

DOT&PF Community Engagement Meeting

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Tom Lambert	HC 60 Box 205 " " "	822-3576	" "
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Diane Ellsworth	HC 60 Box 220 N " "	822-4068	farm200@hotmail.com
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Raul Boos	HC 60 Box 336 E	822-3282	raulboos@aluturnet.net
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Tom Butler	HC 60 Box 335 R Copper Center 99573	822-5831	
Mike Trimmer	P.O. Box 356 Glenallen AK	202-2350	mike.trimmer@alaska.gov
Carie Hele	P.O. Box 73 Chitina AK 99566	823-4017	wrvmay@yahoo.com

Traffic counts
Send from other regions
if needed at
transportation

Date: 1/12/2016

Location: Kenay Lake

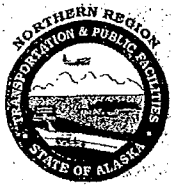
DOT & PF Community Engagement Meeting

Name	Address	Phone	E-mail
Rick Oatman	Kenny Lake School HC 60 Box 224 Copper Center AK 99572	822-3870	roatman@crsd.us
Julie Knutson	Mile 6.5 Rdgertanting CC, AK 99573	822-3717	jj@crinternet.net
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Mark Hooper	" "	" "	" "
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Donita M. John	HC 60 Box 310 Copper Center	823-2223	
Christina	HC 60 Box 310 Copper Center	822-5835	
MARTIN N. FINNESAND Christina Electric, Inc.	P.O. Box 92 Copper Center P.O. Box 88 Chitina,	822-3587 823-2220	mufinn@crinternet.net CEJ99566@yahoo.com

Date: 1/12/2016

Location: Kenny Lake

<u>Names</u>	<u>Address</u>	<u>Phone</u>	<u>Email</u>
Paula Henderson	HC60 Box 85 Copper Lake	255- 2440 ²⁴⁰¹	chlhendord@comcast.net
MICHAEL Madsen	Box 94, Chitina, AK.	823-4032	mjmadsen@yaho.com
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GUYARD SMITH	Box 55 Chitina	259-3265	chokerson27@gmail.com
Tenley Nelson	Box 110 Chitina	823-4078	tenbynelson@yahoo.com
Bob Edgett	Box 362 COPPER CENTRAL	482-0695	Edgett169@gmail.com
Felicia Riedel	HC 60 Box 335-R Copper Ctr	822-5831	f-riedel@hotmail.com
Dale Anderson	HC 60 Box 299K Copper Center AK 99573	822 3128	Potofale@KenaiLake.ak.net
Sarah Nelson	P.O. Box 90 Chitina AK mile 12 Melville Rd 99506	259-2244	onschitina@yahoo.com
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Aaron M Underwood	HC 60 Box 246 Z COP Ctr AK 99573	822 4124	uivers@coppervalleyak.net



COMMENT SHEET



COMMUNITY ENGAGEMENT MEETING TUESDAY, JAN. 12, 2016 11:30 A.M. to 1 P.M. KENNY LAKE COMMUNITY HALL

We welcome written input and ideas from the public. Thank you for taking the time to be involved.

COMMENTS:

My concern with Chitna DOT closing is the quality of maintenance on the Edgerton Hwy for the school bus, esp tonsina hill!

Also as one of 4 families in the Shelna community commuting to Chitna to meet the school bus, the possibility of rock slides on the 'Kotsina Bluff' closing the road is of great concern.

If Tazlina becomes our station, it would be great if there was a way to communicate our information such as the current McCarthy Road Facebook page based on road conditions.

How did you hear about this meeting? *CRP, ^{Kenny Lake} school email*

*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

E-MAIL ADDRESS: *tenleynekon@yahoo.com*

NAME: *Tenley Nelson*

MAILING ADDRESS: *PO Box 110 Chitna*

To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of sheet.)



COMMENT SHEET



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COMMENTS:

I'm INVOLVED/SPEAKING FOR CHITINA EMS + CHITINA VOL FIRE DEPT, → MAINTENANCE TO THE EDGERTON + MCCARTHY RD, IS VERY IMP TO OUR VOLUNTEER SERVICES. LACK OR NO MAINT. WILL EFFECT COST TO US, AS WELL AS FOR PATIENTS NEEDING TO GET OUT. POOR ROAD MAINT. HAS CAUSED ACCIDENTS ESPECIALLY THE FOLKS TRAVELING HERE THAT ARE NOT USED TO POOR HIGHWAYS, → ECONOMIC STRUGGLES ARE EVERYWHERE, HOWEVER, CLOSING ROADS WILL NOT IMPROVE LOCALLY STRUGGLING ECONOMIC CONDITIONS. ROADS ARE BASIC. IF IT

How did you hear about this meeting? CLOSES - MORE MAINT. LATER

MEDICAL TRAVEL COSTS GO UP FOR STATE TO MEDICAL FOLKS.

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E-MAIL ADDRESS: mgm.moody@yahoo.com

NAME: MICHAEL G. MOODY

MAILING ADDRESS: Box 94; CHITINA, AK. 99566

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COMMENTS:

1. NPS causes tens of thousands of tourists to use our roads every year. They destroy the McArthur Road. The State must maintain its jurisdiction over the road, important to keep that road through the park. Now the paved portway must have pothole maintenance.
2. School buses must get through to Chitina. Kids are driven in from 10 and 12 mile McArthur Road to meet it - unplowed roads put our kids at risk.
3. Recent medical emergency, out the Mc Road had a good outcome only because the road had recently been graded and speed was possible over →

How did you hear about this meeting?

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E-MAIL ADDRESS: choko27@gmail.com

NAME: Suzanne Smith

MAILING ADDRESS: P.O. Box 55, Chitina 99566 / Mile 27 McCarthy Rd

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Chitina Traditional Indian Village Council
PO Box 31, Chitina, Alaska 99566
(P) 907-823-2215/16/17 (F) 907-823-2285
E-mail: chitina_village@outlook.com

January 6, 2016

State of Alaska
Department of Transportation and Public Facilities

RE: Edgerton Highway and Chitina Maintenance Camp Closures

To whom it may concern:

We, Chitina Traditional Indian Village Council on behalf of the Chitina Village and Community Residents, would like to voice concerns regarding the possible closure of the Edgerton and Chitina Highway Maintenance Camp.

Chitina, McCarthy, and Edgerton Highway residents rely and depend heavily on these roads being maintained for transporting fuel, groceries, supplies, and other staples needed for rural living.

Resident's travel and our children are bussed to and from school and other extracurricular activities on these roads, without proper maintenance it poses a risk to injury and possible death.

Without maintenance we would be unable to have ambulance and other emergency personnel to respond in timely matters when lives are at risk, there are local residents with severe health care issues that at times require immediate attention.

CTIVC does not support this decision and would like the State of Alaska to reconsider and/or research other options regarding this issue.

Thank you,

A handwritten signature in black ink, appearing to read "Rose Tyone for". The signature is fluid and cursive, written over a horizontal line.

Rose Tyone, President



COMMENT SHEET



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COMMENTS:

As the Kennylake-Chitina school was driver, I am very concerned about this DOT decision. The road is very dangerous as it is in poor condition with no maintenance. This year maintenance was cut back, meaning that it was often the only / first one on the road. With climate change, we are having more rain and icy conditions. Glaciers form along side the road, which cross the road when not plowed and melted out. Brush needs to be cut along the road, as moose and bears frequent the route. Rocks also fall onto the road as it is a mountain pass with several cliffs next to / above it. I transport 44 children over this route. This is not a camp to close. The Edgerton is a dynamic road. It surges, shifts, gets different weather than the rest of the area.

→ and it changes by traffic - increase drastically during dipnetting and NPS traffic, visitors to Wrangell St. Elias NP

How did you hear about this meeting?

Radio KCHU

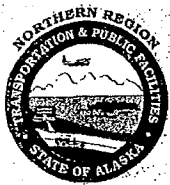
*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

E-MAIL ADDRESS: farmer200@hotmail.com

NAME: Diane Ellsworth

MAILING ADDRESS: HC 60 Box 109N Copper Center, AK 99513

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COMMENT SHEET



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We welcome written input and ideas from the public. Thank you for taking the time to be involved.

COMMENTS:

I suggest you consider INCREASING the MILEAGE for CHITINA STATION SO AT LEAST they can plow/sand TONSINA hill early in the morning before the school bus is on the road and still do the richardson as soon as TAZLINA is able to do it now.

THANKS FOR ALLOWING THIS TIME TO AIR OUR CONCERNS.

How did you hear about this meeting?

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E-MAIL ADDRESS: _____

NAME: CAL DATTA

MAILING ADDRESS: HC 60 Box 245 Copper Center 99573

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Commissioner Marc Luiken,

My name is Martin Helkenn and I am the foreman of the Chitina DOT station. I started my career with DOT at the Ernestine maintenance station as a seasonal equipment operator in 1990. In 1995, I transferred to the Chitina station as a full time operator. I have been in my current position since 2009.

The Chitina station maintains the Edgerton/McCarthy road which is 93 miles from the Richardson Highway to the town of McCarthy. We also maintain the Old Edgerton, which is 12 miles from the Richardson Hwy to the Edgerton Hwy at mile 7. We also maintain the Kennicott Road, which travels between McCarthy and Kennicott. We also maintain the Copper River Spur (formerly the Copper River Highway) which runs from Chitina to O'Brian Creek. We also have short airport access roads and bridge access roads that need to be plowed, let's say 115 miles all total. That is about the distance from Glennallen to Valdez, and we do all this with three operators, (currently two). We also maintain the Chitina and McCarthy Airports.

We have the Kenny Lake School at mile five of the Edgerton. Its current enrollment is around ninety, which is lower than normal. We have school bus routes on 46 miles of our roads, which can have more hazardous conditions as anywhere in the state. At least thirty five of those kids come from Chitina, and some parents drive kids to catch the bus from 15 miles out on the McCarthy Road. School bus routes should be taken into consideration when determining priority levels, as kids missing 2-4, or more, days of school simply because they live on a low priority road should be unacceptable.

We have the Kenny Lake Volunteer Fire Department at mile 5 on the Edgerton, and the Strelna Volunteer Fire Department at mile 10 on the McCarthy Road. Both VFD's respond to emergencies year around and also assist neighboring VFD's as well.

We have the Kenny Lake EMS squad at mile 5, an EMS squad in Chitina, and the Chitina Health Clinic on the Chitina airport road. The Kenny Lake ambulance serves the Chitina area as well.

The Edgerton/McCarthy road is the main access to the Wrangell St Elais National Park and Preserve, the largest national park in the nation. The McCarthy/Kennicott area is a huge tourist attraction, and draws more visitors every year. The condition of the road does matter, as people can post reviews online and in a matter of hours influence potential travelers. The State has spent millions of dollars in recent years improving the road surface and Chitina DOT has made huge improvements in the years that I have been here, but without proper maintenance, it will deteriorate rapidly, as it did when the Chitina crew was working with the patching crew last summer. This is a very fragile road that needs special blading techniques.

We serve somewhere between 500-1000 residents, depending on the time of the year. The Chitina salmon fisheries bring thousands if not tens of thousands down our road, many of which are now traveling to McCarthy/Kennicott as a "side trip". We have double tankers that deliver fuel to McCarthy. We have fuel trucks, propane trucks, pumper trucks, and delivery trucks that use the road. McCarthy/Kennicott is no longer an isolated bush community, it is a growing, thriving, popular

destination for tourists and residents alike.

Considering our location and all that we do, it will be impossible to pick up our duties from another DOT station. If management thinks it can, then those stations are way overmanned. It would be better to cut those overmanned positions than to close Chitina station. I have worked at both adjacent stations, so have some knowledge of the situation. It would be impossible for us to pick up that much extra work and still maintain adequate service. There will be a reduction in service to our area, and the residents will be affected. The school and kids, especially the Chitina kids, will be affected. Travelers and tourist to McCarthy/Kennicott will be affected. Close a station like Thompson pass or Ernestine, and the stations on either side can split the duties and only travelers in general will be affected. But one large group of residents, and tourism, will be affected by closing the Chitina station. And if management intends to maintain Chitina's roads at the same level of service, then cost savings would be minimal, as it will be much more expensive to maintain them from a distance.

This is not how I would like my career with DOT to end, but more than that I am worried about the future condition of our roads. I have put a lot of work into these roads and do not want to see them deteriorate. We have worked hard to make our motto true for our travelers, and want to keep it true. If you believe our motto, then keep Chitina station open.

Respectfully,

Martin Helkenn

January 12, 2016

Eric & Patty Yould
MXY, Glennallen, AK, 99588

David Miller, Northern Region Director, ADOT
2301 Peger Road
Fairbanks, AK 99709

Subject: Proposed Closure of Chitina Maintenance Station

It is our understanding that DOT is considering closure of the Chitina maintenance station. We fully understand that DOT is looking at ways to save money in the face of the chronic State budget deficit. This is very appropriate. However, in looking at the benefit/costs of various options, please carefully consider the significant negative impacts of DOT's proposed Chitina station shut down particularly regarding the maintenance of the Edgerton cutoff and McCarthy road.

First, as a McCarthy resident, our family and friends have been traveling the McCarthy road several times a year going back to 1975 in our case. The early years could find the road virtually impassable for days at a time, but the road slowly improved as DOT efforts to upgrade the road progressed. It is now in the best shape that it has ever been in and the 60-mile road can now often be traversed in less than two hours. DOT is singularly responsible for this and all of us in McCarthy and along the road are greatly appreciative for DOT's efforts. However, we are also aware of how fast the road can fall apart when not maintained. There was a short period this past summer when DOT could not maintain the road and it quickly deteriorated – resulting in travel times exceeding four hours for this 60 mile stretch. We are quite concerned that closure of the Chitina station will result in even less maintenance of the road and even longer driving times – not to even mention a return to the multiple tire flats and breakdowns of years past.

Second, while this road diminution would be very hard for those of us that live out here, now consider the impact and chilling effect that this will have on the tourist businesses in the Wrangell – St. Elias National Park (WRST). The Edgerton/McCarthy road system is the only viable road system way for tourists to gain access to this national park treasure. WRST is the only other road system accessible park other than Denali National Park in Alaska. The Nabesna access is long, not convenient to tourist travel, and does not give access to the venues available through McCarthy. We have seen more tourists use the McCarthy road over the last two years than any other time in history. There are several reasons for this, not the least of which are business development by local tourist venues, but hugely because of the efforts of DOT to upgrade the McCarthy road.

In short, our fears are that closure of the Chitina station will cause case great hardship on those of us who live out here, but perhaps more importantly, the chilling effect that the closure will have on tourism to the Wrangell – St. Elias National Park. Tourism and the revenue that it generates is important to the State and local businesses. Please take these important impacts into your consideration regarding closure of the Chitina station.

Thank you for the opportunity to comment.

Handwritten signatures of Eric and Patty Yould in black ink.

Eric & Patty Yould
McCarthy, Alaska

Mr. Sakalaskas

The governor's fiscal year 2017 budget proposal would permanently close the Chitina DOT camp. The employees will be terminated and the equipment sold. That means some other camp will have to pick up an extra 120 miles of road and two airports on top of their own current work load.

The result would be very poor and sporadic service for the Edgerton and McCarthy road, at best. At worst, those roads would get no maintenance at all.

We strongly urge the reinstatement of funding for the Chitina DOT station.

Who is Affected

We all understand the harsh realities of the current fiscal environment and realize that reductions in spending will have to be made.

It's easy to think that the McCarthy Road serves only a handful of year-round residents and that money spent on that road could serve the interests of a greater number of people elsewhere.

But this is no Road to Nowhere. The Edgerton and McCarthy Roads serve the needs of thousands of Alaskans and visiting tourists every year.

Edgerton Highway

The Copper River at Chitina is one of the few spots in the state for subsistence dip netting of Alaskan salmon. Hundreds of Alaskans travel the Edgerton every summer to put fish in their freezer. The Edgerton, especially close to Chitina, is prone to frost heaving and with a drop in maintenance or total neglect, this stretch of road could quickly become very hazardous.

McCarthy Road

The McCarthy Road is the only corridor into the heart of Wrangell-St. Elias National Park - **the largest in the national park system**. Every summer thousands of tourists travel the road to visit McCarthy and Kennicott where they spend hundreds of thousands of dollars that supports dozens of local businesses such as hotels, B&Bs, guide services, air taxi and flightsee providers and other tourism related enterprises.

If maintenance on the McCarthy Road declines or is dropped completely then the road will rapidly decline to the point where it is borderline untraversable and tourism in the area, which has been on the rise, will surely go into a decline as word spreads online that the McCarthy Road is a horror show.

Last summer saw reduced maintenance and heavy rains later in the summer. In a matter of 3-4 weeks the road deteriorated to such an extent that it reminded many long-time residents of the road before DOT did any maintenance at all.

Over the last several years the state has done extensive work on the road, straightening winding sections, widening blind curves on dangerous bluffs and clearing brush along the side of the road to improve sight-lines. Two summers ago the first 17 miles were chip sealed up to the Kuskulana bridge. All of this work has made the McCarthy road safer.

To walk away from that investment of time, energy and money would be irresponsible. If the chip sealed section is not maintained it will become more hazardous than if it had been left as gravel.

Let's Move Forward, Not Backwards

It is clear that the financial future of our state is not in resource extraction alone and we must find new sources of revenue. We urge the legislature to acknowledge the importance of this vital corridor and the role it plays in the tourism that is a vital element of the Alaskan economy.

Now is the time to invest in the qualities of Alaska that will endure when the oil and gas have run out - the hunting, fishing, hiking, boating and other ways that Alaskans and visitors alike enjoy this great land.

The state needs to support and invest in the tourism industry not abandon it.

The men at the Chitina DOT station have worked very hard to keep these roads serviceable and safe and the people who live here and travel these roads owe them a debt of gratitude. And they deserve the state's support as well.

We ask that funding for the Chitina DOT station be reinstated as well as make the year-round maintenance of the McCarthy Road an official commitment.

Thank you for your consideration

Regards

Greg Fensterman
Year-round resident of McCarthy



Save the Chitina DOT Station

59 Signatures

Goal: 100



* - Comments pulled
1/20/2016, petition is
still active

The proposed FY 2017 budget proposal contains drastic cuts across the board including DOT. As a result DOT informs that at the proposed funding levels they would permanently close 6 DOT stations including the Chitina camp. The employees will be terminated and the equipment sold. That means another camp (Tazlina) will have to pick up an extra 120 miles of road and two airports on top of their own current work load.

The result would be very poor and sporadic service for the Edgerton and McCarthy road, at best. At worst, those roads would get no maintenance at all.

We strongly urge the reinstatement of funding sufficient to retain the Chitina DOT station.

Who is Affected

We all understand the harsh realities of the current fiscal environment and realize that reductions in spending will have to be made.

It's easy to think that the McCarthy Road serves only a handful of year-round residents and that money spent on that road could serve the interests of a greater number of people elsewhere.

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Over the last several years the state has done extensive work on the road, straightening winding sections, widening blind curves on dangerous bluffs and clearing brush along the side of the road to improve sight-lines. Two summers ago the first 17 miles were chip sealed up to the Kuskulana bridge. All of this work has made the McCarthy road safer.

To walk away from that investment of time, energy and money would be irresponsible. If the chip sealed section is not maintained it will become more hazardous then if it had been left as gravel.

DOT has stated that summer maintenance is covered by federal funds and so will not be impacted. This is misleading as those federal funds cover hole patching which does little for the McCarthy Road. It's not just a matter of funding but of workload. It doesn't matter who is paying for it if the DOT station doesn't have the men, time and equipment to do the work. If service will decrease as a result of the closure what does that mean if the McCarthy Road only got graded twice last summer?

Let's Move Forward, Not Backwards

It is clear that the financial future of our state is not in resource extraction alone and we must find new sources of revenue. We urge the legislature to acknowledge the importance of this vital corridor and the role it plays in the tourism that is a vital element of the Alaskan economy and is destined to be more so in the future.

Now is the time to invest in the qualities of Alaska that will endure when the oil and gas have run out - the hunting, fishing, hiking, boating and other ways that Alaskans and visitors alike enjoy this great land.

The state needs to support and invest in the tourism industry not abandon it.

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Thank you for your consideration.

1 **HIGHLIGHT**

January 19
We are now live!

22 **COMMENTS**

Filter

Dianne Milliard United States, Washington
Jan 20, 2016
Jan 20, 2016
upvote reply show

I depend on the McCarthy Road both to reach my home and for my livelihood as a park ranger. Tourism drops sharply when the road is in bad shape, and the visitors are really unhappy. Last late summer/ early fall the road was nearly impassible. It took almost 4 hours to go 60 miles. And this was with the Chitina station still open. I am extremely concerned about what will happen if you close the station. Telling us federal funds will cover the operation when we're talking about a gravel road is more than misleading, it is not being honest with us. I enjoy having a dirt road and don't mind when it gets a few potholes and you have to slow down and pay attention, but we need our road to be passable. Please find a way to keep the Chitina station open.

Steve Davidson United States, Enterprise
Jan 20, 2016
Jan 20, 2016
upvote reply show



laurie harrington United States, Jamestown

Jan 20, 2016
Jan 20, 2016
upvote reply show

I dont live in the area but my family does so i have been down that road.It needs upkeep all the time i dont understand why this petition needs to be up? People live there all year you cant just forget them.



Geoffrey Bleakley United States, Makawao

Jan 20, 2016
Jan 20, 2016
upvote reply show

The McCarthy Road provides critical access to a remote community which increasingly attracts winter visitors. How can Alaska consider constructing new access roads to other remote locations when it cannot even maintain those it already has? Fund the Chitina DOT station and maintain this road!

Christi Haley United States, Valdez

Jan 20, 2016
Jan 20, 2016
upvote reply show

2 yrs ago we had an elder pass away in McCarthy. There was a lot of snow that had just fallen and it would have been impossible to get our deceased community member out. I was able to contact Chitina DOT station to inform them of our situation and they were able to get the McCarthy Rd plowed. Loosing this service in our remote area would be a hardship and I believe that would be a safety issue also.

Dee Frady United States, Valdez

Jan 20, 2016
Jan 20, 2016
upvote reply show

The state needs to focus on alternative ways of earning money other than oil. Tourism is one.

Alyssa Vanek United States, Kenai

Jan 20, 2016
Jan 20, 2016
upvote reply show

I know how awful the Edgerton can be. The Chitina DOT station needs to stay open! We missed school a few times because of the roads and the bus not being able to safely transport. How much school will those kids miss if the road isn't maintained?!

Terry Frady United States, Valdez

Jan 20, 2016
Jan 20, 2016
upvote reply show

The area needs this station open!!

Anonymous

Jan 20, 2016
Jan 20, 2016
upvote reply show

Many use/need these roads. School kids need these roads. Fire stations need them, EMT, EMS need them. Saving money at risk of lives and safety should not happen.

Margaret Katie Helkenn United States, Valdez

Jan 20, 2016
Jan 20, 2016
upvote reply show

Just a concerned resident of the community impacted. My main concern is primarily the Chitina Kids. These kids are already at an disadvantage and not being able to get to school is another disadvantage. They need to get to school. Already in this 2015/2016 school year they have missed at least two days because the bus couldn't get up the hill at 20 or 21 mile.



upvote reply show

These roads are dangerous enough and to take our maintenance crew away would make some days impossible to drive.

Brad Grossweiler United States, Bradenton

Jan 20, 2016
Jan 20, 2016
upvote reply show

Please do not close the Chitina Dot Camp it is so important to our businesses and livelihood in McCarthy!

Kelly Smith United States, Anchorage

Jan 20, 2016
Jan 20, 2016
upvote reply show

We need our roads cleared in a timely manner so school buses can make the daily commute and emergency workers (EMS & Firefighters) can respond as needed. We need Chitina DOT

Sarah Gittlein United States, Eunice

Jan 20, 2016
Jan 20, 2016
upvote reply show

We need DOT!
that road leads not only to Parks, but to my family's locally owned business.. Without that road people will lose so much. Lots of good people live in McCarthy and they deserve to have a roadway. Even if it's not perfect.. That 90 miles is 110% necessary.

Jared steyaert New Zealand, Auckland

Jan 20, 2016
Jan 20, 2016
upvote reply show

As both a resident and a business owner in the area, I know how vital the chitna DOT station is and am beyond grateful for all the hard work of the staff there over he years.

Dave Murchison United States, Long Beach

Jan 20, 2016
Jan 20, 2016
upvote reply show

Alaska does not need another cut-off community! Maintain the road.

Sonny Asbury United States, San Angelo

Jan 20, 2016
Jan 20, 2016
upvote reply show

Save the dot at China we need their help to access our homes in McCarthy

Thomas Kennedy United States, Anchorage

Jan 20, 2016
Jan 20, 2016
upvote reply show

This road is not only the lifeline of several communities but is growing to be a source of non-oil revenue. Tourism is a fledging industry in this state. Without this road many different businesses and developments will struggle. It will not be something that can be mothballed. WSTE NPS is growing to be a huge attraction and the economic data from census and department of commerce will indicate an incredible increase in revenue. It is not the time to put a stopper into an area that has great economic potential to grow into a Denali National Park tourist region.

Kaden Cullen United States, Bozeman

Jan 20, 2016
Jan 20, 2016
upvote reply show

I would very much reconsider voting for Governor Walker if this station was defunded. McCarthy cannot exist without it's road.



Rebecca Bard United States, Anchorage
Jan 20, 2016

Jan 20, 2016
upvote reply show

There is a whole community on that road as well as at the end of it. You put locals lives in danger as well as the tourists that frequent the Park!

Kenny Smith United States, Anchorage
Jan 20, 2016

Jan 20, 2016
upvote reply show

One of Alaska's most promising new and expanding attractions is the Wrangell St Elias National Park & Preserve, this is the largest National Park in the United States. In addition it joins with the Klauane National Park in the Yukon to form the largest mountain wilderness area in conservation status in the world, a land of extremes.

Due to the pioneer status of the portion of road from Chitina to McCarthy, without constant vigilance over this section by maintenance personnel, the road is likely to be closed for significant stretches of time. If this occurs, it is almost guaranteed that the National Park and State will undergo a drastic reduction in visitor activity to this area, let alone any enhancement.

It appears to me that for a state seeking sustainable resources and trying to grow the number of tourists coming here, the direction achieved by this action is absolutely the opposite way we should be going.

Anonymous
Jan 20, 2016

Jan 20, 2016
upvote reply show

Save the road crew

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