



# Glenn Highway Arctic Avenue to Palmer-Fishhook

## WELCOME

### Glenn Highway: Arctic Avenue to Palmer-Fishhook Road Safety & Capacity Improvements (AA2PF)



Scan with your  
smartphone

Learn about the project at  
[glennarctic2palmerfishhook.com](http://glennarctic2palmerfishhook.com)

# PROJECT GOALS



**The main goals of the Glenn Highway: Arctic Avenue to Palmer-Fishhook Road Safety & Capacity Improvements Project are to:**



**Improve Glenn Highway safety while planning for current and future travel needs**



**Enhance pedestrian access and accommodations**



**Offer clear, consistent, and mindful engagement and communication with stakeholders**



**Glenn Highway**  
Arctic Avenue to  
Palmer-Fishhook

# PROJECT BACKGROUND

Each day, approximately 10,000 vehicles travel along this stretch of the Glenn Highway, weaving together the lives of farmers, families, and businesses. As both a vital part of the National Highway System and a breathtaking National Scenic Byway, this road isn't just a route — it's a lifeline in Alaska that travels through the heart of Palmer.



In 2023, a road improvement project just south of this area constructed additional lanes. As a result, the Glenn Highway from Arctic Avenue to Palmer-Fishhook Road has become a congestion point due to the increased capacity of the updated roadway as well as increased Matanuska-Susitna Valley growth.

That's where this project comes in. The Glenn Highway: Arctic Avenue to Palmer-Fishhook Road Safety & Capacity Improvements Project is all about smart improvements to keep the highway safe, efficient, and ready for the future while preserving its role as a key community link.



Glenn Highway  
Arctic Avenue to  
Palmer-Fishhook

# PROJECT PROGRESS

*As of March 2025*

## What has been done to date?

The project team launched this project in spring 2024 and has focused primarily on information gathering. Work includes:

- **SUMMER 2024:** Physical survey of the project area
- **SUMMER/FALL 2024:** Partial cultural resources analysis and survey of the ground and architecture
- **NOVEMBER 2024:** Neighborhood public survey
- **DECEMBER 2024:** Draft Traffic Analysis Safety Report, including anticipated growth and changes
- **JANUARY 2025:** Booth at DOT&PF's Mat-Su Transportation Fair

## What are we doing now?

**WE ARE HERE!** We are hosting our first meeting with the public to officially kick off the project. In this meeting, we are looking to the public to help identify problem areas and share their experiences so our team can develop solutions to make the corridor more efficient and safer for all users.

## What's next?

In early March, the project team learned that this project will need to prepare an Environmental Assessment (EA) document for the National Environmental Policy Act (NEPA) process. The EA plays a key role in next steps. As part of the process, alternative design options will be presented to the public for feedback and further refinement before a proposed design is selected.



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# PROJECT AREA KEY FEATURE #1: INTERSECTIONS

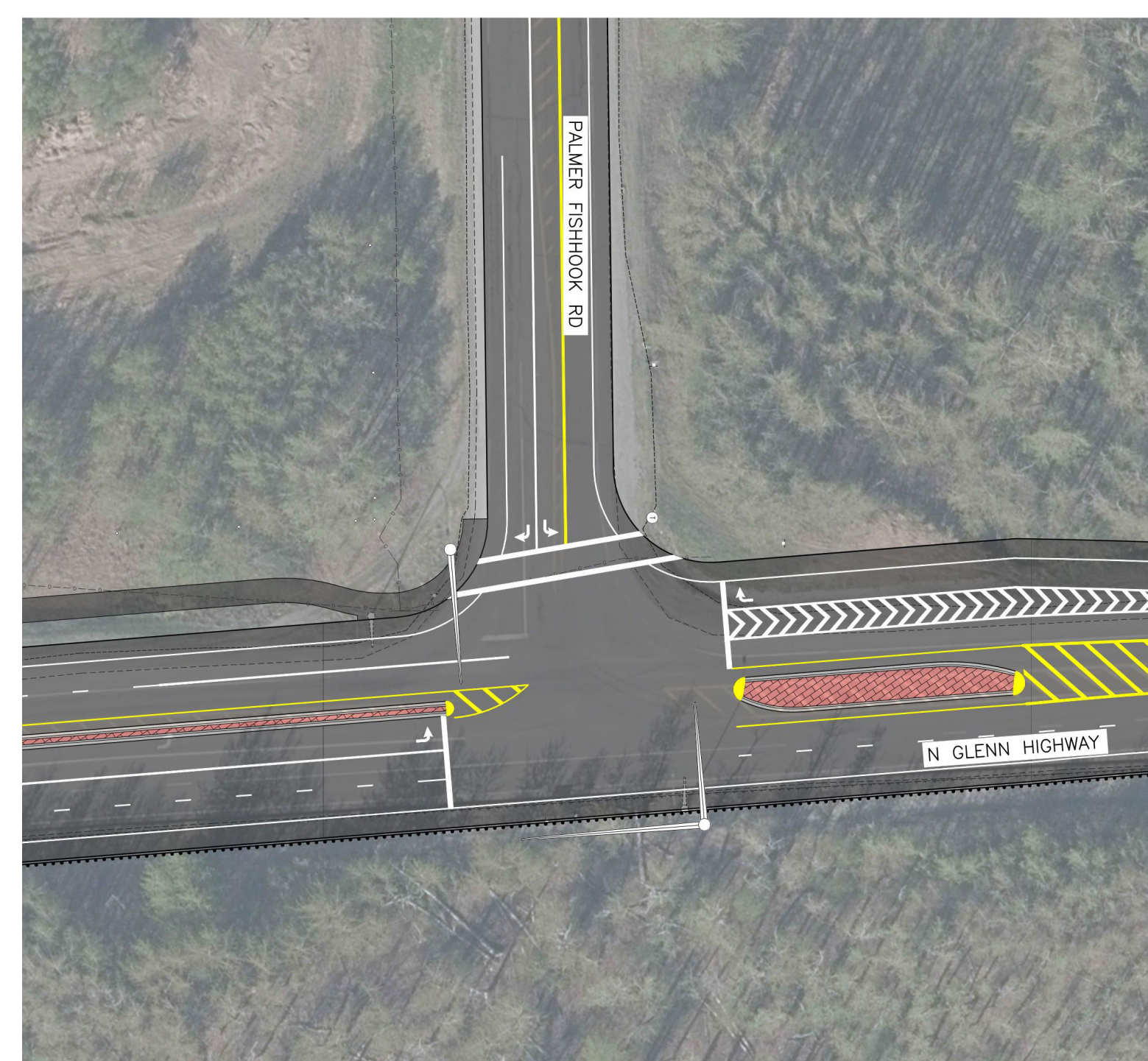
Intersections and road crossings within the project area can be designed in various ways to enhance capacity and safety. Some examples are shown below.

**What are the pros and cons of these ideas from your perspective? Share your comments!**



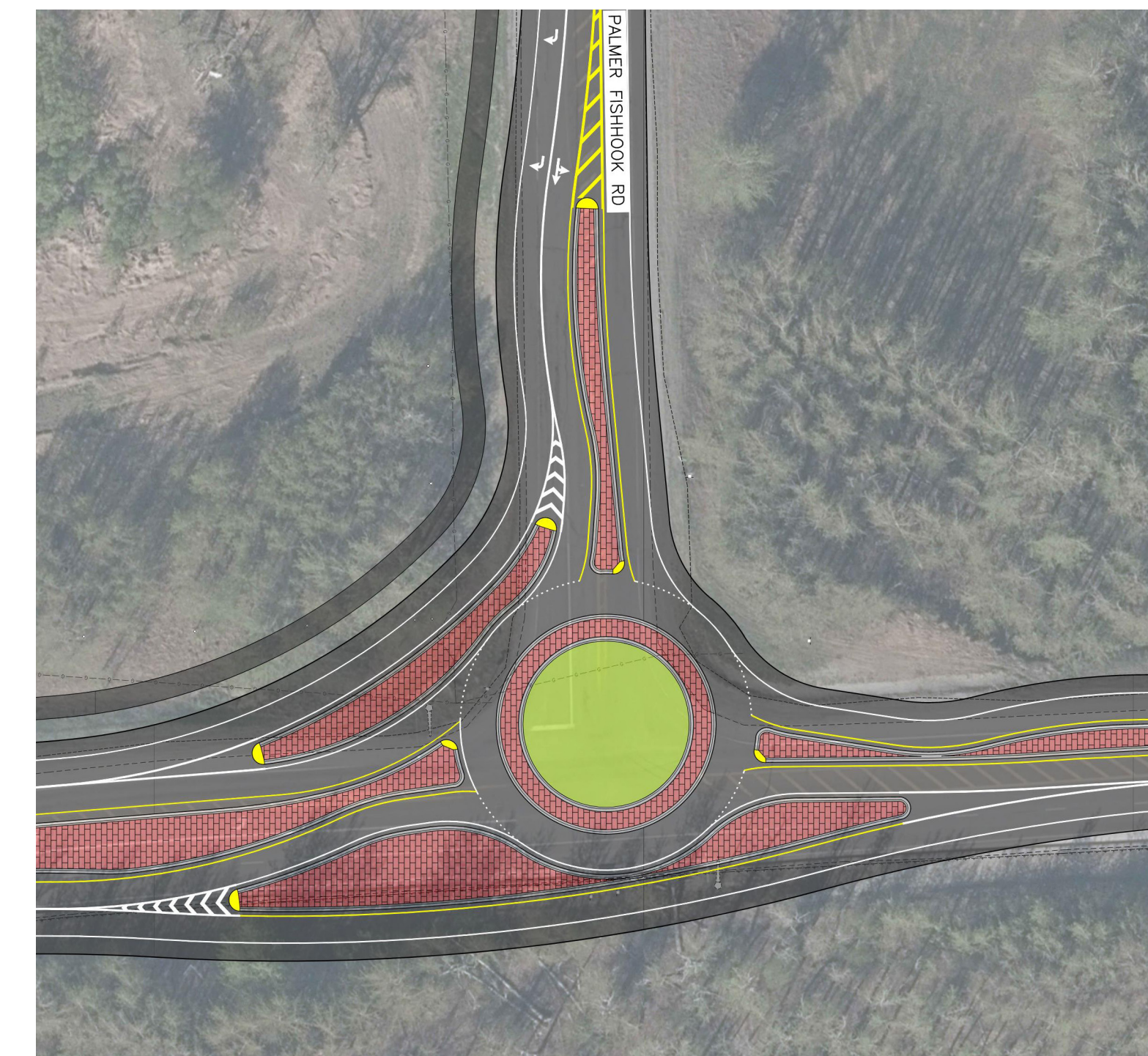
## No-Build

No action would be performed in this scenario; the existing road will remain.



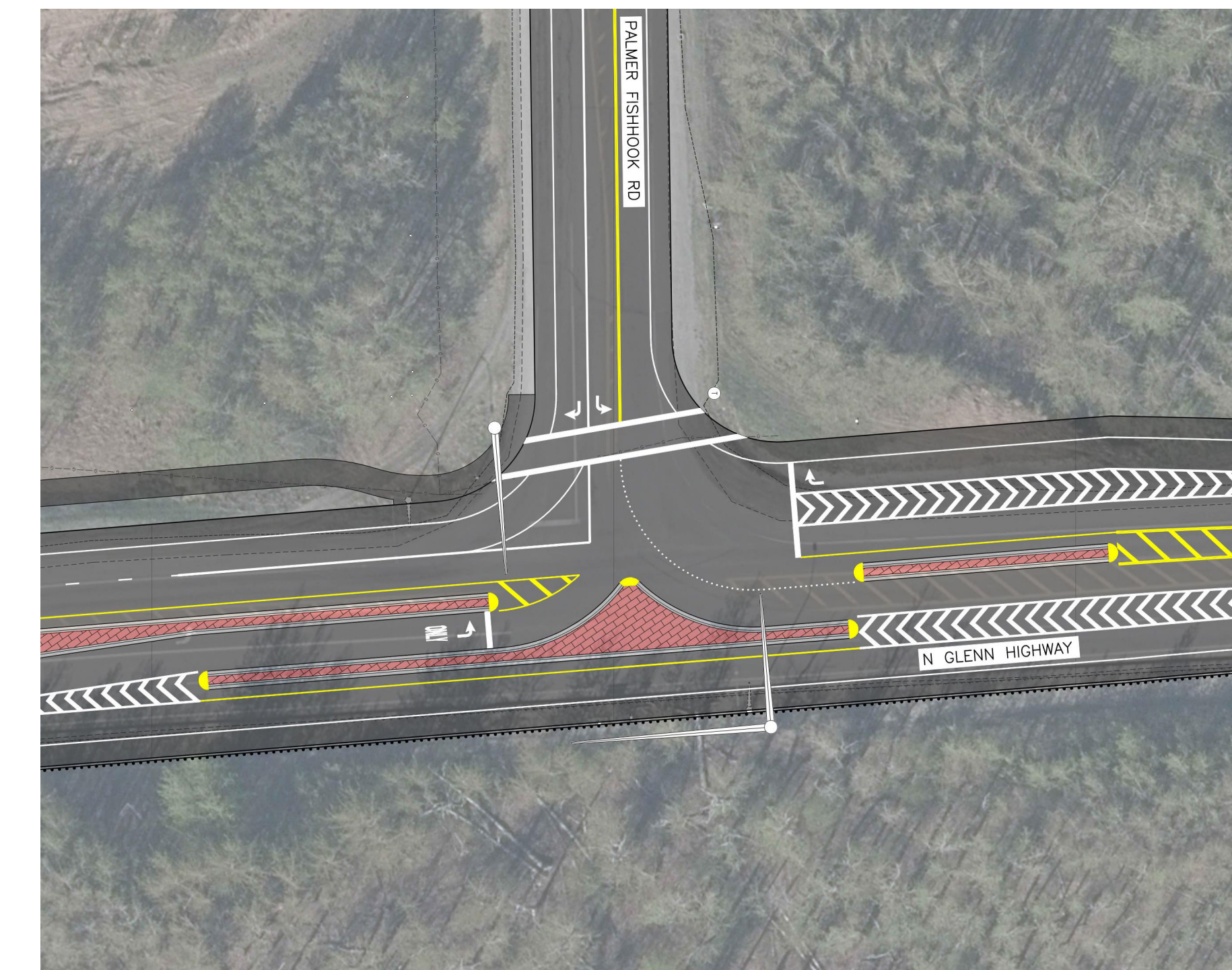
## Traditional Traffic Signal

An intersection where movement has dedicated lanes for efficient flow (e.g. an additional lane for right and left turns). A standard traffic signal would correspond to individual lanes to control movements.



## Roundabout

A circular intersection where vehicles move counterclockwise around a central island. Vehicles within the roundabout have right-of-way, and those entering must yield.



## Continuous Green-T

One major street direction of travel continues through the intersection without stopping. All other street lanes would stop at the intersection with a traffic signal.

# PROJECT AREA KEY FEATURE #2: CROSS SECTIONS

The project team will explore various cross-section options for the road design.

**What are your thoughts? Pros and cons? Share your feedback!**



**No Build (existing)**



**3-Lane + Median with Separated Pathway**



**4-Lane + Median with Attached Pathway**



**4-Lane + Median with Separated Pathway and Frontage Rd**

# PROJECT AREA KEY FEATURE #3: CONSTRAINTS

There are features in the project area that present unique and interesting design challenges, allowing us to create innovative solutions. Some of these were identified early on, and the design team will do its best to avoid these areas. If potential impacts are identified, the team will work with property owners to find solutions.

## Potential constraints include:



**Steep bluff  
along the  
Mat-Su River**



**Proposed  
fire station  
location**



**Historic  
properties**



**Steep  
Bailey Hill**



**Built  
environment  
along the  
highway**



**The City  
of Palmer's  
water tower**

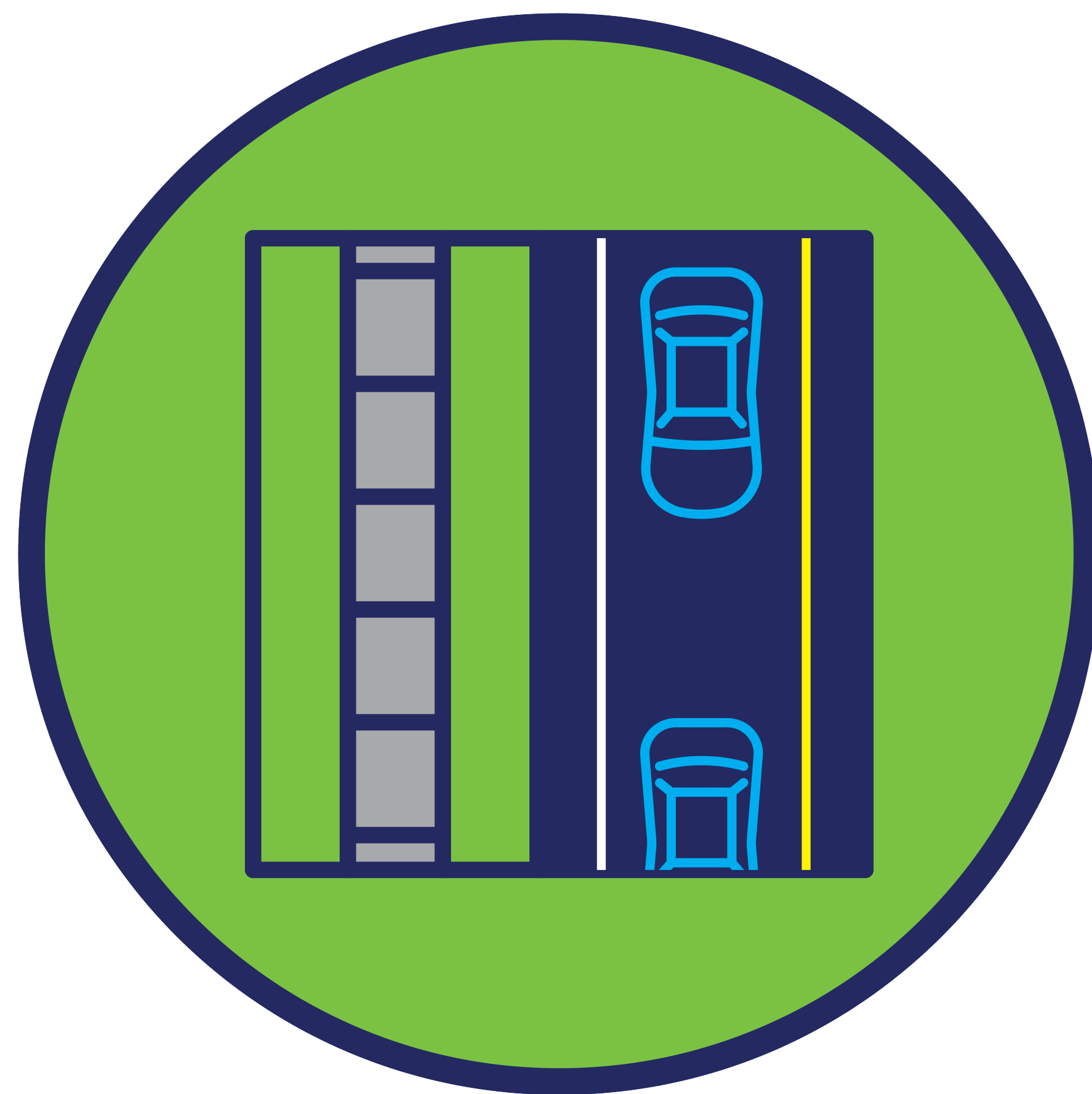


**Retaining  
walls**

# PROJECT AREA KEY FEATURE #4: PEDESTRIAN/BIKE PATHWAY

We are exploring options for a pedestrian and bike path that prioritizes safety while integrating with the road for seamless connectivity.

**All or some of these may be used along the corridor:**



**Separated multi-use  
pathway**



**Tunnel rehabilitation  
or relocation**

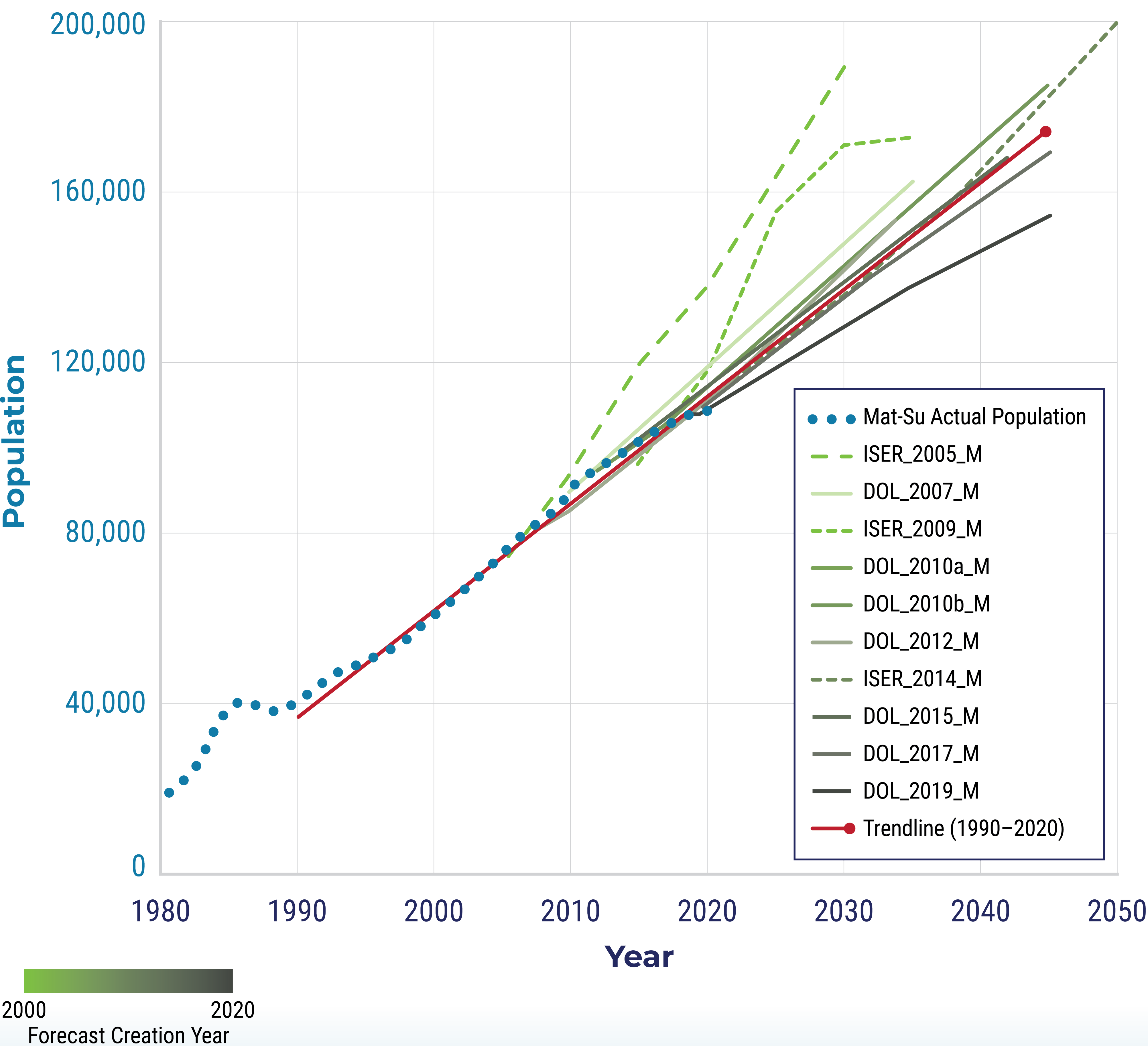


**Curb and gutter with  
attached pathway**

# MAT-SU VALLEY GROWTH (CAPACITY)

The Matanuska-Susitna Borough (MSB) has experienced significant growth, leading to an increase in vehicle traffic within the project corridor. This project is considering projections for future growth and development in the area when evaluating both safety and capacity. In addition to annual MSB growth, recent capacity improvements immediately to the south make this segment the next priority for evaluation and improvements.

## Matanuska-Susitna Borough Population and Forecasts



# SAFETY!

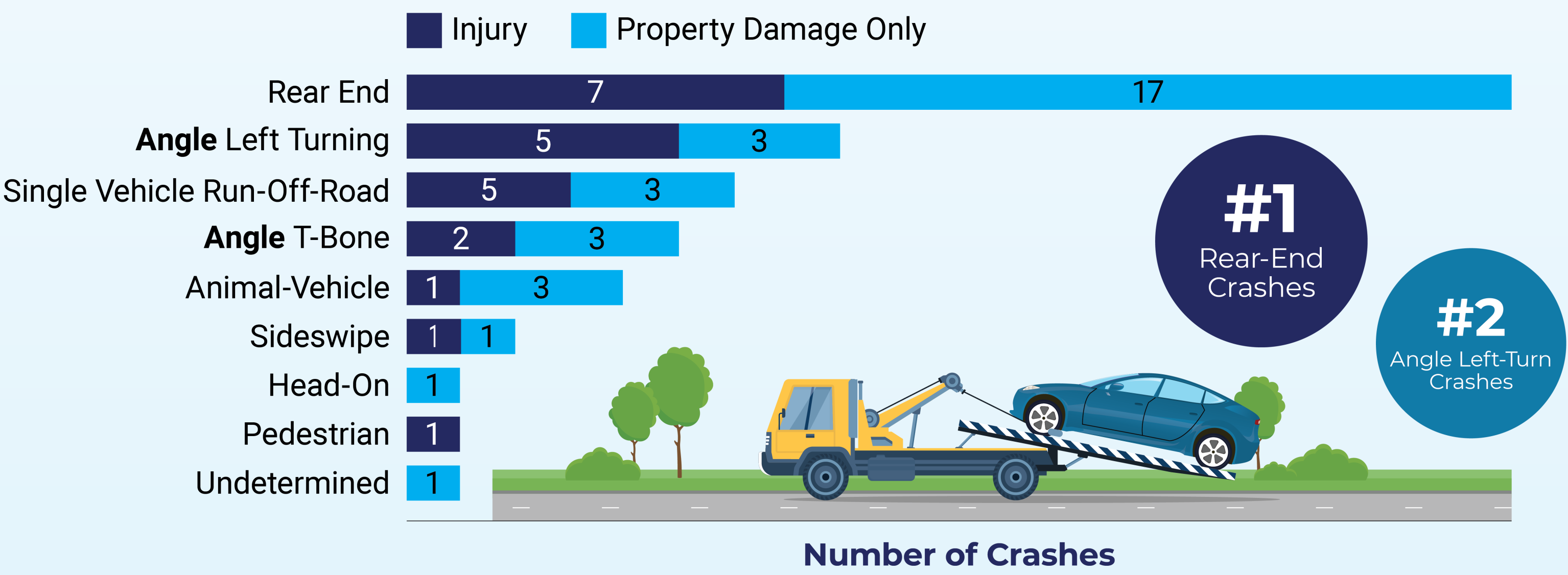
## Safety is one of the project’s top priorities.

Crash data shows that between 2018 and 2022 there were 52 crashes, with 38% of crashes resulting in injuries within the project corridor. A total of 46% were rear-end crashes, which often correlate to potential driver aggression or distraction, sight distance deficiencies, and inadequate space between vehicles along the corridor. The second highest crash type is angle crashes, which are associated with access points onto the highway from cross streets or driveways as well as inadequate geometric and traffic control accommodations for turning movements. Below are a few metrics on safety from the 5-year study.

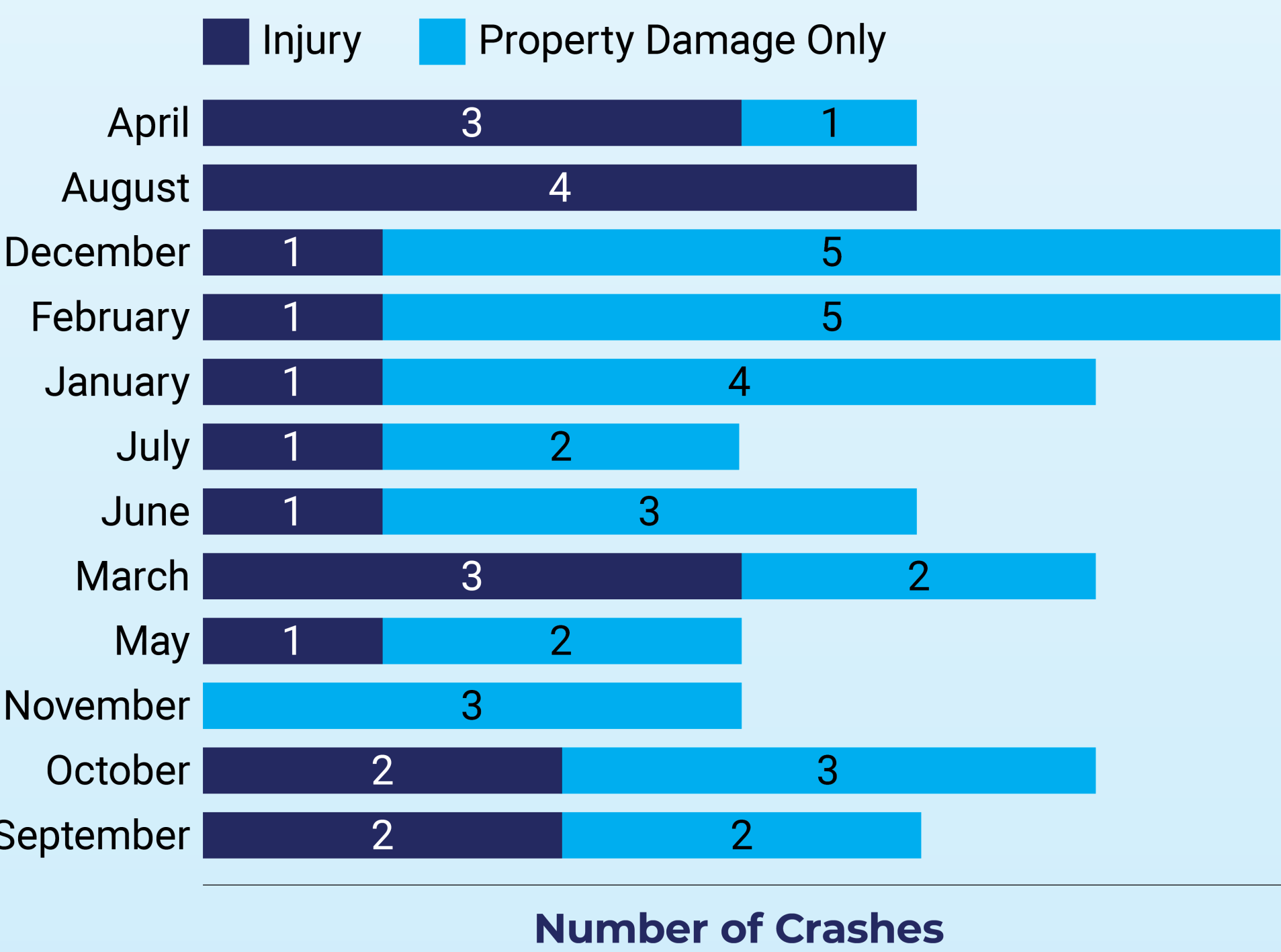
52  
Crashes

Between  
2018–2022

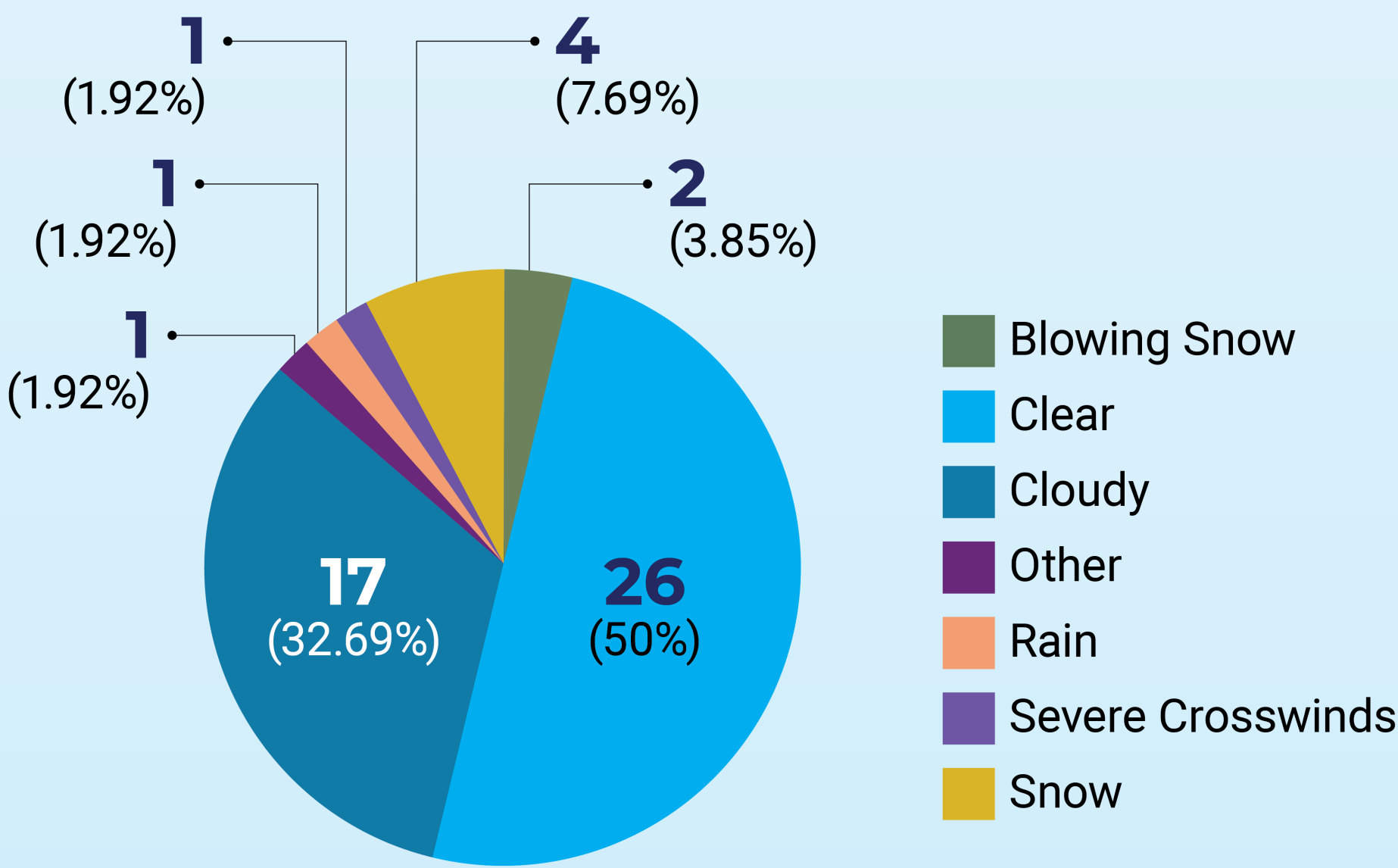
### Crashes by Type



### Crashes by Month



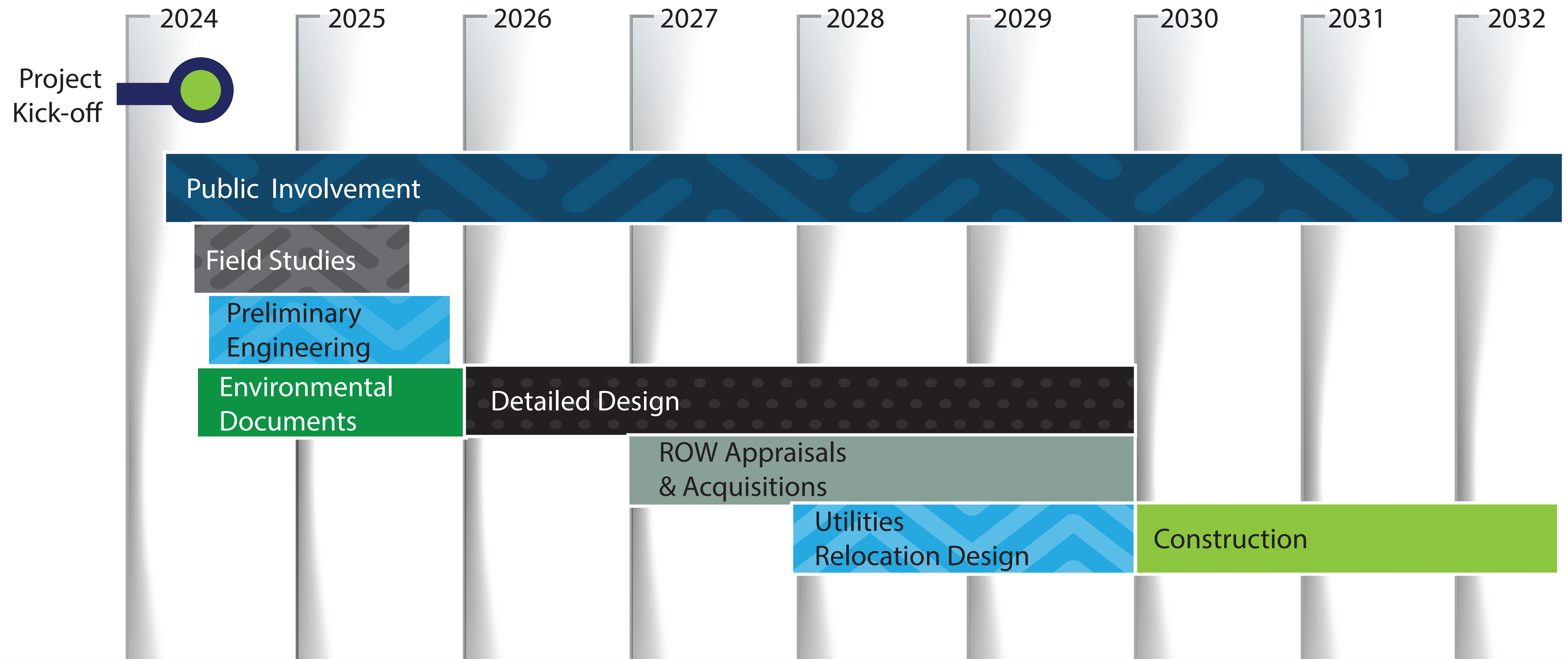
### Weather Conditions





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# TIMELINE



*Dates are subject to change.*