



## Glenn Highway: Arctic Avenue to Palmer Fishhook Road Project Mat-Su Transportation Fair Public Outreach Report

On Thursday, January 30, 2025, from 3 – 7 p.m. members of the Glenn Highway: Arctic Avenue to Palmer Fishhook Road Safety & Capacity Improvements project attended the Mat-Su Transportation Fair as a vendor to spread awareness of the project and share about project status. Over 70 people stopped by the booth to chat with the project team and learn more, and 12 individuals elected to sign in and be added to our mailing list. A total of 6 project staff hosted the booth at alternating times. Topics discussed included:

- Concerns about drainage at Glenn Avenue (there is seasonal flooding and little storage);
- A strong desire for a separated bike path from multiple visitors;
- Expressed safety concerns over pedestrian safety especially in regard to walking on the highway shoulders;
- Concerns over steep grades on Bailey Hill;
- Visibility and safety concerns when merging onto the highway from Marsh Road and Scott Road;
- A wish to not include a roundabout at Palmer-Fishhook;
- Safety concerns regarding Southbound Highway traffic attempting to make left turns onto Eagle Avenue and other side streets to access the school; and
- Safety concerns for people and trucks pulling out from Marsh road.

The following materials were available at the booth:

1. Welcome Pop-Up Banner
2. One-Page Welcome Handout
3. 3 Posters on easels (Contact Us, Project Timeline, Survey Summary)
4. Survey Summary Handout
5. Project Fact Sheet
6. Project Frequently Asked Questions
7. Comment Forms
8. Voluntary Sign-in Sheet
9. Candy!

### Attachments

Sign In Sheets

Posters

Handouts

FAQ

PFS

Survey Summary

Comments

Please Sign In!	How did you hear about us?	Glenn Highway: Arctic Avenue to Palmer-Fishhook Road Safety & Capacity Improvements Project Transportation Fair   January 30, 2025   3 - 7 PM			VOLUNTARY	
		Name First, Last <i>(Please print)</i>	Email	Add me to your email list? Yes (Y) <i>Leave blank if no.</i>	Mailing Address Street, City, State, Zip	Gender**
Alice Horuzdowsky	Flyer	[REDACTED]	Y	[REDACTED]	F	W
Barney Brickel		[REDACTED]				
Cindy Farrens	e-mail Facebook	[REDACTED]	Y	[REDACTED]	F	
Manny Eichholz		[REDACTED]	Y			
George Bensch	advertisment	[REDACTED]	Y			
FERRY SEAL		[REDACTED]	Y	[REDACTED]	M	W
Christine Brooks		[REDACTED]	Y	[REDACTED]		
Russell Bolish	FB	[REDACTED]	Y	[REDACTED]	M	W
Jim Kauder		[REDACTED]	Y	[REDACTED]		
Wolf Toller	FB	[REDACTED]	Y	[REDACTED]		
Thomas Keatts	FB	[REDACTED]	Y			
DUSTIN RICHMOND		[REDACTED]	Y		M	



**\*\*GENDER IDENTITY: How you identify your sexual orientation:** This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. **Gender Identification Categories:** Male (M), Female (F), Transgender (T), Non-binary (N). Prefer to self-describe - Please specify (SD)

**\*\*RACE:** This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. **Race Categories:** White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other - Please specify (O).



## Welcome!

The Arctic Avenue to Palmer-Fishhook Road Safety & Capacity Improvements project will improve safety and capacity for motorized and non-motorized travelers in the corridor. Here is what you can expect.



## We are here

Right now, we are at the Mat-Su Transportation Fair (1/30/25). The project design was officially launched in summer 2024 with land surveys and other fieldwork. A draft traffic report has been completed to help guide design ideas. We conducted a public survey to help identify stakeholder concerns related to the project corridor. You can review a summary of the survey results today! We are also raising awareness and getting people signed up for the mailing list so we can share project updates as they develop.



## Soon

Our first public meeting and open house will be held in spring 2025. We expect to share preliminary design ideas to help address safety concerns, and we'll be soliciting your feedback!



## What happens next

After gathering public comments, the design team will consider the feedback and identify opportunities to incorporate it into the project design. Another public open house will be held in late 2025 with updated designs.



## Join our mailing list to stay informed!

[info@GlennArctic2PalmerFishhook.com](mailto:info@GlennArctic2PalmerFishhook.com)



Scan me with your smart phone!



(907) 268-3015



[info@GlennArctic2PalmerFishhook.com](mailto:info@GlennArctic2PalmerFishhook.com)



[GlennArctic2PalmerFishhook.com](http://GlennArctic2PalmerFishhook.com)



# 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)



Glenn Highway  
Arctic Avenue to  
Palmer-Fishhook

# CONTACT US

## Have Your Say – Shape Your Highway!



**Call:**  
**(907) 268-3015**



**Email:**  
**info@GlennArctic2PalmerFishhook.com**



**Website:**  
**GlennArctic2PalmerFishhook.com**



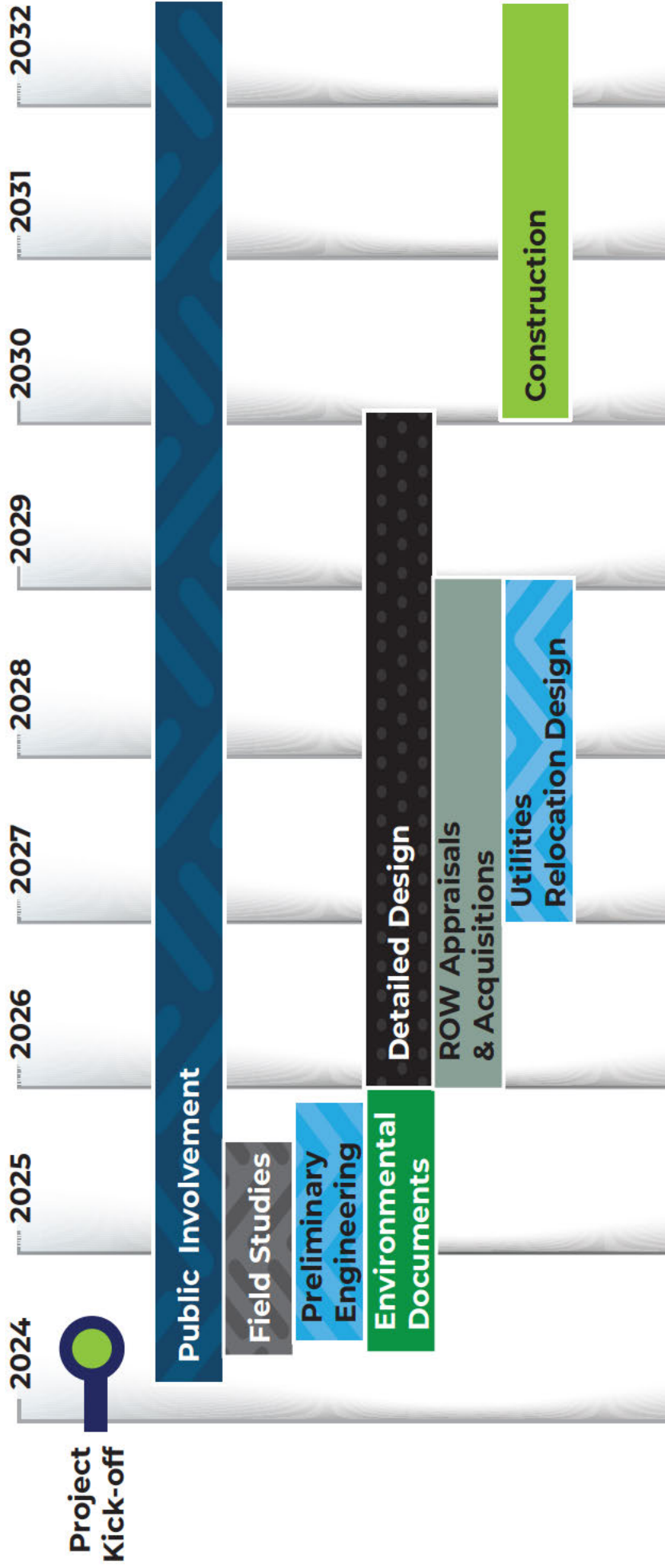
Scan with your  
smartphone

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Glenn Highway  
Arctic Avenue to  
Palmer-Fishhook

# TIMELINE



Dates are subject to change.


## Public Comment Survey Results (As of December 2024)

### Summary

In winter of 2024, the Alaska Department of Transportation and Public Facilities (DOT&PF) surveyed residents and business owners within the Glenn Highway: Arctic Avenue to Palmer-Fishhook Road Safety & Capacity Improvements project area to learn about users' experiences and concerns about this section of the highway. The survey was conducted at the beginning stages of the project to gather information before design is advanced. Public input will help inform the project team of key user needs, experiences, and preferences.

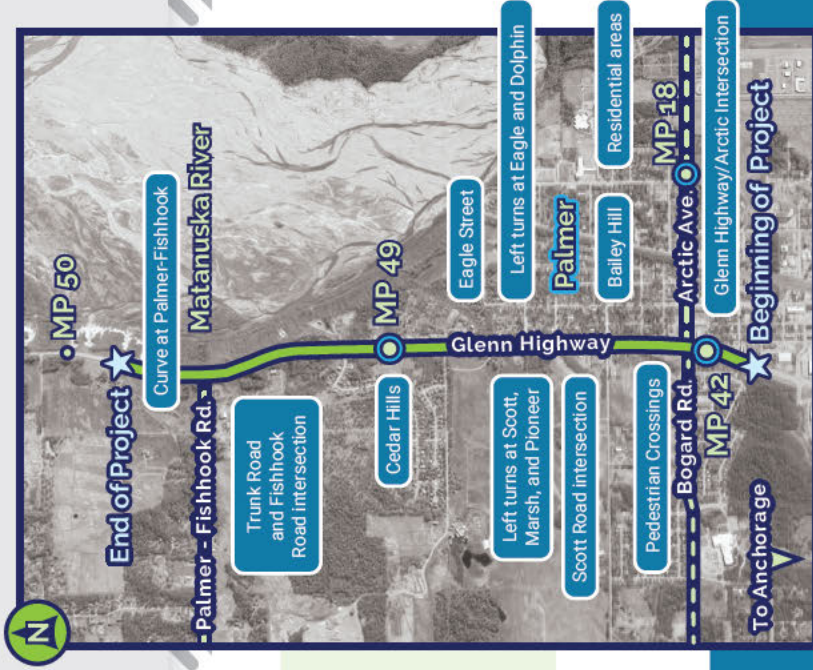
### Key survey findings:

 General support for the project.

 Current concerns about turning movements and visibility.

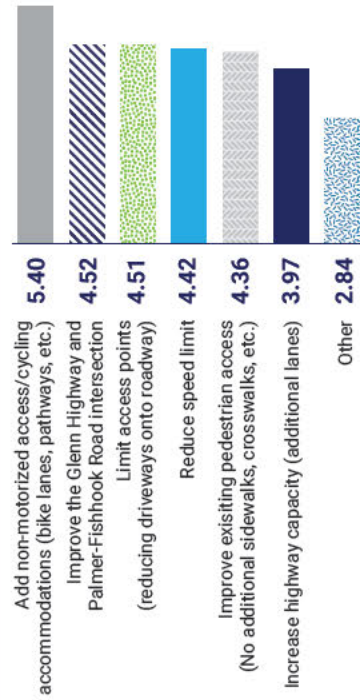
 Suggested improvements for non-motorized safety.

**Safety Concern Locations** within the Project Corridor Identified Through the Survey



### Ranking Priorities In The Project Area

*Average rating summary on a 7-point scale*

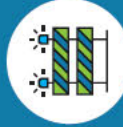


**Other ideas:**  Add a roundabout  Improve drainage  Speed enforcement  Elevation correction



### Public Ideas

- » Keep views
- » Safer and more accessible road for pedestrians and bicyclists
- » Expand!
- » Add designated turning lanes
- » Streetlights
- » Reduced speed
- » Increase visibility
- » Separated bike path
- » Maintain consistent traffic flow
- » SAFETY!



### Safety Priorities

within the Project Corridor

- » Pedestrian and bicycle safety on hill
- » Traffic lights needed
- » Better signage such as "prepared to stop" and moose crossings
- » Separated bike path
- » Speeding!
- » Unsafe road crossings
- » Lighting



## 1. What is the Glenn Highway: Arctic Avenue to Palmer-Fishhook project?

The Alaska Department of Transportation and Public Facilities (DOT&PF) seeks to reconstruct approximately 1.75 miles of the existing three-lane road from Arctic Avenue (Old Glenn Highway/Bogard Road) to Palmer-Fishhook Road to address capacity and safety deficiencies.

The planned scope includes:

- » Access Control
- » Reconstructing the highway
- » Enhancing drainage
- » Improving intersections
- » Relocating utilities
- » Offering pedestrian accommodations
- » Improving overall safety

The project corridor is constrained by a narrow right-of-way (ROW), historic properties, utilities, business and residential development, and steep topography. This project will result in a balance of the demand for capacity improvements within those constraints.

The first phase of the project is to develop an environmental document that evaluates social, environmental, economic, and other factors influencing project development. Design alternatives will be developed based on constraints and traffic analysis, anticipating increased traffic through 2050, which is the project's planned design life. The public and project stakeholders will be actively engaged to provide input on opportunities, challenges, and alternative solutions during preliminary design and throughout the project's development. Project development, bidding, and construction are anticipated to begin after 2030.

## 2. How will this project affect me if I commute?

Currently, the highway can be congested at peak commute times, due primarily to vehicles stopping in the through-lanes to make left and right turns to residential and commercial properties immediately off the highway. Residents turning onto the highway are also challenged by poor visibility, making it difficult to see gaps in the traffic. We are still determining what the future roadway will be, but the project aims to improve capacity and safety for all users.

## 3. How will pedestrians and bicyclists be accommodated on the improved roadway?

As an alternative pedestrian route, an extension of the pedestrian pathway and tunnel improvements are being evaluated. Currently, there are no dedicated pedestrian facilities located north of the underutilized underground tunnel.



#### 4. Will ROW be needed for the project? Will my property be affected?

Yes, the project will require ROW acquisition from adjacent parcels. Through the environmental and preliminary design phase of the project, we will work with property owners and other stakeholders to evaluate various alternatives, balancing social, environmental, economic, and other factors to determine the future roadway.

DOT&PF and the project team will work closely with potentially affected property owners. We are early in the project development phase and are committed to clear, consistent communication throughout the project. For more information on the ROW process, visit DOT&PF's website at <https://dot.alaska.gov/stwddes/dcsrow/>.

The U.S. Constitution and the Alaska Constitution require that compensation be paid to owners of private property acquired for public use. DOT&PF follows the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

#### 5. How much will the project cost?

The estimated project cost for environmental, design, ROW, utility relocation, and construction efforts is between \$30 and \$50 million. Currently, we do not anticipate construction to commence before 2030. However, it is important to note that the project is expected to span 2–3 seasons once construction begins.

#### 6. How can I get involved?

Your feedback and input are important to us! Stay updated and share your thoughts by:

- » Signing up for our [email list](#)
- » Submitting a comment form on our [website](#)
- » Participating online and/or in person at our public meetings



#### 7. Contact Us

Web: [GlennArctic2PalmerFishhook.com](http://GlennArctic2PalmerFishhook.com)  
Email: [info@GlennArctic2PalmerFishhook.com](mailto:info@GlennArctic2PalmerFishhook.com)  
Hotline: (907) 268-3015

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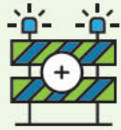


## Overview

The Glenn Highway Arctic Avenue to Palmer-Fishhook Road project is focused on safety and capacity improvements to the roadway section where the Glenn Highway leaves downtown Palmer and ascends the Matanuska River bluffs.

From farmland, personal driveways, and neighborhood entrances that line the corridor, people are entering a section of highway that sees 10,000 vehicles per day traveling at speeds more than 45–55 mph. With these traffic patterns at the forefront and the Glenn Highway being part of the National Highway System, the project is focused on improving safety for all users. Roadway capacity evaluation is also planned to meet community needs now and into the future.

## Goals



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

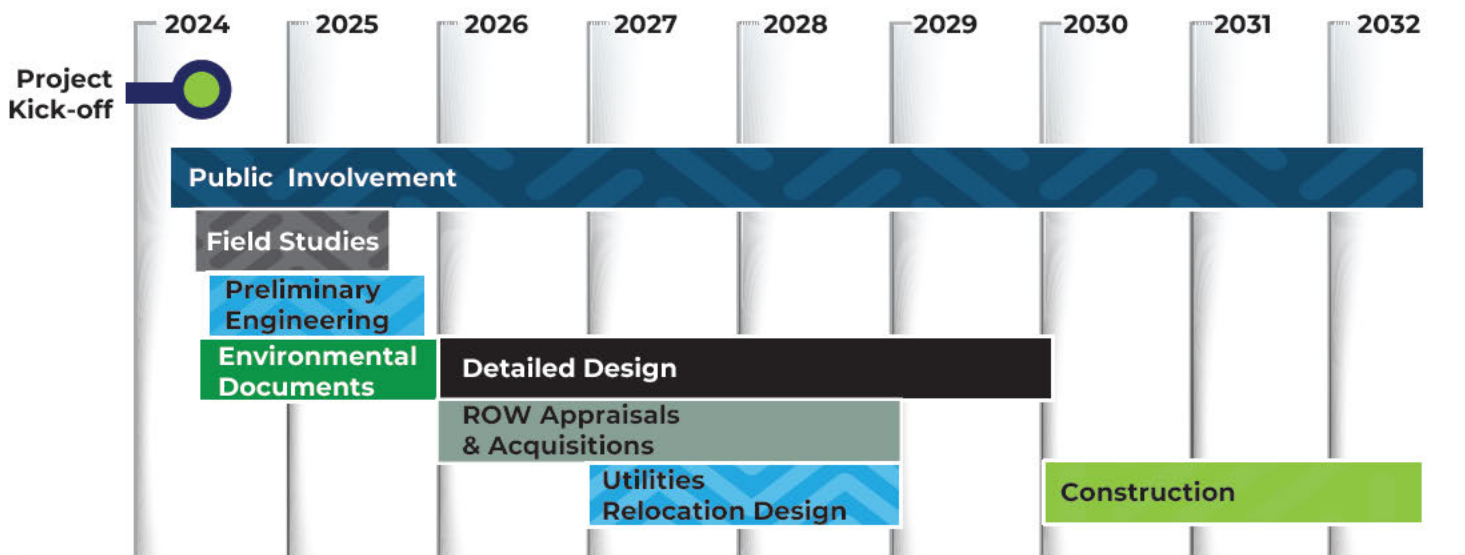


Enhance pedestrian access and accommodations.



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

## Timeline



\*Dates are subject to change.



# Project Area Map



**LEGEND**

- ★—★ Project Corridor
- Mile Post
- Roadway

## Connect With Us



**Website:**  
[GlennArctic2PalmerFishhook.com](http://GlennArctic2PalmerFishhook.com)



**Email:**  
[info@GlennArctic2PalmerFishhook.com](mailto:info@GlennArctic2PalmerFishhook.com)



**Hotline:**  
(907) 268-3015



**Join our Mailing List:**  
<http://eepurl.com/iO8Px->

Scan me with your smart phone!



**For more information, contact:**

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Please consider adding a non-motorized path for pedestrians & bicycles - Safety of users!

Name: \_\_\_\_\_

E-mail: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Please add me to the project mailing list.

Comments can also be submitted via email at [info@GlennArctic2PalmerFishhook.com](mailto:info@GlennArctic2PalmerFishhook.com) or mail.

**Mail to:**

Arctic Avenue to Palmer-Fishhook Road Safety & Capacity Improvements Project c/o HDR  
582 E 36th Avenue, Suite 500  
Anchorage, AK 99503



## INFORMATION ON DRAINAGE

- S GLENN AVA
- PARKWAY AT CHURCH BLOCKS THE PATH OF THE WATER TO THE GLENN
- FLOODING OF CHURCH PARKING LOT
- OWNER OF THREE HOMES ON S GLENN
- SEPTIC ON ROAD SIDE
- WATER/SANITARY ANDS AT CHURCH TO SOUTH
- WALL BETWEEN 2ND & 3RD HOUSE
- WATER COMES DOWN FROM HILL FROM HILLSIDE OF ALL THE WAY TO 2ND AVA

Name: \_\_\_\_\_

E-mail: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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East Glean Ave



