

O ur Partnership Board

As a young state with wide open spaces and a small population, working together is key to accomplishing anything. Our plan emphasizes this partnership approach, and the reality that regulation is not the Alaskan way—hence, the phrase “Recognition, not Regulation” that Partnership Board Members coined when describing this nomination effort to their communities and neighbors.

The Glenn Highway Scenic Byway Partnership Board was formed by the Alaska Department of Transportation and Public Facilities (DOT&PF) to provide input to the on-going effort to earn the national designation for the Glenn Highway Scenic Byway. The DOT Commissioner asked the Mayors of Anchorage, Palmer, and the Matanuska-Susitna Borough to nominate four to eight people to serve on the Partnership Board to initiate the group. * Committee members include representatives from local businesses along the byway, historical societies, local Indian Tribes, Chambers of Commerce, and the general public. The Partnership Board has been active in helping to develop a Byway Management Plan and will continue to play a vital role in implementing the final plan once issued.

** More members were added as interest grew*

Partnership Board Member / Agency or Organization

Danny Allen	Resident
Cheryl Bailey	Treasures in the Attic
Allan Baldwin	Eklutna Village
Heather Bovat	Mat-Su Planning Chief
Dan Dryden	Sutton Community Council
Corri A. Feige	Chickaloon Community Council
James Grizzell	Mat-Su Historical Society
Henry Guinotte	Former Mayor, City of Palmer
Jim Cooper	Mayor, City of Palmer
Tom Healy	Palmer City Manager
Al Hohn	Resident
Timothy J. Horton	Long Rifle Lodge
Arnie Hmcir	Hicks Creek Lodge
Kelli Hyden	Resident
Joe Lawton	Alaska State Fair
Diana Long	Palmer Historical Society
Wendi Mikowski	Eklutna Inc.
Judith K. Nix	King Mountain Lodge
Murph O'Brien	ADOT&PF Project Manager
Jim Rogers	Alaska Sand and Gravel
Julie Saupe	MSCVB
Larry & Maryann Selle	Al-Can Cedar Log Homes
Anjanette Steer	Sheep Mountain Lodge
Jim Turner	Palmer Chamber of Commerce
Patricia Wade	Chickaloon Village
Jessi Cotter	Resident
Rex Close	Resident
Kaylan Wade	Chickaloon Village School
Donita Peter	Chickaloon Village
Kari Johns	Chickaloon Village
Susan Gorski	Eagle River Chamber of Commerce
Joe Gauna	Alaska State Snowmobile Assoc.
Glen Swan	Alaska State Snowmobile Assoc.
Ellen Wycoff	Mat-Su Borough Planning



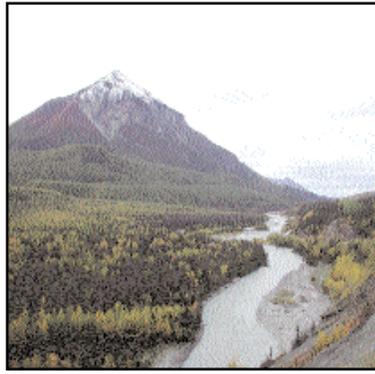
Susan Gorski



Photo courtesy of ADOT&PF



Joe Lawton
Byway Leader



4 How the Glenn Highway CAME TO NOMINATION

A unique aspect of the Glenn Highway Scenic Byway initiative for the State of Alaska is its ground-up development. This was an idea that took hold at a local Alaska DOT presentation and ultimately resulted in the preparation of the Corridor Partnership Plan and application. The process has been sponsored by DOT, but developed and enriched at the local level. The stories you will hear throughout the corridor plan come from the people that live on, and use the Byway every day. They have a history and a story to tell, and they wish to share that with the people who come to their community. The stories reflect the proud heritage and the strong spirit of Alaska, its settlement, and its people.

To bring structure to this group, they were organized into a Partnership Board. Here, the Alaska DOT played a large role in helping the local interests organize themselves for action. The Mayors of Anchorage, Palmer, and the Mat-Su Borough were asked to nominate representatives to the Partnership Board. In addition, local Native villages were asked to participate, as well as anyone who had an interest, as word of mouth about the group spread. Presently, the group has about 26 active members, with many people inquiring about participating on the board during public meetings.

The partners have helped craft the vision statement, goals, and objectives, and identified issues and opportunities for the Byway Partnership Plan process. They are integral in developing the story of the Byway and giving this plan meaning to the local communities it is intended to serve. Once the plan is submitted through the sponsoring agency, Alaska DOT, and if successful, this group will stay in place to work hand-in-hand with Alaska DOT to do the on-going work of managing the Byway. Though the Partnership Board has advisory capacity only regarding highway management, they will be responsible for developing grant ideas and assisting in prioritizing the needs for the Byway in the years ahead.

Byway Partnership Plan Meeting Summary

While interests in designating the Glenn Highway as an All American Road took place in Palmer, interviews were held with stakeholders along the proposed corridor beginning in June of 2001 to gauge support for the Byway concept. Not only were people accepting of

How the Glenn Highway Came to Nomination

Photo courtesy of Bill Evans



the concept, they were eager to share their stories of the Byway, their favorite places and events on the Byway, and give their time to making this effort a success.



Photo courtesy of HDR

Public Open House and presentation at Sheep Mountain Lodge

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After meeting individually with Byway stakeholders, Alaska DOT and its consultants scheduled the first of five Partnership Board meetings for early August 2001. At that meeting, the group worked to get an understanding of the many issues the plan needed to address, and had the partners tell what they thought was special about the Glenn Byway. It was emphasized that a corridor Partnership Plan and Partnership Board identifies opportunities as well as concerns of the corridor. It makes recommendations, not policies, and it suggests solutions, not mandates. Rather, the Partnership Board provides the energy and vehicle for those willing to assist in furthering the goals and vision statement of the Byway.

The group then went through two exercises that were designed to begin the development of a Corridor Partnership Plan Vision statement and Goals and Objectives for the plan.

Narrowing the Focus

To determine the theme and focus of the Partnership Plan, the partners participated in two exercises during the first Partnership Board meeting. The written consensus of the partners made it clear that the Glenn Highway should be nominated for the All American Road designation. The responses that were given by the Partnership Board in the exercises conducted showed both a strong scenic quality, with a multitude of natural features, and a significant historical quality with emphasis on the cultural aspects brought into the planning process by input from both the Chickaloon and Eklutna Natives.

"My Position Is" Exercise

To begin the process of trying to determine the scope of this plan and application, the Partnership Board participated in the "My Position Is" exercise. This exercise was designed to allow people to express whatever they wanted to about the Byway,

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the application process, the Partnership Plan, and their interest in the process. They were asked to tell exactly what they wanted from the plan development process. Responses were to be from a completely personal perspective. This exercise was the first step to obtaining information to be used in developing a vision statement for the goals and objectives for the project.

Elements of a Vision Statement

After completion of the "My Position is" exercise, the Partnership Board began working on another exercise designed to give input to goals and objectives, and to help craft a vision statement for the Byway. This exercise gave the partners key words and phrases, and asked them to apply them to the Byway. An example might be the phrase "outstanding scenery" and a typical response might be "the Matanuska Glacier, where else can you see the glacier that carved the valley you are standing in. It is a glimpse into another age." The main elements were then removed from the reply and the themes were captured in the vision statement, goals, and objectives for the Byway Partnership Plan.

Establishing Key Themes for Nomination

When asked at their second meeting to share what about this corridor is special to them, Partnership Board members shared their favorite places and memories of the Byway. One recurring theme that was mentioned was the glaciers accessible throughout this corridor. The group wanted to ensure that the unique opportunities this Byway gives the traveler are adequately reflected in the plan, as the opportunity to see these prehistoric giants that have shaped the land is so distinct in this Byway.

This meeting of the Partnership Board took place in mid-September 2001, at which time the partners discussed what had been learned through research about the Byway and laid out thoughts on how best to tell the Byway's story. A discussion was held about the qualities that would be emphasized in the application process, and all agreed that the corridor is very scenic and has a very important historical

Life on the Glenn Highway RESIDENTS' STORIES

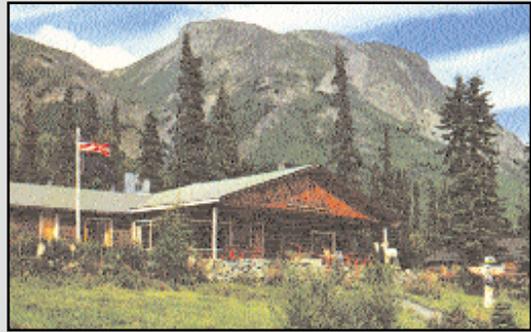


Photo courtesy of Pamela Meekin Troutman

Meekin's Lodge in the 1950's.

Our nomination effort has brought corridor residents together—and brought out stories about life on the Glenn Highway in years past:

"In the late 40's my parents opened a roadhouse at Mile 110 on the Glenn Highway. Weekends and holidays were special. I remember my mother cooking on a wood stove, serving the customers; my father playing host to guests. I started my roadhouse career standing on a box to do dishes . . ."

Pamela Meekin Troutman, Palmer

"Postmaster Paul Swanson had numerous animals at his home by the Glenn Highway in Chugiak. In the summer of 1959 a convoy of army vehicles was crawling north on the highway, following a bunch of Paul's ducks who were strutting down the center line."

Virginia Kirk, MP 19.5 Old Glenn Highway

"It was only twenty miles from Moose Creek where my family lived to Chickaloon. But back in 1952 the road was gravel and our car didn't travel very fast. Although it was a beautiful drive, the road was too close to the Matanuska River for my liking. The highway wound right alongside the river for way too long and it seemed to me it would be too easy to fall into that river."

Patricia Wade, Chickaloon Village

How the Glenn Highway Came to Nomination



The Glenn Highway has all six qualities as previously mentioned in chapter three. Because scenic beauty along the highway is without par and has a rich and colorful history, the Partnership Board chose to put forth these qualities in its nomination of the Glenn Highway for a National Scenic Byway All-American Road designation.



Photo courtesy of LDN

Cliff Steadman and daughter Nancy telling stories of the Byway

story to tell about the settlement of Alaska. It was noted however, that in this corridor, the recorded history is so recent that it is difficult to completely segregate it from the culture that exists through the Native tribes. It was also mentioned that the scenic quality of the corridor is completely dependent on the geologic processes that have shaped the land and that the natural quality needed some emphasis as well. The partners then developed a draft Vision Statement and proposed Goals and Objectives, based on the work accomplished at the first meeting.

The third meeting of the Partnership Board took place in mid-November and at that time, a draft of the Partnership Plan was distributed for review and comment. The group discussed the organization of the Partnership Board for future work together, and discussed a logo to use for the project. The partners went over the project timeline and conducted interviews with various Partnership Board members for stories of the Byway. In December the Partnership Board met for the last time prior to submittal of the nomination application to the Federal Highway Administration. This was to gather their input into the final plan, and discuss the other parts of the nomination package, such as the nomination video and the application itself.

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Public Involvement

Public and stakeholder involvement in the development of the Partnership Plan has been very important in shaping this document. In October, four open house-style meetings were held on different

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nights up and down the Byway corridor. The purpose of these meetings was to inform the public and gain support and momentum for the designation. Many people at these meetings came into the meetings feeling like this was a way for the government to deny them their rights to develop their property. Once the process was explained to them and what the designation would do and, moreover, could not do, the vast majority of people thought the designation was a benefit. Approximately 65 to 70 people came to the meetings, and by the end of the week, only two people who came to the meetings were opposed to the Byway designation, and about 10 wanted more information. The other 55 people were supportive and wanted the nomination process to continue. These meetings also generated several new members for the Partnership Board.

These meetings were advertised in three area newspapers up and down the corridor over several weeks, which increased our turnout. In addition to the newspaper ads, flyers were posted at several of the local post offices, community buildings, and roadhouses. Once a draft was available it was posted to the World Wide Web and again ads were run in local newspapers up and down the corridor. This approach proved extremely effective and generated over 30 pages of comments for consideration in the final document.



Photo courtesy of HDR

Public information boards and packets at the open houses helped to describe the National Scenic Byway Program



Photo courtesy of HDR

Corridor residents in the Sheep Mountain area attending the open house

How the Glenn Highway Came to Nomination

