

Roadshow No. 1

Glennallen Community Center, Glennallen, Alaska

Wednesday, May 24, 2023 | 5:30 – 7:00 p.m.

On Wednesday, May 24, 2023, approximately 47 community members and five project team members attended an open house hosted by the Department of Transportation and Public Facilities (DOT&PF) at the Glennallen Community Center. This open house occurred days following massive flooding due to Alaska's spring break up season.

The concerns expressed by community members reflected heavily on the conditions that they were facing at the time, including reflection of the concerns the community has faced throughout the years since the current Interior Alaska Transportation Plan was written in 2010. These concerns can be categorized as flooding, safety, maintenance and operations, non-motorized transportation, the land use at the intersection of the Glenn Highway/Richardson Highway ("The Hub"), and additional questions for Alaska DOT&PF.

Although the summary below features concerns and suggestions brought up by community members, some comments were made praising the current conditions, expressing appreciation for walking and bicycling trails through the community, and responsiveness of DOT&PF Maintenance and Operations (M&O).

Flooding

- The reduction of size or removal of culverts along the Richardson and Glenn Highways.
- Improper identification of the source of springtime flooding, due to research by hydrologists being conducted during the off season.
- Discontinuation of the 4-year dredging of Moose Creek has resulted in a buildup of silt and elevation of the creek bed.
- One compromised culvert has a sewage line on top, for a town where most do not have sewage, flooding has resulted in contaminated water.
- Lack of emergency preparedness and management.
- Flooding impacts those in the community that depend on subsistence practices such as fishing.
- Public facilities such as electric and education being located close to a creek prone to flooding.
- Reengineer culverts to be able to handle current and projected conditions.
- There is a road constructed from riprap through Keystone Canyon down to Valdez, this design does not experience wash out even though the area experiences frequent flooding. Suggested by community members that using riprap or enduements could help.
- Build a dyke to protect Glennallen.

- Additional drainage at Trooper Creek using culverts.

Safety

- Areas identified as impacted by sloughing:
 - Simpson Hill, situated off mile point (MP) 112 of Richardson Highway, has been identified as impacting Copperville, Tazlina, and Copper Center.
 - Brenner Creek Road, off Richardson Highway, south of Klutina River at Klutina Lake near Copper Center.
- Large rocks located by the library have the potential to cause an accident.
- North side of Meiers Lake, MP 170 of Richardson Highway, blind corner has resulted in many accidents including fatalities.
- Glenn Highway has had many accidents resulting in fatalities.
- Width of the roads and lack of shoulders is a concern. There are not many places to pull over for safety or to park to access any recreation opportunities.
- Reduce speed limit for safety.
- Addition of rumble strips where speeds are known to reduce unexpectedly.
- Need for collaboration in emergency planning as fire, EMS, and additional services – all the local services in the area are volunteer.

Non-Motorized Transportation

- Concern with vehicles using marked bicycle lanes to pass on right.
- Lack of protection for bicycle lane users - the current bicycle lane is directly adjacent to the roadway without physical or vertical separation.
- Lack of crosswalks.
- No snow removal for non-motorized facilities in the winter.
- Additional identification and signage of bike lanes and crosswalks.
- Protections put in place for active transportation users.
- Additional active transportation facilities for the area, potential to connect areas of town by trail.

The Hub of Alaska

One area of concern mentioned throughout the open house was the business often referred to as “The Hub.” This is the junction of milepost (MP) 189 of the Glenn Highway and MP 115 of the Richardson Highway. The Hub is a gas station, convenience store, and gift shop with uncontrolled entrances and exits.

- High speeds.
- Abrupt stopping.

- Issues are exacerbated during the summer months due to cruise line and additional tourist traffic
- Addition of rumble strips to prepare drivers for abrupt stopping.
- Addition of turn lanes.
- Addition of crosswalks.
- Reduction of speed limit.
- Add controlled entrances and exits.

Maintenance and Conditions

- Culvert maintenance.
- Community feeling unheard when asking for assistance with maintenance when specifically related to culverts and snow removal.
- Potential harmful impacts to bridges due continued use and the potential use of bridges by semi-trucks hauling ore in the future.
- Lack of access to facilities year-round.
- Placing a focus on maintaining the current conditions of existing facilities, rather than investing in new facilities.
- Create a maintenance plan for new projects.
- Look into having the official DOT&PF rest areas open year-round.

Additional Questions for DOT&PF

- What can be done as a community to influence the State Transportation Improvement Plan (STIP) to address community concerns such as flooding?
- How does the permitting process work? It seems that one day something cannot be done because of permitting but the next day once water went down culverts were being placed without an issue. Was this due to permitting or something else?
- Is there a plan to reroute the road near Simpson Hill at MP 112 of Richardson Highway where there is sluffing?
- Are there any assistance programs or any considerations for a grant program for individuals who put in their own roads or culverts that result in the increase of property value?
- At MP 183, Moose Way, Tazlina NW Subdivision, the land has multiple owners, and the road is marked as a state road, can you identify the owner of the road?
- At MP 186.5, which has been called both Old Dump Road and Memory Lane. This road has a culvert, accesses Ahtna land, a sewer area, and houses, can you identify the owner of the road?
- Tok has been able to get paved roads in their subdivisions and receive maintenance from DOT&PF M&O, how do we do that here in Glennallen?
- Who owns Snowshoe Drive? The Regional Planning Organization (RPO) would like to have a dyke put on it.



- What considerations have been made for tribal members, such as the Ahtna people?
- Why is there a larger focus on the Parks Highway than the Richardson Highway?