



GLENN HIGHWAY & HILAND ROAD INTERCHANGE IMPROVEMENTS PROJECT PUBLIC OPEN HOUSE NO. 1

January 23, 2025, 5:00-7:00 p.m.

Eagle River Town Center Community Room

12001 Business Blvd #170, Eagle River, AK

Open House Summary

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) held the first public open house on Thursday, January 23, 2025, from 5:00 to 7:00 p.m. at the Eagle River Town Center Community Room in Eagle River, Alaska.

Public notice for this event was sent via email and mailed postcard to 5,517 project stakeholders, published twice in the Anchorage Daily Newspaper, and posted to the Anchorage Metropolitan Area Transportation Solutions (AMATS) calendar, DOT&PF Facebook page, and State of Alaska Online Public Notice site.

A pre-recorded presentation was played at the beginning of the meeting, with the rest of the time dedicated to an open-house style format. Attendees signed in and received a fact sheet about the project. The open house featured 17 boards displaying project information and alternatives, a computer monitor playing a traffic animation loop demonstrating traffic circulation for varying vehicle movements for an alternative, and a roll plot of the project area. Project team members were available to answer questions and discuss the project. Participants were invited to leave comments on the roll plot. Comment sheets were also provided for attendees to provide written comments.

This open house drew approximately 56 attendees, including nine members of the project team and one Anchorage Assemblymember. Eleven attendees left written comments and one emailed a comment following the open house.

Comments and Questions Summary

Following is a summary of comments received at this open house in the form of written comment forms, comments noted on roll plots, and emails received following the meeting.

Glenn Highway and Hiland Road Interchange Traffic Conditions

- A suggested cause of the congestion in this corridor is drivers merging too early or too late into the westbound turning lane on Eagle River Loop Road to the southbound Glenn



Highway on-ramp. This commenter proposed that this could be solved by a phased implementation of signage, increased turning lanes, and widening and lengthening the southbound Glenn Highway on-ramp.

- Comment that AMATS estimate of 1% growth applies to Anchorage only and does not represent Chugiak and Eagle River. This comment is not consistent with information presented or developed by the project team in the draft Traffic Analysis Report.
- Concern that by increasing capacity over the bridge and left turn congestion issues will move to the southbound on-ramp merge and Fort Richardson exit off the Glenn Highway.

Divergabout Alternative

- Support for the divergabout.
- Concerns the divergabout will not relieve traffic congestion soon enough due to the long-projected timeline until construction is complete.
- The divergabout may take time for drivers to learn to navigate it.
- Support for the divergabout over other alternatives to increase vehicle capacity and move traffic.
- Comments to consider when designing a divergabout, including eastbound/westbound queuing lengths at roundabouts, which may impede northbound/southbound traffic.
- Concern that, despite divergabout success in other locations, a divergabout in this location may be too confusing for residents and visitors to the area.

Dual Loop Alternative

- Support for the dual loop alternative which provides more protection for non-motorized users.

Project Area

- Suggestion to extend the southbound on-ramp to allow for smoother merging on the Glenn Highway.
- Suggestion to signalize the intersection at VFW Road and Eagle River Loop Road.
- Comment about the importance of coordination between this and other projects in the area, like the MOA Landfill entrance project.

Other Areas

- Suggestion to signalize the intersection at VFW Road and Eagle River Road.
- Suggestions to prioritize the Artillery [Interchange] Road project.
- Request to restrict eastbound left turns to turn on a green ball only (westbound red light) and not allow yield eastbound left turns (during westbound green) at the Wolf Den Drive and Eagle River Loop Road intersection.
- Suggestion to allow northbound traffic on Eagle View Drive to the Artillery Interchange, or the southbound frontage road west of the Glenn Highway.
- Comment that barriers are needed along VFW Road to protect bicyclists and pedestrians.



- Suggestion to replace the signalized intersection with a roundabout at the Eagle River Loop Road, Hiland Road, and Wolf Den Drive intersection.
- Suggestion to add an eastbound right-turn auxiliary lane at the Eagle River Loop Road and Hiland Road intersection so eastbound through movements don't block the ability for Hiland Road bound travelers from making the turn at a red light.
- Suggestion to add advanced warning signage along Eagle River Loop Road before the intersection with Wolf Den Drive and Hiland Road about an upcoming traffic signal.
- Suggestion to reduce the speed limit along Eagle River Loop Road to 35 miles per hours (MPH).

Other Comments

- Requests to view the pre-recorded presentation and ability share it with other interested individuals. The project team shared this recording is available on the project website.
- Offer to estimate costs associated with Matanuska Electric Association (MEA) transmission line relocations.