



Dalton Highway State Scenic Byway Corridor Partnership Plan (CPP)

Friday, November 13, 2009, 1:00-3:00pm
DOT/FAA Combined Facility, Deadhorse, AK

Attendee:

Brett Carlson—*Sukakpak, Inc.*

Facilitator: Kathlene Rowell—*AKDNR*

Meeting Summary

Kathlene Rowell – *Facilitator.*

[Since there was only one participant and since this participant—as an Advisory Team member—was familiar with the planning process, Kathlene Rowell did not show the introductory PowerPoint presentation. The participant had an opportunity to ask questions and provide comments on the draft document.]

Brett Carlson—*Sukakpak, Inc.*

- Described how projects along the Dalton Highway have typically been funded in the past—principally by the Bureau of Land Management
- One of the most attractive things about the Dalton Highway is that it's rustic and undeveloped
- Supports nodal development—does, however, support removing Chandalar Shelf as a designated development node
- The road is not highly commercialized, which makes it attractive; it is not over-serviced
- Discussed what the term “unspoiled” means in the plan’s vision statement; not recommending a change, however, the term “unspoiled” can be subjective
- Discussed the term “commercialized” and how that is defined. Discussed the negative effect national brands/businesses would have on a traveler’s perception and experience if they were to be built along the highway
- A wilderness highway does not mean that there is no industrial development
- People are proud of the corridor as it currently exists; they want to maintain its uniqueness
- Believes it is legitimate to have a plan that expresses a desire to have a non-commercialized highway
- Believes it was important that the group added the phrase “and those associated with its utilitarian purpose” into the mission statement