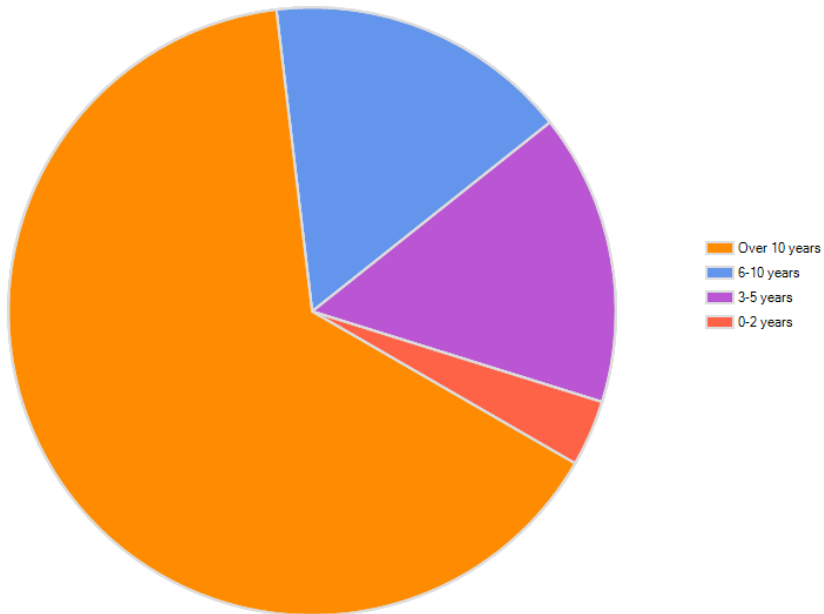


Eagle River Central Business District and Downtown Residential Core Circulation Plan

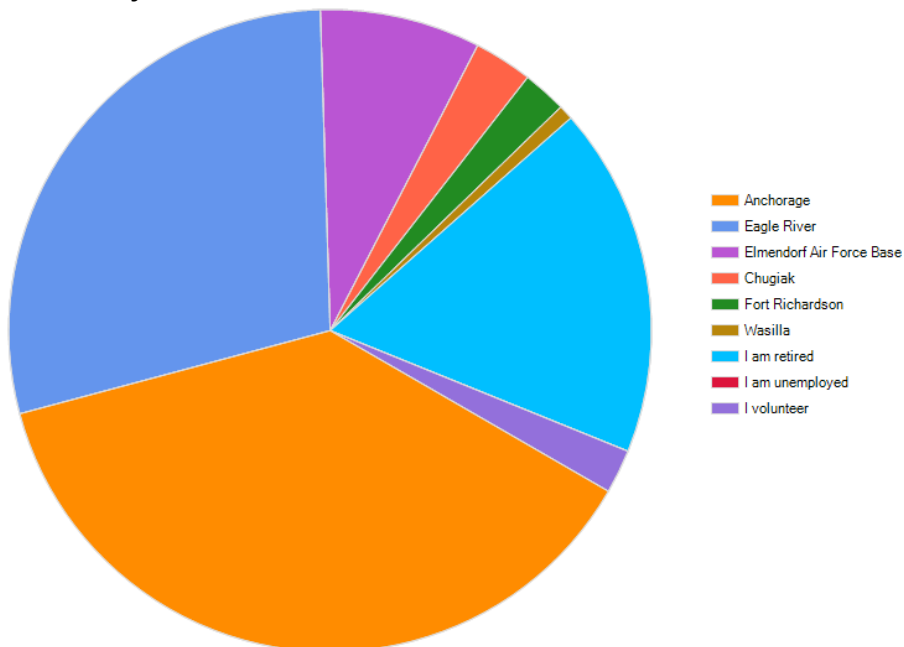
*Summary of survey responses were received between December 8, 2009 and
February 19, 2010.*

Where do you live?

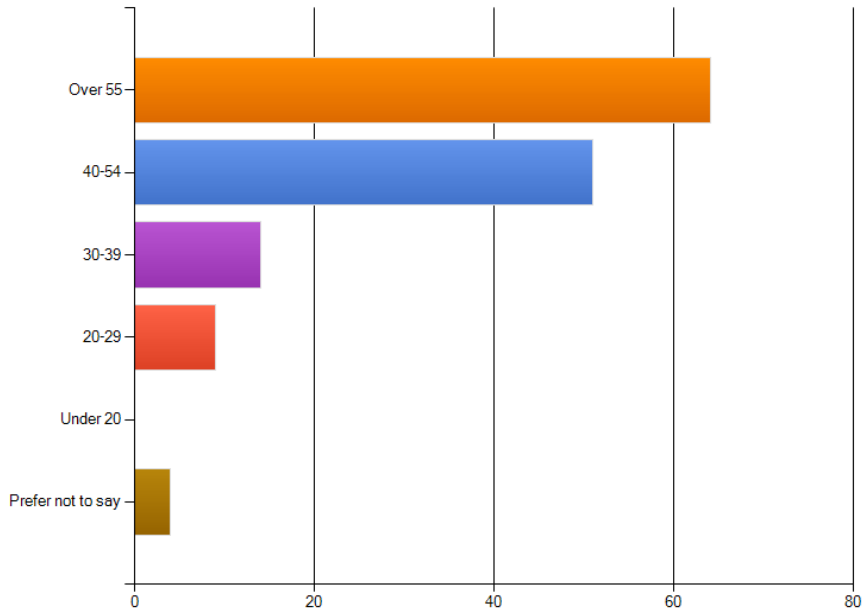
How long have you lived at this location?



Where do you work?



What is your age?



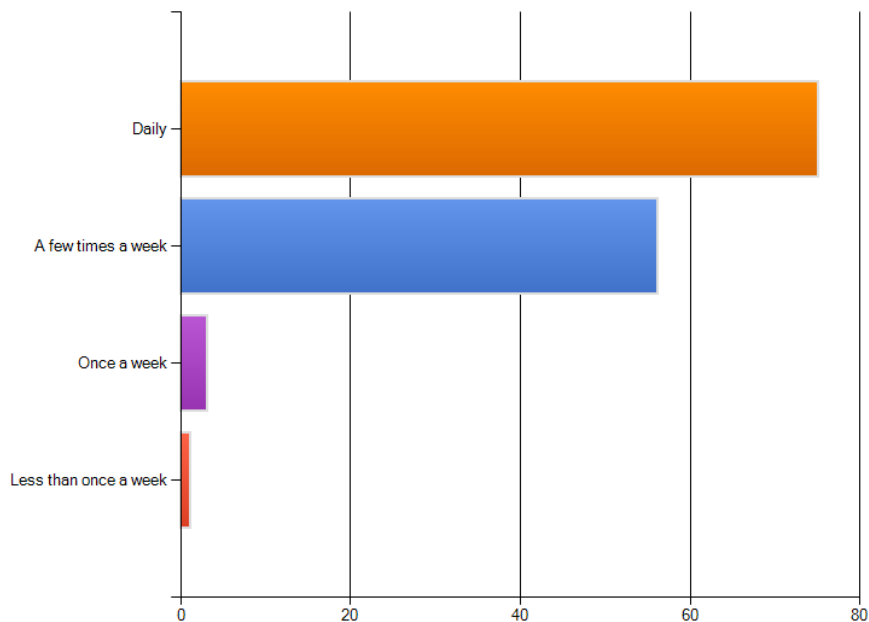
What ethnic group do you identify with most?

96% of the respondents said they identified with Caucasian; followed by 2.4% Hispanic and 0.8% Native American and Pacific Islander.

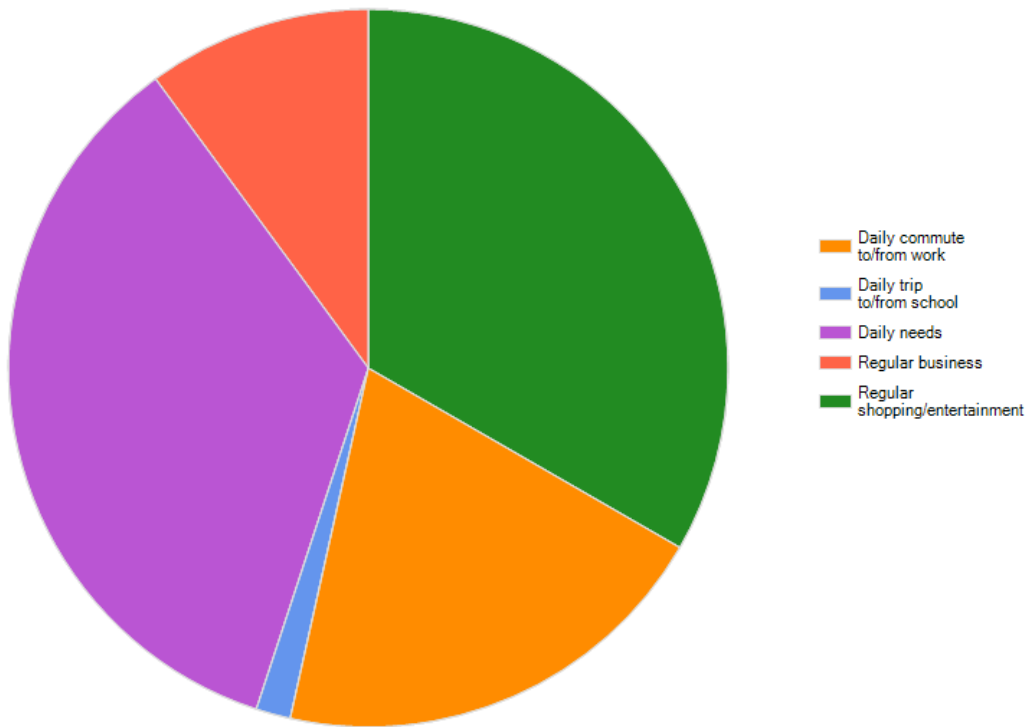
What language(s) do you speak at home?

100% speak English at home. Some households also spoke French, German, Inupiat, Spanish, Tagalog and Yupik.

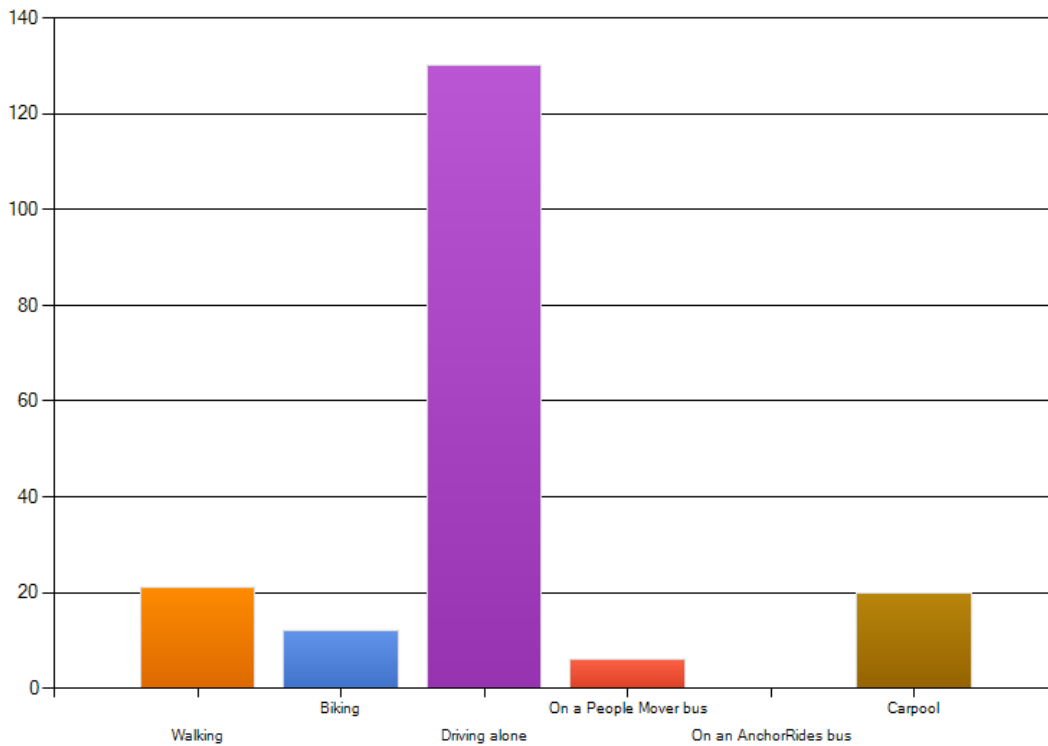
How often are you in downtown Eagle River?



What brings you to or through Downtown Eagle River?



How do you get to downtown Eagle River?



We ask survey respondents to respond to a series of questions that ranked items from 1 (Most Important) to 6 (Least Important). The questions were not fully understood and these responses have been removed from the summary. **The questions ask included: What is missing in downtown Eagle River that would make it a better place? What keeps you from using downtown Eagle River more often? Rate the following transportation issues in downtown Eagle River?**

Issues and Proposed Solutions:

#1 Issue (please note these responses are posted as written by survey respondent)

- Turn by Fred Meyer stoplight (onto Old Glenn from Rachel and Snowmobile)
- Bridge on Glenn slows traffic and it backs up.
- The Eagle River overpass (near Johnson Tire) towards Carrs is the most un-thought out area.
- Access Glenn artillery
- Artillery/ER Road, Glenn Highway interchange
- Intersection at Artillery and Old Glen ER Road coming from the west on Artillery trying to get across traffic to make right turn up ER Road
- Hard to enter Old Glenn near Eagle River Elementary. Lax traffic enforcement, speeding. Driving in suicide lane, rolling stops. Right on red without stopping. Failure to notice pedestrians or cyclists. Drive for 15 seconds in Eagle river and you'll see one or more of these any time of the day. All o these could be greatly reduced by ticketing flagrant violators for a month.
- Being able to navigate during rush hour. 1) old Glenn making left at Eagle River Road light;
- New off ramps from New "Glenn" Highway to Old "Glenn" Highway (south intersection)
- Freeway off ramp at Artillery Road
- Streets don't run parallel int. Old Glenn
- Traffic congestion at the signal light at Business Boulevard (south) and the Old Glenn
- Intersection old Glenn from Monte to turn left during high traffic times.
- South Eagle River interchange
- The number of lights are not adequate for the growth of the town. Traffic is too heavy for safely getting in and out of retail locations
- Rush hour congestion
- Getting on to the Glenn Hwy at S. Eagle River. The current on ramp slows traffic down on the Glenn Hwy terrible.
- design issues at Glenn Hwy. / Eagle River Rd. interchange - total chaos.
- Access onto Glenn Highway from Old Glenn at interchanges
- Turning on/off the old glenn
- Do we really have to have "future growth". Maybe that's the problem - we have maxed out.
- business blvd.south interchange w. Old Glenn light no left turn
- Lack of pedestrian friendly sidewalks and bike paths.

- Interchange from NB Glenn Hwy at Artillery Rod. There are no signs to indicate who has right of way, at rush hour it is a free-for-all, Artillery Rd drivers going to ER Road have to merge and cross 2 lanes of traffic in a short distance
- Difficulty accessing Old Glenn Hwy. during peak traffic hours, especially if you have to turn left (crossing lanes of traffic)
- Eagle River highway exit
- Safety and ingress/egress at Glenn and Artillery Road interchange (Old Glenn) VERY UNSAFE
- The intersection of Cross and Artillery. There is ONE stop sign for traffic approaching from THREE directions: 1)Cross Dr. 2)Parking lot of Johnson Tire 3)Old Artillery Rd.
- Artillery road access- turnaround needed to keep traffic flowing
- traffic getting onto the Glenn Highway from downtown ER and Loop Road
- congestion along OGH between N & S ER exits
- Line up during rush periods at the Eagle River Road Old Glenn Highway light
- traffic safety
- Where Snowmobile Ln and Rachel Ave meet with the Old Glenn Hwy. At this point there is a Left turn lane that gets backed up and then drivers have trouble turning out from Snowmobile Ln and Rachel Ave.
- congestion at left turn onto eagle river rd
- I think the issue is a bit blown out of proportion. Traffic in ER is only heavy during certain hours of the day, like from 2-6, M-F during school year, and mid day on weekends. Even at it's worse, the traffic in ER is no where close to the difficulties that ANC has.To try to correct a non-issue with more lights, or roads will only further hamper traffic flow.
- I would like the divider removed that is at the corner of the Old Glenn and the corner where the Holiday Gas Station across from Taco Bell is located. This is a traffic hazard and seems to serve no purpose other than keeping me from getting into the gas station!
- The main exchange between the Old Glenn and the Glenn Hwy is a dangerous merging situation, both to and from the highway. Visibility is limited, merging lanes are too short (both onto the new Glenn and the area coming off the new Glenn prior to the light at the intersection of the Old Glenn and Eagle River Road.)
- Vehicles turning from or to north bound Old Glenn from or to CC Way cross a double yellow line.
- Too many driveways that enter the old glenn
- Bad dark Eagle River Rd from WalMart into town
- Traffic short-cutting through 12212 Old Glenn Highway at high rates of speed to avoid Old Glenn/Farm Ave intersection.
- The point on the Old Glenn where you have the option to turn on to Rachel Ave., or CC Way.
- A barrier now exists in traffic wishing to go Northbound on the Eagle River Loop Road from Tesoro. This has tremendously increased traffic flow along Horseshoe Loop. The barrier was placed during the construction of summer 2009.

- "The interchange at the South Eagle River entrance.
- Confusing and always wonder who has the right of way when trying to turn left to go to wallmart but have to get over at least one lane when merging. Should have a much better design."
- busses
- Coming from Pizza Man or Johnson tire and wanting to make a right had tuen on to Eagle river Road
- Confusion when turning left from Business Blvd on to the Old Glenn at the Safeway corner when cars are trying to turn left out of the Jitters parking lot.
- Poor layout of main roads (old Glenn and business loop).
- Morning commuters backed up at stop lights.
- Traffic entering/exiting the Glenn Highway from South Eagle River is too slow. Bridges need another lane south bound & North bound.
- Way to much congestion
- Getting off Glenn hwy at eagle river exit
- Go away. You spent way too much money on Eagle River Loop Road. Spend you own money, not mine.
- Improper use of middle turn lane
- Eagle River Exit, specifically the on-ramp to the Glenn Highway between 6:30AM and 8AM Monday through Friday
- People driving to fast and talking on cell phones.
- People who drive over the speed limit
- Pedestrian crossings
- From Anchorage - the exit ramp from the Glenn near Johnson Tires where traffic is coming over the bridge to the left; some of those drivers wanting to get over to the far right lane in order to turn right onto ER Road; I believe it is a 2 lane exit onto the Old Glenn there but the traffic over the bridge has the right of way. This is a dangerous exit.
- Coming off the Glenn Hgw on to Artillery Road, by the church. Cars coming from three different ways converging on the intersection
- Left turns onto/off of the Old Glenn can be very difficult. Frequently come close to head-on collisions with folks coming in opposite direction who want to turn in the turn lane.
- It seem impossible to turn on to the Old Glenn Hwy.
- after work, traffic too busy to busy on the Glenn to consider grocery shopping/gas/other - esp in winter; easier to shop in Anchorage on the way home
- The Glenn HWY Eagle River exit, is very confusing for most people who are not familiar with it. For people coming off the Glenn from Chugiak wanting to make a right hand turn onto Eagle River Road it can be almost impossible at certain times of the day to cross the lanes coming off the Glenn from the Anchorage direction. I avoid this intersection at all cost.
- Drivers using the center turn lane to drive in
- On Eagle River Rd, bottom of the hill at Walmart entry. Drivers DON't always stop pulling out onto Eagle River Rd but "draft" the vehicle ahead of them. I brought this point up as OBJECTION to doing this BEFORE Walmart was built. If

I or my family get injured because of this, I plan to hold MOA and Walmart liable. There was a 3 car wreck there last week.

- The Monte Road/Old Glenn Highway intersection
- Glen Hwy exchange in South Eagle River. Lived here 32 years. Traffic volume could support the crude exchange at this junction except during rush hours. Now almost all day is a "rush" hour.
- pedestrian circulation: not only can walking along the Old Glenn be very unpleasant (esp in winter) but moving between business boulevard and the Old Glenn often demands a large walking detour, or driving.
- Getting on the old Glenn from business along the Glenn during heavy traffic times
- turning left onto the old glenn from the street behind taco bell is the #1 most dangerous spot in eagle river
- Poor interchange coming of the Glenn HWY, where you have the red light with traffic coming from HWY and Johnson tire, and from across the overpass.
- Turn left signal light at North Eagle River & Old Glenn Highway
- merging traffic on ramp where Glenn Highway exits onto Old Glenn Highway (near Key Bank Building)
- "I cannot beleive that anyone with common sense approved the entrance/exit into AK USA Federal Credit Union...with vehicles heading South and turning left into AK USA and vehicles heading North and turning left onto the street behind Taco Bell, its a disaster waiting to happen.
- The access to AKUSA and the corner gas station should be located further North."
- Coming off Glenn highway at Artilary is an adventure and many times dangerous with the crossing lanes of traffic.
- Lack of alternatives to using the Old Glen
- No good restaurants so no reason to go down there in the evenings. Need a few more retail stores, tired of always having to drive to Anchorage
- Ideally, I'd like to walk/bicycle to downtown for shopping and dining yearround. Lack of maintained bike/ walkways is critical
- Lack of a Turn Arrow at the intersection of Business Blvd/Loop and Old Glenn (Carr's End). There once was a Turn Arrow on the traffic signal, but for some reason it was removed; now there is chaos when vehicles are turning versus those trying to go straight. Many times both drivers hesitate because they cannot decide who has priority or right-of-way and some vehicles are stuck waiting through two signal cycles as a result. Perfect example of introducing traffic chaos where none had existed before...
- the on ramp from the south Eagle River exit onto all the streets
- traffic lights are not in sync with traffic flow
- alaska usa/farm road has terrible access and difficulty getting onto the old glenn
- The intersection at N Eagle River and Old Glenn and getting out of Spenard Bldrs Supply.
- I hate that when the Glenn Hwy shuts down (accidents, slow traffic, or whatever) people exit the Glenn and use Eagle River as a throughfare. Widen the Glenn Hwy over the Eagle River bridge raise it's elevation so there's less grade (not for

me, but so people aren't so scared of it and slow down too much). Keep the Glenn Hwy traffic on the highway!

- "Congestion on Old Glenn at peak business hrs. causing back-ups on feeder roads"
- Squeezing too much together without thinking about traffic flow...
- Making safe left turns from side streets onto the old Glenn
- Lack of left turn lights at the lights
- AGGRESSIVE DRIVERS. Traffic in Eagle River is bad, but it would be way more tolerable if people obeyed routine traffic laws.
- The weave area on the Glenn off-ramp at Artillery is a very big problem.
- Getting in and out of businesses on the west side of the Old Glenn north of the Loop Road and the east side of the Old Glenn south of the Loop Road.
- nothing
- Pedestrian access and safety.
- Population has outgrown original "design" for downtown.
- The traffic patterns at the South Eagle River exit/Eagle River Road/Glenn Hiway Overpass/merging with the Old Glenn Hiway
- EAGLE RIVER BEAUTIFICATION SIGN AT INTERSECTION OF SPRINGBROOK AND EAGLE RIVER LOOP ROAD, TOTALLY BLOCKS THE VIEW OF TRAFFIC FROM THE WEST, WHICH HAS MADE THIS A VERY DANGEROUS INTERSECTION. I BELIEVE IT IS AGAINST MUNICIPALITY REGULATIONS TO BLOCK THE VIEW OF TRAFFIC.
- Keep the bikes off the roads!!!!!!!
- Lack of parking at local businesses
- Traffic is almost always backed up at Monte Road and the Old Glenn. A traffic light is needed there. Trying to make a left turn, or cross the Old Glenn Hwy, at that intersection, gets very frustrating. A child was struck by a vehicle there, a while ago. The lights could be synchronized to allow the smooth flow of traffic.
- Intersection of Old Glenn Hwy to & from the Fred Meyers, Spenard Builders, Providence Health Center
- Turning left onto the Old Glenn Highway from streets without a stop light.
- Insufficient access to and from the Glenn Hwy.
- Turning left at Business Boulevard on to Old Glenn. Need to put the protected left turn signal BACK.
- "BIGGEST & UNSAFEST!!!
- Eagle River off ramp where cars constantly have to crisscross each other trying to get to other roads. Traffic coming off highway is trying to get into left lane to continue on Old Glenn in order to turn left @ business Blvd & traffic coming straight toward light are trying to get to the right lane to turn onto Eagle River Loop (Where AK USA bank & UAA are)."
- No particular problems.
- Getting off the Glenn Hwy on Artillery rd is an absolute mess. Who yeilds to whom? The right turn only on to Eagle River is used by drivers who think they merge to the Artillery into the Old Glenn causing back up. The drivers from the overpass barrel thru..Absolute mess.

- Difficulty turning left onto side streets at unregulated intersections such as Schroeder/Old Glenn and Farm Ave/Old Glenn
- Although not really a traffic issue, I would like to see ER made more bicycle friendly
- Congestion at the North Eagle River bridge. I turn from Monte Rd towards the Highway and must wait up to 5 minutes to get into traffic.
- Difficulty with getting across traffic from side streets during busy times
- The Glenn Hiway. Traffic stops at the South Eagle River hiway access off of Artillery road. This backs up town and forces people to try different ways which doesn't help. Removing the morning traffic jam would eliminate traffic buildup in town. The morning commute is important and frustrating. You can't be late for work yet the Glenn is stopped. Make the on ramp a 3rd lane across the bridge towards eagle river hill. That way there is no merge, oncoming has its own lane. Instead, there are concrete blocks on the bridge making the 2 lanes even narrower. my suggestion is 3 lanes from the on ramp to match the 3 lanes on ER Hill
- The dangerous i/s where exiting traffic from the n/b Glenn at Artillery Road merges with Artillery Road overpass traffic trying to go right toward WalMart
- The new meridian they put in at old glen highway and eagle river loop it stops people who want to gain access to the buisness on the corners unless they trun the corner then blcok traffic to try and turn into their entrances that are right around the corner.
- the glenn exit into Eagle River having traffic in the eagle river road lane swerving into the old glen lane aand dodging traffic from accross the artelery bridge

#2 Issue (please note these responses are posted as written by survey respondent)

Bike Path

- backup at Eagle River Road all directions
- Need light at North Eagle River off ramp (from Birchwood)
- Making left turns out of businesses ad sidestreets onto Old Glenn
- Hard to enter Old Glenn from Providence Health bldg
- 2) Johnson tire (Artillery? Rd) to Old Glenn with so many directions of traffic to watch for;
- Keep residential density moderate
- Monte & Rachel very dangerous
- As a result of the reduction in width of the access drive to Glenn Highway Business
- Left turn onto Farm Loop. left turn onto Old Glenn from Alaska USA
- North Eagle River interchange
- Lack of pedestrian access
- Pulling out onto the Old Glenn at Monte Road
- lack of public transportation
- Lack of maintained sidewalks - especially in winter
- Winter Snow Maintainance (in a small car you cannot see over burms)

- There is no real downtown. Just some strip malls on the busy old glenn. Busness Blvd could possibly be made into a downtown area (more shops, less veh traffic, more trees).
- lights at cross roads with old Glenn lacking
- Lack of access to quality, healthy restaurants.
- Traffic is so heavy on Old Glenn that if you are not at a light, you take your life into your hands making a left turn onto the Old Glenn
- Impossible to turn left (safely) onto Old Glenn Highway fro Monte Road.
- New median constructed by SOA on Eagle River Loop at the intersection of the Old Glenn. This hinders safe and flexible flow of traffic in the area.
- "Parking in front of and around Pizza Man. People park everywhere since there is no designated parking. Many times access to Chugiak Dr is blocked. Now that Chugiak Dr is one way people are ignoring the one way and it makes it even more congested on the Pizza man corner or Old Artillery Rd and Chugiak Dr.
- Furthermore, their is little to no handicapped parking for this entire strip mall."
- more parallel streets to old glenn perhaps one or two more stop lights to break up traffic in order to enable one to take a left turn onto the old glenn
- No light at Monte Drive and drivers using the middle lane on the Old Glenn improperly
- S ER old/new glenn on/off ramps
- congestion at left turn into Carrs
- The new intersection at by taco bell/tesoro: 1. no longer allows left turn from ER loop Road into tesoro, and no left turn onto ER loop road from tesoro, forcing people to use the ridiculous shared driveway with tesoro and Alaska USA, thereby placing more traffic on the glenn. 2. the signal at this intersection allowing left turns onto glenn only on green arrow.
- People do not observe the speed limit; too many speeders right through town. Old Glenn is too wide and makes drivers feel as if it's a hwy rather than a main road through a small town. It's dangerous for walkers/bikers because of this
- Vehicles turning from or to south bound Old Glenn from or to Rachel Way cross a double yellow line.
- "Glenn highway interchange at south Eagle River.
- Making a left turn to go over the bridge to the school on the otherside of the highway can be extermely difficult/dangerous, especially right when school lets out."
- Illegal u-turns of cars leaving WalMart and heading back towards the Glenn Highway
- Use of center turn lane as an interim step to stop in or accelerate in when making left turns.
- We really need a parallel street to the Old Glenn Highway. Perhaps a road so residents from the Wal-Mart area and further back the ER Valley can have a short-cut to the Fred Meyer area and northward.
- roads not well maintained in the winter, especially the sidewalks
- Turning on to or from Farm Road
- Poor pedestrian walkways.

- Getting in and out of businesses on Business Blvd -- for example - at the Post Office.
- Near Intersection of the Old Glenn And the N Eagle River Overpass road (east). There are street intersections both on the east side and west side of the old Glenn that are next to impossible for people to make left turns into or out of because of the proximity to the traffic light.
- Getting out of cars
- Same as #1.
- Too many driveways into business too close together
- Pedestrians crossing the road through traffic, not at crosswalks
- People not following traffic patterns.
- & run red lights
- turning left onto Old Glenn
- Going across the bridge (past Johnson's) and turning rt and winding around the loop to go into Anchorage
- Artillery Road exit merge - still very dangerous.
- Traffic can get very heavy as the rush hour approaches.
- getting in/out of businesses onto Old Glenn can be problematic, not to mention a very visually unpleasant strip of unexciting retail - mostly fast food, gas stations, small mom/pop stores which I do not frequent
- Drivers not properly moving into the center turn lane
- Drivers NOT stopping at stop lights AND stop signs before pulling out.
- Business BLVD/ The parking lot across the street and Old Glenn Intersection
- Accessing old Glen Hwy side strip malls when one has to turn left.
- Lack of safe connectivity on the bike and pedestrian routes - if you don't know the town, you are often "dumped" at the end of a segment.
- Log rails along Old Glenn were nice when new, but look bad now and are not being maintained
- Hard to turn from Monte to cross Old Glenn to leave town. Most people travel down Old Eagle River Rd to firehouse lane making the residential very busy.
- Replace overhead street lights when burned out right away.
- Jack White building: intersection of Old Glenn and Eagle River Road
- Having to make left turns to go north onto the Glenn
- Too many cars using the same road
- The traffic isn't that bad. The worst is the stupid divider between the Holiday and Tesoro gas stations. This divider is way to close to the Holiday station and I'm tired of hitting it with my boat and snowmachine trailer. I also don't like having to make a big loop to go to one station over the other. I don't see the need for this.
- I'd like to commute daily to Anchorage from downtown Eagle River. People Mover Service to UAA/Providence where i work is inadequate
- The side street between the Taco Bell and strip mall as well as the exit from Business Blvd/Loop onto said street makes that end of the strip mall parking lot dangerous due to cars zipping through the area without regard to vehicles in the parking lot trying to back out of spaces adjacent the mall. There is also a hazard

for pedestrians as well that are trying to move from either Taco Bell or the strip mall or up to the Old Glenn.

- the traffic pattern on the Old Glenn to Business Blvd at 4:30 in the afternoon
- turn lane should NOT be used for acceleration
- drivers using center lane for driving
- Drivers do not stop for pedestrians at the cross walks.
- What if Eagle River had a frontage road to the Glenn Hwy (promote a Village Inn instead of crappy apartments seen from the Highway)?
- "Inadequate parking in some of the business/strip mall
- locations, leading to slowdowns and potential hazards as cars enter these areas from the Old Glenn"
- not enough time for pedestrians to cross streets
- Lack of lights
- POOR CONNECTIVITY. Everybody is funnelled onto a single congested street.
- The signal at Eagle River Loop and Old Glenn is very long and I avoid going through that intersection unless I can take a permissive right...otherwise I go there only when I have to.
- Getting in and out of the streets just north and south of Wells Fargo.
- nothing
- Congestion at rush hours: onto and off of Glenn.
- Too many shared driveway accesses to businesses and residential areas.
- TRAFFIC SIGNAL AT OLD GLENN HWY AND EAGLE RIVER LOOP IS TIMED TOO SHORT INTERVALS FOR TRAFFIC IN THE TURNING LANE ONLY THREE OR FOUR CARS CAN MAKE THIS TURN BEFORE IT CHANGES
- Dogs running loose.
- A lot of traffic on Old Glenn Hwy and Business Blvd with traffic lights that are not synchronized along these traffic routes.
- A dangerous condition exists for vehicles exiting the Glenn Hwy, on the So. Eagle River ramp, and vehicles merging from the West on the overpass; they need to cross three lanes of traffic, within 50 feet to turn right on Eagle River Road, at the traffic light there.
- Lack of turn lane to accommodate north bound Old Glenn Hwy to Glenn Hwy
- To be perfectly honest, I would not consider any traffic I've ever seen in Eagle River to be congested.
- Not enough cross streets that connect
- Not enough sidewalks on side streets to enable safe walking
- Near Walmart light. traffic trying to jam together from 2 lanes into one going up hill (toward skyline direction)
- This survey covers "part" of Meadow Creek. The design of the roads around the area creates a funnel of traffic thru lower meadow creek. Most people speed well over the 25mp speed limit within a highly populated child area. At least consider speed bumps for the residents of the road. Yes I live on lower and I constantly call the police and Ombudsman for a survey of traffic and speeds.
- Dangerous intersections such as Monte/Old Glenn and Farm Avenue/Old Glenn
- I have lived in ER for 10 years -- although traffic has increased during this time, I have never considered it to be a problem.

- Accessing the New Glen as there are only 3 places to do so
- Snowmobile road and Rachel. Do a study and see how many accidents have happened there. This area is a high pedestrian area. Someone will soon be killed while walking because people trying to get on the old glenn are watching for cars.
- Not enough (or not long enough) dedicated turn lanes. The suicide turn lanes get congested with traffic going both ways who want to turn.
- Not enough places for pedestrians to walk
- turning left onto the old glen from all side streets

#3 Issue (please note these responses are posted as written by survey respondent)

- Too much development
- Left hand turns on to Glenn form all streets west of Old Glenn
- Traffic speed too high--would like calming features like those around Post Office.
- Eagle River exit -- problem both sides of the bridge
- 3) when the ER on ramp to Glenn gets back up, traffic is much worse in downtown 4) When exiting Glenn to ER, drivers who want to be in the left lane cut others off--don't understand lanes.
- Encourage small businesses. Also: Encourage snow machine access to Downtown Eagle River.
- Need easier & safer flow for pedestrians, sometimes Old Glenn is very dangerous
- Too many side street emptying into the Old Glenn
- Intersection Fred Meyers onto Old Glenn from Juanita to make a left turn onto Glenn Highway
- Lousy sidewalks, if any
- traffic through town too fast for a community living.
- Signal timing at Business BLVD - Old Glenn - Eagle River Loop intersection
- Pedestrian crossings
- Too many people work in Anchorage and clog Highland, ER Loop Rd, and old glenn trying to get to new glenn.
- Artillery road/ exit off Glenn, no clear who has ROW for going to lights or to ER road
- The Old Glenn is the ONLY way to get through Eagle River. When it is backed up getting onto the New Glenn Hwy, you have no other choice even if you want to go to a local business.
- New intersection of Old Glenn and Eagle River Loop road (islands)
- Turning left onto the Old Glenn Hwy from Brooks Rd. It is simply impossible to do 97% of the time. We are forced to cut through the bank parking lot--much to their dismay.
- make downtown Er more pedestrian friendly
- no clearly marked merging lanes
- Hiland road/Glenn Hwy interchange does not channel traffic efficiently
- traffic buildup at fred meyer
- The new interchange at Old Glenn and Eagle River Road, (by Eagle Center) was very poorly designed. Traffic coming from the west, wanting to turn left onto ER Road, has a difficult time cutting across the two lanes of traffic exiting the glenn.

- Vehicles exiting the south bound Glenn Highway at the North Eagle River Access Road not waiting for cross traffic going east on the North Eagle River Access Road. Both of the ground barriers on the overpass force vehicles driving off the Glenn to either drive slowly or swing wide into the second lane of the Access Road. Drivers usually swing wide rather than slow down.
- Intersection by Fred Meyer is misaligned. The lanes don't line up when exiting Fred Meyer and crossing over to the interchange.
- Lack of enforcement of speeding on Old Glenn Hwy in downtown Eagle River.
- Lack of snow removal on sidewalks causing pedestrians to put themselves and the vehicles trying to avoid them in hazardous situations.
- Morning on-ramp, and evening off-ramp traffic to the New Glenn Highway is so backed up. This does affect downtown Eagle River during those times due to the high volume of traffic going to the on/off ramps.
- Sometimes a parking issue in the strip mall where Jitters is.
- No alternate routes.
- Traffic turning into residential area right past Fred Meyers stop light. No turn lane.
- Ingress/egress to the Business loop at both Carrs and the Post Office can be difficult in the evenings after work.
- Juanita dr and old Glenn intersection
- Same as #1.
- speed limit is too slow for normal traffic flow-most people go 40-45
- Congestion between Eagle River Exit and Highland exit
- & won't let others get out of parking spots
- turning left from USPS parking lot
- Turning left onto Artillery Road from Johnson's Tire co.
- Turning left onto Eagle River Road from the Old Glenn - tricky intersection. Need more signs telling people which lanes are dedicated as you approach intersection.
- Getting out of Safeway parking lot onto road - can be tricky at times
- U-turns and inability of drivers to turn into the correct lane at a traffic light
- Pedestrian crossings, or the lack there of
- Limit high density housing. The character of Eagle River is dramatically changing to Spenard style high density population with little or no planning other than short term contractor profit. The housing above Carl's Jr is a prime example.
- to get from point a to point b on the old glenn, you must jump back into traffic that includes many folks who are just trying to drive on through.
- Poorly maintained roads and drainage ditches which cause flooding
- lack of parking
- The big yellow Eagle River signs makes it tough to pull out of several streets and parking lots. Dangerous and unnecessary. Not sure why these were installed seeing that Anchorage is having financial problems. We should try to cut back on needless spending.
- The intersection of Business Blvd/Loop and the street that runs beside the Blockbuster-Bowling Alley promotes motorists taking unnecessary risks to enter Business Blvd/Loop because of traffic flow; it was much more noticeable when

the mall had viable businesses. Now that the Muni is introducing more traffic back into that intersection, the potential for more accidents is all but assured.

- monte road congested and frustrating
- This is really my #1 issue (but it's out of the map area). The top traffic issue is that too many cars use the Highland Rd Exit to get onto the Glenn Hwy southbound in the morning. If there was a way to make the South Eagle River exit a better alternative. (Again a three lane Glenn Highway southbound would help starting from at least the North Eagle River exit or better yet Eklutna!
- Artillery road exit off Highway is a chicken game as to who has ROW. Cars coming from mausel trying to get to ER road is a game of chicken
- Eagle River interchange on Glenn Highway is out of date.
- Traffic is very bad on Old Glenn at morning and evening peak times. It is very difficult to cross traffic while making a left out of the businesses on the east side of the Old Glenn at those times. There are no gaps to cross traffic.
- Getting out of the south end of the Parking lot between the Jitters strip and the Shell station.
- nothing
- Accessing businesses along the Old Glenn in a safe manner.
- Too difficult to cross Old Glenn when not at a signaled intersection
- Lack of parking on streets.
- Lack of commercial buildings that have space and parking to attract additional businesses to come to Eagle River.
- It would be safer to have more sidewalks on the main roads.
- Traffic making left turns at same intersection coming & going on the Old Glenn Hwy.
- Poor structure of the Old Glenn/ER Road intersection makes it difficult to tell which lane you are in when making a left onto ER Road from Old Glenn aka Artillery Rd.
- I guess my one complaint is school buses on ER Rd and how they totally disrupt/impede traffic during morning and afternoons.
- Congestion of traffic attempting to get onto New Glen affects ability to access down town during rush hours
- artillery and eagle river road
- "Too much ""thru"" traffic going on Old Seward .. should be better access to the Glenn, since that is where most of the commuting traffic wants to go.
- ALSO -- not part of the downtown ER study, but something needs to be done about the bad traffic flow at Hiland/Yosemite and ER Loop trying to get on the Glenn at rush hour when traffic is bad. Is there a study looking at this? Sometimes I have to sit through 3-4 lights trying to exit EaglePointe toward the overpass."
- stupid drivers!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- I couldn't understand what the real plan is

Potential Solution #1 (please note these responses are posted as written by survey respondent)

- Make no left turns
- Stop development of residential areas. Develop further out and away from lower area.
- Depends upon how much property/right of way who ever wants to buy
- Fly over or cloverleaf on exit similar to Bragaw in Anchorage on Glenn
- Roundabout for #1 (Artillery/ER Road/Glenn Highway interchange)
- To encourage walking in downtown Eagle River have small public parking slots in amongst businesses with paths connecting it to different businesses and sidewalks.
- Add a light
- Fix/redo ER/Glenn interchange. People don't understand how to merge & there's not enough of a merge lane either. If you spend the \$\$ on the main source of traffic problems, I'd bet the other issues will be alleviated.
- Construct new intersection of New and Old "Glenn" highway south intersection
- I liked the clover leaf proposal running adjacent to the Eagle River Loop/Artillery interchange.
- Roundabouts --very efficient
- Additional off ramp from New Glenn in vicinity of Farm Ave?
- Complete re-design a "do-over" at South Eagle River Interchange.
- Need to install more traffic lights. One at Monte, put the turn signal back on Business Blvd and the old Glen by Jitters, put in more lights going toward Fred Myers.
- I just don't know. What there is now may be the best there can be. Please don't do here what the MOA did to Arctic!!
- There needs to be an additional lane that would flow traffic completely up to and over the ER bridge and into the 3rd lane that is already there.
- redesign the interchange / intersection
- Improve Glenn Highway for better access from interchanges
- Redesigned S. Eagle River overpass/interchange
- Mass transit. - more local buses to the ER Transit station. Maybe light rail from ER to Anchorage.
- install lights
- Roundabout at Artillery Rd interchange,. no right turn allowed onto ER Rd from Artillery, secondary exit between firestation and Key Bank building for ER Road
- Cut down on driveways and have stop lights leading to parallel frontage roads leading to businesses.
- a serious look at a possible interchange like what they did at the Wasilla/Glenn highway. no stopping to get on the Glenn
- Design and construct new safe South Eagle River Interchange. State funding required.
- Old Artillery Rd should be one way starting at Cross Rd. Parking lot at Johnson Tire should be modified to funnel traffic to allow access to both Cross Dr and Old Artillery but not to cut through to avoid the one way. This would relieve the traffic approaching this stop sign from so many different directions.

- Giant roundabout at the old glenn and artillery road to keep traffic flowing
- traffic round about at the Glenn Highway Access points
- reduce number of cars (good luck)
- probably more stop lights
- I don't know how to make this situation better - maybe have a three way stop sign there and make the left turn lane longer, or put a stop light there.
- more, longer turn lanes
- stop building high density housing on the old glenn, which should primarily used for businesses. DO NOT ADD MORE ROADS OR SIGNALS.
- Remove barrier at corner of Old Glenn and business loop
- Re-engineer and expand the new Glenn Hwy and Old Glenn Hwy exchange at the on/off-ramp.
- A longer and higher barrier, like a railing, on the Old Glenn, preventing vehicles from crossing to the other side of the Old Glenn at Rachel Way and CC Way.
- Have fewer driveways with access to the Old Glenn. Make it so only streets and roads provide access to the Old Glenn in downtown.
- Resurface, widen, and light the road.
- Barriers down Farm to prevent cut-through and traffic light at Farm synchronous with light at ER Loop. Or, barriers and no left turn from Farm
- The installation of a stop light should solve the problem.
- This is a solution to the barrier blocking traffic wishing to go Northbound on Eagle River Loop Road from Tesoro. Remove the barrier and restore access for the residents. (The barrier needs to be removed for the safety of those walking on and living on Horseshoe Drive. Or Horseshoe Drive must be significantly widened, curves taken out, a sidewalk installed, and serious traffic calming methods employed (speed bumps?). It is not meant to handle such traffic. As a resident I would be opposed to designing Horseshoe to handle more traffic. I would support the simple solution of removing the barrier.)
- That is for the over paid engineers to figure out.
- more turn offs for busses picking up or dropping off riders. By having this, it would allow traffic to flow smoothly and not be interrupted.
- Certainly not more stop lights or stop signs
- Develop Business Blvd across the street so it is clear that the light is giving ROW to traffic from a street instead of a parking lot.
- Less crush, high density housing.
- Solution suggested above in issue comment. Issue 4 - Ingress/egress to the Fire lake Plaza is difficult in heavy traffic times, perhaps due to timing on the traffic lights to the north and to the south.
- Tough Question...not sure
- Roundabout when getting off er exit by Johnson tire
- It is not a big problem. Leave it alone.
- Decrease number of driveways into businesses
- Three lanes across Eagle River Bridge
- More enforcement of speed limits & red light runners by police
- A light from USPS parking lot onto Business Blvd.
- re design the intersection

- Either more lights or dedicated turn lanes on Old Glenn.
- More traffic lights
- I do not find congestion a problem during the few times I venture into "downtown" ER. It doesn't appear very walkable during the winter, though not sure how many people that affects. The Old Glenn is a major thoroughfare - pretty uneventful. I wish there was more congestion, to thereby indicate a greater reason to shop and eat in ER!
- I don't know how to improve this intersection, other than placing a traffic light at the exit. However that will have traffic back up into the Glenn and create a dangerous situation.
- Keeping the roads better plowed and painted so drivers know where their lanes are
- Redo the Glenn Hwy to Artillery Rd exit- the current one is a joke.
- Your the traffic engineers not me
- Fix the Glen Hwy/ Old Glen in South Eagle River.
- We should have some stairways and sidewalks going from Business Blvd to the Old Glenn.
- Redo the exit for downtown Eagle River
- move access into AKUSA parking lot further North on the Old Glenn Highway.
- Redesign the off and on ramps so it is more of a cloverleaf.
- Not sure. Would be nice if we could get a restaurant like the North Slope opened up again. I sort of like not having to many stores in town.
- Mainatin and expand trails.
- Reintroduce the Turn Arrow to the light on the Old Glenn and Business Blvd/Loop (Carr's End).
- I am not sure there is a solution to the traffic problem without affecting the businesses.
- traffic signals being operated by motion of traffic, not timed
- rerouting access or more traffic lights
- Don't know.
- Opps I think I did that.
- Redesign of access points and timing of lights
- Example: Intersection of Old Glenn and Farm Ave. they added the Alaska USA Bank, Schucks, and people are coming in and out of these businesses while others are trying to turn left on the Old Glenn and turning into Farm... it is a potentially hazardous area which I drive around and avoid because of all the activity. Solution: it seems too close to the Business Blvd/Old Glenn intersection to put in another signal unless they can be properly synced.
- readjusting length of traffic signals
- Better signage. Light maybe at off ramp instead of current artillery/ Er road
- Simple: the police should ticket stop-sign runners, speeders, red-light runners, weavers, tailgaiters. You can't drive 10 seconds through Eagle River without seeing an offense that would instantly fail a person on their drivers test. There is virtually no enforcement; it's been years since I saw a traffic stop in ER. Drivers get more and more reckless.

- Issue #1...I really don't know, I guess at one time there was talk of changing the north bound off-ramp from the Glenn to south of the Jack White building. Doing that would be costly but it would greatly alleviate the situation at the present weave area.
- Direct access from Artillery Road to Business Boulevard and from Business Boulevard to just north of Fire Lake Plaza.
- leave it alone
- Completing trail systems and then clearing them of snow and debris. Educate public on pedestrian safety.
- Create raised median along certain stretches directing left hand turns in controlled areas
- Sorry, have no ideas for solutions to #1 traffic issues problem!
- REMOVE THIS SIGN
- Make bikes use bike trails.
- Build a by-pass to reduce the number of drive through cars for commuters.
- Install a traffic light at the intersection of Monte Rd and the Old Glenn Hwy.
- Adding access roads from Glenn Hwy to the businesses at the above mentioned intersection
- If it's possible, time the four stop lights somehow to give people in between more of a chance to get on the road. I'm loathe to recommend more lights, but that might be a last-ditch solution.
- Another bridge that crosses Eagle River
- Put the left turn protected signal light back at Business Boulevard
- Move light back? Make it no right turn there & create one further down?
- Traffic working well now.
- Traffic signal. With the correct timing the lights would not interfere with off-hwy traffic and keep the flow on and off the hwy.
- Somehow regulating traffic flow better where there ARE lights so there is a break in traffic eventually at these unregulated intersections.
- The intersection at Jiffy Lube (near the bridge) allows people to subvert and thus inhibit traffic trying to cross the bridge on slow days.
- Build 3 more lanes of New Glen Highway to decrease build-up of traffic during rush hours
- The Glenn Hiway. Traffic stops at the South Eagle River hiway access off of Artillery road. This backs up town and forces people to try different ways which doesn't help. Removing the morning traffic jam would eliminate traffic buildup in town. The morning commute is important and frustrating. You can't be late for work yet the Glenn is stopped. Make the on ramp a 3rd lane across the bridge towards eagle river hill. That way there is no merge, oncoming has its own lane. Instead, there are concrete blocks on the bridge making the 2 lanes even narrower. my suggestion is 3 lanes from the on ramp to match the 3 lanes on ER Hill
- Cloverleaf overpasses
- maybe another traffic light or two between the ones already along old glen in Eagle River.

- the Glenn hgy exit needs barriers separating the old Glenn traffic from Eagle River road traffic.

Potential Solution #2 (please note these responses are posted as written by survey respondent)

- North Eagle River needs better bike paths
- Roundabout at Eagle River Road
- Traffic light
- Reconfigure Fred Meyers intersection
- Do not allow residential buildings with more than 2 floors
- Create intersections that meet
- Widen parking lot access back to original sizes
- Combine driveways near North Eagle River interchange
- This should be a turn right only onto the Old Glenn.
- small bus route to better serve Eagle River area
- Clear sidewalks in winter
- More access to new glenn since most people work in Anchorage. This could stop bottlenecks on Highland and old glenn at rush hours.
- install lights
- Develop another road parallel to Old Glenn to allow users to bypass traffic
- Don't know because traffic light is likely impractical (separation issues), but Monte is a major collector with no safe way to enter Old Glenn.
- The change of old Artillery Rd to one-way would also fix the parking issue at Pizza Man. Diagonal parking could be put in on both sides of the street--abutting the buildings and the state right-of-way next to the overpass. Less space is needed for diagonal parking on both sides of a one-way street than the perpendicular parking employed now on the two-way street. With the diagonal parking I believe people will be more likely to follow the flow if they are already pointed in the direction they are supposed to go. Also, with a more organized parking plan comes the space to add the required designated handicapped parking.
- Break up traffic by having one or two more traffic lights from artillery to north er exit to enable left turns on old glenn perhaps flashing lights and activated during rush hour times or on busy shopping days
- traffic light at Monte Drive
- redesign N ER exit
- once you slow down traffic with more lights, then you need to make sure traffic still adequately moves along, so the ability to handle more congestion.
- change signal to allow drivers to left onto old glenn from ER loop road or business blvd on a green light when traffic is clear. remove the barrier to allow turning into tesoro from ER loop road
- Police and catch speeders
- A longer and higher barrier, like a railing, on the Old Glenn, preventing vehicles from crossing to the other side of the Old Glenn at Rachel Way and CC Way.
- A light at the south eagle river outbound exit or a clover leaf

- Shut off green turn arrow for traffic turning right towards the Glenn Hwy from Eagle River Rd.
- Enforce proper use of turn lanes through media educational announcements and citations to offenders who include the very same that should be setting the proper example as well as enforcing (APD).
- A solution to issue #2 of not having a parallel road to Old Glenn Highway would be to purchase land and build a road from approximately Skyline and Eagle River Loop Road to Fred Meyer intersection of Old Glenn Highway.
- sidewalks and roads are not cleared in a timely manner and they are not sanded properly. It is very difficult to stop or go on a freshly grated road which has no sand put down.
- I have no idea!
- More parrallel roads.
- Create an alternate access further south for the people needing to use these streets.
- Longer turn lane to juanita off the old Glenn
- SAME
- More traffic lights and increase police patrols
- Some sort of controlled intersection that allows pedestrian crossing or a pedestrian overcrossing midway between Eagle River Loop and North Eagle River Access Road
- Clearing sidewalks promptly
- re design the intersection
- Fix the entry ramp going into Eagle River at Artillery Road. Everyone tends to slow almost to a stop there as they try to cross two lanes of traffic.
- Police specifically on traffic duty
- Better coordinating traffic lights along the Old Glenn Hwy, use computers to sense and balance out the N/S traffic between the Shell Station and the light at SPenard Builders Supply.
- Your the traffic engineers not me
- Stop the high density housing projects.
- signage, overpasses, underpasses, stariways and new path segments as necessary to make walking around ER pleasant!
- Redo the drainage systems that cause flooding of the Old Glenn
- Put a right turn lane along artilery overpass
- Move the dividers. People are driving over them anyway.
- Expand bus service
- Without completely re-routing the Taco Bell/strip mall side street, 3-5 speedbumps on it would at least slow-down the cars transiting through. There should be enough speedbumps added to ensure vehicles using the side street cannot speed between them (so...more than two).
- Monitor crosswalks.
- Opps I think I did that.
- "Having an arterial to the east of the Glenn for access
- to businesses along the north & east segment"
- Lights at all interesections on Old Glenn in downtown

- Open up more connections. Turn the back street by Chepo's into a through road with 4-way stops at every cross street, and maybe also speed bumps. Open up the blocked off connections that seclude neighborhoods but impede traffic flow. Put in speed bumps and humps.
- Issue #2...shorten all of the signal phases so that individuals won't have to wait for such a long time.
- leave it alone
- Perhaps redesign the south Eagle River interchange.
- Consider expanding Business Blvd to run parallel to the Glenn, or construct a frontage road.
- CHANGE TRAFFIC SIGNAL LIGHT TO LONGER INTERVALS
- Reduce the number of dogs.
- Establish more public parking lots.
- Allow a traffic-controlled right turn from lanes other than the extreme right turn lane.
- Disallowing left turns at the above mentioned intersection, except for the one turn left to the Glenn Hwy
- Another entrance ramp to the Glenn Hwy.
- Make the road in back of cars and entrance only and on using as an exit
- ?
- SPEED BUMPS!!! Slow the traffic down
- I don't know about Monte - it's been studied. A light may be the only solution. Farm Road may require a one-way (eastbound) only and traffic having to enter the subdivision via Regency/Business Blvd.
- Open a Gate directly onto Fort Rich from South Eagle River so traffic from there can go that direction instead of getting bottled up at Walmart
- Snowmobile road and Rachel. Do a study and see how many accidents have happened there. This area is a high pedestrian area. Someone will soon be killed while walking because people trying to get on the old Glenn are watching for cars.
- Better timing of lights to take into account traffic volumes and bad weather backups down-line
- remove the maridian or make it shorter so that both Holiday, Tesoro and other buisness can gain back their access.
- an Overpass at Monte with a right turn lane

Potential Solution #3 (please note these responses are posted as written by survey respondent)

- Stop messing with the roads!
- More parallel streets to Old Glenn or access to shopping areas or more loops
- Redesign this interchange as a cloverleaf
- Construct pedestrian and snow machine trails to downtown.
- Create bike paths through neighborhood easements.
- Funnel traffic to a minimal amount of intersections that have traffic lights.
- More and clean sidewalks and trails with bench to rest on
- reduce speed limit. and plant more trees

- Traffic study to improve signal timing
- Improved national economy, combined with increased oil prices will eventually result in huge PFD's and we can all stay home:-)
- "Make it a light controlled intersection.
- STAY AWAY FROM SMALL ROUNDABOUTS.. THEY DON'T WORK WHEN SMALL SPACE"
- Get rid of islands
- Their needs to be an access road to Centerfield Dr from Brooks Rd. The empty lot behind Wells Fargo Bank would be a suitable place for this access road.
- more parallel streets to old glenn to relieve congestion provide cabs stand at curbs for elderly or disabled perhaps a jitney or low cost service for same or a jitney service for walking shoppers
- improved traffic signals in ER
- redesign Hiland exit - or educate drivers
- more frequent public transportation that serves a wider area
- don't know...you all messed it up. maybe a yield sign to tell exiting traffic to yield to traffic coming from the west
- Shorten the length of the barriers on the North Access Road so that vehicles won't have to swing wide into the second lane of the Access Road; since, it hasn't actually made some slow down.
- Line of the lanes going from Fred Meyer across to the Glenn Highway interchange.
- More law enforcement
- Bring the sidewalk snowblowers through to keep walks clear.
- A solution to issue #3, which is backed up traffic at on/off ramps to the New Glenn Highway would be to build an additional access point between the North and South Eagle River exits. Widen/enhance the existing road at perhaps at Farm Road to connect to an interchange.
- More maintained sidewalks (what we do have for sidewalks are filthy dirt covered).
- Some sort of a traffic circle to accommodate both entrances at the same time.
- SAME
- Possible one way flow of traffic, use of frontage road, right turn lanes
- Three lanes across Eagle River Bridge
- Sidewalks for all streets
- resign the turn off
- Have a full two lanes approaching the intersection southbound on the Old Glenn, with arrows painted on the roadway indicating either straight or left turn ahead.
- Educational reminders or PSAs
- Being almost RUN OVER while crossing with my bike at the ER Road/ Artillery Rd intersection, there needs to be a BIG sign on ERR that says- Bikes/Ped have Right of Way. Drivers on ERR turning right DO NOT always look for bikes or pedestrians.
- You're the traffic engineers not me
- More intelligent traffic signals along the Old Glen.

- improvement of the 'back road' uphill from the Old Glenn, along with some thought to driveways and parking so that people have an alternate way to go from business to business by car during rush hours.
- Allow for new buildings to replace the old delapidated buildings along the Old Glenn Hwy.
- Remove the signs that block your view or put up smaller signs.
- Introduce a four-way stop at the Business Blvd/Loop and Blockbuster intersection to enable side-street motorists to safely enter the main road.
- "Opps I think I did that.
- Thanks for asking, and good luck. :-)"
- Re-design the interchange. Start by making the inbound Glenn 3 lanes from the on-ramp, not just past the ER bridge. Add an off-ramp lane from the outbound Glenn to feed straight into the Loop Road. Widen the overpass by two lanes so that through traffic does not have to tangle with exiting Glenn Hwy traffic.
- Issue #3...connect alternate routes from the Artillary off-ramp so individuals wanting to go to the Carrs area business district don't have to go on the Old Glenn.
- leave it alone
- Please God dont raise my taxes any more to do it.
- Widen streets to allow room for parking
- Synchornize traffice lights.
- Install sidewalks as funding becomes available.
- Not allowing left turns to the Old Glenn Hwy on the street adjacent to the intersection of Old Glenn Hwy and Glenn Hwy
- A third lane on the Glenn Hwy.
- Put a light at Monte Street and one in between Business Boulevard and Eagle River Loop
- Better lighting and lane markers
- Make the main Eagle River Exit so you can turn to the left to get onto the New Glen with separate lanes for the right and left entries
- i avoid accessing the south eagle river exit at all costs if i'm driving southbound. The DOT should be in prison for allowing this. Need a new interchange.
- Cameras that regulate the flow of traffic based on volume. Better enforcement for red-light runners. Bring back cameras at the stoplights . . . they work in London, we NEVER saw red-light runners!
- adiquate sidewalks