



Glenn Highway Arctic Avenue to Palmer-Fishhook

Project No.: CFHWY01034

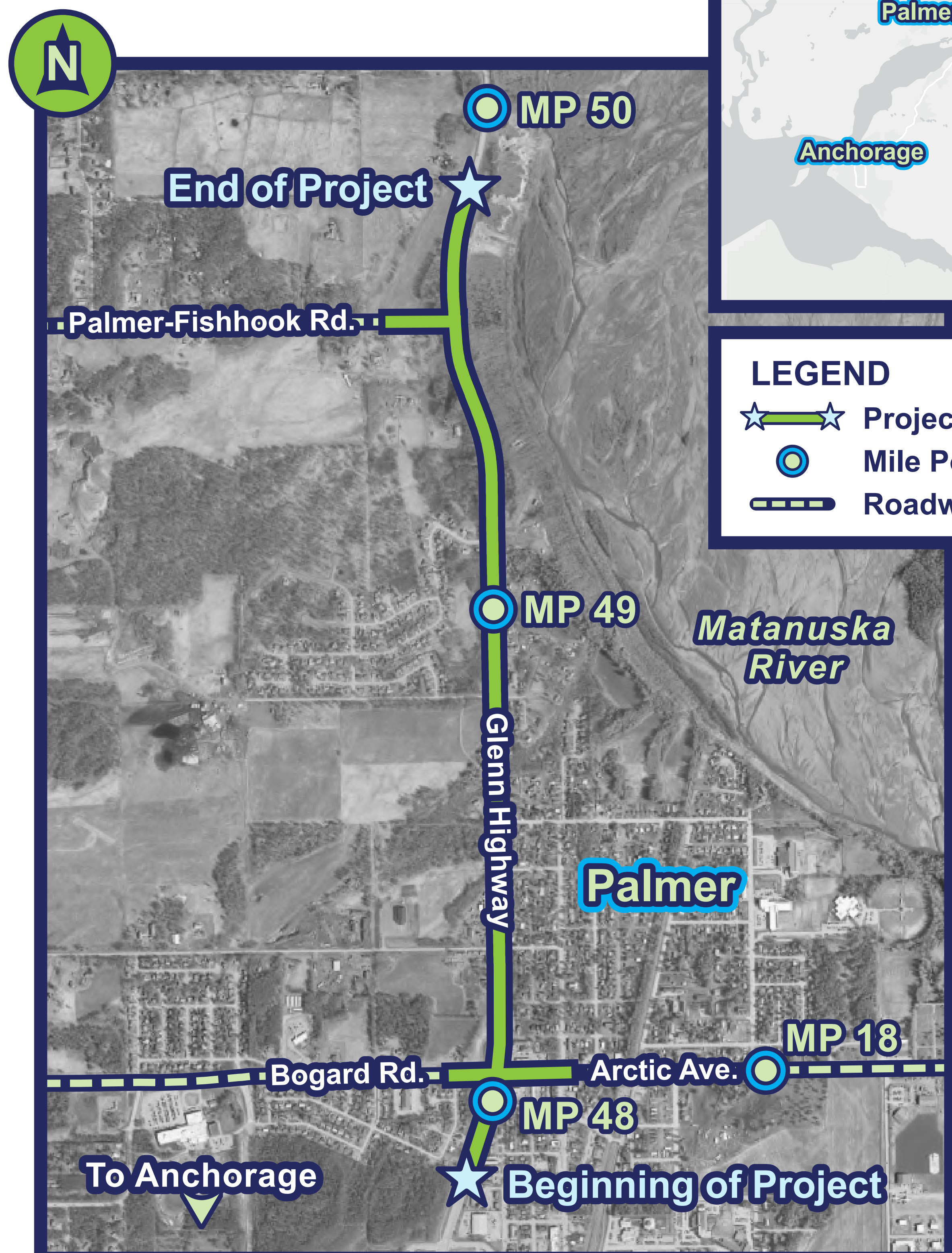
FHWA Project No.: 0A15040

WELCOME Public Meeting #2!



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

The purpose of this meeting is to provide an update on the project's progress and hear **YOUR** thoughts on proposed design variants and the draft Purpose and Need statement.



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Learn about the project at
glennarctic2palmerfishhook.com

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PROJECT BACKGROUND

Each day, approximately 10,000 vehicles travel along the Glenn Highway between Arctic Avenue and Palmer-Fishhook Road. 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 south of this area constructed additional lanes. The resulting change, combined with increased population growth in the Matanuska-Susitna Valley, created a congestion point where the projects meet.

The Glenn Highway: Arctic Avenue to Palmer-Fishhook Road Safety & Capacity Improvements Project (AA2PF), launched in 2025, is all about smart changes to improve safety and efficiency, and prepare for the future while preserving its role as a key community link.



AA2PF's main goal is to improve safety, capacity, and mobility for vehicles and non-motorized users.



The project is currently evaluating potential impacts to the natural, cultural, and human environments as part of the environmental assessment (EA), while advancing and revising the project corridor's preliminary design to address what the team has heard from the community and learned from the various environmental, cultural, and traffic studies conducted. The public will have another chance to provide input when the draft EA is issued, currently planned for late 2026 or early 2027.

Your input is critical!

We hope you will take time to review the project's proposed variants and share your feedback.



DRAFT PURPOSE & NEED STATEMENT

Environmental review documents always include a statement about the project’s purpose and need. It sets the foundation for determining potential solutions.

Proposed Purpose Statement

The purpose of the proposed project is: to improve safety and mobility for people and freight, including, but not limited to, non-motorized travelers; to enhance access management; and to improve intersection efficiency along the Glenn Highway between Arctic Avenue and Palmer-Fishhook Road.

Need 1: Traveler Mobility & Reliability

Traffic is expected to increase over the next 25 years. Without improvements, the road will not support reliable, timely, and efficient travel.

Need 2: Safety & Access Management

The highway has approximately 30 access points where drivers enter and leave the highway. The lack of access management leads to crashes and conflicts.



What do you think about AA2PF’s Draft Purpose and Need Statement?
Does it describe the issues and problems to be solved?
Is there anything you would add or subtract?



Scan with your
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Use the QR code to view AA2PF’s full
draft Purpose and Need Statement.



Glenn Highway
Arctic Avenue to
Palmer-Fishhook

WHAT'S NEW?

Project Progress as of June 2026

More than 85 people attended our first open house in March 2025, where you shared concerns about lighting, signals, speed, traffic, drainage, and the Arctic Avenue intersection. We took that information and updated the design to better address non-motorized access, intersection improvements, and highway access points.

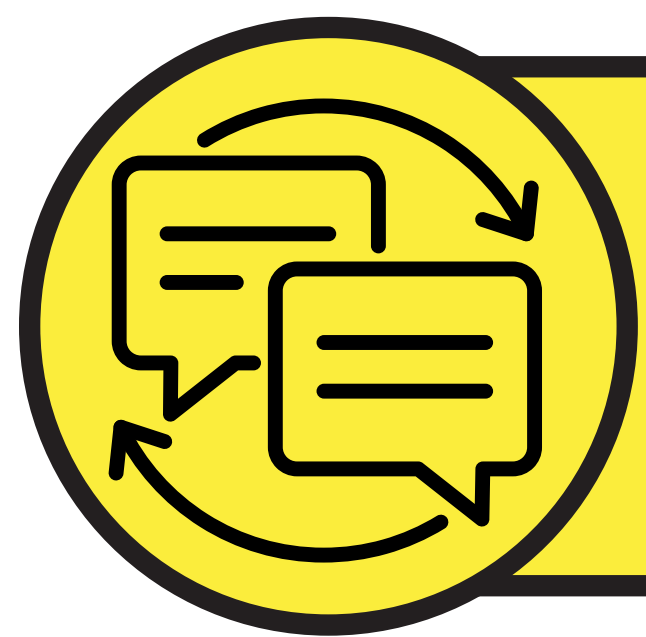
What has been done to date?

1. Topographic surveys
2. Cultural resources and archeological field surveys
3. Tribal coordination meetings
4. Speed limit evaluation
5. Traffic modeling
6. High-level design of proposed alternative (four-lane divided highway) and potential design variants

What's next?

This project requires an Environmental Assessment (EA) document for the National Environmental Policy Act (NEPA) process, and the EA plays a key role in next steps. As part of the process, a No Build alternative and variations on design elements have been drafted for your review and feedback.

Our team will be conducting a noise study this summer to measure existing conditions and compare them against the preferred alternative. The noise study will evaluate if noise abatement (like noise walls) is feasible and reasonable.



We'll take your feedback, update the preliminary corridor design, and publish the draft EA document late this year or in early 2027 for your further review and feedback.



Scan with your
smartphone

Study results and other project documents
will be available on the project website.



Glenn Highway
Arctic Avenue to
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WHAT HAVE WE LEARNED?

A four-lane divided highway meets the draft project purpose and need.



Safety and Traffic Modeling

We have conducted safety analysis and traffic modeling as a basis for the project needs and design recommendations. Using the results, the team has evaluated a variety of lane configurations, design variations, and speed limit adjustments as ways to improve capacity and safety within the corridor.



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Based on the results of the traffic and speed limit studies, DOT&PF is proposing:

- » Increasing the total number of lanes from 3 to 4 (2 lanes in each direction)
- » Adding a median between northbound and southbound lanes
- » Reducing access points onto the Glenn Highway
- » Evaluating frontage roads for local access to areas adjacent to the highway
- » Decreasing the speed limit to 45 mph (from 55 mph) between West Albrecht Avenue and Palmer-Fishhook Road
- » Adding a pathway along the Glenn Highway
- » Evaluating intersection improvements at Palmer-Fishhook Road
- » Adding a southbound left-turn-lane at Arctic Avenue

Other corridor improvements such as a two-way, left-turn lane and reconfiguring the three-lane section were considered but not evaluated because of technical concerns with grade and the lack of coinciding access points on both sides of the highway. These alternatives did not meet the draft purpose and need for the project.

WHAT HAPPENS IF WE DO NOTHING?



The No-Build Alternative

A No-Build Alternative is a required part of the EA. It serves as a baseline for comparison and helps evaluate the extent of potential project impacts. Under the No Action Alternative, no changes or roadway improvements would occur other than basic maintenance.

Under this scenario, the roadway's ability to meet traffic demand fails and delays at intersections increase significantly. No new pedestrian amenities or other safety improvements would be constructed.

Likely Conclusion

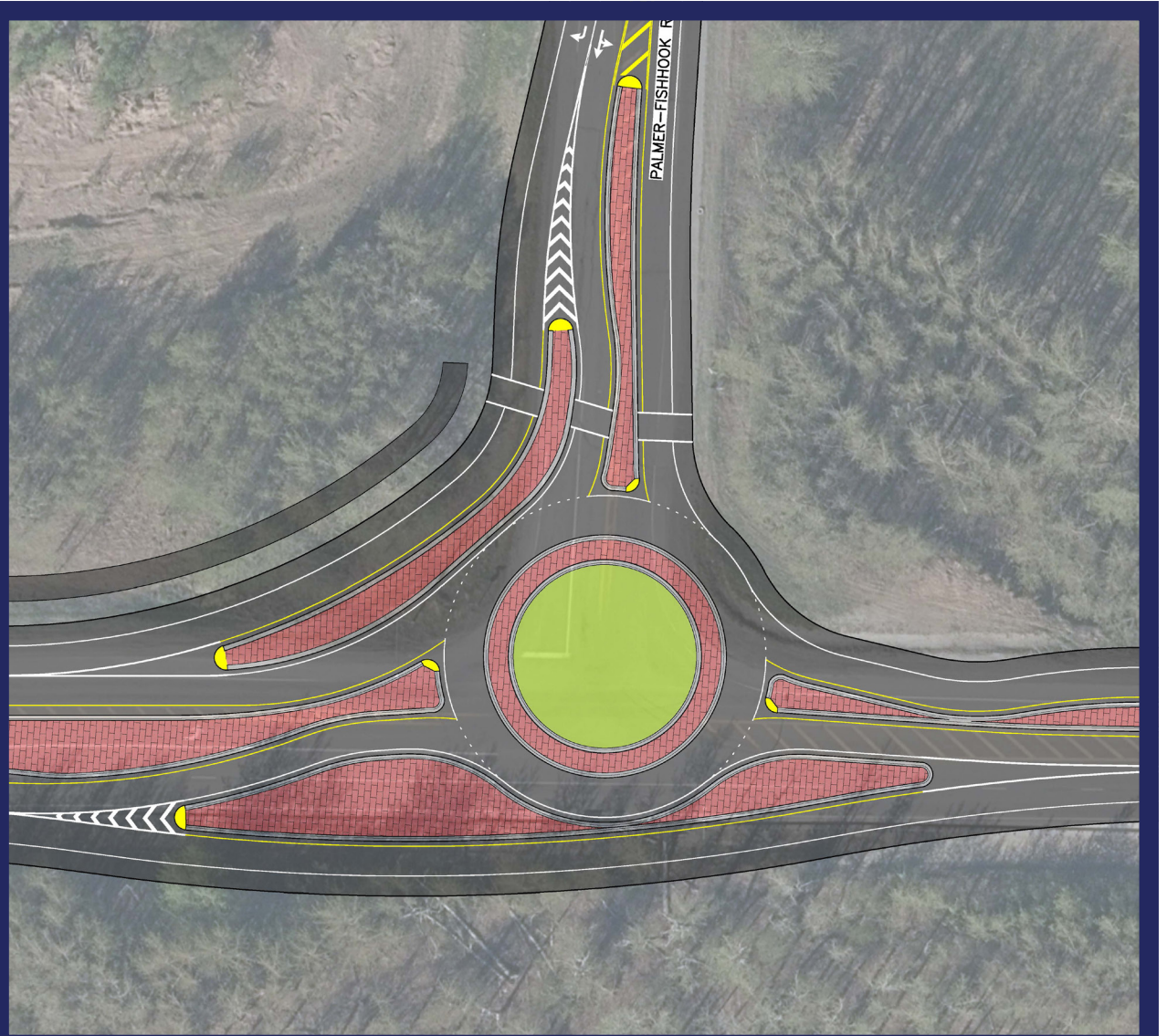
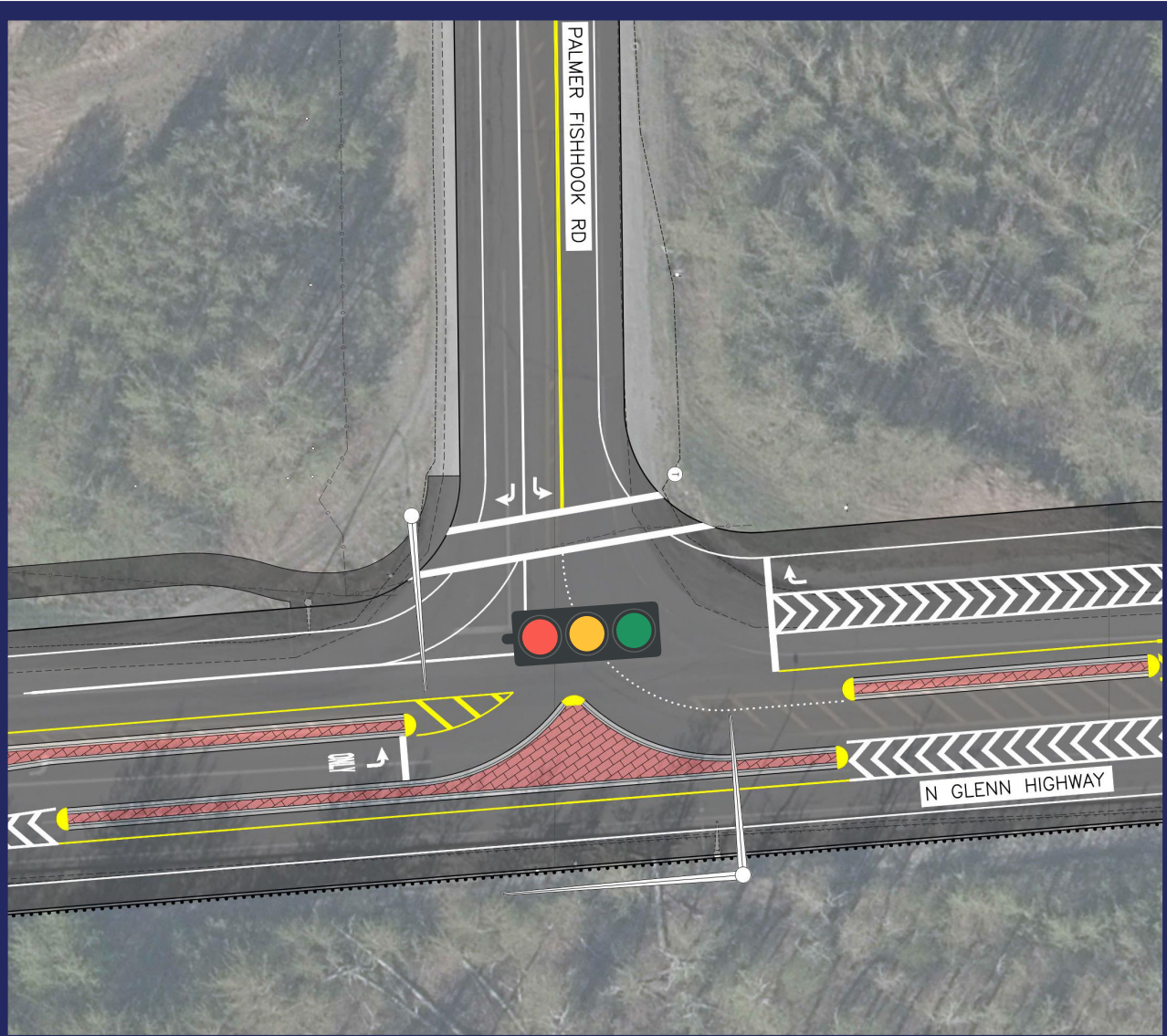
A No-Build Alternative would not meet the proposed purpose and need for the project or meet project goals for safety and access.

PROJECT OPPORTUNITY 1: PALMER-FISHHOOK ROAD INTERSECTION

Opportunities

We looked at three opportunities for improving this intersection. The chart shows the relative performance of the three intersection design styles.

✓ = Good ↑ = Better ★ = Best



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Considerations	Standard Signalized T	Signalized Continuous Green T	Roundabout
Traffic flow of the Glenn Highway	Stops all Glenn traffic at signal ✓	Allows northbound Glenn traffic to not stop ↑	Constant flow in low- to mid-traffic volumes ★
Reduces crash severity	Reduces overall crashes ✓	Reduces conflict points compared to traditional signal ↑	Reduces high speed crashes ★
Traffic flow of Palmer-Fishhook Road	Signal reduces wait time for left turns ↑	Stops Palmer-Fishhook traffic at signal ↑	Constant flow in low- to mid-traffic volumes ★
ROW Impacts	Smallest footprint, some ROW acquisitions ★	Slightly larger footprint, some ROW acquisitions ★	Largest footprint, ROW acquisitions needed ✓
Pedestrian Safety	Signalized crossing of Palmer-Fishhook ★	Signalized crossing of Palmer-Fishhook Road ★	Multi-stage unsignalized crossing of Palmer -Fishhook Road, with lower average intersection vehicle speeds ↑
Maintenance Costs	Long-term signal cost; typical seasonal plowing effort ✓	Long-term signal cost; additional seasonal plowing effort ✓	Additional seasonal plowing effort, with potential snow storage in the medians ★

Current Conditions

The northbound left turn from the Glenn Highway onto Palmer-Fishhook Road is the only left turn lane from the highway within the corridor.

Constraints

- » Steep bluff along the Matanuska River
- » Current posting speed of 55 mph
- » Sight lines at the intersection

What do you think would work best, and why? Are there other things we should consider?



PROJECT OPPORTUNITY 2: ARCTIC AVENUE INTERSECTION

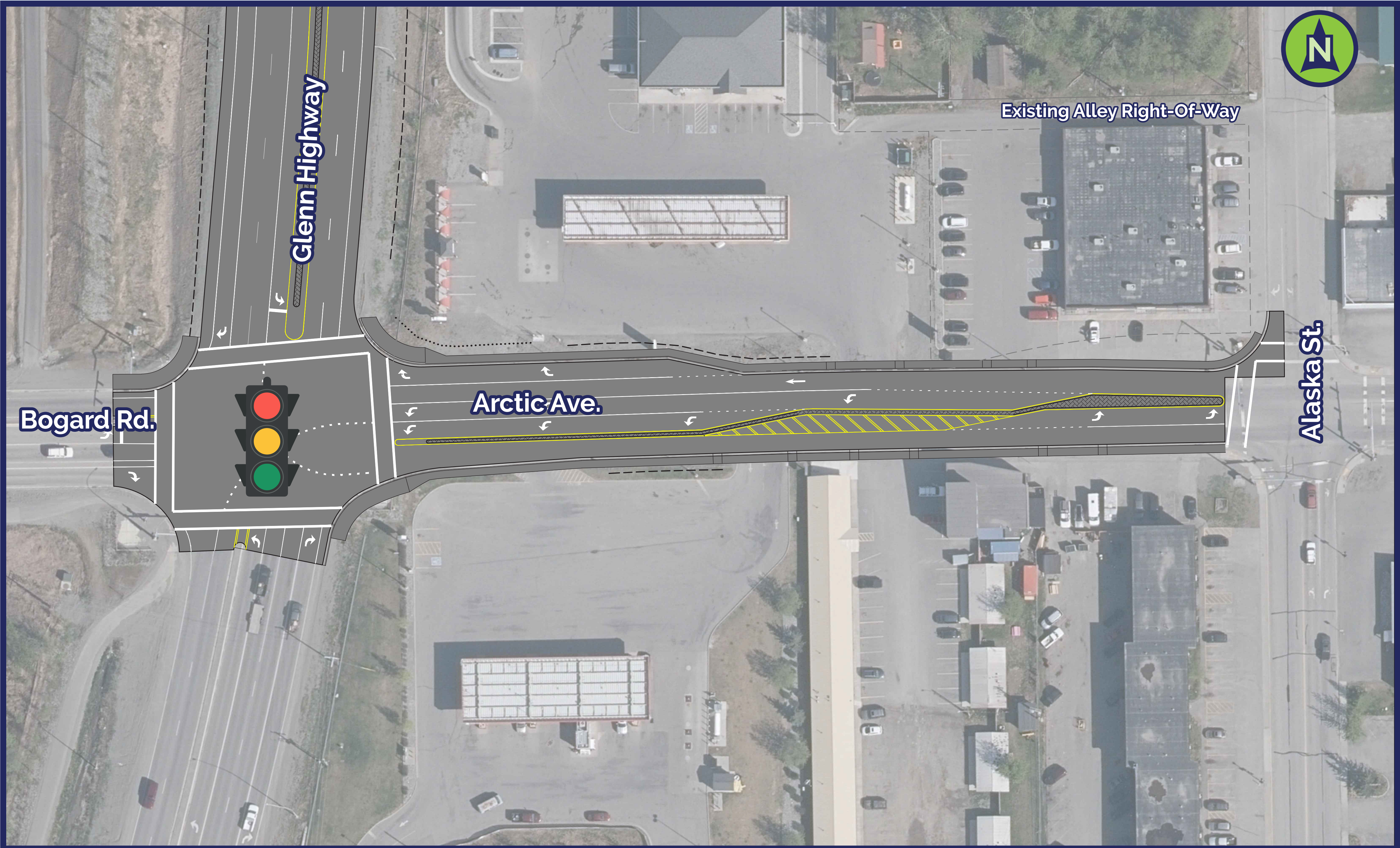
Current Conditions

The signalized intersection at the Glenn Highway and Arctic Avenue/ Bogard Road has both right- and left-turn lanes for both northbound and southbound traffic.

Opportunities

DOT&PF, in coordination with the City of Palmer, is considering rebuilding Arctic Avenue between Alaska Street and the Glenn Highway to add new left and right turn lanes westbound to improve the signal efficiency and a center median to reduce turning delays onto the highway and reduce conflicts on Arctic Avenue.

Rebuilding Arctic Avenue would likely require widening Alley Way to maintain business access on the north side. Crossing the Glenn Highway would take longer for pedestrians because there are additional lanes to cross.



How well do you think these changes would work for businesses? Pedestrians? Drivers?

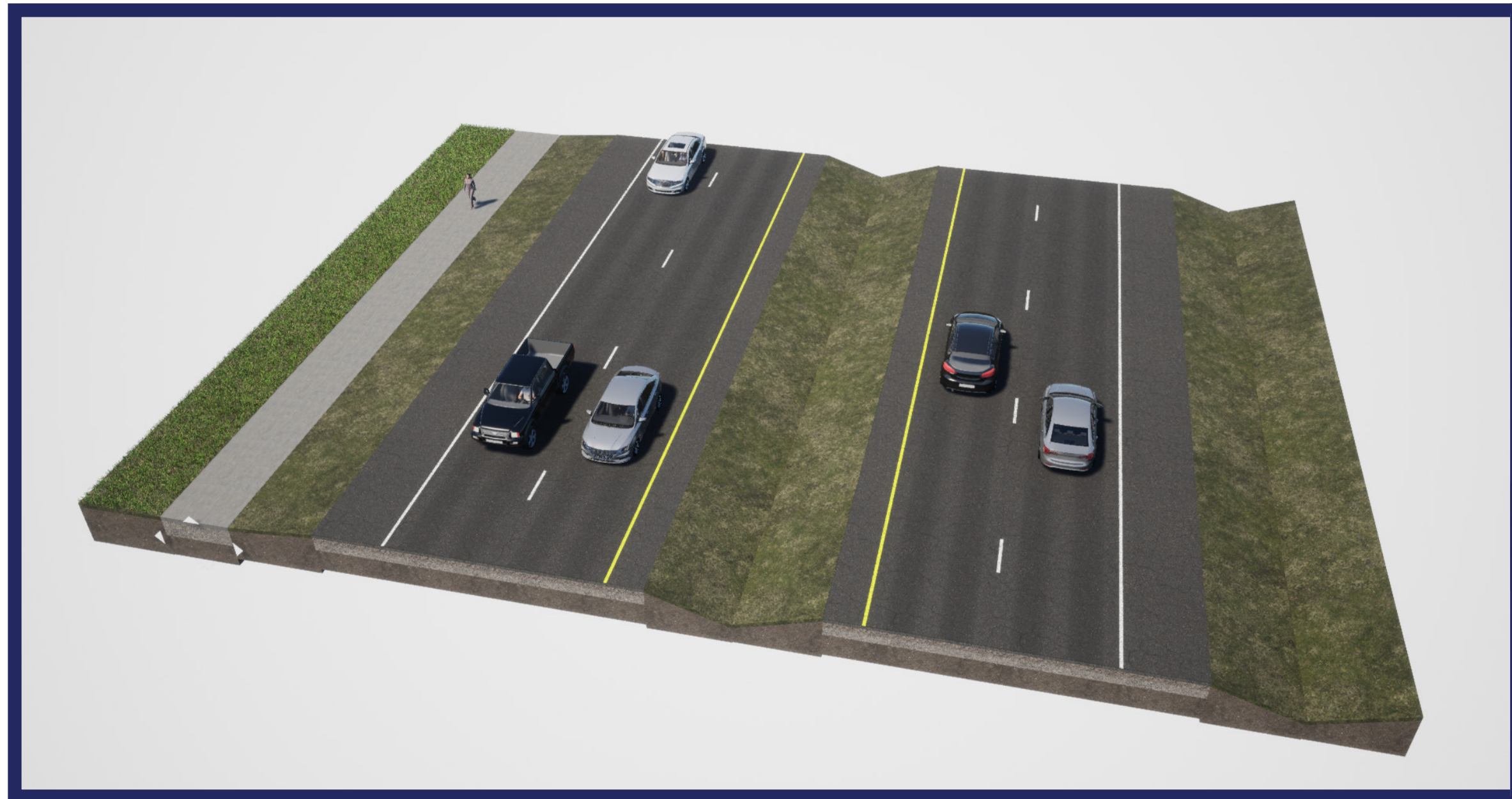
PROJECT OPPORTUNITY 3: NORTHBOUND & SOUTHBOUND LANE SEPARATION

Current Conditions

The current corridor has two northbound lanes and one southbound lane. The configuration does not provide separation of opposing traffic and space to wait to turn left from the Glenn Highway onto side streets.

Constraints

- » Historic properties
- » Built environment along the highway



**Grass/Vegetative Median
with Turn Lanes**



**Raised Median
with Turn Lanes**



**Median
Barrier**

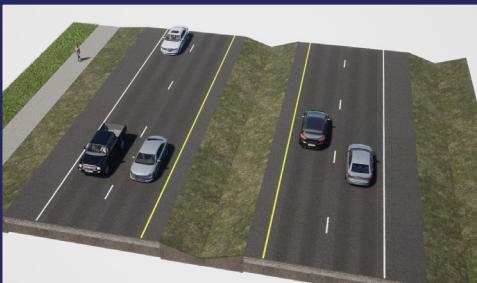
Opportunities

The proposed improvements would have two lanes northbound and two lanes southbound, with space in between for a raised median or barrier between Palmer-Fishhook and Arctic Avenue.

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What version do you think would work best? Why?

PROJECT OPPORTUNITY 3: NORTHBOUND & SOUTHBOUND LANE SEPARATION

Considerations	Grass/Vegetative Median with Turn Lanes 	Raised Median with Turn Lanes 	Median Barrier 
Glenn Highway vehicle safety	Reduces conflicts★	Reduces conflicts★	Improved – No crossing conflicts, but can have a “rebounding” effect★
Increases current roadway footprint	Yes – more than the raised median and median barrier✓	Yes – more than the median barrier↑	Yes – adds width for inside shoulder and barrier★
Maintenance needs	Increased plowing needs for turn-lanes but potential snow storage in median.★	Increased plowing needs for turn-lanes↑	Reduced maintenance footprint✓
Access	Moderate access control – left and right turns allowed at consolidated locations↑	Moderate access control – left and right turns allowed at consolidated locations↑	Higher access control – prohibits left-turns, with right turns allowed at consolidated locations.✓
Accommodates left turns (approximately every half mile)	Yes★	Yes★	No – will increase the out of direction travel✓
ROW Impacts	Largest footprint, ROW acquisitions required✓	Slightly smaller footprint, ROW acquisitions needed✓	Smallest footprint, ROW acquisitions require↑
Wildlife	Animals can cross★	Animals can cross★	Barrier may discourage animal crossings✓
Pedestrian Safety	No planned Highway crossings outside of signals and grade separations↑	No planned Highway crossings outside of signals and grade separations↑	No planned Highway crossings outside of signals and grade separations. Barrier will prohibit uncontrolled pedestrian crossings.↑
Emergency Access	Left and right turns allowed at planned locations★	Left and right turns allowed at planned locations★	Right turns allowed at planned locations. Left and U turns limited without breaks in barrier.↑
Business Access	Left access at selected side streets; right-in, right-out available.↑	Left access at selected side streets; right-in, right-out available.↑	Right-in, right-out only✓

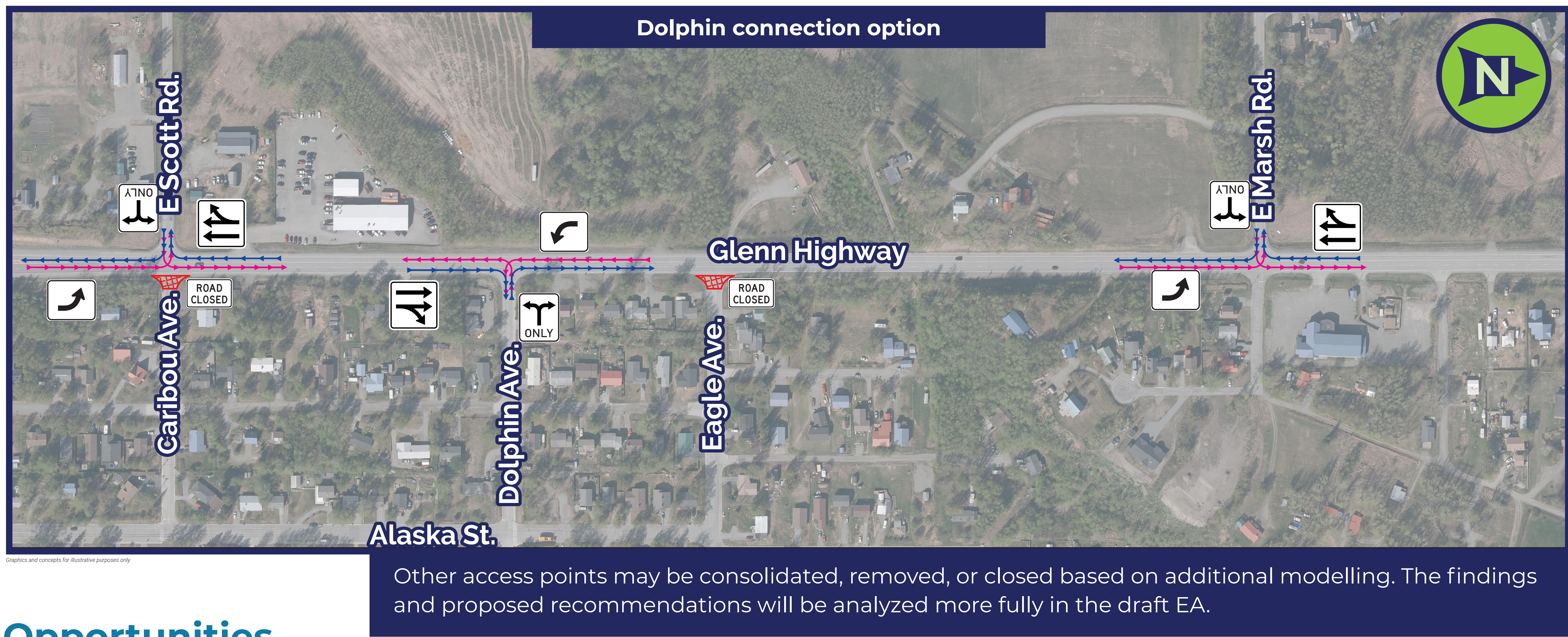
PROJECT OPPORTUNITY 4: GLENN HIGHWAY ACCESS CHANGES – EAGLE, DOLPHIN, CARIBOU

Current Conditions

The section of the project between Bogard Road and Marsh Road has a lot of access points to/from the Glenn Highway. These access points, including driveways and roadways, do not currently meet intersection spacing recommendations, increase potential conflict points, and create unsafe conditions. Some intersections also have sight distance issues, forcing vehicles to creep onto the highway to see oncoming traffic before making a turn.

Constraints

- » Built environment – homes and businesses
- » Glenn Highway Grade (Bailey Hill)



What would happen if road access from the east side of the Glenn Highway in the area shown was consolidated to a single street?

What benefits do you think it would have to local residents?
What challenges?

Opportunities

By reducing the number of access points, the project lowers potential conflict areas and improves overall safety along the Glenn. DOT&PF looked at options for reducing access by closing two local roads. This aligns with the purpose and need and will improve safety. It also helps create more predictable, efficient traffic patterns within the neighborhood. Closing Eagle and Caribou streets and providing access via Dolphin Street is the best engineering opportunity to provide operational and safety improvements.

PROJECT OPPORTUNITY 4: GLENN HIGHWAY ACCESS CHANGES – EAGLE, DOLPHIN, CARIBOU

Evaluation Criteria

To accomplish this goal the project is using the following evaluation criteria and is soliciting public input.

✓ = Good ⬆ = Better ★ = Best

Considerations	Keep Caribou Avenue Open	Keep Dolphin Avenue Open	Keep Eagle Avenue Open
Glenn Highway Intersection Spacing & Safety	Left-turn movements conflict with Scott Road ✓	Provides the optimal intersection spacing along the Glenn Hwy ★	Spacing restricts the available left-turn lane capacity (storage length) for Marsh Road ✓
Exiting the Neighborhood (Left turn southbound onto Glenn Hwy)	Better sight distance, flat intersection slopes ⬆	Best sight distance, flat intersection slopes ★	Limited sight distance, steep intersection slopes ✓
Entering the Neighborhood (Left turn southbound from the Glenn Hwy)	Good sight distance and a flatter approach grade for slowing and turning ★	Good sight distance and a moderate approach grade for slowing and turning ★	Poorest sight distance and steepest approach/intersection grade, making slowing and turning more challenging ✓
Flattening the Glenn Highway (Bailey Hill) to improve sight distance at Marsh Rd.	Allows flattening with disconnection of Eagle Avenue ★	Allows flattening with disconnection of Eagle Avenue ★	Limits flattening due to existing steep approach grade on Eagle Avenue ✓
Left turn North onto the Glenn Hwy from Marsh Rd.	Improves sight distance and driver reaction time ★	Improves sight distance and driver reaction time ★	Minimal sight distance improvements over existing conditions ✓
Neighborhood traffic pattern	Longer redirect of existing neighborhood traffic flows ✓	Shortest redirect of existing neighborhood traffic flows ⬆	Preserves predominate existing traffic patterns and connection to North Valley Way ★
Local roadway improvements	May require improvements ⬆	May require improvements ⬆	Widening on the Glenn Highway will create steep, challenging tie-ins on Eagle ✓

PROJECT OPPORTUNITY 5: NON-MOTORIZED PATHWAY

Current Conditions

There are currently no pedestrian facilities along the Glenn Highway between Arctic Avenue and Fishhook Road.

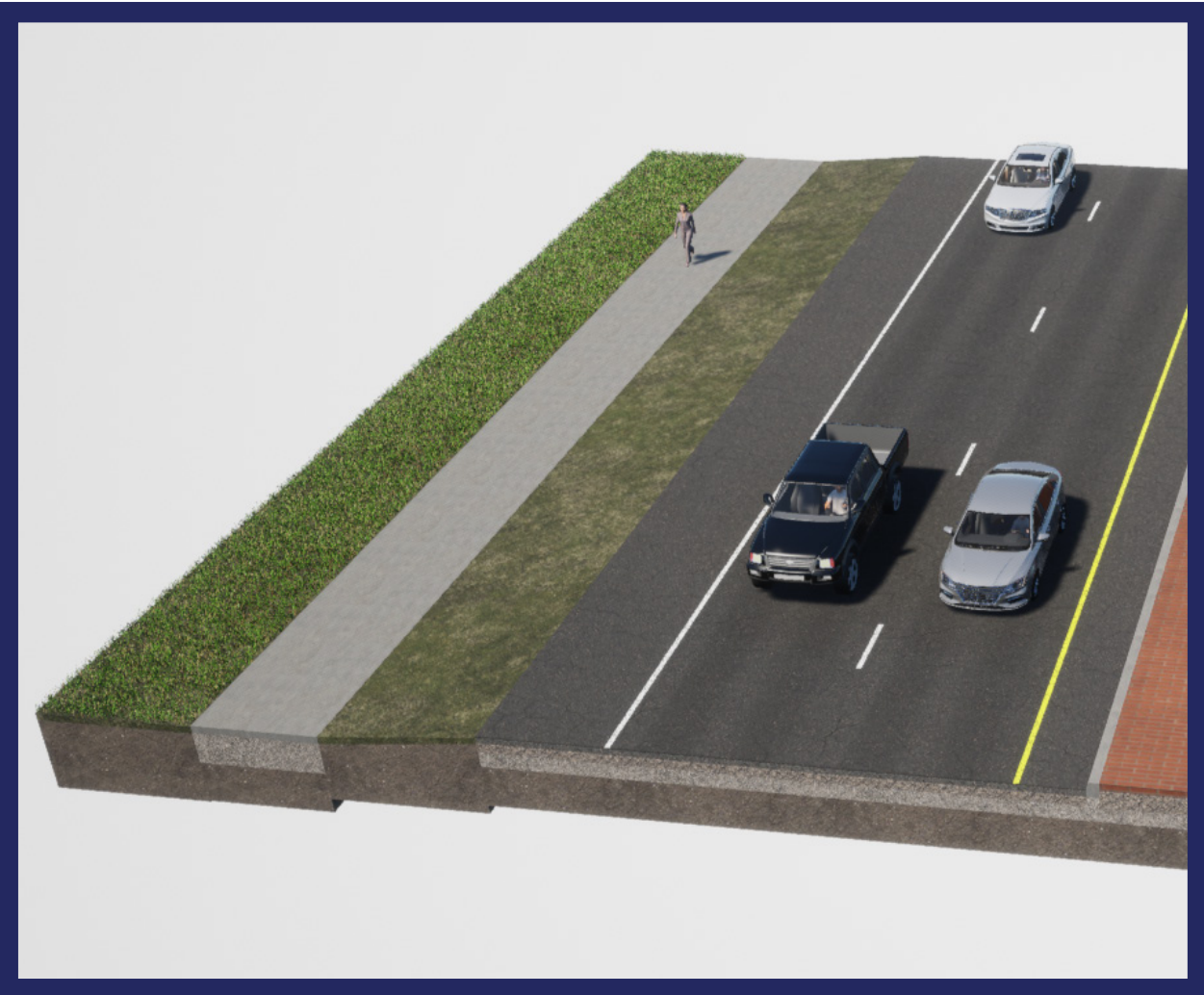
Constraints

- » Topography
- » Right-of-way

Opportunities

One of the project’s goals is to improve access and mobility for non-motorized users like walkers and bikers. A new pathway could be constructed on either side of the highway ending at the southwest corner of the Palmer-Fishhook intersection to connect to a future pathway project along Palmer-Fishhook Road.

✓ = Good ⬆ = Better ★ = Best



West Side	Considerations	East Side
Yes ★	Connects to existing pathway on Bogard Road	Yes – but must cross the Glenn Highway ⬆
No ★	Requires new grade-separated crossing to connect to future Palmer-Fishhook Road pathway	Yes ✓
Yes - fewer ⬆	ROW impacts	Yes - more ROW needed for grade separated crossing ✓
Yes – lower ⬆	Maintenance	Yes – higher ✓



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What are the benefits or challenges associated with locating the pathway on one side of the road or the other?

PROJECT OPPORTUNITY 6: CHANGES TO THE SPEED LIMIT

Current Conditions

The speed limit on the Glenn Highway between Arctic Avenue and Marsh is 45 mph and increases to 55 mph north of Marsh. The area is a mix of commercial and residential development and has multiple road and driveway access points.



Opportunities

Reducing the speed limit to the Palmer Fishhook intersection would reduce stopping distance requirements, meet the City of Palmer's desire to improve community connectivity, and better fit the area's more urban environment. Reducing the speed limit will also accommodate a roundabout at the Palmer-Fishhook Road.



DOT&PF will coordinate with the City of Palmer and local community councils to make a final recommendation on changes to the speed limit.
What are your thoughts on reducing the speed? Net positive or net negative?

FUTURE CONSIDERATIONS: RIGHT-OF-WAY (ROW)

ROW is the strip of land reserved for transportation improvements. Depending on the alternative and design variants, some additional ROW will be needed for the project – but we don't know where or how much quite yet.

We'll have a better idea of potential ROW requirements by our next public meeting. Once we have a better understanding of the project's potential footprint, DOT&PF ROW specialists will work directly with property owners under requirements outlined in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 to negotiate potential easements or acquisitions based on appraised property.



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**Alaska
Department of
Transportation
and
Public Facilities**

Alaska Right-of-Way Manual

February 2026



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Current ROW width varies along the project corridor from 110 feet to 140 feet with isolated segments exceeding 140 feet.

**Do you own property along the corridor?
We'd like to get to know more about your interests and concerns.**

?



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



Glenn Highway
Arctic Avenue to
Palmer-Fishhook

CONTACT US



We'd like to hear from you!

As part of the EA process, we want to know:

- » Do the Purpose and Need statements capture the issues correctly?
- » Are there any issues, needs, or opportunities we haven't considered?
- » Are there other opportunities to improve safety?
- » What other screening criteria should be used to evaluate the variants?
- » What do you like, or not like about the design variants?



Call:
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Email:
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Website:
GlennArctic2PalmerFishhook.com



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While your comments and questions are welcome at any time, comments on the draft **Purpose and Need Statement** and project variants would be most welcome through **July 3, 2026**.

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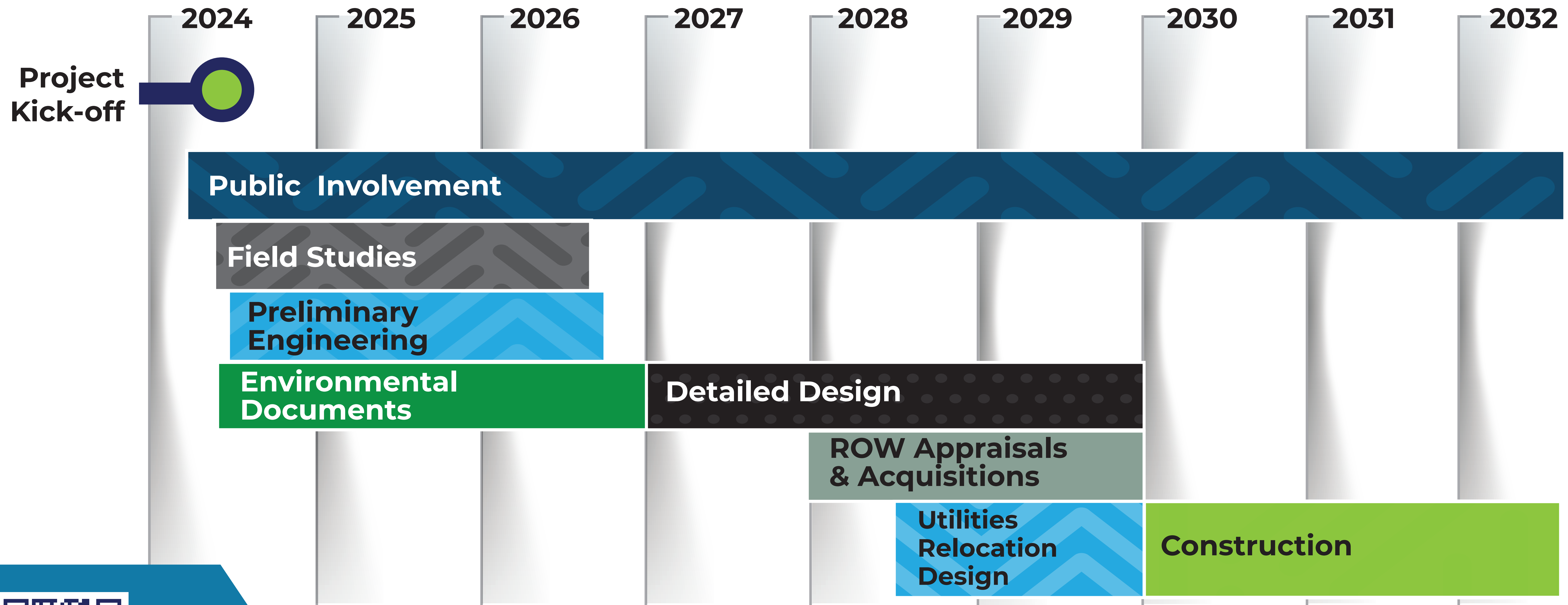


Glenn Highway
Arctic Avenue to
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TIMELINE

What's next?

This project requires an Environmental Assessment (EA) document for the National Environmental Policy Act (NEPA) process, and the EA plays a key role in next steps. A draft EA, including a no action alternative and a proposed design alternative, will be available for public comment feedback later this year or in early 2027.



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Sign up for our mailing list to stay in the loop!

Dates are subject to change.