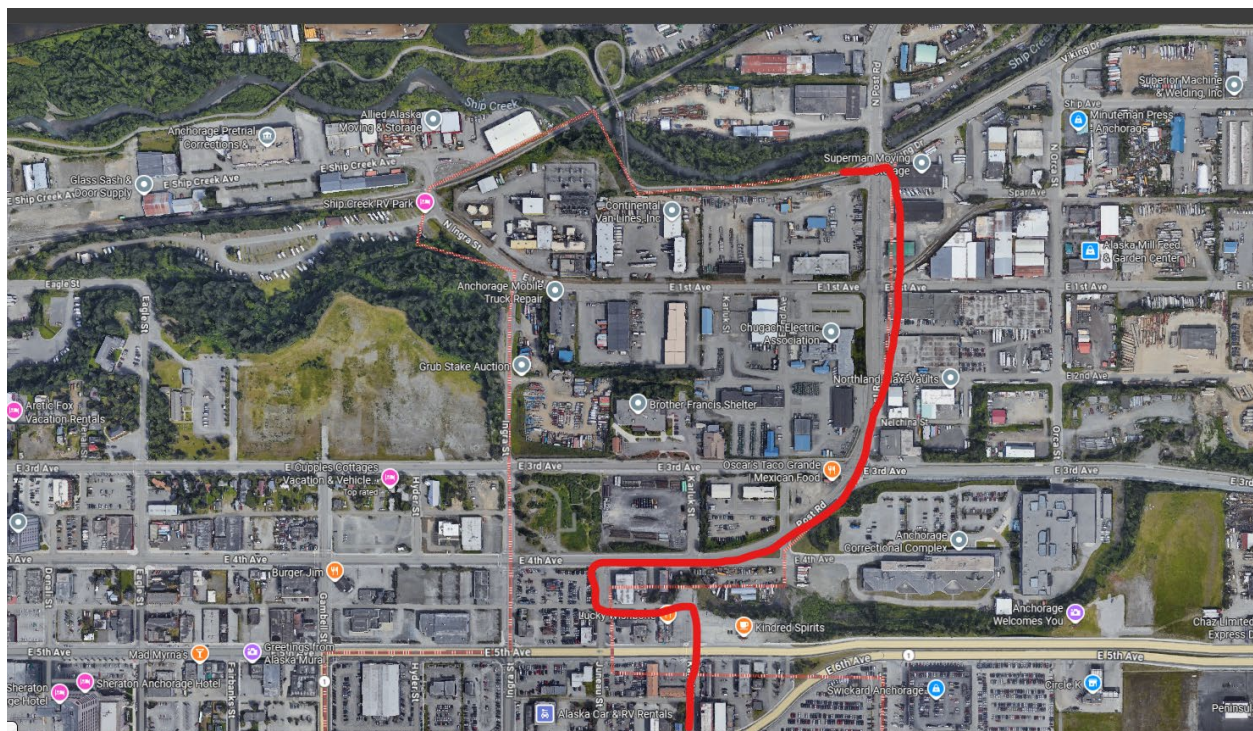
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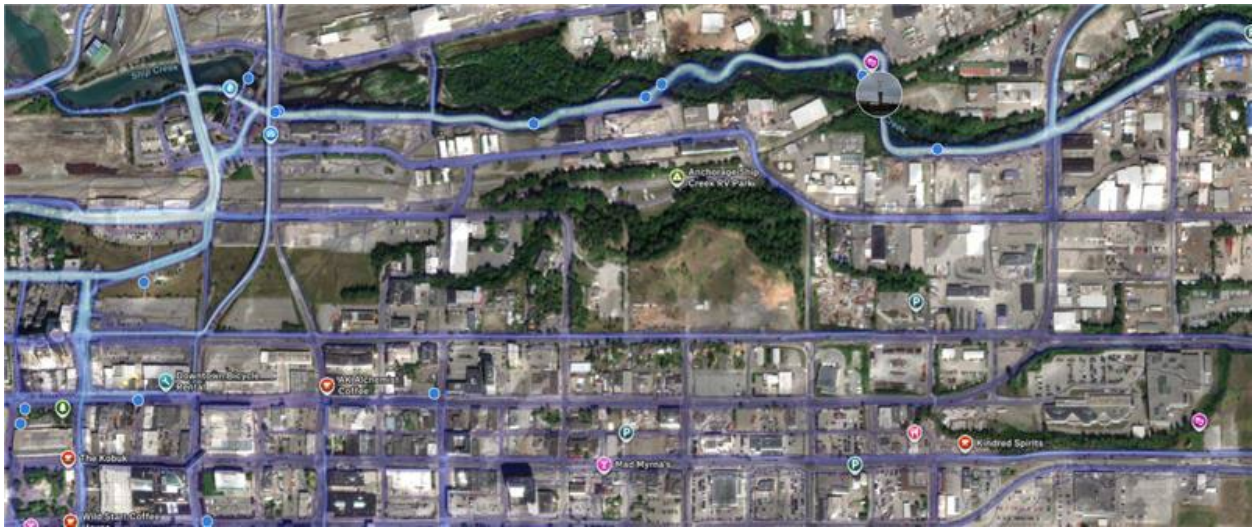
Taylor's elevation at the northern section: (Karluk has much softer grades)



This is how I currently get to the Ship Creek trail from Fairview. Not sure it would work well going both directions (i.e. works better down hill then uphill), but I do very much appreciate the signalized crossing at Karluk to get north of 5th Ave.



I am also sure you use the Strava heatmap, but I will add it here, as its another helpful resource for storytelling on existing non-motorized patterns:



Strava's Global Heatmap

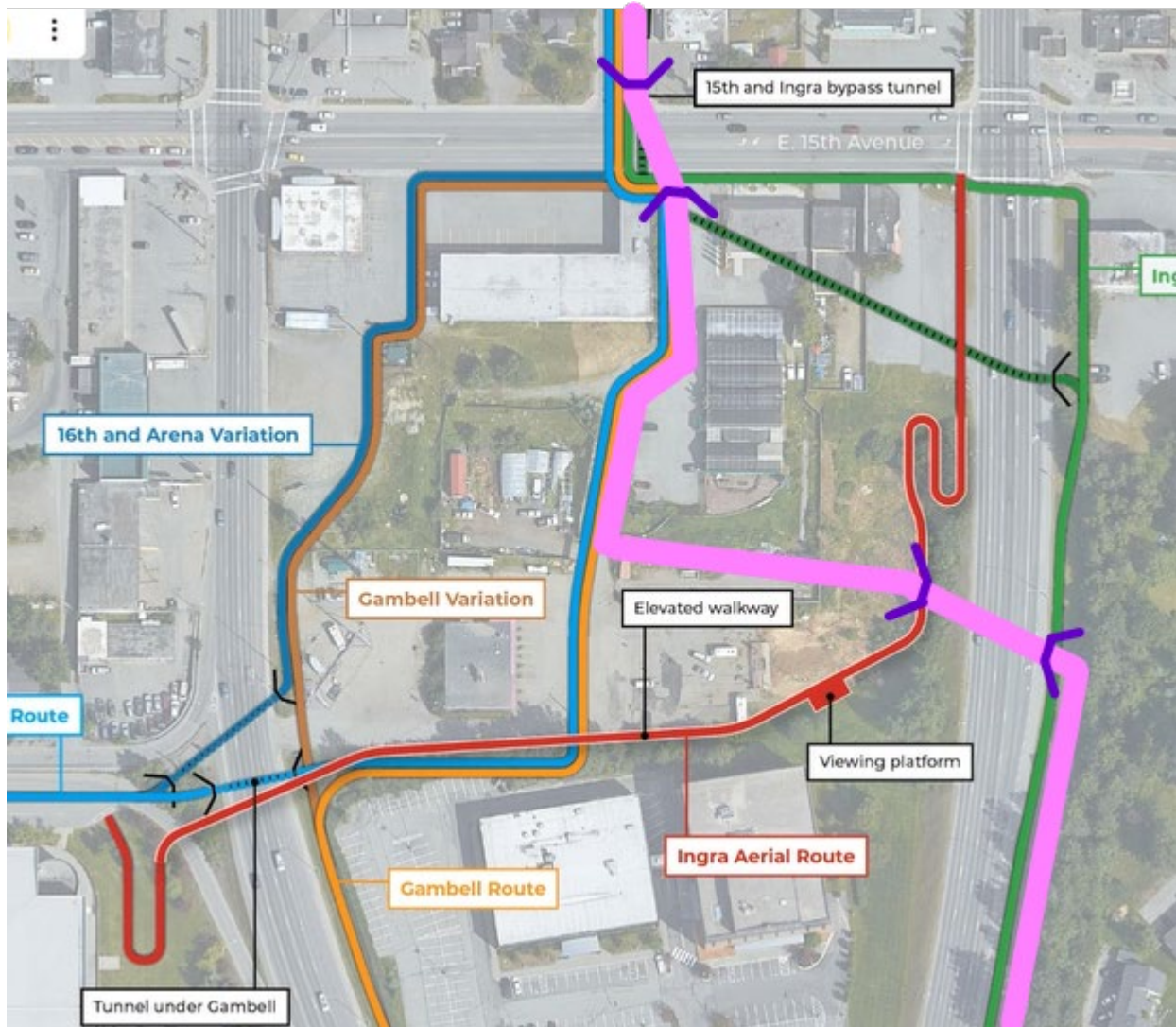
<https://www.strava.com/maps/global-heatmap?sport=Ride&style=satellite&terrain=false&labels=true&poi...>

Strava's Global Heatmap

The Global Heatmap shows 'heat' made by aggregated, public activities over the last year. The heatmap is updated monthly.

1.5 Chat Images – AMATS, DOT&PF, People Mover

Galen:



Tunnels: the dislike for them may be related to how many existing tunnels are very narrow and dark. Newer tunnels at Glenn-Bragaw & Glenn-Muldoon interchanges are:

- much wider
- angled towards traffic to mitigate security concerns
- increased lighting
- artistic elements / hardscapes



Glenn-Bragaw





Figure 41: Rendering Illustration of Chester Creek Non-motorized Crossing from the Bridge on the east side of Seward Highway

From Anna: Under A street on the Chester Creek



From Stephen: Heading southwest on the Campbell, at the Seward Hwy

