

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 03, 2009 8:43 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Ketchikan

Website_informative No

Fullname Marie-Jeanne Cadle

Thoughts I wonder if you have given consideration to the fact that individuals with any kind of arrest record (even charges that have been dismissed can be used against them) can be denied access into Canada. If Prince Rupert was the hub, these people would would be unable to use the ferry to get to or from Alaska.

Comments_regarding The Plan

Email mjinak54@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 09, 2009 1:27 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Petersburg

Website_informative Somewhat

Fullname Nancy C Strand

Thoughts It concerns me to think the southern terminous of the state ferry system might be moved to Prince Rupert. The ferry is meant to be the highway system for southeastern Alaska and many Alaskans will be unable to travel via the ferry to the lesser states if travel through Canada is required. amny Alaskans cannot enter Canada because of Previous DUI convictions. In fact, with a donation of half a billion dollars from our soon to be EX governor, Canada should be welcoming all Alaskans with open arms! I strongly urge you not to consider canceling the Bellingham run until Canada loosens restrictions on travel for these Alaskans. Thanks for the opportunity to so easily make comments regarding the transportation plan. Nancy Strand PO Box 505 Petersburg, Alaska 99833 907-772-4366

Comments_regarding The Plan

Email feraltmcloud@hotmail.com

7/13/09
Mike Korsm

SATP Plan Assumptions

*On page 3 the Southeast Alaska Population Corridor graph shows very disturbing trends in some areas out to 2030. It should be noted that regional efforts to reverse these trends may result in significant changes to these projections. Also it is not realistic to project the Municipality of Skagway out to 2030 in the Skagway, , Angoon Census Area since it is now its own Borough and does not trend out with the other 2 communities.

*On page 4 under results it should be noted that public pressure will also continue to exist for construction of new ferries to transport vehicles as shown by the many public polls taken that show support for improved ferry service.

On page 7 under A. "Larger Shuttle Ferries..... a. should read More safe and weather reliable. Another line should be added e. provide the car deck space to allow for the movement of goods and recreational vehicles. DOT/PF needs to consult with AMHS staff to understand why it is so important to have the car deck space to allow for movement of goods and larger recreational vehicles. I believe AMHS has the data to back this up.

On page 8 under B. "Smaller Shuttle Ferries.... A line should be added that smaller shuttle ferries limit the ability for movement of goods and larger recreational vehicles of which many routes are dependent on.

On page 8 under Results is not very realistic. There will always be a need for larger, safer, weather reliable ferries due to conditions and routes AMHS will continue to operate on. Smaller shuttle ferries will be a component t of the overall system where it is practical but choosing between two different systems will most likely not be an option.

On page 8-9 "A Highway System to Support Basic Vehicle Movement Needs Along Coastal Alaska" there needs to be mention of the popularity of the Bellingham run which is sold out most of the year It should also be noted that military and US restricted citizens depend on this route for movement in and out of Alaska. It should be noted that this route is extremely popular and demanded by customers. The Prince Rupert Connection does allow for better service in Southeast Alaska.

On page 10 Once again I disagree with the assumption that chooses between mobility regimes. I don't believe you will ever be able to get away from a combination of larger, safer and more weather reliable ferries, some smaller shuttle ferries and some road connections. It should also noted that the AMHS is considered one of the top 10 Ferry Systems in the world and already provides a close up view of the region and is a big boon to the independent tourist, retail, and hospitality and service industries in most all Southeast Communities. It should also be noted that under current scheduling there is

greater opportunity to travel to neighboring communities and residents in outlying communities do have better access to medical, governmental and commercial centers.

These are my comments which I will also share with the Southeast Conference Transportation Committee and MTAB. I'm sure both organizations will put together comments as a board and send them to you as there official input.

Mike Korsmo

7/13/09

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 14, 2009 1:08 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Haines
Website_informative Somewhat
Fullname Robert Andrews
Thoughts Alternative A look like the most logical to me. Alternative is wasteful and ill-thought in a time when we should be turning more to public transportation.
Comments_regarding The Plan
Email andrews@aptalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 14, 2009 2:03 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Somewhat

Fullname Thomas Schwartz

Thoughts Please consider improved ferry service over new roads. Moving the ferry terminals farther away from communities would make it very difficult to "walk on". The majority of our ferry travel does not include our vehicle.

Comments_regarding The Plan

Email tomandanne@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 14, 2009 2:15 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Somewhat

Fullname Jackie Stewart

Thoughts

Railroad as an alternative surface transportation to Juneau has never been considered. A railroad would cost a fraction as much to build as a road, a fraction as much to maintain and could eventually link to the Anchorage system. Rather than spend half a billion dollars or more to build a road and leave a huge burden on the state to maintain it, please access the feasibility and cost to build a railroad. I believe it is an alternative that would draw support from both the road advocates and opponents. I encourage DOT to begin a new EIS including railroad as an alternative means of transportation north out of Juneau.

Comments_regarding The Plan

Email s2art@acsalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 14, 2009 2:19 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Seward

Website_informative Somewhat

Fullname Jerry Dixon

Thoughts Alternative A proposes to improve existing ferry service by constructing 1 to 3 Alaska Class Shuttle ferries designed to withstand typical Southeast weather. Alaksa Class ferries would operate between Ketchikan and Prince Rupert, Juneau and Sitka, and Juneau and Haines and Skagway.

Comments_regarding The Plan

Email js2dixon@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 14, 2009 2:20 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Ketchikan
Website_informative Somewhat
Fullname Judy Roush

Thoughts

The Alaska Marine Highway system provides an essential link between the lower 48 and the state of Alaska, and it also provides an essential link to Alaskan citizens wishing to travel within the state. The Marine Highway system brings valuable tourist dollars to the state by people traveling independently within the state. Increasing access and appeal to motorized tourists will provide a valuable support to a vast array of existing infrastructure throughout Alaska's road system. The Alaska Marine Highway also provides an essential link to the various communities of SE Alaska and to the citizens of the state. We are one state, and we are one people who value our relationships with each other. The Alaska Marine Highway provides that link between communities. While I fully understand that it is expensive to operate this system, it is essential to make it an affordable alternative to air travel within the state. Not to recognize that is to doom this system to failure. There is enough evidence to support that idea that more people, not less people, will use the Alaska Marine Highway if prices are lowered, rather than raised. Witness the occasional half-price sale of tickets from Juneau to Pelican. On the day I traveled, the ferry was filled to the gunnels with happy Alaskans wanting to visit another community. I ask you to preserve the Alaska Marine Highway as an essential, affordable alternative to air travel and make it both affordable and attractive to tourists from the lower 48. Keep the pathway to Bellingham open, lower your fares, and see the use of this system increase! Thank you for this opportunity to speak to you. Sincerely, Judy Roush 29 Earl Hines Lane Ketchikan, Alaska 99901

Comments_regarding The Plan
Email judyroush@kpunet.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 14, 2009 3:44 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Barbara Belknap

Thoughts This is very complex, but the bottom line for me is that we make our ferry system the best in the world and decide once and for all that building roads in SE Alaska is too expensive and too destructive to the environment that we all love.

Comments_regarding The Plan

Email bjbelknap@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 14, 2009 6:47 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Gustavus
Website_informative Yes
Fullname Nathan Borson

Thoughts

Thank you for your hard work on this essential plan. I agree with some of the assumptions you have set forth - the increasing need for public transportation, the need for flexibility in the ferry fleet to accommodate seasonal fluctuations in demand, the ferry being the preferred mode of low-cost passenger transportation, and the importance of maintaining existing facilities and improving transportation efficiency, sustainability, and mobility. I question whether the primary purpose of the ferry fleet is moving vehicles between destinations. I have used AMHS on many occasions. I have traveled as a foot passenger and taken my kayak on some trips but I have never used it to move a vehicle. The AMHS mission is about more than just vehicles; to me that is the least of its purposes. I strongly oppose Alternative E with all its new roads. I have been to coastal Norway, which is the logical end result of such a plan, and I missed the Southeast Alaska's wild character. Yes, it was convenient to travel -- for drivers -- but the country was all carved to pieces by roads, and it would have been a challenge without a car. I much prefer the wilderness and wildlife we have now in Southeast Alaska and the ease of travel AMHS provides throughout the region for walkers, bikers, and paddlers. I have kayaked and hiked many of the locations envisioned for new roads and shuttle ferry terminals. A road would ruin Warm Springs Bay. The idea of a road from Pelican to Hoonah through the Trail River valley is a preposterous waste of money and wild lands and wildlife; I will fight it vigorously. Alternative A makes far better sense. We need decent ferry service, not more roads. Sincerely, Nathan Borson

Comments_regarding The Plan
Email nate@borson.net

Benson, Stephanie V (DOT)

From: Mark and Michelle Kaelke [flyfish@ak.net]
Sent: Tuesday, July 14, 2009 8:24 PM
To: DOT SER SATP
Subject: SE Planning

Our family of four would like to voice our support for the Alaska Marine Highway for the revision of the SE Alaska transportation plan. We live in a coastal marine environment and it only seems logical that ferries are the best mode of transportation to connect SE communities.

Michelle, Mark, Sophia and Emma Kaelke
9723 Trappers Lane
Juneau, AK 99801



Sitka Conservation Society
Box 6533
Sitka, Alaska 99835
(907) 747-7509 ph
info@sitkawild.org
www.sitkawild.org

*“Working to protect the
natural environment
of the Tongass,
and Sitka’s quality
of life – Since 1967”*

July 14th, 2009

Mr. Andy Hughes
Regional Planning Chief
Alaska Department of Transportation & Public Facilities
6860 Glacier Hwy, MS-2506
Juneau, AK 99811-2506

Dear Mr. Hughes:

Please accept these comments on the Southeast Alaska Transportation Plan. These comments are written on behalf of the Sitka Conservation Society and our 700 members in Sitka, Alaska.

We support Alternative A. We feel that this alternative would best benefit the social, economic, cultural, and environmental concerns of Sitka. It would best connect us with the rest of Southeast Alaska and best meet our community’s specific needs.

We recognize the efforts of the DOT in making a realistic assessment of declining funding and we hope that this helps put some of the proposals for mega-projects under further scrutiny. Some of the projects that we do not support and that we do not feel should be pursued include a road across Baranof Island (either a Rodman Bay or Warm Springs Route).

We do support making older vessels more fuel and labor efficient. We also hope that you will make roads and ferries friendlier and safer for pedestrians and bicycles. We also agree with all of the following SATP conclusions:

- The need for public transportation will increase “in response to increasing cost to own and operate a private motor vehicle.”
- “The ferry will be the preferred low cost mode of passenger travel between communities.”
- It’s important to maintain existing facilities and improve transportation efficiency, sustainability, and mobility.
- The ferry fleet should be configured for maximum flexibility to add service when demand is high and lessen service when demand is low.
- That it might be necessary to downscale (rather than eliminate) runs to Bellingham and Whittier in order to better serve destinations with no road alternatives

However, we do feel that the following SATP assumptions are incorrect or misleading:



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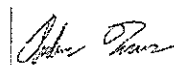
- The stated “primary purpose” of the AMHS is “to move motor vehicles” between destinations. Rather, the AMHS’ mission is “to provide safe, reliable, and efficient transportation of people, goods and vehicles.” Many of our members use the ferries to travel between communities without their vehicles and choose to use public transportation or to meet and visit friends or relatives in their destinations.
- We do not feel that we must have an either/or approach between the “two mobility regimes.” It’s more sensible to repair and maintain 1 to 3 mainline ferries to provide through service, in combination with shuttle ferries to provide service to smaller outlying communities.
- We do not feel the “Public pressure” in Sitka that you state for building more roads. We are often too busy plowing and maintaining our existing roads to think about adding more. Rather, here in Sitka we favor more community-to-community ferry service over building new roads that would force us to drive longer distances to meet remote ferries with shorter connections.

Other items that we would like to add for your further consideration include:

- Continued work marketing the Alaska Marine Highway as a tourism mode of travel and SE Alaska as a destination
- Continued work with local and regional entities to help facilitate travel on the marine highway system and access to SE Alaskan communities in association with regional communities and non-profits (Seatrails, SE Conference, Sitka Tribe of Alaska, etc)
- Increased and rotating displays of regional artwork, photos, maps, and things-to-do on ferries for informing and educating travelers
- Continuing to partner with the USFS to have an interpretive ranger on board ferry vessels to inform and educate visitors

We would also add that in Sitka we have an enormous need to have good connections to surrounding communities (especially Angoon, Tenakee, Hoonah) to serve the health needs of these communities with Sitka’s SEARHC Hospital. Please keep this in mind and plan appropriately as you continue formulating the SATP plan. Further, our school systems are in need of good transportation options and a consistence and reliable schedule so that they can plan inter-community events. These events serve an extremely important role in SE Alaskan youth’s educational opportunities and this depends on the Alaska Marine Highway System.

Thank you very much,



Andrew Thoms
Executive Director
Sitka Conservation Society



Benson, Stephanie V (DOT)

From: Marlene Clarke [mannclarke@aptalaska.net]
Sent: Wednesday, July 15, 2009 9:37 AM
To: DOT SER SATP
Subject: Re: Southeast Planning

Dear DOT,

Thank you for your comprehensive studies of the Alaska State Ferry System. I agree that increased ferry service will be needed in the future to accommodate an increasing population, including visitors. I firmly support alternative A plus replacing 1 or more ferries with federal money. I also think we should maintain the current system proposed in Alternative B.

I oppose both Alternatives C and E.

Sincerely,

Marlene Clarke
732 Case Ave.
PO Box 1020
Wrangell, AK 99929-1020

1700 Branta Road
Juneau, AK 99801
July 15, 2009

Alaska Department of Transportation – SATP
Box 112506
Juneau, AK 99811-2506

Dear Sir:

We are concerned that DOT is not recognizing that Southeast Alaska is boat country unlike any other part of the US and almost any other part of the world. The primary purpose of the Marine Highway System is, or should be, to move people, goods and vehicles between communities in a safe, efficient, timely and pleasurable manner. A system of short roads to remote ferry docks and short hop ferries would not serve most of the public well, particularly in winter. As long term residents of Juneau and regular ferry users, we find the current system working quite well and that it should be enhanced where possible.

Some things we would like to see:

1. Continue daily service Juneau to Haines and Skagway, but turn the time around with morning departure in Juneau and afternoon departure from the north. This would better serve people driving north or south and would facilitate getting through customs.
2. On new ferries, give more thought to seats with view unobstructed by outside railings and other items and a foot rest would be much appreciated.
3. Provide dining rooms with good view seats.
4. Continue having solariums where tents can be used. If staterooms are abolished, consider renting tents.
5. Find ways to reduce loading times. One hour should be plenty.

Thank you for the opportunity to comment.

Jim and Mary Lou King

Benson, Stephanie V (DOT)

From: robin hiersche [freetopoets@yahoo.com]
Sent: Wednesday, July 15, 2009 1:11 PM
To: DOT SER SATP
Subject: marine highway

I would support alternative A and oppose alternative E. As a thirty year customer of the Ak Marine Hwy, living in a village where the ferry is my transportation to shop, see doctors, visit family, etc, the ferry is vital. I am not interested in replacing ferry service with roads, not at all, especially as roads are difficult to maintain and require a car to utilize them for shopping trips, etc. I think that replacing ferry service with roads is, in the long run, a foolish idea that will turn out poorly for everyone involved and the health of the environment. I would prefer to see efficient, clean, green ferries taking Alaskans on their way through life. I could go on and on, but I am sure you can see what I mean.

Sincerely \

Robin Hiersche

freetopoets@yahoo.com

Alaska Ocean View Bed & Breakfast

1101 Edgcombe Drive
Sitka, Alaska 99835

USA

Carole Denkinger - owner

To: Alaska Department of Transportation July 16, 2009 (3 pag
Southeast Planning Committee
RE: Southeast Alaska Transportation Plan
D.O. Box 112506
Juneau AK 99811-2506

To whom it may concern:

Please support Alternative "A," to improve existing ferry service by constructing 1-3 "Alaska Class" Shuttle ferries designed to withstand Southeast Alaska's weather. With "Alaska Class" ferries operating between Hetchikan and Prince Rupert, Juneau and Sitka, and Juneau and Haines/Skagway.

Please replace one or more mainline ferries with federal dollars as it comes available, and please maintain the current system as proposed in Alternative "B."

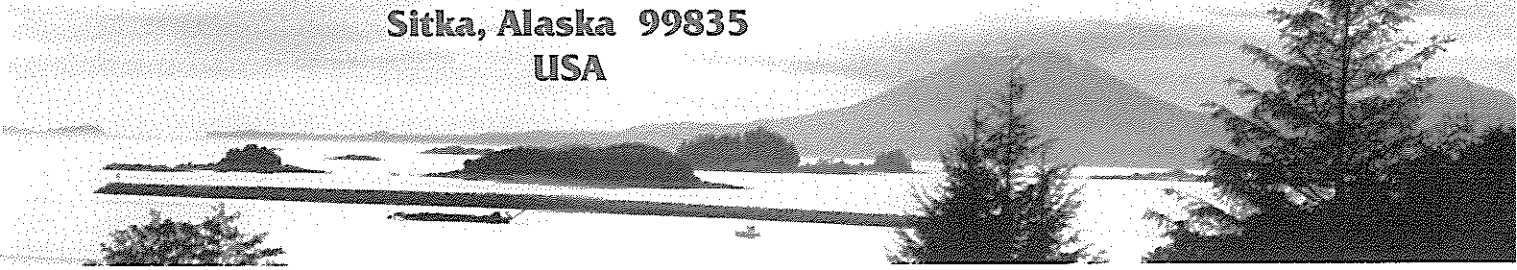
May I suggest, rather than eliminating ferry routes as proposed in Alternative "D," please consider decreasing off-peak service such as the Bellingham run to once a month (winter only) and Prince Rupert service less frequent also during the winter months only.

Ph. (907)747-8310 Fax (907)747-3440

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Alaska Ocean View Bed & Breakfast

1101 Edgcombe Drive
Sitka, Alaska 99835
USA



(Page 2)

I strongly oppose Alternative "C", which has no capital expenditures for replacing aging ferries.

But even more strongly, I oppose Alternative "E" completely. Building hundreds of miles of new roads connected by shuttle-ferries makes no-sense on many levels.

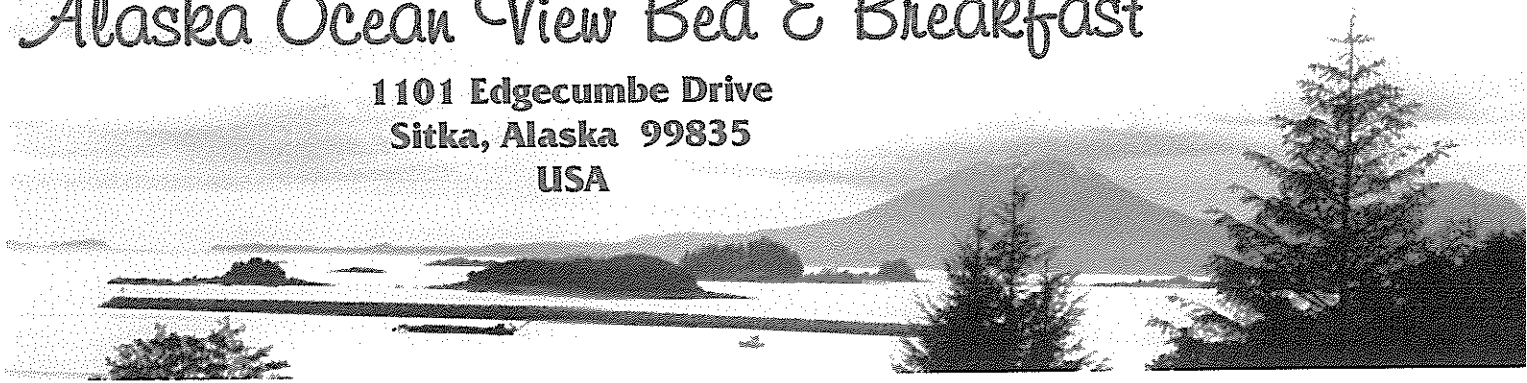
- 1) it would destroy ^{my} ~~my~~ visitor (tourist) business regarding ^{passing} ~~traveling~~ on the ferry. My customers travel without vehicles when travelling on the ferry 90% of the time. This proposal would decrease mobility for many visitors as well as locals thus decreasing numbers.
- 2) With frequent bad weather days during the off-peak season, ferry service would become unreliable most of the time.
- 3) Building a road across Baranof Island would be cost prohibitive. It would also be dangerous to drive several months a year with Alaska's many earthquakes and avalanches. I'd personally avoid the tunnel altogether and the road itself six months of the year, as I'm sure others would also. Maintenance of the road would be a

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Alaska Ocean View Bed & Breakfast

1101 Edgcumbe Drive
Sitka, Alaska 99835
USA



(Page 3)

nightmare. The state has difficulty maintaining Sitka's 14 miles of state road in Sitka, I can't imagine these new roads getting better attention, my guess would be less, considerably less at best.

The DOTs (Sitka's Halibut Point Road) road in Sitka is a pot-hole nightmare especially out by the ferry terminal. There's a mile stretch of road there that literally you must swerve like a drunk-driver to keep from falling into the holes. Weather has been amazing dry this spring and summer so resurfacing avoidance cannot be blamed on the rain (that didn't fall), it's just not a priority with DOT.

Thank you so very much for working on a plan to update Southeast Alaska's transportation system. As a southeasterner, I/we, sincerely appreciate you doing this and for taking public comments. Thank you for considering my/our opinion. Sincerely, your
Carole Denlinger

Ph. (907)747-8310 Fax (907)747-3440 Bill Denlinger Sitka
Email alaskaoceanview@gci.net Visit our website: www.sitka-alaska-lodging.com

Benson, Stephanie V (DOT)

From: Carolyn Elder [carobill@gustavus.ak.us]
Sent: Thursday, July 16, 2009 9:18 AM
To: DOT SER SATP
Subject: the choice between Alt. A and Alt. E

The Southeast Alaska Transportation Plan's Alternative A builds on the existing ferry infrastructure and uses boats of the right sizes and capacities to travel over the waters of our archipelago, which is the intertwining of specific land masses in the form of islands and the main, and contextual waters, which provide the connections, via straits and channels, between the scattered lands. From the dawn of civilization, e.g., the the days of the Greeks and Phoenicians, mankind has chosen boats to traverse the waters of archipelagos and inland seas.

Why should we retreat now from the wisdom of the ages and build astronomically expensive and barbarically destructive roads across the islands and along the main--all through and over vertical cliffs and mountains? Especially, when we have the level seas to sail upon, and a system already in place that needs only support and upgrading, so it can function to meet our needs of commerce, communication, and congregation?

In this light, who could possibly, logically support Alternative E, which would bring down upon us all these miscalculations and devastations to disrupt our peaceful existence in an already nearly perfect Southeast Alaska?

Bill Brown
Gustavus, Alaska

907.697.2778

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 16, 2009 12:28 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Haines

Website_informative Yes

Fullname Jeanne Kitayama

Thoughts

I Support Alternative A: As a resident of Haines since 1983 I find that the ferry system is ideal for our living situation, as a reliable transportation connection. Putting funds towards supporting this system best suits the needs of SE Alaskans and visitors. I Oppose Alternative E: These ideas would dismantle our functioning and reliable transportation system. This would decrease mobility and regional connectivity for many.

Comments_regarding The Plan

Email jeannek@aptalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 16, 2009 12:39 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Somewhat

Fullname Helena Zimmerman

Thoughts

Please continue to maintain, update, and extend our ferry service. Ferries are by far the more dependable, cost effective, and safer method of travel than either air or road. We do NOT need a road out of Juneau, but we DO NEED our ferries. Thank you for your consideration.

Comments_regarding The Plan

Email hhzimmerman@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 17, 2009 8:16 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Haines

Website_informative Yes

Fullname Russ Lyman

Thoughts I support Alternative A which proposes to improve existing ferry service by constructing 1 to 3 Alaska Class Shuttle ferries designed to withstand typical Southeast weather. I oppose Alternative E which proposes hundreds of miles of new road segments connected by short shuttle ferries which will not withstand our radical weather.

Comments_regarding The Plan

Email RUSS@CLOUDBURSTPRODUCTIONS.NET

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, July 18, 2009 5:51 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Somewhat

Fullname Joyce Gail Levine

Thoughts

As a resident and not an indepth scientist, land planner, but user, I submit these comments as part of the Alternatives Scoping Process for the Department of Transportation to craft for the Implementation Mission Statement and Goals for the near future. As the years of studies have now proved, we will not be able to build a road from Juneau north without the aide of a ferrying system, so we need to stop spending money on whether or not to build a road. We can now put those questions aside without any more paid studies, and as the State of Alaska, focuses to resolve to the fact of how important our ferries are to us and fully fund better services, hours of operation, updates, maintenance, crewmen, and accessibility to all the residents who are a part and use this great system as a means of traveling in Alaska. Aside from the money that is already in place for our ferry system, we must add the road-study funds to the cost of paying for our ferries as they age and need to be replaced costs. I look forward to the State choosing ferries that are environmentally sound, and offer comfortable and safe passage for riders with schedules that meet the needs of the communities that use them. I would like the State to look into a light rail system as a replacement for urban transportation as the costs of fuel will increase and we have a plentiful supply of hydroelectric power. The light rail system is a reliable alternative and less costly in the end. As the State moves forward, I hope that the Department of Transportation comes up with new ideas that help move our state, our residents, and our freight in a responsible yet more plentiful and less costly financially and environmental way. Thank you for this comment period Joyce Levine

Comments_regarding The Plan

Email quonseta@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, July 18, 2009 6:01 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Tenakee/Juneau

Website_informative Somewhat

Fullname John Symons

Thoughts

I do hope you are planning to upgrade full size ferries to travel within Southeast. They are able to run during winter storms and make our traveling safe. The ferry is critical to the Tenakee/Juneau connection as flying is too questionable and too expensive. The ferry is our highway to Juneau and Tenakee as well as other villages along the way. I have owned property in both communities for over 35 years and would hate to lose the ability to travel between them during harsh weather. Sincerely, John Symons

Comments_regarding The Plan

Email geezr.symons@gmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Sunday, July 19, 2009 9:36 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Michael F. Turek

Thoughts

As a 15 year resident of Southeast Alaska who often travels on the ferries I am concerned about the Dept's transportation plan and the lack of support for our ferries in the plan options. I Support Alternative A for the following reasons. Alternative A proposes to improve existing ferry service by constructing 1 to 3 Alaska Class Shuttle ferries designed to withstand typical Southeast weather. Alaksa Class ferries would operate between Ketchikan and Prince Rupert, Juneau and Sitka, and Juneau and Haines and Skagway. I Oppose Alternative E because this alternative proposes hundreds of miles of new road segments connected by short shuttle ferries. Proposed roads that are part of this alternative include Juneau to the Katzehin River delta, Sitka to Warm Springs Bay, Pelican to Hoonah, and Kake to Petersburg. I Oppose Alternative E for the following reasons. • It would dismantle a functioning public transportation system. Instead of walking on board ferries, all travelers would need to have reliable vehicles to reach their destination (such as between Haines and Juneau, Skagway and Juneau, and Sitka and Ketchikan). This would decrease mobility and regional connectivity for many. • Upper Lynn Canal and other communities would be served by small “shuttle class” ferries with “less stringent” weather reliability. With frequent bad weather days in Lynn Canal and elsewhere, ferry service would become unreliable. • Alternative E currently exceeds the proposed budget, and that’s without factoring in the cost of a road from Sitka across Baranof Island, a road from Kake to Pelican, or the Juneau road extension (currently estimated at half a billion dollars.) Even though these roads would remain unfunded, under this alternative DOT would proceed with plans to buy shuttle ferries that are inadequate to handle Alaska weather conditions. I also support replacing 1 or more mainline ferries with federal money when it becomes available, and maintaining the current system as proposed in Alternative B. I oppose Alternative C which has no capital expenditures for replacing aging vessels. Rather than eliminating ferry runs as proposed in Alternative D, consider decreasing off-peak service. For example, continue the summer weekly Bellingham run and curtail the service to once monthly in the winter. This could also mean less frequent Prince Rupert service during the winter when the demand for that service is lower. Sincerely, Michael F. Turek 4443 Mountainside Drive Juneau, AK99801

Comments_regarding The Plan
Email turek_mike@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Sunday, July 19, 2009 9:55 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname Michael Turek

Thoughts

I would like to congratulate Alaska DOT for making a realistic assessment of declining available funding over the next 10 years, and for realizing that securing funding for building a Juneau Road will not happen within the next decade. It is time to give up on the out dated dream of a road network connecting the communities of the region. Any road built in the Lynn Canal corridor would only be a summer recreation road primarily for residents of Juneau, contributing nothing to the rest of Southeast Alaska transportation. I have some comments on SATP Plan Assumptions: I Support
rReplacing older vessels with fuel and labor-efficient ones. All roads (existing and proposed) must be friendlier to pedestrians and bicycles. I agree with the following SATP assumptions: The need for public transportation will increase “in response to increasing cost to own and operate a private motor vehicle.” “The ferry will be the preferred low cost mode of passenger travel between communities.” It’s important to maintain existing facilities and improve transportation efficiency, sustainability and mobility. The ferry fleet should be configured for maximum flexibility to add service when demand is high and lessen service when demand is low. It might be necessary to downscale (rather than eliminate) runs to Bellingham and Whittier in order to better serve destinations with no road alternatives. I strongly disagree the following SATP assumptions: The stated “primary purpose” of the AMHS is “to move motor vehicles” between destinations. Rather, the AMHS’ mission is “to provide safe, reliable, and efficient transportation of people, goods and vehicles.” I often travel for both work and pleasure on the ferries without a motor vehicle. Residents and visitors should not be required to have a personal motor vehicle in order to travel in Southeast Alaska. I disagree that we must have an either/or approach between the “two mobility regimes.” Rather it’s more sensible to repair and maintain 1 to 3 mainline ferries to provide through service, in combination with shuttle ferries to provide service to smaller outlying communities. “Public pressure” for building more roads does not equate to “public support”. The majority of Southeast Alaskans favor community-to-community ferry service over building new roads with shorter ferry connections. Thank you,
Michael F. Turek 4443 Mountainside Drive, Juneau AK99801

Comments_regarding The Plan
Email turek_mike@yahoo.com

Benson, Stephanie V (DOT)

From: Suzanne Cohen [ssog@alaska.net]
Sent: Sunday, July 19, 2009 1:24 PM
To: DOT SER SATP
Subject: Improved Ferry Service

Dear Folks,

My first experience of Southeast was over 20 years ago on the MV Colombia. I was amazed by this beautiful land and its friendly towns easily explored by using the Alaska Marine Highway. I moved here soon after my first visit. In these two decades I have used and enjoyed the ferry service. I usually walk on, as the towns I visit are easily navigated on foot or bike. I have read the options that you are looking at for the future of the AMH. I would like to throw my support behind option A. I would love to see an improvement in services from Juneau to Sitka, Tenakee, Hoonah, Angoon, and of course Haines and Skagway. As we now are getting a glimpse of the world with increased fuel prices and an economy that may leave many of us unable to afford a car (insurance etc.) I believe we must do all we can to support a useful system of public transportation. Improved ferries, tied to improved bus or shuttle service in the towns that have a ferry terminal distant from its downtown area (whose dumb idea was that?) will be critical to our communities in the future.

Thanks for considering my input.

Suzy Cohen

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Sunday, July 19, 2009 4:47 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Joyce Gail Levine

Thoughts

I am adding these Alternative Scoping Process Comments in addition to the comments I submitted a few days ago at this site. As part of the SATP Mission Statement and Goals, there needs to be much more done in the way we see 'alternative transportation'. I ask the State of Alaska, as we make plans for Southeast Alaska as well as the rest of the State in determining funding for transportation issues, that we actively seek alternative-powered means of transportation to transport us and our supplies. As oil becomes less of a supply that is available to everyone in the world, light-rail or electrically-powered buses are great alternatives in our cities where larger numbers of people live. Light rail would certainly be great in Juneau connecting Downtown to the Valley and then a straight-shot to the Mendenhall Glacier for the tourists, all powered by hydroelectricity. I also ask that the State of Alaska continue to increase funding for bicycle paths throughout our communities. In Juneau, at times, many of the bicycle paths along-side the road get gravel, broken glass, or a variety of trash that people drop from their cars adding up, causing hazards to bicycle riders. An especially dangerous spot in Juneau is the Juneau-Douglas Bridge. As it is State of Alaska Property, I ask that the State of Alaska do a better job of keeping the Bridge swept for the safety of the riders in Juneau as well as Glacier Highway through Lemoncreek. Thank you for this time to comment on the SATP. Joyce Levine

Comments_regarding The Plan
Email quonseta@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Sunday, July 19, 2009 10:33 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Yes
Fullname Kathi Wineman
Thoughts I strongly support Alternative A and strongly oppose Alternative E
Comments_regarding The Plan
Email kwineman@gci.net

Kristian Erickson
15261 Snowflake Drive
Anchorage AK 99516-4435

July 19, 2009

Southeast Planning-SATP
PO Box 112506
Juneau AK 99811-2508

Dear Sir or Madam,

I am very much against the abandonment of town-to-town ferry service in favor of extended roads and shuttle ferries across various passages. Such a plan might work for Washington State, but it is wrong for Alaska.

I travel to Southeast frequently. I usually fly to some city and then travel by ferry as a foot passenger. If service from—say, for example—Juneau to Skagway were eliminated in favor of a road connecting to shuttle ferries, it would more difficult, more dangerous, and more costly for me to reach Skagway. Why? I would have to rent a car in Juneau, and in the winter I would be at the mercy of the waves and icing on Lynn Canal, for the little shuttle ferries would not offer the seaworthiness of the current AMH ships. And then I would have to deal with the icy road and the danger of an avalanche pushing me off the road and down the cliff into the Canal.

(I have been aboard the Matanuska with green water coming over the bow. No shuttle ferry would be out in that type of weather, and no driver could be on the road alongside Lynn Canal, either.)

Keep the communities connected by big, safe ferries! I remember fondly when there was a Juneau City dock before everything was put out at Auke Bay. That was far more convenient. Let us reverse the trend, and endeavor to put the Marine Highway terminals smack dab in the middle of the towns and cities.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristian Erickson', with a long, sweeping flourish extending to the right.

Kristian Erickson

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 20, 2009 3:01 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Haines

Website_informative Somewhat

Fullname Jennifer Talley

Thoughts Thanks for your hard work. I am a Haines resident working in Juneau with a schedule of 4 days on and 10 days off. Sometimes I work more. I just wanted to write that I am a huge supporter of Alaska State Ferry System. It is the best form of commuting to work. My only two complaints are that there is not a daily run year round for upper lynn canal and there are no season pass purchases. I would recommend looking into the Washington State system for more progressive ferry plans. The ferry is one of the best things about Southeast Alaska!!!

Comments_regarding The Plan

Email mellingbar@gmail.com

Benson, Stephanie V (DOT)

From: David Steward [dssteward@gmail.com]
Sent: Monday, July 20, 2009 10:11 AM
To: DOT SER SATP
Subject: Ferry plans

Dear DOT,

I have reviewed the Southeast Planning SATP options. I am eager, as a Sitka resident, to achieve two goals: 1) provide community-to- community access so that our Health Service can operate efficiently for Angoon, Hoonah and Tenakee Springs residents; and 2) provide minimal mainline service between Sitka and Bellingham such that it is not necessary to overnight in another community to get between the two ports.

Alternative A appears to me to offer the most; and Alternative E the least.

I support Alternative A because it addresses my two interests stated above.

I oppose Alternative E because it makes it necessary for me to arrange to take a vehicle if I want to go anywhere!! I want to be able to board a ferry in one community and proceed to another community ON THE WATER without having to take a car or arrange for car transportation in transit in order to get to my destination. The checkerboard of roads and ferries with no direct ferry access to anywhere is unacceptable.

Thank you for taking my comment.

David S. Steward
2332 Sawmill Creek Road
Sitka, AK 99835

Benson, Stephanie V (DOT)

From: Brooke Elgie [sterngie@hotmail.com]
Sent: Monday, July 20, 2009 7:52 PM
To: dot.stap@alaska.gov; nicandmolly olmstedkemp; DOT SER SATP
Subject: transportation plan

Thanks for making it easy to comment.
We are a country of islands. THE WATER IS OUR HIGHWAY!
I have designed boats. SPEED ON THE WATER IS VERY EXPENSIVE!
Thank you for your attention.
Brooke Elgie

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Benson, Stephanie V (DOT)

From: Pixie Siebe [pixie@alaska.net]
Sent: Tuesday, July 21, 2009 3:43 PM
To: DOT SER SATP
Subject: SATP-SE Planning

To whom it may concern:

Although I live in Anchorage, I have ridden the ferries, both the fast ferries and the slower ferries, over the years. My most frequent trips were between Juneau and Haines, Whittier and Cordova, and Bellingham and Haines. I know people in many of the communities in this part of our state. They rely on the ferries. It is a part of their way of life. It is part of the culture of living in this part of the state.

Please focus your plan more on upgrading the speed and frequency of ferry service whenever possible, and less on road building.

I support Alternative A.

I oppose alternative E because of its emphasis on travelers needing personal vehicles. This is not practical for everyone, and will limit travel. With our current financial issues both nationally and within state, I cannot imagine this plan ever being fully implemented.

It is important to maintain existing facilities and improve the service and reliability. My trips have been both with and without a car. There are needs for both. My friends in the area often walk on the ferry for quick trips to Juneau for shopping, doctor visits, sports competitions. Needing a car to connect would make it more difficult. It is already challenging to get from Juneau to the Ferry Terminal.

Alaska is unique. It is ok. We don't have to be able to drive everywhere. That is why people like to visit, and live here.

Pixie Siebe
8700 Solar Drive
Anchorage, AK 99507
907-346-3329

Fax to: (388) 752-6329
Southeast Planning - SATP

2 July '09

Once again I'd like to speak up for ferries. As a resident of Southeast Alaska I find good ferry service to be superior to new roads, especially the proposed road from Juneau to the Katzebin River Delta.

The ferry system saves money and energy - two very important commodities these days. In addition, the ferries are safer than roads, especially in the winter time.

Please refocus the 2004 SATP from new roads to community-to-community ferry service.

Thanks -

Laurie Dadourian
Bx 288
Haines, AK 99827

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, July 22, 2009 8:55 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Pelican

Website_informative Yes

Fullname Patricia Phillips

Thoughts

SATP Transportation Alternatives Scoping Alternative A. The objective should be to maximize mobility and connectivity between communities. Any other objective is not viable region-wide. The AMHS is designed to improve transportation services to coastal communities without roads or highway connections. The AMHS is our highway. The Bellingham run may be at or near passenger and vehicle capacity, but they have transportation options: roads and highways interconnecting Washington and Montana with British Columbia and Alaska and BC ferry service accessed from Washington State with BC ferry service at Victoria and terminating at Prince Rupert. Rural coastal communities in Alaska do not have such transportation access. Improve the Ketchikan to Prince Rupert to more fully utilize the expanded container port. Cost efficiencies must be recognized and implemented. Why do some communities have once a month AMHS ferry service while other communities of similar size enjoy 4 - 8 times a month ferry service? Where is the equity? Some aspects of alternative C merit further discussion. E. Develop Highway system: The low volume road connection between Hoonah and Pelican should be considered a seasonal road. The object of the road is to construct an energy intertie, sending low-cost renewable hydroelectricity from Pelican to Hoonah. The seasonal road corridor will improve transportation options for Pelican by access to Hoonah's airport runway, the AMHS ferry terminal, and container shipping barge service. The snow load on the road connection during the winter months will close the road, the AMHS ferry will continue to be an important transportation link. Construct a secondary relief ferry, sister ship to LeConte and Aurora, to service the rural community corridor. The construction of (5) small 30 vehicle capacity shuttle ferries is \$125M, this is less than the cost of construction of one 350 ft. shuttle ferry @ \$136 M each or 3 for \$408M in Alternative A. Build a road to Cordova and with shuttle service to Yakutat to improve access to Yakutat. Ferry dock reconstruction in rural coastal communities, like Pelican, without regular barge service, need to have multi-use barge bulkhead/ferry docks constructed. Similar to the Gustavus dock: multi-modal roll-off and roll-on marine transfer facility capable of mooring large freighters, freight and transport vessels and small tour boats and fish tenders to improve marine access to communities and expand economic opportunities. Many of the ferry mooring docks in rural Alaska are non-existent or deteriorated, fall under strict load limit restrictions, and are near the end of useful service life. Not all dock construction will be as expensive as the Gustavus dock and efficiencies can be gained by using a design template that can be modified for geography. Each new AMHS/DOTPF dock construction is critical to long-term economic sustenance of the community and region it is built in. Alaska's rural communities need extra technical and professional resources to conduct feasibility studies for inclusion on the STIP list for funding. Pelican Marine Highway Terminal Improvements: Reconstruct deteriorated marine structures, transfer Bridge and tidal

ramps, abutments and associated structures. Replacement will reduce operation and maintenance cost, improve public safety, and prolong the life of facility.

Comments_regarding The Plan

Email mayor@pelicanacity.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 23, 2009 8:38 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Tenakee Springs
Website_informative Somewhat
Fullname Brooke Elgie
Thoughts Re-build the ferry fleet. We are a land of islands. The water is our highway. Think "slow" I have designed boats; speed on the water is very expensive and leads to unreliability. Think smaller boats for long term flexibility. Thanks
Comments_regarding The Plan
Email sterngie@hotmail.com

Benson, Stephanie V (DOT)

From: Katya Kirsch [katyakirsch@hotmail.com]
Sent: Thursday, July 23, 2009 11:01 AM
To: DOT SER SATP
Subject: SATP SE Planning Comments

Here are my comments on DOT's "Preliminary Alternatives" and "Assumptions" to update the Southeast Alaska Transportation Plan.

I support Alternative A because Southeast Alaska needs improved ferry service along our steep fjords and between island communities.

I oppose Alternative E because hundreds of miles of new road segments to connect shorter shuttle ferries would harm Southeast Alaska's unique habitat which supports large populations of wildlife including wild salmon, brown bears, stellar sea lions and many other species, which are becoming relatively rare around our world.

Alternative E is also a bad idea because it would:

- Break apart our existing public transportation system—the ferries. This would be particularly bad for folks traveling without vehicles. Everyone traveling would need reliable vehicles, including during difficult winter weather, to reach their destination. Driving and shuttle ferries would be tremendously impacted by bad weather in the Lynn Canal, where I live. Shuttle ferries are not adequate to handle bad Alaska weather.
- Go way over the proposed budget, especially if you include the cost of roads from Sitka across Baranof Island, from Kake to Pelican, and/or the Juneau road extension (now estimated at half a billion dollars.)

Additionally, I support replacing mainline ferries with federal money when it is available and maintaining the current system as proposed in Alternative B. I oppose Alternative C, which has no capital expenditures for replacing old vessels. Please do not eliminate ferry runs as proposed in Alternative D; it would be better to decrease off-peak service, if needed. We should continue summer weekly Bellingham sailings and curtail the service to once monthly during winter. There could be less frequent Prince Rupert service during the winter if demand for those sailings is less.

Thank you for making a realistic assessment regarding decreased funds available during the next 10 years, and for realizing that getting funding to construct the Juneau road extension will not happen during this next decade. Please, therefore, drop this tremendously expensive, unneeded, and environmentally destructive project from your list of possibilities.

Thank you for your hard look at these comments.

Katya Kirsch
Box 521
Haines, Alaska 99827

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Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 23, 2009 11:04 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Sitka and Angoon
Website_informative Somewhat
Fullname Brenda Campen

Thoughts

My priorities as an AMHS user: 1. Alternative A - or some slight variation that supports reliable, consistent ferry service throughout SE AK. Ferries over roads except perhaps on POW or Kake/Petersburg if the folks there prefer roads/ferry shuttles. 2. Restore service between Sitka and villages, especially Angoon, either with LeConte and/or Fairweather. I don't mind the LeConte, but if it makes more sense to reconfigure the Angoon ferry terminal to also accommodate the Fairweather, do it. !!!!!!!!! 3. NO JUNEAU/LYNN CANAL ROAD! Ferry, Ferry, Ferry! 4. NO ROAD from SITKA to WARM SPRINGS BAY!! Transport across the island, esp. in winter, would be a major hassle, and also possibly dangerous. And, this road building would be very expensive. Good ferry service is much preferable, and more reliable in varied weather conditions. 5. Yes, reduce duplication of services and align with BC ferries where possible. 6. Remember, Sitka will need time to rebuild ridership and cargo transport. It has been so long since Sitka has had reliable, frequent enough service that data from the last 5 years would not be an accurate gauge of potential and probable AMHS usage. Instead, it more likely reflects frustration, confusion, and a disheartened attitude toward AMHS. The addition of the Fairweather last summer was a welcome improvement. But, not having it until July 2009 was a problem. So, restore timely, frequent enough, consistent, reliable service, and Sitkans will once again become a reliable customer base. We are already ardent supporters of AMHS; we need the opportunity to become more frequent users. I know that this is expensive. What highway system isn't?

Comments_regarding The Plan
Email bcampen@ptialaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 23, 2009 4:22 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative No
Fullname Donald Bremner

Thoughts

Range of Assumptions & Alternatives: 1. The AMHS practice of not connecting the assumptions & alternatives with policy, action, and finances is an on-going weakness of State DOT planning. This aspect becomes an abuse of management when it comes time to implement alternatives. Management makes up policy as they go along. 2. The assumptions are treated in the alternatives like they are already fact. Assumptions should be preceded by need. Consultation & Cooperation: 1. The assumptions & alternatives do not include consulting with Tribes and Private marine highway transportation businesses. 2. The alternatives & assumptions do not include an option of developing a private/state MHS. 3. The alternatives & assumptions recognize an alternative which includes Federal lands without an implementation plan. 4. The lack of having the legal right to develop roads on USFS lands is an empty assumption and alternative. 5. The alternative & assumptions should include the road & infrastructure costs for consideration. 6. The alternatives which involve land base development should include land based agencies responsible for land based development, natural resources, environmental protection, and cultural protection. 7. All alternatives and assumptions should show affects and impacts on fish and game management plans and resources. 8. All alternatives and assumptions should list primary stakeholders consulted. 9. All alternatives and assumptions should list private sector marine highway transportation services consulted. 10. The Alternatives and assumptions do not make clear the services that will be provided to connect rural villages with other multi-modal transportation systems in Southeast Alaska. 11. All alternatives and assumptions ignore the human aspect of the need to provide services for health, medical, educational, social, economic, and cultural activities for our rural villages. Our villages will not survive without the marine highway service and that isn't factored into any of the alternatives or assumption as a base factor. AMHS Vessels: 1. Regardless of the scale, the AMHS is a mass transportation system for rural villages and should be treated as such in the alternatives and assumptions. 2. A mass transportation system which requires more efficient and effective connectivity to urban hubs, major airlines, roads, & freight shipping companies. 3. The alternatives and assumptions do not reflect & prioritize the importance of inter-region and inter-state transportation maritime needs in terms of freight and goods. Management & Operations: 1. The alternatives & assumptions do not connect with any multi-modal congestion management plan or opportunities such as National Short Sea Transportation initiatives. 2. The assumptions are weak and faulty in that they have no reference to how conclusions were determined and measured. 3. The alternatives and assumptions start from an "impossible" and "can't" attitude like everything about operating is constrained, like there are no aspects of the operation succeeding unconstrained. Financial: 1. The alternatives and assumptions don't align in areas of costs. The alternatives should reflect a financial plan. 2. The costs cited under

alternatives aren't consistent with rural access needs. The costs are treated as negatives, not as objective numbers. 3. No one assumes unlimited fiscal contributions, so, the AMHS needs to provide alternatives which reflect real and projected costs, not just broad assumptions. 4. The AMHS is treating every alternative as a constrained project. What's the point of doing anything when the assumption supports doing nothing? 5. The alternatives should be clearer on dates & times of costs and expenditures so the public can plan. 6. At a minimum, a table of yearly revenues & expenses should be included with alternatives, including matching inflation rates used. 7. None of the alternatives show economic consistency with a plan. 8. None of the alternatives reflect a financial strategy to achieve successful AMHS operations. Environmental: 1. None of the alternatives show environmental impacts. 2. The alternatives should show environmental impacts by project, or operational phases'. 3. Not one alternatives shows conformity with federal EPA and DEC requirements. 4. Not one alternative show environmental mitigation plans or requirements. These comments are meant to draw attention to improving mobility, connectivity, and efficiency of this scoping process in order for the public to have a better understanding of choosing an alternative.

Comments_regarding The Plan and the Website

Email dbremner@gci.net

Benson, Stephanie V (DOT)

From: Gail Corbin [gcorbin2@verizon.net]
Sent: Thursday, July 23, 2009 5:06 PM
To: DOT SER SATP
Subject: southeast transportation plan

As a resident of Lisianski Inlet, I would like to state why I favor alternative "A". There are no roads to Pelican; this condition has kept our landscape relatively uncluttered and clean. If there was a road from Hoonah, we would need to buy a vehicle, or take some transport. In winter the cost of maintenance would be great. Last winter Pelican had 20 feet of snow. Just building the road would be prohibitive. Maybe we wouldn't get to the ferry on time. The wilderness areas along the route would be adversely effected: salmon streams, bear & deer habitat lost. There is the safety factor; break downs of vehicles, accidents, drunk drivers. Then there is the increased amount of wastes : old, abandoned vehicles along the way, people buying stuff they don't really need because they managed to pack it in. Where will we put all these vehicles; we hardly have room for the ones here now.

Whenever possible boats are the preferred method of transportation in southeast Alaska; we already have the waterways , and they go to all of the communities. The shuttle ferrys could not always travel across Lynn Canal and Chatham Straits in winter. It is better to invest in a mainline ferry when federal monies become available, one that will be more fuel & labor efficient. The need for more vehicles and roads make no sense in The Tongass; it means more expense to each of us, more fuel being used by cars, & trucks to do something that one boat can do better with less damage to our environment.

I appreciate DOT for the studies done on the projected costs of the road up Lynn Canal. To my mind, all these road projects are being proposed more to create short term jobs at the expense and inconvenience to the rest of us in remote locations. Thank you for your time and assistance.

sincerely, Gail Corbin

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 23, 2009 10:04 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community wrangell

Website_informative Yes

Fullname michael kirschner

Thoughts

I am disapointed on the lack of the Bradfield corridor. The high investment would result in a perminent highway. Because of health problems I now live south, but the bradfield road is still close to my heart. In washington 4 highways cross the cascades. They are all heavily used. I 90, a modern freeway, is so important the govenor shows up when heavy snow closes it. The bradfield road could be the same.

Comments_regarding The Plan

Email logan99929@yahoo.com

417 Arrowhead St.
Sitka, AK 99835

Re: Preliminary Alternatives
Southeast Alaska Transportation Plan

July 23, 2009

Dear Planners,

Southeast Alaska should have a public transportation system designed to suit the unique geography of our region and to meet the needs of everyone. Because we live on mountainous islands and isolated waterways, the road systems typical of the Lower 48 and the Anchorage area can't be made to work efficiently as the basis for truly public year-round transportation. To serve the greatest possible number of Southeast residents, community-to-community ferries are the best option, with some combination of long distance (slower) car-ferries and fast and/or passenger-only ferries. These ferries can't be expected to make profits; they should be subsidized just as roads are in the rest of the country. Frequency, reliability, and responsiveness to the needs of individual communities should improve their ridership.

We are looking at economic hard times, high fuel costs, increasing concerns about our environment, and a stressed national transportation network over-reliant on the privately-owned vehicle. In Southeast, we are fortunate that many of us can get by comfortably with minimal use of a car, thanks to small towns, pedestrian and bicycle-friendly streets, local bus services, and water-transport. It should be self-evident that trading convenient, in-town ferry terminals for long, costly, cross-island road links to remote ferry docks would dramatically reduce the usefulness and convenience of the entire system. These road

extensions would likely lead to real hardship for some, be unpopular and difficult for nearly everyone else, and use untold millions better spent on the actual ferries themselves. Many Sitkans, in fact, do not own (or wish to own) a vehicle capable of any off-season road trip to Rodman Bay or Boranof Warm Springs, no matter what the road conditions.

Roads simply do not constitute public transportation in a region made up of islands and navigable waterways. Ferries can do the job much more efficiently - almost every one of our communities can be reached by a ferry, with no new road construction. We should not be forced, against commonsense and economic realities, to conform to the highway-dependent transportation models of the past.

Please choose an alternative that keeps ferries coming right to town, and keep a diverse fleet of long-distance and fast ferries, to serve the most diverse needs of residents.

Sincerely,

Alice C. Hanson

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 24, 2009 1:48 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Haines
Website_informative Yes
Fullname Mardell Gunn

Thoughts

I would like to comment on the "Preliminary Alternatives" and "Assumptions" in the Southeast Alaska Transportation Plan. I support Alternative A in the plan which calls for improving the existing ferry system. I am adamantly opposed to road building here in SE AK. It does not make any sense in a world that is heading towards needing more public transport systems. We have a good one in existence already. It was an outstanding public transportation system years ago before it was allowed to deteriorate with poor maintenance and poor management decisions. If effort and dollars were put into our AK Marine Highway System I believe we could again have an exemplary transport system. It will require maintaining what we already have as well as improving the services offered, probably with the shuttles proposed. This 2-pronged approach is absolutely necessary in my opinion. If funding continues to be short, it likely will require decreasing some of the runs but as a resident of Alaska, I think it is important to decrease rather than cut transportation routes. I think it is important to remember that the ferries move people as well as vehicles. This will be more important as our world reduces its dependence on oil. Changing with the times is usually hard for a government run system but necessary to survive in economically hard times. Increased local use will become more of the ferry's income if tourism lessens. As an incentive to local traffic I recommend offering half fares for residents during the lean empty months going to and from Belingham. The expenses would be little more to have it full and even at half fare there would be some profit. This ferry run is often half empty during the winter. Making it economically feasible for locals to travel is only for the good of the AMHS and its future. Thank you for considering my views. Mardell Gunn Haines, AK

Comments_regarding The Plan
Email mardiz@aptalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, July 25, 2009 7:35 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Haines

Website_informative Yes

Fullname Michael George

Thoughts I support improving the already existing ferry system over building a road out of Juneau. Ferries should be built according to the southeast Alaskan weather, rather small and strong. The road would be total nonsense.

Comments_regarding The Plan

Email aaronmykl@yahoo.ca

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 7:44 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Douglas

Website_informative Yes

Fullname Don Halsted

Thoughts The long range future of Southeast Alaska requires creation of a road system. The ferries cannot meet the real need for travel, that being the travel that would occur if the onerous ferry fares were eliminated. Time is also a big consideration, as are the scheduling restraints developed for the convenience of AMHS. The myth about "Taking a nice leisurely voyage on the ferry" vanished decades ago and I just want to get where I am going in an expeditious manner.

Comments_regarding The Plan

Email ol.bear@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 7:57 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative No

Fullname Elva Bontrager

Thoughts We keep forgetting or not putting into the equation that no state in this Union is required to pay for building or maintaining the federal highways that run through their land. Our marine highway is no different. Please don't even consider ending the highway at Prince Rupert. We need to make our travel in and out of this state for everyone in Southeast easier not more complicated. Thank you.

Comments_regarding The Plan

Email elvab-alaska@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 8:25 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname tim lydon

Thoughts

thanks for the opportunity to comment. The ferry system is vital to Southeast residents and it deserves government attention after years of neglect and misguided attempts to diminish so that a road from Juneau would seem more attractive. The ferry system should be designed in a way that assumes there will be no Juneau Access Road to the Katzaheen delta. And there should be no road. Specifically, I suggest doing away with the spending cap that severely limits options. Let the public and ferry experts figure out what we need, then approach the government with an estimate and go from there. We should not have a cap imposed before we even determine our preferred options. I also suggest the construction of new, quicker, more efficient ferries. I think it's OK for the State to subsidize the ferry system. Road maintenance is a subsidy, too. The Bellingham run should remain in place. It's important to Southeast residents and it's a good source of tourism dollars. Thanks, and good luck. Tim

Comments_regarding The Plan

Email t_lydon@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 8:24 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community sitka
Website_informative Somewhat
Fullname moira mc bride
Thoughts Thanks for the web site but wanted to write to support repairing ferries as to building roads to move people through southeast. guess this is not the right site. sorry
Comments_regarding The Plan
Email momcbride@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 9:18 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Haines

Website_informative Yes

Fullname Doris Ward

Thoughts I am a Senior Citizen who does not drive outside my community. The ferry is my main connection with Juneau and the Lower 48. All my travel plans revolve around the ferry schedule. Please make it easier for elders to get around. I look forward to the return trip via the ferry from Bellingham to Haines after my Christmas visit Outside because I do not have to worry about the weather---and I like the ride.

Comments_regarding The Plan

Email doward@aptalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 9:35 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Yes

Fullname Tomas H. Boutin

Thoughts

Ferry access to the Lower 48 without driving through some portion of Canada must be preserved. Otherwise there is no way for Alaskans and especially for people moving to Alaska to avoid the terrible restrictions on transporting guns and ammunition through Canada. Much of the ammunition and many of the firearms used by Alaskans every day bring harsh mandatory prison sentences if an Alaskan is caught in Canada in possession of these common goods. There are also restrictions on the amount of ammunition and on reloading components. The amount of ammunition required for a typical week-end trap shooting tournament cannot be transported through Canada (nor can that amount of ammunition be put on Alaska Airlines as freight or baggate). Perhaps over the longer term the Parnell Administration could work with the Canadian government to come up with alternatives. Also, right now many Alaskans find tendering the serial numbers to guns that are allowed by the Canadian government to be unacceptable. The ferry to Washington is the only alternative. Thank you for your time.

Comments_regarding The Plan

Email b0utin@alaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 10:18 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community hoonah

Website_informative Somewhat

Fullname dan gagnon

Thoughts please do NOT eliminate the bellingham run. in fact increase it to the normal 2X a week in summer, i also feel that the cross gulf sailing is very important and you should return to 2X a month on that route too. after dealingf with canadian customs and the long and complicated drives involved, the ferry is really the only logocal option. the routes i suggest seem to always be sailing at capacity so whats the problem. i have been denied passage as often as not due to full car deck. thanks

Comments_regarding The Plan

Email bigdanallan@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 10:52 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname Wayne Fleek

Thoughts

When the new dock/ferry terminal now under construction in Gustavus is completed in 2010 the LeConte should add stops in that community on every trip going to/from Pelican and weekly as an addition to that vessels Juneau/Hoonah runs. It is only 17 miles from Hoonah to Gustavus and only a slight diversion on the Pelican runs. Part of the purpose in building the \$20 million Gustavus project was to provide AMHS service to it's 450 year around residents and nearly double that in summer residents. Gustavus citizens and businesses need some way to get vehicles, walk on passengers, construction vehicles, building supplies and groceries to their community without having to pay to charter private landing crafts or air taxix in order to decrease living costs and revitalize their sagging tourist industry. Also current and future Gustavus landowners would be able to have dependable and relatively inexpensive marine service which would strongly promote futur e home construction and community development. Roll on/roll off service is imperative. Additionally a construction plan should be developed to build a Gustavus terminal building adjacent to the new dock for a passenger waiting facility and ticket sales counter, however buying tickets from the LeConte Purser is and acceptable option, but a heated waiting area with sewer & water would be reasonable to a plan for in the near future.

Comments_regarding The Plan
Email juneauguy@rocketmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 11:15 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname Tim Strand

Thoughts

There is a viable alternative to reduce the cost of travel between Juneau and Haines/Skagway. Instead of a road, put the construction funds in Permanent Fund type account and use the proceeds to rebate ferry ticket costs directly to the traveler. For example: Investing \$30 million at a 10% return would give nearly \$3 million in earnings. Northern Lynn Canal tickets sales are approximately \$9 million. Rebating the investment earnings to users of the northern Lynn Canal ferry would be a recurring one-third reduction in travel costs for users. If the full cost of the road, terminals and ferries was invested, the return would be well over the cost of tickets sold. At that rate travelers could get a full ticket cost rebate yearly and there would be enough to put in an inflation factor and to rebate travel costs to ferry riders through out SE area. The trick is to rebate to the users, not the state. If users knew they would get rebates they would buy more tickets. If you don't travel you don't get a rebate. Just like a road, if you don't drive on a road you get not benefit from a road. This plan would encourage ticket sells, keep the costs to users down and would be much faster to implement than building a road. Thank you.

Comments_regarding The Plan
Email tuaperra@alaska.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 12:19 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Haines
Website_informative Somewhat
Fullname Cindy Buxton

Thoughts

My family lives in Haines Alaska. In the winter we often need to travel to Juneau for travel outside on business. We highly prefer Alternative "A" for transportation to Juneau from Haines. We used to live on Thane Road in Juneau. In those 10 years the road was closed a number of times for them to try to "shoot" down the snow to prevent an avalanche, and several times avalanches came down unexpectedly, which would have certainly killed anyone caught driving across at that time. In both cases the snow was on the order of 20' deep and the road was closed for a while. This avalanche shoot was close to town and had a cannon set up to shoot down potential avalanches. Compared to remote avalanches, it must be far easier to control this avalanche than the ones on the proposed road route to the Katzehin. Even in these "ideal" circumstances", the DOT was not able to prevent dangerous avalanches. After our experience with avalanches on Thane Road, there is no way that we would feel safe driving the road from Haines to Juneau in the winter, through so many remote avalanche shoots. This spring we were boating south of the Katzehin River delta and saw a number of places where avalanches had reached the ocean, across the proposed road trace. It is hard to imagine that the road could be built to safely bypass these shoots without incredible expense. Comments: Alternative "A" We support Alternative "A" because the ferry system is safe and more convenient than the road/ferry options, which require a car. We like not having to take a car when we travel to Juneau to catch a plane, especially when we are traveling outside for an extended period. The ferries must be able to travel in the worst Alaska winter weather. Ferries that can only make the trip in good weather are useless and a waste of money. Cancelled trips are very difficult for people who use the ferries to get to the airport or doctor's appointments, since you can't ever be sure if the ferry will make it and you will catch your flight or make your appointment. Rescheduling at the last minute due to a cancelled ferry is often difficult and expensive. This last year, it seemed the light weight ferry was cancelled frequently. We request that any new ferries not be "fast ferries". We have seen increased erosion from the wakes of these boats. We have seen the wake come in on some beaches and watched the beach be reshaped, and many intertidal creatures thrown ashore, something we haven't seen from wakes of the older ferries. Comments: Alternative "E" We are opposed to Alternative "E". When we travel to Juneau we take the ferry and rarely take a car. We greatly appreciate the option available in Southeast Alaska to travel on the ferry, without a car, especially during blizzards or other bad weather when driving would be a chore or dangerous. The ferries are comfortable and safe. Alternative E would require a car and certainly more expensive than the "walk on" option available now, when you count gas as well as shuttle ferry fees. The ferries proposed in this option are lighter weight versions which could get cancelled for bad weather. The area between the Katzehin and Battery Point has nasty currents in high winds and tides, and I would expect frequent

cancellations. If you drive up from Juneau to the Katzehin, then the ferry is cancelled, you would end up having to sleep in your car or make the arduous trip back to Juneau, in bad weather. This would especially be a bad option for people traveling with small kids or elderly travelling to Juneau for the doctor. Between the avalanche dangers, having to take a car, the risk of getting stranded in bad weather in the middle of nowhere, this option offers worse travel options than currently available, and at great expense. A smaller, and yet significant impact would be that out on the water you would hear car noise for the majority of the length of Lynn Canal. We greatly enjoy the wilderness feel currently available on Lynn Canal. We would hate to hear constant car traffic. Alternative "C" This option has no proposed budget for replacing old boats. It is important that newer boats be funded. Comments on Assumptions for the SATP: The mission should be to provide safe, reliable, and efficient transportation between towns, for people. The current wording suggests that moving vehicles between towns is the primary goal. Only rarely does our family need to transport a car; moving people is a much more important priority. Thanks for considering my comments, Cindy Buxton PO Box 981, Haines, Ak 99827

Comments_regarding The Plan

Email cindyb12@aol.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 12:51 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community tenakee springs
Website_informative Yes
Fullname guy thornburgh
Thoughts I strongly support alternative A and strongly disfavor alternative F. I am in favor of low cost ferries as the mode of passenger travel between communities....my business is dependent on it !!!!
Comments_regarding The Plan
Email guy.thornburgh@nmt.us

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 12:59 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Sitka

Website_informative Yes

Fullname Ann Wilkinson

Thoughts

Thanks for soliciting the opinions of those of us who use the AMHS. I'll try to keep this short. I support the purchase of Alaska Class Ferries. We spend too much time with abbreviated service schedules because newer ferries are out of service. Surely there are some ferries out there that can live up to the demands of the AMHS. So I support Alternative A. I have serious concerns about Alternative E. In Sitka we drive (and sometimes walk) the 5 miles to the ferry terminal. Building roads to move terminals farther out of town will be an expensive inconvenience. The purpose of the AMHS is to move people, vehicles and goods. People should come first, not vehicles. To move terminals so that people have to have a car to get there is a step backwards. For example, a lot of patients coming in and out of SEARHC use the ferry system and are encouraged to come without their cars - many don't even have cars. Driving back over a mountain the afternoon after morning surgery is just not a safe idea. The alternative of SEARHC having to provide transportation 30 miles to a terminal just adds one more inconvenience to healthcare for those in remote communities. Many people other than patients use the ferry and don't take their cars with them. I love that I can travel all over Southeast Alaska without having a car. And the political climate of the times is use less energy - drive less. And use tax dollars more prudently. Another "Road to Nowhere" will be a huge political embarrassment to the DOT. Our current systems works, if we just have enough ferries to service all the communities. Changing the emphasis to more roads maybe serves the desire of the DOT, but not the desires or needs of the people of Alaska who use the system.

Comments_regarding The Plan

Email wilkinson99835@gmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 1:16 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname John Kinney

Thoughts 1. Retain year-round mainliner ferry between Bellingham & Southeast AK. (AK could be ineligible for federal inter-state highway funding without Bellingham. There should be an "All American" driving connection between AK & WA.) 2. More frequent & timely ferry service between Juneau/Haines/Skagway. (E.g., This summer there is no morning ferry from Juneau to Haines.) 3. Planners should plan for needs without self-imposed cost limits. (The legislature can, & will, determine costs!)

Comments_regarding The Plan

Email johninak@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 1:45 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Barbara Bonner

Thoughts Please do not eliminate the Bellingham destination. It is important that we have direct ferry service to the lower 48 just as we have direct airplane service. It's a considerable drive from Seattle to Prince Rupert and not all ferry passengers have vehicles or want to through Canada.

Comments_regarding The Plan

Email bbonner212@aol.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 3:55 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Tenakee Springs
Website_informative Yes
Fullname Arthur Bloom

Thoughts I support Alternative A and oppose Alternative E. I oppose E for several reasons: it would require all travelers to have reliable vehicles and the cost of keeping roads open would be ridiculous in winter; shuttle ferries, especially in Lynn Canal make no sense and save no time; roads are expensive and lead to many more problems. I also oppose Alternative C. In Alternative D it would make more sense to decrease service during off peak periods rather than eliminate runs altogether. The "Juneau Road" is unlikely to be funded and is an unsound plan to begin with. The primary purpose of AMHS is not "to move motor vehicles" between destinations. The mission should be 'to provide safe, reliable, and efficient transportation of people, goods and vehicles." My community does not use vehicles to travel back and forth from Juneau.

Comments_regarding The Plan
Email artmbloom@gmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, July 27, 2009 8:44 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname Michelle Morrell

Thoughts We need better service to the lower 48. Service to Bellingham has been reduced. The Prince Rupert run leaves you with a very long drive and overnight on the way. It is nice for sight-seeing but not commuting--it could be dropped in my opinion. I preferred the Seattle terminal to Bellingham, but if service is cut to the Bellingham terminal, most of us will have to fly.

Comments_regarding The Plan

Email jmmorrell@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 1:28 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Gustavus

Website_informative Somewhat

Fullname Norma Fleek

Thoughts With the new improved Gustavus dock being built, bringing in the St. Ferry on a regular weekly basis at minimum would promote growth and commerce. Considering the weather, a building for those who are waiting would be appropriate.

Comments_regarding The Plan

Email normaf@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 6:42 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname Chris Olson

Thoughts I am adamant about not removing the Bellingham run I hate driving thru Canada in the winter. the ferry trip gives me an opportunity to relax and tie up loose ends prior to my trips down south. maybe the web site could be a little more friendly a condensed version of the important updates or pending decisions separated by regions. thank you

Comments_regarding The Plan and the Website

Email thebigtiny@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 7:04 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Somewhat

Fullname jo boehme

Thoughts I support keeping, maintaining and actively promoting the ferry system including mainline ferries 1-2x/week to Bellingham, more frequent ferries in Northern Lynn Canal to Haines and Skagway. I have serious concerns that Juneau will have to absorb undue costs of fire/police/rescue responder costs if a proposed new road is built. I also have serious concerns that civic problems including drug trafficking, homelessness, increase in abandoned vehicles may increase in Juneau if a road is built.

Comments_regarding The Plan

Email joboehme@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 7:09 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname Holly Smith

Thoughts

Reasons for keeping the ferry route schedule as is or improving it: 1. The panhandle is built of small communities that depend on the ferry services. Without AMHS these communities would perish. 2. If you change or cancel the Bellingham-Skagway route, this hurts the transient nature of Alaska. We have incoming and outgoing families in our state due to military, oil, and fishing. No one wants the extra red tape of crossing into Candadian borders - it's a pain and it's more expensive for these families. 3. Improve the cross gulf route. By improve, I mean have more of them. If the Kennecott is the only vessel sea-worthy enough to cross the gulf, please build a new vessel. This is an extremely lucrative route for the state and if you DONT improve this system, you better have a pretty good reason not to. 4. DOT has been trying to beat the AMHS down for years, it seems. If the state is so adamant about destroying it, or cutting back, making its image to the Alaskan and non-Alaskan people as an unreliable source of transportation, why not cut it loose? AMHS can be a corp, just like the railroad, and if it was a corp, at least it would have more of a chance to make its "highways" more accessible, more reliable, and you can bet it would pay its own way without state money, if done right.

Comments_regarding The Plan
Email jnuholly@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 7:35 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Patricia Watt

Thoughts

I strongly disagree with any decision to eliminate ferry transportation from Bellingham, WA. This would strand (more likely eliminate) visitors from the lower 48 wishing to visit southeast by flying to Seattle and traveling up the Inside Passage by ferry. The option of renting a car and driving the 1002 miles to Prince Rupert to catch the ferry there, or booking an expensive flight to Prince Rupert for the same reason, would be a huge disincentive to visitors. This ferry trip is a magnificent attraction to tourists visiting southeast, not to mention a godsend for those of us who need to go south to make major purchases which cannot be shipped back home by air. In the last three years I've made the trip three times, and each time I am extremely grateful that we have the ferry to Bellingham. The Alaska Marine Highway is one of the features that makes Alaska unique, and its value to the state in informing tourists and others about our unique geological and cultural heritage is priceless. The designation of the Marine Highway as a national Scenic Byway speaks to its scenic, natural, historical, and cultural value. Abolishing the already tenuous link to the lower 48 by eliminating trips to Bellingham would be disastrous.

Comments_regarding The Plan
Email callipygia600@aol.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 8:18 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname Mary Jefferson

Thoughts The Marine Highway IS the highway for Southeastern Alaska residents. It is not a love boat. IF Alaska Airlines should go out of business, what would be the result to your plans? Some of us long terms "mature" residents want to be able to take the ferry to Bellingham and not to Prince Rupert. Gone are our days of spending two days driving to the lower 48. There are a few places that you could cut costs. Instead of sending the fast ferry one day to Haines and then the next day to Skagway, you would be better served (and save money) by going to both places on the same day and then going to say Sitka the next day. I dare say in this day and age with the power of the Sierra Club and SEAAC building roads is just a pipe dream? Ever hear about the Mine outside Juneau?

Comments_regarding The Plan

Email mjefferson@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 8:47 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname Margo Waring

Thoughts I do not like alternatives A-D. I believe that the terminus for the ferry should be somewhere in Washington state and not in Prince Rupert, BC. The point of the ferry is to limit driving. Why have an alternative that extends driving through difficult winter terrain. Further, without either an Alaska all water route or some arrangement with BC ferries, many Alaskans would be trapped in Alaska because they have DUI records. We need more support of ferries at affordable costs to link Southeast Alaskan communities to each other and to the lower 48.

Comments_regarding The Plan
Email margowaring@ak.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 9:01 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community juneau alaska

Website_informative Yes

Fullname nancy s. weaver

Thoughts Promote the ferry system and maintain the Bellingham terminus. It is inconceivable to me how you can consider alternate services when the ferry system is a reliable mode of transportation and vital to Southwest Alaska.

Comments_regarding The Plan

Email dweav@alaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 8:54 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Lance Stevens

Thoughts I would like to see option E as the preferred plan. It increases flexibility of the system, provides better service to our smaller communities and recognizes that roads are an important part of any transportation plan. It also does this with a reduction in operating and maintenance costs. In my mind it doesn't go far enough with the road up Lynn Canal to make it a shuttle ferry as this is the most important link with the rest of our state.

Comments_regarding The Plan

Email lanceinak@gmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 9:18 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname William Dillon

Thoughts I believe that eliminating the Bellingham, WA link to the Alaska Marine Highway System would be a dreadful mistake which would truly isolate SouthEast Alaska from the lower 48 and all but cede Southeast Alaska to British Columbia. Please retain Bellingham as an Alaska Marine Highway port of call.

Comments_regarding The Plan

Email callipygia600@aol.com

Benson, Stephanie V (DOT)

From: Mike Tobin Jenny Pursell [mikejen@gci.net]
Sent: Tuesday, July 28, 2009 9:53 AM
To: DOT SER SATP
Subject: re Southeast Alaska Transportation Plan

To Whom It May Concern: I am an 8 year resident of Juneau and am a frequent passenger on our ferries. I believe that we need to improve our Alaska Marine Highway System in the following ways:

1. New conventional ferries, not fast ferries, need to be built as the old ones are in need of constant repair and therefore the ferry system cannot be relied upon
2. There should not be a budget ceiling placed on our ferry system until the needs and improvements have been identified and assessed
3. Bellingham, under no circumstances, should be eliminated as a marine highway stop. There needs to be -at the very least- weekly round trip schedules to Bellingham. Stops at Prince Rupert should continue as this offers passengers an alternative in traveling to Canada as well as heading to the Lower 48.
4. The AMH should take precedence when implementing and considering viable transportation for SE Alaska. Our natural highways are water highways, we don't need to build or create those, so it follows that safe, reliable, state of the art marine vessels should be the top priority for providing transportation for those living in and visiting SE.

Please note that I tried to look up the DOT/PFSATP scoping site on the internet and was unable to access it. I hope that my comments will be taken into consideration even though I was not able to pinpoint specific alternatives. Thank you for your time and attention to my comments. Jenny Pursell, P.O. Box 33578 Juneau AK 99803

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 10:05 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Somewhat

Fullname Frank SHighley

Thoughts

There should be no monetary cap on spending for the ferry system. Having a preset cap on spending without taking into account increased costs of construction and repairs is not practical. The Bellingham port should not be closed. Alaskans should not have to go through Canada to get to other states. The last times we have come through customs have not been good, we've been told that because we drive a pickup and camper and are from Alaska we must have firearms which we don't. Also, there is a restriction in Canada and the US about bringing in fruits and vegetables. If you are camping along the way, this can be a hassle. Driving from Rupert to Washington in the winter is something I want to avoid. If I wanted to drive in those conditions I'd drive from Skagway. Thanks Frank.

Comments_regarding The Plan

Email sorchighley@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 10:26 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative No

Fullname Bessie Highley

Thoughts Capping the amount of money the ferry system can ask for is not practical. The more people ride the ferries and the more repairs that are needed then the more money the ferries need. Also, capping the amount of money needed for new, improved ferry service is not practical. Tourists and residents depend on the ferries to get around in Southeast Alaska. The legislature depends on the ferries to get to and from Juneau during the session and for special sessions. Closing the port in Bellingham is not a good idea. This port is the only way to get out of Alaska by ferry and not go through a foreign country.

Comments_regarding The Plan

Email sorchighley@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 10:39 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Raymond L. Baker

Thoughts If we stop service to Bellingham people driving north will probably drive all the way since you are halfway there. This is ridiculous. What do people do in the dead of winter?

Comments_regarding The Plan and the Website

Email baker.rl@acsalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 11:16 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Taku2

Thoughts Build the road all the way from Juneau to Skagway We need to continue the service to Bellingham! Stopping service at Prince Rupert is a horrible idea and should not even be considered.

Comments_regarding The Plan

Email dirtyneck2@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 11:30 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Haines

Website_informative Somewhat

Fullname Lynn Canal Conservation

Lynn Canal Conservation, Inc. Box 964 • Haines, Alaska 99827 July 28, 2009 Re: Comments on the Transportation Alternatives Scoping and the Southeast Alaska Transportation Plan (SATP) Assumptions Lynn Canal Conservation is a grassroots organization located in Haines. Our members depend on the Alaska Marine Highway to provide reliable transportation within the region. Our members access Juneau via the AMHS on a regular basis for healthcare, business, pleasure, and jet service to destinations in and outside of Alaska. For us the big picture is that the AMHS is our lifeline to goods and services. In general, we request that the SATP be consistent with the statewide transportation plan, 2030 Let's Get Moving!, and also incorporate information provided by both the Alaska Marine Highway in the March 2009 Shuttle Ferry Whitepaper, and the Alaska University Transportation Center Institute of Northern Engineering in the Alaska Marine Highway System Analysis. Phase 1 of that study has been published and Phase 2 is due out soon. We thank you for the realistic assessment of available funding over the next ten years and for the recognition that some difficult funding choices must be made. An obvious choice would be to drop the proposed Juneau Road from the Plan. That is, DOT states that projects "exceeding \$300 million over the next ten years are not considered realistic." Yet Alternative E envisions building this half billion dollar road. This is illogical. Proposing an alternative based on building roads, where three of four new roads would remain unfunded over the ten-year time frame, makes no sense. In addition to being unrealistic, Alternative E would fund small ferries that cannot withstand the rigors of typical Southeast weather. So not only will the roads not be constructed due to an acknowledged lack of money, but also the proposed ferries are known in advance to be unreliable in typical winter weather. If the state adopts Alternative E and funding never comes available for these proposed roads (a plausible scenario), the state will have squandered the little money available on ferries that can't provide reliable service. Doing absolutely nothing and spending no money is preferable to squandering money by selecting Alternative E. During the previous SATP process, DOT proposed replacing existing ferry service with new roads and short ferry segments, and Alternative E carries forth this concept. The public opposed this proposal by a 90% majority. (See SATP page 112). Our members and others currently served by the AMHS appreciate public transportation that provides community-to-community ferry service. Alternative E would dismantle a functioning public transportation system and would require all passengers to have a reliable vehicle in order to go from main destinations like Haines or Skagway to Juneau, or Ketchikan to Sitka. This would actually serve to decrease mobility between the major ports in Southeast for walk-on passengers who currently account for about 45% of AMHS clients (according to a McDowell study). We support Alternative A in concept. Building Alaska Class Shuttle ferries that can withstand typical Southeast weather would provide

Thoughts

the type of reliable service that people depend on. However, a \$408 million price for these ferries is way out of line with the Alaska Marine Highway Shuttle Ferry Whitepaper, issued in March of 2009, which estimates three of these ferries could be built for \$270 million. Using this AMHS generated figure would mean Alternative A would require a \$310 million capital investment instead of the stated \$448 million, making this alternative far more tenable. If \$310 million is too much of a capital outlay, two ferries could be purchased within the next ten years and then Alternative A would fall under the proposed \$250 million budget. We find Alternative B also has merit, and we would support a combination alternative that includes funding a new mainline ferry in conjunction with Alternative A. Federal stimulus money should be aggressively sought for this purpose. We disagree with the “either/or” approach outlined in the “Plan Assumptions” regarding the “two mobility regimes.” It’s far more sensible to utilize a combination of both “mobility regimes” to provide maximum flexibility, allowing passengers to reap the benefits of both types of service. We oppose Alternative C, which has no capital expenditures for replacing aging vessels. This is short-sighted as older vessels cost more to maintain and operate. Also Alternative C bases cutting back service solely on car deck utilization. Since about 45% of AMHS passengers travel without cars, it is not sound financial management to base the amount of service solely on 55% of the ferry’s client base. We cannot support Alternative D, as written. However, we could support reduced off-peak Bellingham service. Once or twice monthly service, depending upon demand, is more realistic than eliminating service altogether, particularly since the Bellingham run likely generates a profit in the summer months. Reducing fares in the off season may also help to increase revenue on this run. Creating a new alternative that combines aspects of Alternatives A, B, and D would be helpful. We agree with the SATP assumption that the need for public transport will increase “in response to increasing cost to own and operate a private motor vehicle.” If more people will need to rely on public transportation in the future due to the expense of owning and operating a private vehicle, it would be incredibly short-sighted to disable AMHS public transportation by requiring travelers to own private motor vehicles in order to travel between major destinations such as Juneau to Haines or Skagway, or Sitka to Ketchikan. Therefore we reiterate our opposition to Alternative E, which would dismantle the existing public transportation the AMHS currently provides. We agree with the SATP assumption that “the ferry will be the preferred low cost mode of passenger travel between communities.” Again, Alternative E would remove that option for many individuals and many destinations. We agree with the SATP assumption that it’s important to maintain existing facilities and improve transportation efficiency, sustainability and mobility. This would require replacing aging vessels with more efficient ones, like the proposed Alaska Class Shuttle ferry. We also agree that the ferry fleet should be configured to allow for adding service when demand is high and removing that service when demand is low. This is why we support an alternative that utilizes both “mobility regimes” in order to maintain mainline service as well as utilize Alaska Class Shuttle ferries. We fully support replacing older vessels with fuel and labor-efficient ones and making roads friendlier to pedestrians and bicycles. However, we strongly disagree that the stated “primary purpose” of the AMHS is “to move motor vehicles” between destinations. The AMHS mission is “to provide safe, reliable, and efficient transportation of people, goods and vehicles,” where moving people is of primary importance. The SATP should accurately reflect this mission. Further, McDowell studies of the AMHS show that about 45% of AMHS passengers travel without vehicles. According to SATP assumptions (see page 5), the percentage of walk-ons will likely increase. Therefore, replacing community-to-community ferry service with a system of roads and shorter ferry crossings (Alternative E) makes little sense.

This assessment is corroborated by other mentioned trends such as people driving less often, for shorter distances, with smaller 2 wheel drive vehicles that have lower suspensions, requiring more frequent snow removal and therefore additional road maintenance costs. Replacing community-to-community ferry service with more roads makes no sense under this realistic scenario. We believe using the term “public pressure” in the context of building more roads would lead an uninformed person to think the public supports building the roads proposed in Alternative E. However, most people favor community-to-community ferry service over building new roads with shorter ferry connections. This was true in the last SATP where 90% of respondents opposed the road/ferry concept, and it’s also true for the Juneau Road where a majority of Juneau/Haines/Skagway residents and a majority of Alaskans oppose the plan to replace existing ferry service with a road to the Katzehin. In the future, please acknowledge that “public pressure” comes from a highly vocal minority. Surprisingly, there is no discussion of how fast vehicle ferries may or may not fit into the SATP. Clearly they are not fuel-efficient. Analysis in this area is deficient. The “Comparison of Proposed Range of Short Term Surface Transportation System Options for Consideration” on page 4 seems to be full of unwarranted assumptions with no criteria provided. Why does Alternative A only slightly increase the regional economic vitality when Alternative E would moderately increase it? Why would three fuel and labor efficient Alaska Class Shuttle ferries offer only a “minimal change” in efficiency? The alleged “excessive” capacity of Alternative A would be managed through scheduling or scaling back service during non-peak times. For Alternative A, the “Implementable within 10 year \$250M Budget” comparison incorporates \$138 million more than the AMHS estimate for building Alaska Class Shuttle ferries. There is no mention that Alternative E is really not “implementable within 10 year \$250M Budget” because only one of the four roads envisioned would be funded. Further, operating expenses are significantly different from those provided by Phase 1 of the Alaska Marine Highway System Analysis. And finally, DOT puts far too much emphasis on net per vehicle costs. The Alaska Marine Highway System Analysis evaluates passengers per service mile, vehicles per service mile, revenue per service mile, cost recovery, expenditure per passenger mile, and vehicle capacity utilization (at page 95). The SATP analysis should broaden its scope to incorporate these other measures. The SATP should “weigh service needs against...operational costs in the interest of developing a transportation system that delivers service most efficiently.” (See System Analysis page 2). Thank you for the opportunity to comment Nancy Berland Conservation Director

Comments_regarding The Plan

Email lcc11@aptalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 11:50 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Somewhat

Fullname Beverly Haywood

Thoughts We MUST have a port of call in the lower 48. It was bad enough to go from Seattle to Bellingham. Cutting out Washington entirely would be a huge mistake for SE residents and tourist traffic. Don't even consider it.

Comments_regarding The Plan

Email bhaywood@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 12:18 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname John Osborne

Thoughts The ferry system needs to be upgraded and improved. The Lynn Cannel route should be greatly improved, including using the fast ferries Juneau to Haines and Skagway. The road up the east side of Lynn Cannel will never work and will cost too much and be very dangerous. The ferry system is the best alternative and should be better subsidized and paid for. Please do not take our ferries away, make them work better. Maintain the entire system and build it up to be a world class system rather than wasting money on a road that will not work!

Comments_regarding The Plan

Email josborne@acsalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 3:31 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Helena Fagan

Thoughts Please keep Bellingham as a port! It's an extremely important link for us in Juneau. I'm taking a car down next month and it's a long story, but it would have been an extreme inconvenience to have had to drive from Prince Rupert.

Comments_regarding The Plan

Email helenafagan@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 3:31 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname Meghan Nelson

Thoughts I would not discontinue the Bellingham run as this is VERY important to Alaskans. Many of us travel with guns and/or pets when heading south, especially for hunting trips or for moving. Furthermore, traveling Canada is often more difficult and heavily regulated. I also feel that we need to increase service between Southeast communities. It is time to pour funding into making our communities more accessible and roads are not always the answer. While I feel a Juneau road might help our community, it does not improve access for communities like Hoonah. Instead of boxing things in with set funding limit, the state needs to design a system that will actually work for all Alaskans. The ferry system is a big part of our state, particularly Southeast, and to place limits or force inconvenient schedules on us would be damaging. Overall, place greater emphasis on the ferry system while improving roadways. Both roads and ferries are important to our state.

Comments_regarding The Plan
Email timegnelson@gmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 6:14 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community skagway

Website_informative Somewhat

Fullname alvin gordon

Thoughts I do not want you to drop Bellingham from the ferry destination. We travel by ferry each winter and come back in February. We did go to Prince Rupert to catch ferry for Skagway a couple of times but after getting caught in a snow storm and at 40 below zero - never again. We have been returning to Alaska via Bellingham.

Comments_regarding The Plan

Email lorenes.gordon@hotmail.com

Benson, Stephanie V (DOT)

From: Marge Hermans Osborn [mhosborn@acsalaska.net]
Sent: Tuesday, July 28, 2009 8:30 PM
To: DOT SER SATP
Subject: Focus on ferries

Attn: Southeast Planning - Citizen Comment on SE AK Transportation Plan

I urge you to abandon proposals for new roads to replace ferries or to chop up the ferry routes with road interstices.

Let's put our maintenance and construction money into improving and maintaining ferry connections among Southeast communities instead of tearing up the landscape with expensive to build, undependable, and expensive to maintain roads. If calculations are done taking into account all factors, I believe we would find it is no more expensive to subsidize ferries if necessary than to "subsidize" roads in ways that are less obvious but just as real.

Southeast is a landscape of waterways amid extremely rugged country. It only makes sense to make use of easy water transportation routes. At the same time, a good ferry system maintains the unique character of the region that appeals to so many residents and visitors.

Marge Hermans Osborn
mhosborn@acsalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 8:28 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative No

Fullname Larri Irene Spengler

Thoughts Our ferry system is almost an end in itself to visitors and Alaskans alike, who enjoy the experience of traveling on it as much as the satisfaction of arriving at a particular destination. It makes sense to first figure out what we want the overall package to look like, and only then figure out what the cost is, and approach the legislature for the needed funding. With regard to particulars, I very much hope that a regular ferry to Bellingham will continue to be part of the Alaska Marine Highway System. I think the fast ferry from Juneau to Haines was sorely missed this summer. I believe the solarium option is a wonderful one for those more inclined toward "roughing it" in their travel, either because of financial consideration or because of simple preference. Thank you for this opportunity to comment.

Comments_regarding The Plan

Email LSpengler@ak.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, July 28, 2009 11:31 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Thane Road, Juneau

Website_informative Somewhat

Fullname Richard J. Cook

Thoughts An all weather road needs to be in place so that people can drive to and from Juneau. A road is like an artery, it will bring life into all of SE Alaska. The average person cannot really afford to take the time to use the ferry to leave or enter Juneau and SE on a regular basis. If a road were finally built, there would be a lot more money available to provide ferry service to the cities of SE Alaska who badly need it. A road is a win - win for everyone. Thanks for listening.

Comments_regarding The Plan

Email alaska_rick@yahoo.com

16995 Glacier Hwy.
Juneau, Alaska 99801
July 28, 2009

To whom it may concern:

I am a strong supporter of the Southeast Alaska ferry system. It is a beautiful way to travel with out of town visitors, with local friends, with 3 generations of family, and sometimes alone. Thank you for your consideration of how to not only sustain, but also to enhance the system.

Protecting the roadless environment is very important to me, and is certainly a wise way to go. Of course it will be necessary to replace ferries when they have outlived their usefulness, and to add new, efficient ferries when necessary while building a unique, convenient, viable and friendly marine highway.

The well developed plan should dictate the funding, not a limited funding proposal.

Socially, environmentally, and financially ferries are the way to go. A great marine highway is desirable, responsible, safe, and a unique way to move into the future. They should be the basis of travel in Southeast.

Sincerely, Judith Maier
Judith Maier

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, July 29, 2009 6:23 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community ferry transportation
Website_informative Somewhat
Fullname martha price

Thoughts

Any decision to eliminate ferry transportation from Bellingham, WA is an outrage. This would strand (more likely eliminate) us visitors from the lower 48 wishing to visit southeast by flying to Seattle and traveling up the Inside Passage by ferry. The option of renting a car and driving the 1002 miles to Prince Rupert to catch the ferry there, or booking an expensive flight to Prince Rupert for the same reason, would be a huge disincentive to visitors. This ferry trip is a magnificent attraction to tourists visiting southeast. The Alaska Marine Highway is one of the features that makes Alaska unique, and its value to the state in informing tourists and others about our unique geological and cultural heritage is priceless. The designation of the Marine Highway as a national Scenic Byway speaks to its scenic, natural, historical, and cultural value. Abolishing the already tenuous link to the lower 48 by eliminating trips to Bellingham would be disastrous.

Comments_regarding The Plan
Email martha_price@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, July 29, 2009 6:49 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Janice Levy

Thoughts

Thank you for the opportunity to comment. I am very concerned about the proposals to eliminate the Bellingham/Prince Rupert sailing, and to increase road systems in order to reduce ferry service. Let me address both issues. 1. Eliminating the Bellingham/Prince Rupert sailing does a disservice to our tourism business as well as to the services offered to Alaskans. I have several relatives who, over the years have traveled from Bellingham (or at one time Seattle) to Juneau who would not have taken a cruise ship or flown. Flying for a family of four is prohibitive in many cases, as is cruising. In addition, the ferry is a different kind of experience - it is truly the Alaskan experience in a way that cruise ships never will be. The ferry system tourists contribute more to our economy because they often stop at ports and stay over night, exploring on their own and buying from local hotels, restaurants, and stores. They do not, as a rule, patronize the businesses of the vertically integrated cruise ship companies whose profits go to businesses based outside Alaska. I am not speaking against the cruise industry travelers, but rather in support of the ferry systems travelers, who very much benefit our communities. Additionally, since the 1960's my family has taken the ferry to Washington state, and at times to Prince Rupert. It was a great way to get down south and back, or just one way. It is a beautiful way to travel, and is a destination in itself. This is a valuable link between our state and the lower 48. There are many who will not fly or who cannot fly or for whom the cost is prohibitive. 2. I am extremely concerned about building our transportation plan on an assumption that roads should be the preferred alternative and should be increased. The cost of building roads is not the true measure of the cost of a road, and cannot be fairly compared to the costs of operating a ferry. When it is stated that the state must subsidize ferry travel, which is true, it is implied that the state does not subsidize the road system, which is clearly false. The costs of the road system include maintenance, re-paving, plowing and de-icing, city and state police to patrol, increased emergency ambulance and hospitalization costs due to accidents, costs to the public of cars, gas and car maintenance, roadside brush cutting, etc. While the federal government may pay for a portion of building the road, the state pays most of the costs of maintaining the road. And it is my understanding that as a marine highway, the federal government will assist in initial costs of ferries. Ferries burn a lot of fuel, but thousands of individual cars driving up and a highway that is maintained by large gas-consuming vehicles also consumes a lot of fuel. I believe the costs have not been fairly compared, and if done correctly would demonstrate that the ferry system should be used where roads do not currently exist. I hope you will consider these comments and make appropriate changes to the plans.

Comments_regarding The Plan
Email levyjan@gmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, July 29, 2009 11:07 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Steven Behnke

Thoughts

The ferry system is central to Southeast Alaska's future economy and society, and the SATP should more strongly reflect its importance. The SATP Plan Assumptions are seriously flawed. Rather than assuming a limited level of funding, the plan should lay out desired levels of service to each community and make the case for appropriate funding to achieve them. The assumptions of declining population are oversimplified and could lead to a self-fulfilling prophecy. Declining ferry services and funding will contribute to reduced economic opportunities and population levels in some communities. The section on 'Transportation Mobility Tradeoffs' creates a false dichotomy -- of course there are tradeoffs, but we don't, as stated in the plan, "...need to choose between the two mobility regimes." Instead, we should have elements of both to create more options -- both smaller, faster, and larger, more weather reliable. The plan should not assume that we can only have one or the other, or that we can only provide good service for through passengers or for local communities. The ferry system needs to provide for both sets of needs.

Comments_regarding The Plan and the Website
Email srbehnke@ak.net

Benson, Stephanie V (DOT)

From: Maria Mattson [mtmattson@hotmail.com]
Sent: Wednesday, July 29, 2009 12:16 PM
To: DOT SER SATP
Subject: Juneau road

As a Juneau resident for over 20 years, I would like to voice my support for alternative A and opposition to alternative E with regards to the southeast transportation plan. I believe the road is a waste of money that should be put towards developing a better ferry system.

Maria Mattson
2216 Radcliffe Rd
Juneau

Bing™ brings you maps, menus, and reviews organized in one place. [Try it now.](#)

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, July 29, 2009 8:16 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community CBJ
Website_informative Somewhat
Fullname Sara Dawn Poor
Thoughts Please continue AMHS service to Bellingham. It would be a real mistake to lose this service for both Alaskans and Washingtonians.
Comments_regarding The Plan and the Website
Email sarapoor@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, July 29, 2009 9:46 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Pat Henry

Thoughts

This plan smells bad. It appears to me to be a plan to reduce ferry service to southeast by "saving" money spent on ferries so it can be wasted many times over building the ill-advised, dangerous, and expensive road up Lynn Canal. We need twice weekly service to Bellingham, NOT Prince Rupert. If its too expensive to do that with big ferries, do it with smaller ones. All major Southeast communities need service at least once a week. When ferries get old, they do need to be replaced with newer more efficient ones, NOT with dangerous expensive roads. Ferries DO NOT need to "pay for themselves" with fares. No one expects roads to do that, why should ferries? Just because some ferries are not crammed to the gills with passengers every trip does not mean there is "overcapacity". Roads that are not crammed with bumper to bumper traffic at all times are not accused of overcapacity. Instead of trying to squeeze the life out of our ferries, plea se consider supporting them instead.

Comments_regarding The Plan

Email pathenry@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 1:03 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname mary veale
Thoughts SE Ferry Service: I would like to see the SE Ferry service to Bellingham returned to the previous 2 x per week. Most services in SE need to be increased. Thanks.
Comments_regarding The Plan
Email mveale@gci.net

Phone: 907-826-4848
Fax: 907-826-4849



P.O. Box 495, Craig, AK 99921
Email: ifa@interislandferry.com

July 30, 2009

Mr. Andy Hughes, Planner
ADOT/PF, Southeast Region
6860 Glacier Highway
Juneau, Alaska 99801

RE: Comments on Draft SATP

Dear Mr. Hughes,

I would like to offer some general comments and then another alternative for your consideration.

General Comments;

The Bradfield road should be part of the long range planning for improving mobility, community connectivity and efficiency. This road connection could be a good alternative to the Prince Rupert connection.

The Inter-Island Ferry Authority's M/V Stikine can carry 200 passengers and has a fuel consumption of only 100 gallons per hour. This would change the per passenger mile by lowering it almost \$0.03 per mile.

All of the SATP Scoping Alternative maps, with the exception of D. Eliminate Duplicative Systems, show a green line between communities that are labeled "Small Class Shuttle Ferry Route". These are actually IFA routes and should be labeled as such. We exist and are part of the overall marine transportation system in Southeast.

Small shuttle ferries can contribute to hauling goods and services on a daily basis between destinations. The IFA experiences one or two weather cancellations each year crossing Clarence Strait.

Another Alternative for consideration;

Dedicate one vessel for R/T Bellingham – Ketchikan.
Dedicate one vessel for R/T Prince Rupert – Ketchikan.
Dedicate one vessel for R/T Ketchikan – Wrangell.
Utilize IFA vessel to shuttle between Wrangell and South Mitkof (Petersburg)
Dedicate one vessel R/T Auke Bay – Petersburg
Dedicate on vessel (Aurora/Leconte) R/T Auke Bay and communities along Chatham Strait.

Share one dedicated vessel on R/T Auke Bay – Lynn Canal and Auke Bay – Sitka.

This alternative would provide more service and consistency than currently provided.

Advantages;

- Potential for two round-trips per week between Bellingham and Ketchikan
- Every other day sailings between Ketchikan and Prince Rupert and Ketchikan and Wrangell
- Reestablishes the IFA's Northern route
- Every other day round-trips between all other ports
- Simple scheduling by eliminating Wrangell Narrows
- Easily adaptable and reconfigured once the Petersburg – Kake road is constructed
- Could be implemented as early as 2010

I wasn't able to run the numbers on this to see how much of a savings the State would see in this alternative. The IFA would need some improvements, i.e. a terminal in Ward Cove would allow us to make two runs between Hollis and Ketchikan with the same crew; we need to complete the IFA Wrangell terminal; we would need to construct a terminal building at South Mitkof with power, telephone/internet, and water and sewer; a third vessel would need to be planned for the next five years as a replacement/backup for existing vessels.

Please let me know if you have any questions concerning these comments.

Sincerely,



Bruce R. Jones, CPM
General Manager

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 11:24 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Thomas Judson

Thoughts I believe that the day boat schedule between Juneau and Skagway is really inconvenient for north bound and southbound passengers/cars using the highway. It requires an overnight stay in Skagway because it gets into Skagway to late to make the border and leaves to early southbound. Secondly, One boat a week to and from Bellingham needs to be increased to two. Thank you

Comments_regarding The Plan

Email tajudson@alaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 11:36 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname Julianna Humphreys

Thoughts

I understand that I have until 7-31-09 to make comments. I would like to let you know that I really want AKDOT to maintain the Bellingham terminus, giving us the ability to take our vehicle all the way to Washington to visit family and begin driving trips in the lower 48. My family would also much appreciate your having two runs per week to Bellingham, instead of only one per week that you now have. In addition, I'd like to show my support for better timed Lynn Canal ferry runs. With the day boats arriving in Skagway late in the evening, we feel that it doesn't leave much time to drive up to Whitehorse to spend the night. I believe this summer's Skagway departures are all too early in the morning to accommodate those of us who would like to overnight in Whitehorse, make it through Canadian customs, and board a ferry heading to Juneau. There aren't a lot of places to overnight in Skagway during the tourist season, so it would be great to have the ferries leaving Skagway at 10am or later, allowing time to drive into Skagway on the morning of departure. Thank you for the opportunity to let you know that I support the AK Marine Hwy and hope to keep it viable and useful to the citizens and communities of Southeast Alaska.

Comments_regarding The Plan
Email julianna@pobox.alaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 11:48 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative No

Fullname Vivian & Karl Hegg

Thoughts

Most of these options include ideas to address the problems of overcapacity and aging or inefficient vessels that combined could point to a viable future for the ferry system as part of a rational southeastern transportation system. However, as laid out they sound like a blueprint for promotion of the use of roads over ferries wherever possible and crippling or eliminating the ferry system as soon as politically practical. The alternatives summary does not mention current ridership levels or ridership trends; the condition of or problems with the present fleet; or any other reasons for the proposed changes. Nor is there any attempt to assess the effects of these changes on the Southeast communities served. Without a brief summary of these important issues as background for the proposed changes, asking people to comment on the alternatives makes no sense.

Option A: Lumping all suggested improvements into the most expensive option without measurably improving service, or providing any time frame for the spending the money to introduce new vessels gradually, looks like a stalking horse. It seems unlikely this level of funding will be available in the near term nor are any benefits for this alternative provided.

Option B: In the absence of an alternative that appears to mitigate current problems and still offer a viable level of service, we reluctantly support this option by default. We recognize that maintaining the present system may not be practical. If winter ridership does not warrant the use of mainline ferries on the present schedule a new ferry and other adjustments may be necessary. However, given the lack of relevant information, and in the absence of other alternatives that can be shown to be justified and offer a practical and sustainable transportation role for the ferry system, this seems the preferable option.

Option C: Though some reduction of service may be necessary, without data to support this alternative it seems too draconian. This option seems guaranteed to further reduce use of, and to undermine, the ferry system's viability as a transportation option and its relevance to the economies of Southeast communities. Further, it is difficult to see how sufficient consistency and competence in the crews to provide passenger safety and comfort could be maintained at this minimum level.

Option D: Appears likely to severely diminish travel and freight transport between SE Alaska and Washington. The advantages of roll-on, roll-off freight traffic could be largely curtailed. All travelers would require passports. Many fewer Alaskans would chance B.C. roads in winter and even summer travel south would become more time consuming and arduous. Since this option could increase the cost of the trip and markedly reduce its convenience it seems unlikely to serve Southeast travelers well.

Option E: This option, which could offer economic advantages to Juneau, has considerable support in that community as well as in other parts of Southeast and the state for a variety of reasons. However, given current economic realities it does not appear to be a realistic one for the reasonable future. Our suggestion to the Legislature would be to charge another group, experienced with transportation issues, to review

Southeast transportation needs and evaluate the data developed by DOT. Ideally this would result in combining some of the ideas in the various options into a viable plan instead of setting them out as competing scenarios. Any future invitations for public comment should provide the relevant background information and justification data along with the options to be considered. Most of these options include ideas that could address the problems of overcapacity and aging or inefficient vessels that combined could point to a viable future for the ferry system as part of a rational southeastern transportation system. However, as laid out they sound like a blueprint for promotion of the use of roads over ferries wherever possible and crippling or eliminating the ferry system as soon as politically practical. The alternatives summary does not mention current ridership levels or ridership trends; the condition of or problems with the present fleet; or any other reasons for the proposed changes. Nor is there any attempt to assess the effects of these changes on the Southeast communities served. Without a brief summary of these important issues as background for the proposed changes, asking people to comment on the alternatives makes no sense. Option A: Lumping all suggested improvements into the most expensive option without measurably improving service, or providing any time frame for the spending the money to introduce new vessels gradually, looks like a stalking horse. It seems unlikely this level of funding will be available in the near term nor are any benefits for this alternative provided. Option B: In the absence of an alternative that appears to mitigate current problems and still offer a viable level of service, we reluctantly support this option by default. We recognize that maintaining the present system may not be practical. If winter ridership does not warrant the use of mainline ferries on the present schedule a new ferry and other adjustments may be necessary. However, given the lack of relevant information, and in the absence of other alternatives that can be shown to be justified and offer a practical and sustainable transportation role for the ferry system, this seems the preferable option. Option C: Though some reduction of service may be necessary, without data to support this alternative it seems too draconian. This option seems guaranteed to further reduce use of, and to undermine, the ferry system's viability as a transportation option and its relevance to the economies of Southeast communities. Further, it is difficult to see how sufficient consistency and competence in the crews to provide passenger safety and comfort could be maintained at this minimum level. Option D: Appears likely to severely diminish travel and freight transport between SE Alaska and Washington. The advantages of roll-on, roll-off freight traffic could be largely curtailed. All travelers would require passports. Many fewer Alaskans would chance B.C. roads in winter and even summer travel south would become more time consuming and arduous. Since this option could increase the cost of the trip and markedly reduce its convenience it seems unlikely to serve Southeast travelers well. Option E: This option, which could offer economic advantages to Juneau, has considerable support in that community as well as in other parts of Southeast and the state for a variety of reasons. However, given current economic realities it does not appear to be a realistic one for the reasonable future. Our suggestion to the Legislature would be to charge another group, experienced with transportation issues, to review Southeast transportation needs and evaluate the data developed by DOT. Ideally this would result in combining some of the ideas in the various options into a viable plan instead of setting them out as competing scenarios. Any future invitations for public comment should provide the relevant background information and justification data along with the options to be considered.

Comments_regarding The Plan

Email vkhegg@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 1:11 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Emily Ferry

Thoughts

Alaska Transportation Priorities Project * Southeast Alaska Conservation Council * Skagway Marine Access Commission July 30, 2009 Comments on the Transportation Alternatives Scoping and the Southeast Alaska Transportation Plan (SATP) Assumptions Thank you for considering the following comments from the Alaska Transportation Priorities Project, Sitka Conservation Society, Skagway Marine Access Commission, and Southeast Alaska Conservation Council on the transportation alternatives scoping the Southeast Alaska Transportation Plan (SATP) assumptions. Alaska Transportation Priorities Project (ATPP), a non-profit group, works with conservation organizations, transit advocates, community leaders, neighborhood organizations, engineers, cargo shippers, and others to promote sensible transportation systems and policies in Alaska. In general, ATPP supports safe, economic, well-maintained, and environmentally-appropriate transportation systems in Alaska. The Skagway Marine Access Commission (SMAC) is a non-profit corporation that advocates for safe and reliable marine transportation in Lynn Canal. Southeast Alaska Conservation Council (SEACC), a non-profit organization, is a coalition of 15 volunteer citizen organizations based in 13 Southeast Alaska communities dedicated to safeguarding the integrity of Southeast Alaska's unsurpassed natural environment while providing for the sustainable use of our region's resources. Comments on the Transportation Alternatives Scoping General comments: Our organizations support the general direction the Alaska Marine Highway System (AMHS) is pursuing, i.e., developing Alaska Class Ferry boats that will be "environmentally-responsible, fuel-efficient and versatile" for use on inside waters. Moreover, we support upgrading existing ferries to make them more fuel-efficient, as AMHS has begun to do. Additionally, we support utilizing ferry performance measures that evaluate passenger service (e.g., passengers per service mile, expenditures per passenger mile), not just vehicle service. Lastly, the plan needs to be consistent with Let's Get Moving 2030, the Alaska Statewide Long-Range Transportation Policy Plan. Alternatives comments: Our organizations support the Alternative A concept, i.e., an improved ferry system without any significant new roads. We recognize, however, that the specific details of this alternative may be modified through the public process. The cost listed for Construction of (3) Alaska Class 350' shuttle ferries of \$408 million appears high. The Alaska Marine Highway Shuttle Ferry Whitepaper, from March of 2009 states that three of Alaska Class ferries could be built for \$270 million. Our organizations urge Alaska DOT & PF to use the latest and most accurate cost estimate for these vessels. The alternative could be modified if Alaska DOT & PF considered purchasing one or two Alaska Class 350' shuttle ferries if sufficient money is not available for three ferries. Some of the ideas proposed in Alternatives B, C, and D have merit. For example, in addition to the Alaska Class Ferries, we must also maintain our connection with the

lower-48 which will mean replacing one of the existing mainline ferries. We also understand the need for efficiency and aren't opposed to strategically reducing some service in order to keep the Alaska Marine Highway System financially healthy. We believe that this must be done thoughtfully and carefully as the ferry system is a lifeline for many Southeast Alaskan communities. We oppose cutting the Bellingham run, as proposed in Alternative D, because it is popular and relied upon by military personnel and other Americans who are restricted from driving through Canada. Our organizations oppose the Alternative E concept, i.e., expand the basic highway system and use small shuttle ferry boats to bridge gaps in the highway system. This approach would require all travelers to have reliable vehicles to reach their destinations, decreasing mobility and regional connectivity for many. Additionally, the cost of constructing a single road could bankrupt the budget for the entire Southeast transportation system. There also is a high risk with this approach that the small ferries will be unreliable under certain weather conditions. Comments on the SATP Assumptions Most importantly, our organizations are pleased that Alaska DOT & PF recognizes that "System improvement implementation plans (all modes) exceeding \$300 million over the next ten years are not considered realistic" (p. 1). Recognizing this reality, we think it is time for the state to forego the Juneau Road/Ferry project which had a recent, independent cost estimate over \$500 million (including the \$25 million already spent). Unspent federal and state funds for this project should be re-allocated to higher-priority Southeast Alaska transportation needs. Our organizations believe SATP assumptions should include:

- Upgrading existing ferry vessels as soon as possible to make them more fuel-efficient.
- Increasing electrification of Southeast's transportation system (including electric-hybrid ferries), with electricity coming from renewable resources.
- Creating a fund that would cover a good portion of public transportation operating expenses including ferries and buses.

The following SATP assumptions statements are problematic:

- "The primary purpose of the Alaska Marine Highway System is to move motor vehicles between communities along coastal Alaska and between Alaska and the continental highway system..." (p. 8). According to the AMHS website, "The mission of the Alaska Marine Highway System is to provide safe, reliable, and efficient transportation of people, goods, and vehicles." Furthermore, some of the communities served by the Marine Highway System do not have roads of vehicles. If DOT must define a "primary purpose" it should more closely reflect the Alaska Marine Highway System's mission statement.
- Alaskans "need to choose between the two mobility regimes" (p. 10, similarly p. 8). There are hybrid combinations possible involving these two mobility structures.
- The reference to "public pressure" for constructing new roads is inaccurate and misleading. According to the Juneau Economic Development Council's 2006 Economic Indicators Survey, improving the Marine Highway System was the top development priority – 83% said it was important or very important - while constructing a road north of Juneau was the lowest priority of the eight projects surveyed.

Thank you very much for your consideration of these comments. If you have any questions, please contact Lois Epstein of ATPP at 907 929-9372 or lois@aktransportation.org. Sincerely,
Lois N. Epstein, P.E. Director Alaska Transportation Priorities Project Emily Ferry Campaigns Director Southeast Alaska Conservation Council /s/ Jan Wrentmore Chair Skagway Marine Access Commission

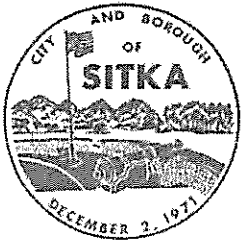
Comments_regarding The Plan

Email emily@seacc.org

Benson, Stephanie V (DOT)

From: Susan Millay [akmillays@alaska.net]
Sent: Thursday, July 30, 2009 2:23 PM
To: DOT SER SATP
Subject: ferries vs. roads

I wholeheartedly support Alternative A and oppose alternative E. I and everyone I know want the ferries and think the Juneau road is a ridiculous waste of money, inconvenient and would ruin beautiful wild lands. Sincerely, S.L.Millay



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

July 30, 2009

Andy Hughes, Regional Planning Chief
Department of Transportation and Public Facilities
SE Region Planning
P.O. Box 112506
Juneau, AK 99811-2506
e-mail: dot.satp@alaska.gov

Dear Mr. Hughes:

The City and Borough of Sitka (CBS) has reviewed the Draft Southeast Alaska Transportation Plan (SATP) Assumptions and Transportation Alternatives and submit the following comments. Please be advised that the information available in these Assumptions and Transportation Alternatives is very limited, the maps do not clearly indicate how schedules and connectivity would work, and much more detail is needed to provide substantive comments. Therefore, these comments are preliminary and relate specifically to maintaining equitable Alaska Marine Highway System (AMHS) service to Sitka and connections with the remainder of the region, including the villages.

SATP PLAN ASSUMPTIONS

Cost assumptions are speculative, and capital expenditures for new vessels, terminals, roads, etc. need to be considered in view of the long-range amortization of costs to run and maintain current vessels or routes as opposed to new vessels or roads. CBS is not able to analyze costs, but eventually the totality of costs and savings or expenditures for a preferred alternative and alternatives not chosen should be reviewed as part of the “big picture” of future transportation systems in SE Alaska..

The TRANSPORTATION MOBILITY TRADEOFFS discussion is presented as an “either/or” choice: larger shuttle ferries and aircraft; and smaller shuttle ferries and aircraft, and states “Alaskans will need to choose between the above two mobility regimes.” CBS disagrees with this premise. For long, open ocean runs such as from Bellingham through Southeast Alaska and the Gulf, obviously a larger, seaworthy vessel is required. But for “shuttle ferries” within the Panhandle especially to very small communities with just a few passengers, vehicles, and container vans, smaller shuttle ferries and aircraft may be more cost effective and faster but have limitations and not run in severe winter weather. There are many cost, efficiency, space, ridership, speed, connectivity and other factors which must be considered for each vessel and route. For example, the fast vehicle ferry designed as the “Sitka Shuttle” works very well between Sitka and Juneau with its high speed and capability of handling many passengers and vehicles. However, in Lynn Canal, speed is less important than capacity. Each route should be served by the vessel best suited to cost effectively meet the needs for that route.

Andy Hughes

July 30, 2009

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A HIGHWAY SYSTEM TO SUPPORT BASIC VEHICLE MOVEMENT NEEDS ALONG COASTAL ALASKA starts with the statement "The primary purpose of the Alaska Marine Highway System is to move motor vehicles between communities along coastal Alaska and the continental highway system where no land highway connection exists." Southeast Alaska communities do not agree with this purpose statement. The Alaska Marine Highway is Southeast Alaska's ONLY through highway system. ITS PURPOSE IS TO MOVE PEOPLE, GOODS, MOTOR VEHICLES AND ANY OTHER USERS OF OUR HIGHWAY IN, THROUGH, AND OUT OF THE REGION TO CONNECT WITH THE REST OF THE ROAD SYSTEM.

The argument that AMHS currently duplicates the highway and ferry system of British Columbia is flawed. The AMHS provides a continuous, seamless connectivity between Southeast Alaska communities and the State of Alaska to the north and lower 48 states to the south. This is not a duplication of the Canadian system, which could never replace Alaska's direct marine highway links in a user-friendly, cost-effective, connective way. The Bellingham direct connection is Southeast Alaska's only direct link to the rest of the United States, and this link is critical to our region and our state. The argument posed in this section that it would be more cost effective to delete Bellingham as a destination, increase regional service, and rely on Canadian connections to the rest of the world is flawed and dangerous. This section is extremely one sided and needs to be re-analyzed and re-written.

IMPROVE SURFACE CONNECTIVITY BETWEEN SOUTHEAST ALASKA COMMUNITIES – a PRIORITY? concludes "Alaskans will need to choose between two mobility regimes." As previously stated, this assumption is flawed. The assumption that "Travelers would have to drive through most communities in Southeast Alaska to transit the region" could result in far fewer people utilizing the Alaska Marine Highway System (especially those without vehicles) because the inconvenience of having to get on and off shuttle ferries and drive long distances on forested roads with no human development would likely be prohibitive to all but the most desperate user. The hub and spoke concept, connecting smaller shuttle ferries serving the villages to the larger population centers providing connectivity to the larger long-distance mainline ferries leading outside the region, would likely be more cost effective, efficient, and heavily utilized. The ferry system alternative is much more likely to be supported and used by Alaskans and non-Alaskans alike than the possibly unworkable and unusable road/shuttle ferry combination.

TRANSPORTATION ALTERNATIVES SCOPING

For the short term, CBS supports **Alternative A. Improved Ferry System EXCEPT FOR THE LACK OF DIRECT VILLAGE CONNECTIONS TO SITKA.** It is assumed this will include continued summer five-day per week service to Sitka via the Fairweather or Chenega and mainline connections including the three southbound. The Fairweather should be dedicated to the "Sitka

Andy Hughes
July 30, 2009
Page 3

Shuttle" run as was planned in 2004 and ideally home ported in Sitka.

A more cost-effective, shuttle ferry much smaller than 350 feet should be built to serve the villages, so that the extremely costly Le Conte can be retired. This vessel should have enough speed to be able to run as a day boat from Juneau to Sitka and Sitka to Juneau via Hoonah, Tenakee as warranted, and Angoon, at least twice per week. It would appear much less cost effective to run the Fairweather fast vehicle ferry in and out of Angoon, if a smaller shuttle ferry more appropriate to the needs of the community were available. Kake to/from Sitka service would be available on mainlines. CBS has requested since the LeConte ceased to serve Sitka, severing direct village connections, that these connections urgently need to be restored, and the villages also need direct access to Juneau. The importance of Sitka's historical, cultural, economic, business, and health care connections with the villages must be recognized as a critical unmet need, and Marine Highway service between Sitka and the villages must be restored.

Another unclear concern about Alternative A is how the Bellingham run will be treated. The Bellingham run is a critical main link between Alaska and the lower 48 states. It is the main link from all Southeast Alaska communities to the rest of the United States and is heavily used year round by military families (including the large Coast Guard stations based in Sitka) and residents to move in and out of town. Commuting to or from Prince Rupert in the winter is dangerous and often unrealistic due to inclement weather, ice, etc. Bellingham is an extremely important connection for independent travelers with or without vehicles to tour Southeast Alaska, which is of tremendous importance to our economies. The mainline dedicated to the Bellingham run should continue to provide direct visitor access to larger mainline communities including Sitka, both north and south.

Alternative B. Existing 2008 System is acceptable to Sitka as long as direct two way connections to the villages are restored to Sitka and AMHS continues to provide fast vehicle ferry service to Sitka (five days per week service in summer and at least two day per week service in winter, plus mainlines). However, this is probably not the most efficient or cost effective way to manage the System, and many of the current ferries (such as the LeConte) need to be replaced. Rather than a wholesale modification of the existing system, Sitka would like to see AMHS build on the strengths of the existing system (e.g., the great five-days per week service to Sitka of the fast vehicle ferry and mainlines in summer), and modify those components that are not functioning effectively or need to be upgraded. There is much to be said for a stable, multi-year schedule which provides predictable, connective service throughout the entire AMHS system.

Concerning both Alternative A and B, the perception that Sitka could not justify more frequent, connective service due to low ridership and high cost has been disproved with the significant increase in Sitka ridership on the five-day per week summer schedule of the fast vehicle ferry. The latent demand for improved Sitka service is nowhere near satisfied. If consistent, connective, convenient AMHS service continues to be available, considerable increases should be anticipated on the Sitka runs that could have significant economic impacts both for Sitka and for AMHS.

Andy Hughes
July 30, 2009
Page 4

Alternative C. Reduce Excess Capacity is not detailed but has the potential to harm Sitka service, particularly in the winter. In the past, Sitka service has often been compromised because of the cost and timing to serve Sitka, with the justification that Sitka does not generate enough ridership to warrant better service. This is a self-fulfilling prophecy. The worse the service to Sitka, the fewer people can use it. "Rely on other modes of transportation when traffic does not warrant cost of ferry service" sounds reasonable but is not, since there are no other modes of surface transportation for moving people, vehicles, and goods around Southeast Alaska that are realistic for most users. AMHS should be working to grow the amount of traffic on AMHS, not cutting back if not cost effective. Ferry service is never self sustaining; it must be subsidized. This alternative is unacceptable unless the actual methodology for determining schedules and impacts to all users are clearly spelled out and acceptable throughout the region and the State.

Alternative D. Eliminate Duplicative Systems is a very bad idea. Dropping the Bellingham run which is by far the most popular and lucrative run in the system, and requiring everyone to drive to Prince Rupert, which a majority of users are NOT willing or able to do, is absolutely unacceptable. It sounds logical to make greater use of the Canadian road and ferry system, but if all users of the Bellingham run were interviewed, MOST would not travel to or from Southeast Alaska if they were required to drive/ferry through Canada to get to Alaska. The Bellingham run is the CRITICAL CONNECTION of Alaska to the lower 48, and Southeast Alaska is directly dependent on this important connection since the region is closer to Washington than to Northern Alaska. Until AMHS can convince Alaska and Southeast Alaska communities that any road or road/ferry connection either within the region or through Canada is workable, will generate more use than the AMHS current routes, and is preferred by a large majority of current users of Alaska Marine Highway, this Alternative and any others promoting road/ferry non-through connections should be deleted. It does not meet the needs of Alaska for a marine highway connecting with other states.

Alternative E. Develop Highway system must be substantiated as actually improving service and allowing greater public use before any road/ferry connections are developed. Great caution in advocating for road connections without a thorough sustainable plan for keeping the roads open year round, providing terminals, busses and other amenities between ferries and roads, and justifying both the capital construction and maintenance/operations costs of such a system must be worked out in detail before intelligent decisions could be made. The discussion of this "system" is really a road-by-road site specific cost/benefit analysis.

The City and Borough of Sitka appreciates the opportunity to comment as appropriate in the development of the updated Southeast Alaska Transportation Plan. It is especially helpful to be able to comment before a draft plan which may not represent Sitka's interests is developed. We look forward to being notified of all additional opportunities to comment on or participate in the development of the Transportation Plan update. We also look forward to the opportunity to interact directly with Alaska Marine Highway System staff, who have considerable additional information on AMHS planning and can help commenters better focus on how alternatives would actually operate in terms of service, schedules, and connectivity.

Andy Hughes
July 30, 2009
Page 5

If you have any questions about these comments, please contact me or Marlene Campbell, Government Relations Director, at 907-747-1855 (e-mail campbell@cityofsitka.com). I would appreciate your including both Marlene and me in all further announcements about the Transportation Plan update process. My e-mail is jimdinley@cityofsitka.com.

Sincerely,


Jim Dinley, Municipal Administrator

cc: Sitka Assembly
Senator Bert Stedman
Representative Peggy Wilson
Michael Harmon, Public Works Director
Marlene Campbell, Government Relations Director

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 3:49 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname Myra Howe

Thoughts

I prefer option A but my main concern is that ferry service to Bellingham may be terminated totally. In my opinion that would be a big mistake for the following reasons. For many of us in SE Alaska, Seattle is our medical lifeline. People have to go to Seattle for surgeries and medical specialists unavailable in SE Alaska. It is not always possible to fly and certainly would be very difficult to drive from Prince Rupert. There are some surgeries after which the physician will not permit air travel for several months. Following surgery a patient would be ill advised to drive or be driven to Prince Rupert, especially during at least six months of the year, and taking into account that there are many miles with no medical facility nearby. There also is the issue of getting college students to school with their cars. Most parents would not want their young people to drive through Canada for four or five days to reach Washington state. Having car problems could be life-threatening; I know because that happened to us and we are well beyond college-age. Then there are the problems with having to travel through Canada. Now a passport is required. One cannot transport various items such as many food items, guns, and pets without papers. The hassles of going through Canadian customs can be many, especially when one is only trying to get someplace in the USA for vacation or get home. Thank you for the opportunity to respond to the proposed plans features. Improved ferry transportation will best serve SE Alaska in the long term without reliance on a road part way to Skagway.

Comments_regarding The Plan

Email howecal@mail.escapees.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 5:32 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative No

Fullname Douglas Sanvik

Thoughts Southeast Alaska deserves and requires good ferry service. The ferry service should not be reduced beyond the 2008 model (option B), but the capital limitations imposed by Option B might seriously handicap the AMHS. We don't want or need to shift our emphasis to road connections. We currently have a perfectly good blue highway that connects all points in Southeast, British Columbia, and Washington. We need to keep the mainline ferries running to Bellingham and we need to keep working to improve ferry service to all Southeast communities presently being served by AMHS.

Comments_regarding The Plan

Email doug.sanvik@alaska.gov

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 7:06 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative No

Fullname Vivian & Karl Hegg

Thoughts

Clearly a lot of work and thought have gone into the SATP plan. The documents posted are concise and easy to read and the maps are helpful but unfortunately the plan seems heavily skewed toward road transportation. This impression is heightened if the reader fails to realize the connection between the “assumptions” and options documents. Separating the information into two documents is a bit confusing. Either a brief summary of the assumptions should be included within the Alternatives document or the reader should be directed to the underlying assumptions found in the other document for each option. Regrettably, the Assumptions document does not provide some of the information needed to assess the options. For example, it does not address current ridership levels or trends between current ports, the condition of or problems with the present fleet, or other reasons for the proposed changes. Such data would greatly assist in user attempts to assess the need for and the effects of these changes. The options do include ideas to address the problems of overcapacity, aging or inefficient vessels, and improved service. If some of these were combined they might offer a more viable future for the ferry system as part of a rational southeastern transportation system. Option A: Lumping all suggested improvements into the most expensive option without measurably improving service, or providing any time frame for the spending the money to introduce new vessels gradually, makes this Option look like a stalking horse. It seems unlikely this level of funding will be available for ferry system improvements in the near term. Why was this option included if no benefits for it could be provided? Option B: In the absence of an alternative that clearly mitigates current problems while continuing to offer a viable level of service, we reluctantly support this option by default. We recognize that maintaining the system in its present form may not be practical. If current routing and winter ridership does not warrant the use of mainline ferries on the present schedule a new ferry and other adjustments may be necessary. However, given the lack of important data that would show one or more of the other alternatives to provide a practical and sustainable transportation role for the ferry system, this seems the preferable option at this time. Option C: This option might be our second choice if enough information were provided about how many fewer or extra trips to smaller communities in Southeast the percentages mean, to help the reader assess the potential effect on each community. It appears that this option could result in significantly less frequent service communities. If that is true, it could seriously disadvantage some communities and it is difficult to see how sufficient consistency and competence in the ferry crews to provide passenger safety and comfort could be maintained. Apparently this option does not completely cut out any presently served Alaskan towns and does add some service to towns previously unserved such as Elfin Cove. Option C appears to stress recreational use of the ferry system over other transportation needs. Option D: The elimination of the Bellingham leg, seems likely to

diminish travel and freight transport between SE Alaska and Washington. The advantages of roll-on, roll-off freight traffic could be largely curtailed. All travelers would require passports. It is likely that fewer Alaskans would chance B.C. roads in winter and even in summer travel south would become more time consuming and arduous. Since this option could increase the cost of a trip to the lower 48 and markedly reduce its convenience, consideration might be given to continuing to offer it to Southeast travelers on a reduced schedule. The state subsidy for travel to Bellingham is a valid consideration but it is interesting that that type of comparison is apparently not made for the 'subsidy' involved in the construction and maintenance of roads. A case in point is the suggestion of a road between Hoonah and Pelican. Option E: This option, which could offer economic advantages to Juneau, has considerable support in that community as well as in other parts of Southeast and the state for a variety of reasons. However, given current economic realities it does not appear to be a realistic one for the reasonable future.

Comments_regarding The Plan

Email vkhegg@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 8:41 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Sitka
Website_informative Somewhat
Fullname Marian Allen

Thoughts

I looked through your alternatives and sadly I cannot embrace any of them. However, I feel very strongly against the one that advocates extending road systems. The idea of a road across Baranof Island is economically way beyond the financial capability of SE Alaska as it would not only include the longest tunnel in North America, but also go through numerous avalanche shoots. Maintenance on it would be prohibitive both in time and money. Beyond that, I feel very strongly that our highway should be the marine highway system in SE. None of the alternatives really speaks to Sitka's needs. we need reliable and regular connections with the villages because of our health care facilities. Athletic teams at both Sitka High And MEHS need a good schedule in the off season to bring down the cost of inter-school competition and allow more MEHS students to travel to compete in their sports. Sitkans do like to travel to other SE communities by ferry when the schedule works for us. I have enjoyed the fast ferry to Juneau when we have had that. Long ago I used to be able to take the LeConte to Tenakee for the weekend. Actually, service and the schedule to Sitka have both pretty consistently deteriorated over the years. I personally don't care about state rooms, but I know they are important to some. With the state of the environment, I think we need to look at the greenest ferry system we can and think, not in terms of very large ferries but ones that are smaller and run more frequently and consistently; ones that run close to capacity. I am disappointed in the alternatives put forth. I know from speaking with friends who have followed this process closely for years, that schedules do exist that meet people's needs throughout the region without seriously hurting other communities' needs. Why not buy some newer ferries and use computer programs to create a system that works for everyone. Thank you for allowing me to comment.

Comments_regarding The Plan
Email allen.dzugan@att.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 8:47 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname Marcia Olson

Thoughts Alternative A is the only alternative that should be considered. The other alternatives decrease ferry service to southeast communities that depend on the ferries. The elimination of the Bellingham run is a ridiculous alternative. Roads in southeast are just not feasible. IMPROVE AND INCREASE FERRY SERVICE!!!!!!!!!!!!!!!

Comments_regarding The Plan and the Website

Email glaciersgal@gmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 8:55 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Jo & Greg Gibbens

Thoughts

Comments on SATP Plan Assumptions: Assumption re Available Funding - we disagree with the assumption that we should set a funding limit before developing a plan. Planning any project or program should be done based on identification of the need and identifying the best, most effective strategies - give me a good plan and then let's figure out how to fund it. Assumption re - Fuel costs - although we agree, that fuel costs will rise, we believe that an increase in fuel costs will result in an increase of persons wanting to use the AMHS. Air travel will decrease, as it already has, and people will be looking for alternatives, especially from the lower 48. Assumption re: Environmental Regulation - this assumption makes no sense for SE Alaska. This assumption seems to apply to more urbanized areas of the country. With the limited road system in Alaska, we doubt whether any potential federal restrictions on roads will affect us. AMHS is our highway system for Southeast. Assumption re: A Highway System To Support Basic Vehicle Movement Needs Along Coastal Alaska - We strongly feel that the route to Bellingham must be maintained. As it gets more and more expensive and uncomfortable to fly, we think it would be wise to promote the ferry system as an alternative way to travel. Rather than eliminating the only direct connection between Alaska and the rest of the United States, we should be looking at developing the opportunity to increase and expand ferry passengers from Bellingham. We feel that elimination of this route would be detrimental to Southeast. Why should we be forced to go through Canada? Let's not isolate us even more - we should be promoting - increase the schedule back to two trips per week and see interest in moving to Southeast increase, senior citizen passengers increase, tourists looking to save money because of all the other assumptions made in the plan increase. Comment on Transportation alternatives - we would support options A or B, any plan that does not eliminate the Bellingham route. Thank you for this opportunity to comment

Comments_regarding The Plan

Email jacoba@ptialaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, July 30, 2009 9:32 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Wrangell
Website_informative Somewhat
Fullname Ernie Christian

Thoughts I would like to see the Bradfield Road Project be listed on the Southeast Alaska Transportation Plan. It is the only true road access out of Central Southeast Alaska. It is also the least costly route to build a road to connect with the Alcan Road. The route only includes one mountain ridge to go over or through. The proposed road up the Bradfield would follow the northern arm of the Bradfield River and then follow the Craig River valley on the other side of the ridge. As we all know, Southeast Alaska is losing population. We need to create economic development and long term jobs. By building a road connection in central southeast, we would create both short term jobs and long-term economic activity. Our existing industries, i.e. fisheries, logging and tourism would greatly benefit by having a road connection. It would provide a much needed freight connection and transportation connection to the North American road system. In order to make a complete and comprehensive transportation plan, I believe the DOT needs to include this in the Southeast Alaska Transportation Plan.

Comments_regarding The Plan
Email echristian@aptalaska.net

SATP COMMENTS

Mike Korsmo

MTAB Board Member

Southeast Conference Board-President

July 31, 2009

Southeast Planning
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COMMENTS ON DRAFT SATP-General Comments, Comments on Plan Assumptions, Comments on Transportation Alternatives Scoping

OPENING STATEMENT

The following comments have been shared with the Marine Transportation Advisory Board and also the Southeast Conference Transportation Committee and Board of Directors. It was clear from the MTAB meeting on June 24th that the MTAB board would like to see the “Alaska Class Ferry Project” emphasized in the plan and that they support the direction AMHS staff is taking in managing the ferry system. It was also clear that as mandated, MTAB be involved with regional and statewide transportation plans. It was also apparent to the board that costs associated with vessels in the original draft were thrown in without consulting with AMHS.

GENERAL COMMENTS

The mission statement for the SATP should emphasis “safe, reliable, and efficient movement of people, goods and vehicles” not just the movement of motor vehicles.

The plan should also include a section on ports and harbors infrastructure which is essential to transportation in Southeast Alaska. This should reflect what is in the State wide Long Range Transportation Plan (Lets Get Moving 2030).

The Statewide Plan emphasizes multi model transportation systems and does not choose one mobility regime over the other. The unique terrain of the Southeast Alaska Archipelago dictates an emphasis on marine transportation with some surface links where possible. The SATP should not try to choose one mode over the other.

It is obvious that DOT/PF planners did not consult with AMHS staff about current vessel replacement costs in the plan. It is also apparent that planners did not give accurate figures for road costs which were made public a few weeks after the first draft SATP was presented. More consultation on the draft with AMHS staff and within DOT/PF itself is critical to producing a plan with realistic assumptions and alternatives. It is also critical that planners seriously consider changes to the draft after receiving comments from MTAB, the public, Southeast communities, regional organizations (Southeast Conference, Native Organizations, etc.)

SATP PLAN ASSUMPTIONS

*On page 3 the Southeast Alaska Population Corridor graph shows very disturbing trends in some areas out to 2030. It should be noted that regional efforts to reverse these trends may result in significant changes to these projections. Also it is not realistic to project the Municipality of Skagway out to 2030 in the Skagway, , Angoon Census Area since it is now its own Borough and does not trend out with the other 2 communities.

*On page 4 under results it should be noted that public pressure will also continue to exist for construction of new ferries to transport vehicles as shown by the many public polls taken that show support for improved ferry service.

On page 7 under A. "Larger Shuttle Ferries..... a. should read More safe and weather reliable. Another line should be added e. provide the car deck space to allow for the movement of goods and recreational vehicles. DOT/PF needs to consult with AMHS staff to understand why it is so important to have the car deck space to allow for movement of goods and larger recreational vehicles. I believe AMHS has the data to back this up.

On page 8 under B. "Smaller Shuttle Ferries.... A line should be added that smaller shuttle ferries limit the ability for movement of goods and larger recreational vehicles of which many routes are dependent on.

On page 8 under Results is not very realistic. There will always be a need for larger, safer, weather reliable ferries due to conditions and routes AMHS will continue to operate on. Smaller shuttle ferries will be a component t of the overall system where it is practical but choosing between two different systems will most likely not be an option.

On page 8-9 "A Highway System to Support Basic Vehicle Movement Needs Along Coastal Alaska" there needs to be mention of the popularity of the Bellingham run which is sold out most of the year It should also be noted that military and US restricted citizens depend on this route for movement in and out of Alaska. It should be noted that this route is extremely popular and demanded by customers. The Prince Rupert Connection does

allow for better service in Southeast Alaska. It also connects southern Southeast Alaska to the road system

On page 10 Once again I disagree with the assumption that chooses between mobility regimes. I don't believe you will ever be able to get away from a combination of larger, safer and more weather reliable ferries, some smaller shuttle ferries and some road connections. It should also be noted that the AMHS is considered one of the top 10 Ferry Systems in the world and already provides a close up view of the region and is a big boon to the independent tourist, retail, and hospitality and service industries in most all Southeast Communities. It should also be noted that under current scheduling there is greater opportunity to travel to neighboring communities and residents in outlying communities do have better access to medical, governmental and commercial centers.

TRANSPORTATION ALTERNATIVES SCOPING

On page 1 and 2 I would suggest starting with the existing system and look at the following order for alternatives

A. Existing System B. Reduce Capacity (Possibly remove this altogether) C. Improved Ferry System D. Eliminate Duplicative System E. Develop Highway System

A. Existing System, I question where the cost of the mainline ferry comes from and whether under the existing system it would be the first type of vessel to be replaced since we seem to have plenty of mainliners.

B. Reduce Capacity, an option that will not be acceptable to the general population for planning purposes in the region

C. Improved Ferry System, is what AMHS staff is currently working on and the most popular option as shown by many local and regional surveys and public meetings. I would suggest that DOT/PF Planners work more closely with AMHS Staff on more realistic costs associated with this alternative. AMHS is currently working on the Alaska Class Ferry Project and I believe that is where this fits in (and should be noted). They have so far come up with figures showing different costs (Less) associated with this option. This is the preferred alternative of MTAB with suggested changes.

D. Eliminate Duplicative Systems, would definitely not be popular, the Bellingham run is extremely popular and is used by many folks (including military) to move to Alaska without crossing hard borders. The Bellingham run is at capacity under the current configuration and operating one vessel out of Prince Rupert allows for better service in Southeast Alaska. The Prince Rupert run is also an extremely important link to the road system for southern Southeast Alaska and has a huge potential for movement of goods with the prominence of prince Rupert becoming a world class container shipment port.

E. Develop Highway System, the most popular amongst DOT/PF planners as shown by the last SATP. The main focus of this plan is Juneau Access and it should reflect the current cost of the cost of the road to the Katzehin which is 449,000,000\$ from DOT and 491, 000,000\$ from FHWA.. This project is also now considered a mega project by the federal government and requires more scrutiny and planning from them. It is questionable whether current planning will be sufficient for them. Figures for portions of Juneau Access included in this option should be revisited.

Roads in this option which support current intertie projects should be a priority if they not only improve access but reduce the extremely high cost of energy to communities.

Small shuttle ferries may not adequately address the ability to move goods.

Small shuttle ferries may not adequately address the need for safe, reliable, and consistent service where inconsistent weather and sea conditions are common.

Mid-Access roads (Bradfield) should be mentioned.

The tables associated with these alternatives need to be adjusted according to new numbers.

Thanks for the chance to comment. I look forward to working with you all the way through to the final draft.

Mike Korsmo
MTAB Board Member
Southeast Conference Board, President
Municipality of Skagway, Assemblymen
mkorsmo@aptalaska.net
907-254-2295

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 8:07 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat

Fullname Diana Rossmiller

Thoughts

I strongly disagree with any decision to eliminate ferry transportation from Bellingham, WA. This would eliminate many visitors who want visit Alaska via the ferry system, and put an additional burden on those wishing to ship large items back into the state. The option of renting a car and driving the 1002 miles to Prince Rupert to catch the ferry there, or booking an expensive flight to Prince Rupert for the same reason, would be a huge disincentive to visitors, and locals alike. This ferry trip is a magnificent attraction to tourists visiting southeast, not to mention essential for those of us who need send major purchases back to Alaska that cannot be shipped back home by air. "The Alaska Marine Highway is one of the features that makes Alaska unique, and its value to the state in informing tourists and others about our unique geological and cultural heritage is priceless. The designation of the Marine Highway as a national Scenic Byway speaks to its scenic, natural, historical, and cultural value. Abolishing the already tenuous link to the lower 48 by eliminating trips to Bellingham would be disastrous."

Comments_regarding The Plan and the Website

Email drman@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 8:20 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Haines
Website_informative Somewhat
Fullname Anne Boyce & Paul Swift

Thoughts

July 31, 2009 To: Alaska Department of Transportation and Public Facilities Re: Southeast Alaska Transportation Plan Update: "Preliminary Alternatives" and "Assumptions" To Whom It May Concern: Thank you for considering a realistic alternative to the Juneau "Access" Road. We have submitted comments on this matter in the past, but would like to reiterate our perspective as Haines residents. Paul has lived in Haines nearly 40 years; I moved here in 1979. We are aged 72 and 60, respectively. We use the ferry system principally to access Juneau (1) for medical care; and (2) for jet service outside Alaska. We make Juneau appointments for vision & audio checkups, periodic cardiologist reviews (with doctor who comes to Juneau 1 day every 3 months), enhanced diagnostics tests, and surgical procedures months in advance. We set up our annual major trip "Outside" nearly a year in advance to take advantage of mileage credits and optimal fares. We arrange for house-sitting, pet care, etc., to cover our home obligations when we're away. Having ferry service which operates reliably irrespective of weather, road conditions and our driving abilities is essential. It is frustrating for DOT not to understand our needs. I would like you to consider the implications of trading dependable ferry service for forced automobile use which (1) subjects us to unsafe drivers (inexperienced youth, inebriates, joy riders, cell phone users, texters, etc.) (2) subjects us to the vagaries of SE Alaska weather -- especially in winter -- exposing us to such hazards as (a) objective route dangers (avalanche, wash-outs, rock fall) (b) poor driving conditions (snow, ice, sleet, whiteouts; Paul is Haines' NOAA COOP observer for the National Weather Service in Juneau. The past 3 winters we've experienced 26', 21', and 16' of snow [not to mention other precipitation] in the Upper Lynn Canal) (c) shuttle ferries unable to perform in typical non-summer sea/wind conditions (3) subjects us to indeterminate delays and/or long waits by "First Come, First Serve" shuttle service (4) requires us to drive despite our diminishing capacity to deal with highway demands. As we've gotten older, our reflexes have slowed and it's very difficult to drive after dark. Currently we can have Juneau friends or public transportation fetch us from or deliver us to the Auke Bay ferry terminal. That option would cease with a Katzehin terminus. Until about 10 years ago, The AMHS in Southeast ran effectively and reliably. It did not matter that in winter, e.g., service between Haines and Juneau was reduced to 3-4 times per week. We could PLAN around the virtually guaranteed schedule. That all has changed, with aging ferries, misplaced/inadequate fast ferries. and sub-route loop service constantly impacted by failures in other parts of the system. We support an "improved" ferry system that restores that level of service proven possible in the past. We urge you to design some variation of Alternative A which would provide for federally-funded Alaska Class ferries, in concert with mainline ferries, utilizing existing infrastructure, that gets us from Haines to Juneau and beyond, via public transportation. Sincerely, Anne Boyce

and Paul Swift PO Box 564 Haines, AK 99827 (907) 766-2350 annepaul@aptalaska.net

Comments_regarding The Plan

Email annepaul@aptalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 8:50 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Laura Lucas

Thoughts I am a strong proponent of supporting the ferry system in Southeast Alaska, and therefore support alternative A. In its mission to provide transportation for people in SE, I think investment in the Marine Highway that supports all of its users, including those without cars is important.

Comments_regarding The Plan

Email lucasdesign@gci.net

Benson, Stephanie V (DOT)

From: bewright@gci.net on behalf of Brenda Wright [bewright@gci.net]
Sent: Friday, July 31, 2009 9:25 AM
To: DOT SER SATP
Subject: comments on SE Alaska Transportaion Plan 2009

Dear scoping group,

I am a 27 year resident of SE Alaska and have used the ferry system extensively for both work and play. The alternative that most fits my needs is D- Eliminate Duplicative Systems. It is very difficult to choose among the alternatives as I also favor construction of at least one additional Alaska Class 350' shuttle ferry. If the demand for access to roads at Haines and Skagway remains high, then another shuttle ferry should be built.

Having lived and worked throughout SE, I feel the alternatives that do not include the Supplemental Mainline and LeConte ferry routes would create hardships on the smaller towns. For example, without the supplemental LeConte ferry route, I do not see how to get from Hoonah to Sitka without going through Juneau.

I definitely am not in favor of Alternative E- Expand use of highway system. I do not want to go from ferry to road to ferry to road to ferry to road to ferry just to get from Juneau to Ketchikan. The logistics of scheduling your trip to accommodate the ferry schedule seems quite likely to make the trip far longer in time and money by using the highway system.

Thank you for the opportunity to comment on this plan.

Brenda Wright
17430 Andreanoff Way
Juneau, AK 99801

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 9:34 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Deborah Tillinghast

Thoughts Our ferry system is the optimum transportation choice for a region primarily situated along navigable waterways. Roads are best in some cases; however, the highest and best use of resources in Southeast Alaska will continue to be the waterways as long as due consideration is given to improve scheduling and the efficiency of the fleet.

Comments_regarding The Plan

Email debbietillinghast@gmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 9:31 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname Michael W. Tobin

Thoughts My family and I use the Juneau to Bellingham ferry roundtrip approximately once yearly, usually in the winter with a vehicle, and advocate for maintaining this mainline service. It is far preferable to a long winter drive through BC. Many friends from the lower 48 have come to Southeast on the mainline at our suggestion.

Comments_regarding The Plan

Email mikejen@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 10:23 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative No

Fullname Helen Laurent

Thoughts I would like to comment on the ferry system. I vote for keeping the Bellingham run as it is now. We need the water access to the lower 48. Plans should also be made to replace the ferries as they become aged.

Comments_regarding The Plan

Email helenlaurent2435@AOL.com

Benson, Stephanie V (DOT)

From: jnoel@gci.net on behalf of Jim Noel [jnoel@gci.net]
Sent: Friday, July 31, 2009 10:58 AM
To: DOT SER SATP
Subject: SEAP comments

Dear scoping group,

I would like to express my support for the ferry options of the 2009 SE Alaska Transportation plan. In particular, options B (Existing 2008 System) and D (Eliminate Duplicative Systems) are ones I feel I can support.

I am opposed to option E (Develop Highway System). Regardless of whatever road options are available, I feel the option of getting from Haines or Skagway to Ketchikan or Prince Rupert entirely via the ferry should still be available. Since plan E doesn't include this option, people travelling on foot would have to somehow arrange road transportation on those connecting road segments. And for those of us with vehicles, there would be the additional time spent loading or unloading at each ferry/road switchover. Add to that the additional time spent waiting to meet the ferry schedule at each embarkation port, and it seems unlikely that there would be any time savings in utilizing this "leapfrogging" mode of travel.

If cost is an issue, option D is much less expensive than option E, in both capital expense and annual expenditures.

As for the Long Term Highway Development plan, I would prefer that we minimize the building of additional roads. As a Juneau resident, I am opposed in particular to the proposed Juneau-Katzehin Delta highway. If the road is built, I believe Juneau will lose much of its unique character. With the number of avalanche chutes the road would pass through, keeping the road open in winter would be an expensive proposition, and there would be the possibility of loss of human life as well. With the latest cost estimate approaching 500 billion dollars, I think this is something the state and the country can ill afford.

Thank you for the opportunity to comment on this plan.

Jim Noel
17430 Andreanoff Way
Juneau, AK 99801

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 11:23 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Juneau Chamber of Commerce

Thoughts

We appreciate the opportunity to comment on the SATP. The Alaska DOT and the people of this region have been discussing the dire need for better transportation in SE Alaska since statehood. The SATP has always included expanding the road system in SE in order to shorten up ferry runs thus providing more frequent runs and better service, as well as reducing costs to the Marine Highway System. In order to achieve this goal the road system must be expanded where possible. Our question is "why hasn't this already been done?" Our ferries are aging, too expensive to operate or just not the right type of vessels for the waters of coastal Alaska. This is evident in the constant problems with the fast ferries and being forced to tie up our largest vessel for 2 wks each month during the summer because she is too expensive to operate even at full capacity. (It costs Alaskan's \$800,000 to tie the Kennecott up for 2 wks each month for the spring and summer schedule.) The Juneau Chamber's Transportation Committee believes there is a need for the smaller ships such as the Lituya and the new Alaska Class Ferry (still in the design phase). In order to continue to provide the service as we know it today, the Alaska Class Ferry style of vessel will have to be built as soon as possible in order to replace the Malaspina which is scheduled to go out of service in 2016. If we were to replace the Malaspina with another full service mainline ferry it would cost as much as the proposed Lynn Canal Highway. This is why the smaller vessels without all the amenities have become more and more realistic and achievable to AMHS management. Any update to the SATP needs to highlight the value of extending roads where possible to help enhance our world class ferry system which becomes more and more expensive to operate and maintain each year. Lastly we believe that the time for action is now. Public commenting has been totally exhausted. The AMHS has probably the best management team it has ever had and we would encourage the DOT plan writers to work more closely with them. Time is of the essence. Our vessels are aging at a rapid pace and are requiring more and more funds to maintain their safety, reliability and integrity. Let's finally move forward with a plan that is not only realistic but something that we can actually accomplish within the life span of this plan. Thank you, Cathie Roemmich, CEO Juneau Chamber of Commerce Sandy Williams, Chair Juneau Chamber of Commerce Transportation Committee

Comments_regarding The Plan

Email jcc@alaska.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 11:43 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Skagway
Website_informative No
Fullname Thomas Ely

Thoughts

Dear AKDOT, Additional funds need to be allocated for upgrades to the existing road system to provide for adequate bicycle lanes on all state roads. Specifically the 15 mile section of the South Klondike Highway from the Canada border to Skagway. This is the most heavily used bicycle route in the state with over 4000 cyclists per year. It is also a major transportation route for commerce and materials from Canada and the lower 48. This project needs to go to the top of the priority list for SE Alaska. The Municipality of Skagway supports this project. It is tied into their port development plan. This is also a safety and congestion issue. A Request for funding for this project has been included in every SATP/STIP scoping process since 1994. Please move it to the top of your priority list for engineering and funding. The Haines Highway has received over \$35 million in upgrades. The South Klondike Highway has had two chip seal maintenance projects funded. The time has come to devote Federal dollars to this road. Thanks for the opportunity to comment once again. Sincerly, Thomas Ely President Sockeye Cycle Co. PO Box 829 Haines, AK 99827

Comments_regarding The Plan
Email sockeye@cyclealaska.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 12:47 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Karla Hart

Thoughts

I support Option A, improved ferry system, with the suggestion that it be scaled back slightly to two new Alaska class ferries given the anticipated population declines and costs. Ferry service to Bellingham is essential to Alaska's independent tourism economy and as service to many residents. The scoping alternative shows retiring one vessel in narrative and lists retiring two. No more than one existing vessel should be retired (unless adding in the fast ferries!). As a second alternative, I support Alternative B with modifications to the operations schedule and objectives regarding deck capacity and frequency. With increasing fuel prices, there may be more people electing to travel without vehicles. Efforts to boost ridership of people, bikes, kayaks, etc. rather than a strict measure of vehicle deck capacity will provide better community connections. I cannot support Alternative C at all. I have tried to make a trip from Ketchikan to Juneau via Prince of Wales when the Coffman Cove ferry was still running to get a taste of how the "Develop Highway System" concept might work for me. It does not. I often travel on the ferry without my car, using local transportation or riding with friends at the other end. The need to transfer from boat to ??? to boat with varying schedules, waiting times, etc. turns a relaxed and comfortable transit on the ferry into a stressful and expensive relay with waits to board/disembark, figure out shuttles or taxis or buses (we don't have a good history of local ground transportation from existing ferry terminals), ... I believe that this system will result in less connectivity between communities. As a critique -- your alternatives offered show incredible bias in support of the Expanded Use of Highway System through your choice of wording, benefits or costs highlighted in each option, ... I am reminded of times I want to give a child the feeling of a choice, when really the choice has been made - Do you want this yucky dirty piece of old candy or this shiny new sweet fresh fruit? This may work in my example, but for issues of such important public policy, I find this approach offensive. Further, Alternative A assumes the Alaska Class ferries now under design at \$136million each (buying three). Alternative E proposes ferries with half the vehicle capacity for \$25 million each (buying five). What is up with this? At the Alaska Class ferry meeting in the Capitol Building I heard ferry officials say that the Alaska Class ferry was designed to serve the shuttle from Katzehin to Skagway/Haines if the road were constructed. How are we now seeing ferries of half the capacity at less than 25 percent of the cost each to run from Berner's Bay to Haines/Skagway? This doesn't make sense. And, if they are capable of the Lynn Canal segment of the run, which gets the worst of the seas/winds, then they would be capable of running from Auke Bay as well. The surface plan does not address the costs/options of travel between towns without vehicles. Is the assumption that everyone riding the ferry would now travel with a vehicle? That would alter vehicle space demand dramatically, as well as passenger loads. I would go less often if I needed to pay for a car with every trip. I would not be comfortable leaving my

car parked at a Berner's Bay parking lot for days if it was not secured or with onsite security. And, why does the improved ferry plan require a new rear loading terminal in Auke Bay and Haines, while the highway alternative has just one terminal in Berner's Bay? Why is a new 250 foot berth in Ketchikan required with the improved ferry plan but no new berth is required for the six (five plus the PSG shuttle ferry) new vessels of the highway plan? It does not feel as if we are comparing apples with apples. Given the resources being spent on this planning process and the huge impact this can have on the future of the region and communities, I suggest that the planning process develop three independent teams, each team committed to developing the best possible/realistic plan for their target alternative (improved ferry, status quo or with operational changes to ferry, improved road) given budget and other real constraints, and then get some objective bean counters to assess comparable prices to the alternatives.

Comments_regarding The Plan

Email khart@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 12:54 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Yes
Fullname Jeff Sloss

Thoughts

I support Alternative A which proposes to improve existing ferry service by constructing 1 to 3 Alaska Class Shuttle ferries designed to withstand typical Southeast weather. I strongly oppose Alternative E which proposes hundreds of miles of new road segments connected by short shuttle ferries. It would dismantle a functioning public transportation system. Instead of walking on board ferries, all travelers would need to have vehicles to reach their destination (such as between Haines and Juneau, Skagway and Juneau, and Sitka and Ketchikan). This would decrease mobility and regional connectivity for many. Also, upper Lynn Canal and other communities would be served by small “shuttle class” ferries with “less stringent” weather reliability. With frequent bad weather days in Lynn Canal and elsewhere, ferry service would become unreliable. · Alternative E currently exceeds the proposed budget, and that’s without factoring in the cost of a road from Sitka across Baranof Island, a road from Kake to Pelican, or the Juneau road extension (currently estimated at half a billion dollars.) Even though these roads would remain unfunded, under this alternative DOT would proceed with plans to buy shuttle ferries that are inadequate to handle Alaska weather conditions. In addition, regarding Alternatives B, C, and D: I support replacing 1 or more mainline ferries with federal money when it becomes available, and maintaining the current system as proposed in Alternative B. I oppose Alternative C which has no capital expenditures for replacing aging vessels. · Rather than eliminating ferry runs as proposed in Alternative D, please consider decreasing off-peak service. For example, continue the summer weekly Bellingham run and curtail the service to once monthly in the winter. This could also mean less frequent Prince Rupert service during the winter when the demand for that service is lower. Thanks for the opportunity to comment.

Comments_regarding The Plan
Email jssloss@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 1:54 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Yes
Fullname Kean D. Nuttall
Thoughts Please do not eliminate the Bellingham route.
Comments_regarding The Plan and the Website
Email kean8878@yahoo.com



July 31, 2009

Southeast Regional Planning
Alaska Department of Transportation
and Public Facilities
P.O. Box 112506
Juneau, AK 99811-2506

Re: SATP Update—Alternative Scoping Process

Sealaska Corporation is writing to provide comment on the Southeast Alaska Transportation Plan Update. We are monitoring the process and would like to share our preliminary road management plans with you now as Alternatives are being considered. Sealaska has hundreds of miles of road, mainly on Prince of Wales Island and in the Hoonah and Kake areas. We are currently identifying which of our roads will remain open and which will be closed. Part of our process includes working with the USDA Forest Service on their Travel Access and Management Plans for these areas and with the local communities on their current and short and long term future transportation needs. Working together, we have started discussion where Sealaska roads, in some instances, could remain open and by constructing a few miles of new road over federal land, and in at least one instance in Trocadero Bay over state land, would provide improved access to subsistence or to medical, commercial, or transportation facilities. We have not reached conclusion on any of our discussion, but wanted you to be aware of our process and how it might tie into the State's Southeast Area Transportation Plan.

Sealaska appreciates the opportunity to provide comment on this comprehensive Plan and looks forward to receiving notice of upcoming public meetings following release of a draft plan later this summer or fall.

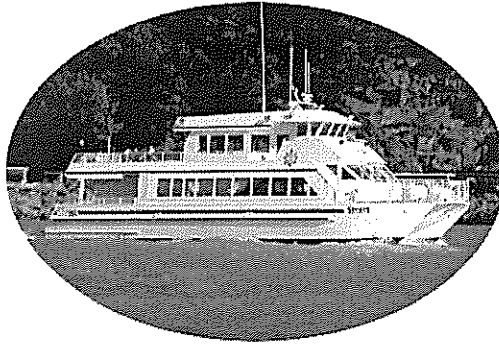
Sincerely,

SEALASKA CORPORATION



Michele Metz
Assistant Lands Manager

cc: Ron Wolfe, Natural Resources Manager, Sealaska



SKAGWAY MARINE ACCESS COMMISSION

P. O. Box 316
Skagway, AK 99840

July 31, 2009
Southeast Planning – SATP
PO Box 112506
Juneau, AK 99811-2506
FAX: (888)PLAN-FAX (752-6329)
Email: dot.satp@alaska.gov

RE: Comments on draft Assumptions and Alternatives Scoping for the Southeast Alaska Transportation Plan

Thank you for the opportunity to comment on Assumptions and Alternatives for the Southeast Alaska Transportation Plan (SATP). The Skagway Marine Access Commission is a non-profit organization dedicated to promoting marine access in Lynn Canal. Our organization recognizes that the Southeast Region is coastal in nature and the residents of our communities and our economies depend upon the safety and reliability that marine transportation provides. Therefore we respectfully submit the following comments:

The Skagway Marine Access Commission strongly supports the direction being taken by the Alaska Marine Highway System in the development of the Alaska Class ferries. We urge the planners working on the SATP to coordinate closely with the Marine Highway staff to insure that the SATP accurately reflects the vision and the most recent cost estimates being developed for the Alaska Class shuttle ferries. The Commission supports Alternative A: an improved ferry system without any significant new roads.

We were pleased to see many references to developing fuel efficient and environmentally-responsible vessels. However, the plan should also incorporate safety as a basic tenet. Residents are very aware of the region's rugged environment and severe weather conditions and Alaskans as a whole are more safety conscious than residents of any other state. Historically, in Lynn Canal, marine transportation has proven to be the safest mode of travel throughout all seasons of the year.

Page 3 of the draft assumptions makes reference to the possibility of adjusting ferry schedules to meet demand. The Commission would like to see this flexibility highlighted as one of the strong advantages of marine transportation. Ships can be deployed to target demand in various locations and can be quickly re-deployed when demand changes. This is an efficiency which cannot be accomplished with roads which are costly to construct and maintain and which must be maintained whether they are traveled by a few cars or many.

The SATP should recognize the importance of the Marine Highway to the independent tourist industry. It is considered one of the top ten ferry systems in the world and is a designated scenic byway. Further, the Bellingham run is the point of entry to a system which carries visitors, military personnel and residents and brings economic benefits far into the interior of the state. The Bellingham run is sold out most of the year and along with Lynn Canal is one of the two most lucrative legs of the Marine Highway. Rather than seeing this run as duplicative, we view it as enhanced access to and from Southeast Alaska. We do not support eliminating the Bellingham run and relinquishing to a foreign country control of Alaska's access to Southern states.

While this draft plan does appear to reflect some fresh viewpoints on the region's transportation infrastructure, there are numerous instances where the Department's traditional bias to road construction skews the document toward out-dated and fiscally unsustainable alternatives. The apparent bias reduces the credibility of the planning effort. Here are a few examples:

- The statement that Alaskans "need to choose between the two mobility regimes" (pages 8 & 10 of Assumptions) ignores the unique marine environment of the Southeast Region. The landscape requires that an efficient and safe transportation would consist of marine transportation with some surface links. The statement that Alaskans must choose seems to ignore the obvious: that smaller vessels can be used where practical but many routes and weather conditions will necessitate the use of larger, safer, weather-reliable ferries. Further, smaller ferries limit the ability to move freight and larger recreational vehicles.
- On page 8 of Assumptions there is the statement that "The primary purpose of the Alaska Marine Highway System is to move motor vehicles between communities along coastal Alaska and between Alaska and the continental highway system..." This neglects to take into account the high percentage of foot passengers who constitute a major constituency of the system. Again, better coordination with the Marine Highway staff could provide DOT planners with correct statistics and a more accurate snap shot of the region's transportation needs. For instance, some of the communities served do not have roads and the residents do not own vehicles. The plan should clearly state that the Marine Highway serves a strong mass transit function. The SATP should adopt the Marine Highway's mission statement "to provide safe, reliable, and efficient transportation of people, goods, and vehicles."
- Perhaps nowhere in the documents is the DOT's bias as apparent as on Page 4 of Assumptions which states: "Public pressure will continue to exist for construction of additional road connections, shortened ferry routesPressure will continue to exist in communities with few roads to extend the local road system into the forest. A notable exception is Tenakee Springs – residents are in opposition to any road connection to their community. " This statement ignores a wealth of testimony, public opinion polls, votes and community resolutions that clearly show a majority of southeast residents support improved ferry service over road construction. Example: According to the Juneau Economic Development Council's 2006 Economic Indicators Survey, improving ferry service was the top priority while constructing a road north of Juneau was the lowest priority of the eight projects surveyed. The Lynn Canal communities of Skagway and Haines have long-standing records of opposition to the Juneau Access Project. The abundance of public testimony documented in the agency's own records (and in particular the EIS for the project) mandates that the SATP include the statement that the proposed Juneau Access Road is opposed by two of the three communities that will be affected by it.
- The cost figures for Alternative E "Develop Highway System" should reflect the most recent cost estimates (nearly half a billion dollars) for the Juneau Access Project. We are somewhat perplexed by the reference to Cascade point as the terminus for road building in Lynn Canal as that has not been indicated as a preferred alternative during the extensive planning period. We hope this is not more of the smoke and mirrors tactics adopted by the Department in the past in which they attempted to piecemeal the road over 10 to 20 years in order to hide the true costs of this project from the public and the legislature. The SATP assumptions recognize that "all system improvement plans exceeding \$300 million over the next ten years are not considered realistic." We urge the planners to include a section in the plan which evaluates the benefits that could be accomplished by reallocating the unspent portion of the half a billion dollars estimated to build the Juneau Access Project to higher priority needs throughout the region.

We appreciate your efforts to take a fresh look at Southeast Alaska's transportation infrastructure. .

Thank you for your consideration.

Sincerely,

Jan Wrentmore, Chair
Skagway Marine Access Commission

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 3:04 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Yes
Fullname Richard Wilmot
Thoughts Keep Belingham as a port of call. Upgrade service to Haines and Skagway from Juneau similar to when we had the fast ferry service.
Comments_regarding The Plan
Email richard.wilmot@acsalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 3:34 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Gustavus
Website_informative No
Fullname Jack and M
Thoughts We support Alternative A and oppose Alternative E in the SATP.
Comments_regarding The Plan
Email lentfer@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 3:47 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau/Haines

Website_informative Somewhat

Fullname Nancy DeCherney

Thoughts

Please improve the ferry service - The ferries are a wonderful transportation alternative. The schedules need revamping so that it is possible to go to a community in the morning, attend to business, and return home in the evening. I believe there is a potential market as an alternative to cruise ships for visitors that might benefit smaller communities more effectively. The ferry system serves the environment of SE Alaska very well, and I support investing in it and improving the service.

Comments_regarding The Plan and the Website

Email nancydecherney@mac

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 4:02 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative No

Fullname Andrew Grossman

Thoughts

Of the options provided, I favor the first, expansion of ferry service. I am against eliminating regular service to Bellingham. It is my understanding that this run is revenue-positive for the AMHS, however, it provided enhances Alaska's summer tourism and has provided an important transportation option for residents and freight during the winter. I am against expansion of roads which push ferry terminals farther from communities and increase demand for road maintenance funding. I think fast ferries should continue to be part of the solution in northern Lynn Canal and between Juneau and Sitka. We need to plan immediately for the eventual replacment of the Fairweather and the Chenega. These vessels should be replaced with fast ferries with production replacement engines and parts. How did we end up buying ferries that are so exotic that all the parts must be specially produced? I would like the comment period for this project to be extended.

Comments_regarding The Plan and the Website

Email andrew_grossman@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 4:02 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Terry C Otness

Thoughts

Dear Mr. Hughes: Thank you for the opportunity to comment on the proposed Southeast Alaska Transportation Plan. I have been working on Southeast energy and transportation issues for many years. My work in this field started from a policy perspective while working as an committee aide and staffer to various Alaska legislators. After that as a Community Corridor Coordinator for the City of Wrangell, while seeking a road then transmission link between Alaska and British Columbia through the proposed Bradfield/Craig/Iskut Corridor. Most recently I have been performing contracting duties with Tlingit Haida Energy. For the record these statements are mine and not in any way to be associated with Tlingit Haida or its energy department.. Today there are a multitude of economic entities from various organizations such as Tlingit Haida Central Council energy department to the Southeast Conference to municipalities to private entities such as ANCSA village corporations, Sealaska Corporation and others which are or have been considering the develop various renewable energy sources was to assist our local communities in lowering the high cost of energy. These high costs are constricting and decimating our smaller communities' economies, but also are reducing Southeast Alaska's population – Not only further diminishing our region's overall economic output, but also our political clout insofar as the rest of the state's population. In my most recent work the first effort has been to work to stem the most immediate factors which are presently obliterating our smaller communities. Work is being done on delivering heating solutions as the first effort for smaller communities and their facilities. However, renewable energy production, affordable transmission and distribution must be the more medium to long term goals. Ensuring reliable, safe and low cost energy to our region's communities will strengthen our economy region-wide and will thus help ensure that there is a local traveling population in existence which can use our ferry routes and highways as they are developed. These comments reflect my thoughts relating to the present proposal. Obviously, Alternative D would be the best choice from the standpoint of what energy developers are considering insofar as potential electrical transmission lines. Presently there are two routes which are now being considered for dual electrical transmission and highway corridor planning. There are other potential energy transmission routes which may be benefited by road construction such as the Lynn Canal Transportation Corridor as that routing unfolds with transportation developments. Considering the two possible route segments which are either under consideration presently. The first, is a proposed transmission line alignment which would link Kake to Petersburg electrically is a component of the proposed Southeast Transmission Intertie. The second (and admittedly more speculative, yet relevant) is a route proposed for the City and Borough of Sitka's proposed Takatz Lake to Sitka transmission component which may transit the region adjacent to Warm Springs Bay, Baranof Lake and then in an east-west direction

through the Baranof River watershed through or across the divide into the Medvejie and Blue Lake watershed near Sitka. This route must be considered as an option for the City and Borough of Sitka to access this resource – there must be a viable transmission component, so such a dual use corridor should be considered. The aforementioned potential route must be consider from an economic perspective. Also there are other federal/state negotiated road and transm ission right-of-way's which will be considered and supported as components of a Southeast Alaska Transmission Intertie on a case by case basis. The soon to be completed Swan Lake – Tyee Lake transmission line is an unfortunate example of haphazard planning in terms of transmission line routing. The completed cost of this important and vital transmission intertie component is said to be more than double the original estimates. Had this component of the Southeast Transmission Intertie been constructed adjacent to a road right-of-way, the cost for that line would likely have been reduced significantly and surely would have had federal road dollars associated with it to further diminish that cost. Suffice it to say much has been learned from that experience and learning from it can diminish the cost of other components of the Southeast Transmission Intertie as we plan and implement the Southeast Transmission Intertie's completion. Perhaps a bit further out is an Alaska and BC Transmission interconnection to the proposed Northwest BC Transmission Line in British Columbia when that link is accomplished. The Tahltan First Nation is undertaking an assessment of a proposed transmission line in to their traditional territory. With concurrence of that Canadian First Nation, it might be that some form of transmission as well as transportation collaboration would be considered there as well. Thank you for the opportunity to comment on the options presented. Sincerely, Terry Otness P.O. Box 32281 Juneau, AK 99801

Comments_regarding The Plan

Email terry.otness@gmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 4:36 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname Harry James

Thoughts I would be very upset if the Bellingham runs were canceled. Nothing against Canada but you shouldn't have to go through a foreign country to get your car here without flying. Canada has different rules and some citizens have problems transiting.

Comments_regarding The Plan

Email welshman@ptialaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 4:30 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname Karen Lawfer

Thoughts Please keep Bellingham as a port for the ferry system. With only Canada as a port of entry we are prohibiting Alaskans and Americans from traveling around their United States. One should not have to travel through a foreign country to get to another state - Alaska included

Comments_regarding The Plan

Email klawfer@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 4:40 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative No

Fullname Ron & Nan Schonenbach

Thoughts

Alt. A is the only reasonable alternative offered. While there are some large expenses to deal with, DOT/PF must push for this alternative. The Palin administration did not support the ferry system and we truly hope that our new governor is on board with supporting the AMHS. A couple of comments for consideration. 1. Bellingham under no circumstances should be dropped and replaced with Prince Rupert. The public does not want to deal with winter driving conditions out of Canada. Bellingham is an ideal port and must be maintained. 2. Two mainline ferries should be run during the summer from Bellingham like in the past. The revenue is significant during the summer. Only one per week is reasonable in the winter. 3. The Fairweather must be pulled out of Petersburg and returned to Lynn Canal and Sitka. There is great demand for the high speed in Lynn Canal and the traffic volume and revenue is considerable. 4. DOT/PF must drop the Juneau Access Project. This is such a staggering cost there is very little hope with shrinking federal dollars this will ever be built. No justification can be made to start a portion without full guarantee of complete funding. 5. The scoping document is misleading because it does not link to the Juneau Access project or the other road projects. Those costs are simply not shown in this scoping and they must be made available, even if they are covered in another document not related to the ferry system. Thanks for your consideration.

Comments_regarding The Plan and the Website
Email ronnan@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 6:20 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Yes

Fullname arthur dee

Thoughts

We definitely DO NOT need more roads built. That is a huge waste of money and effort. Providing good service between communities is possible without them. Bellingham should not be dropped from service. Fast ferries really provide good quick service between communities, but they do cost alot to run. I think that another aspect of service should be the ground transportation from the ferry terminal to the town center. Many of the terminals are outside of town and it takes some effort to get into town. The ferry system provides a good opportunity for folks to get to know and learn about other communities by thye interactions of riders during their travels. I think that our kids are able to gain many travel and interaction skills from school trips to other areas by traveling on the ferries. This is a really valuable thing for them.

Comments_regarding The Plan

Email schradee5@acalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 7:55 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Sitka
Website_informative Somewhat
Fullname janet eddy

Thoughts I want to protest the possible deletion of the Belingham run. As a senior citizen who can not drive from Prince Rupert, I will not be able to use the ferry for transportation to the lower 48. Also, please consider that Canada does not allow anyone with a DWI to enter- this will creat a great deal of chaos as many Alaskans have had such an arrest sometime in their lives. Think about having to keep all those people on the ferry and return them.

Comments_regarding The Plan
Email janeteddy@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 8:56 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Tenakee Springs
Website_informative Somewhat
Fullname Molly Kemp

Thoughts I just want to say, in the strongest possible terms, that I want to see DOT focus on ferries, not ridiculous summer-only roads. The Alaska Marine Highway is the heartblood of Southeast Alaska communities. Most of us live on islands, and boats are simply the most sensible way to get between island communities. Personally I don't care if ferry service is frequent or convenient, just so long as once in a while there is date I can count on, in order to schedule dental work or a doctor visit in Juneau. If fares have to increase, so be it. In Southeast ALaska winters the ONLY reliable mode of transportation is old-fashioned displacement hull boats. Please focus on ferries, not roads.

Comments_regarding The Plan
Email olmstedkemp@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 9:05 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Fairbanks/Kupreanof Island
Website_informative Somewhat
Fullname Joseph Ransdell-Green

Thoughts

As a Southeast Alaska resident, I would like comment on the assumptions to update the Southeast Alaska Transportation Plan. I support Alterative A. This alterative improves existing ferry service by constructing 1 to 3 Alaska Class Shuttle ferries designed to withstand typical Southeast weather. They would operate between Ketchikan and Prince Rupert, Juneau and Sitka, and Juneau and Haines and Skagway. I think the ferry system is much more efficient transportation compared to the proposed roads that could be built. I strongly oppose Alterative E. Under Alterative E, hundreds of miles of roads would be built. New roads would be constructed from Juneau to the Katzehin River delta, Sitka to Warm Springs Bay, Pelican to Hoonah, and Kake to Petersburg. I own property on Kupreanof Island near Petersburg. I strongly oppose a road from Kake to Petersburg. I have always used the ferries to travel the area. It is a convenient and safe way of traveling Southeast. I can just hop on a ferry and know exactly when I will get to my destination. I won't have to worry about traffic or wildlife in the road. The majority of Southeast Alaskans support community-to-community ferry service over building new roads with shorter ferry connections. The roads would cost a lot more of state money and they would break into our large tracts of old-growth forest that support our healthy populations of deer. Southeast Alaska should remain wild and roadless as much as possible. More roads would increase illegal hunting and give loggers more access to the productive old-growth forests of the region. Southeast Alaska residents need old-growth forests to support their hunting resources and eco-tourism. Improving our ferry system, by replacing older vessels with fuel and labor-efficient ones, is exactly what we need to do. This is the only way to keep Southeast Alaska's forests and wildlife healthy and its communities connected with reliable transportation. I ask you to please choose Alterative A for the SATP. Sinsereely, Joseph Ransdell-Green

Comments_regarding The Plan
Email joethebirder@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 10:14 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Yes

Fullname Robert Zukas

Thoughts

Forcing vehicles through Canada to reduce cost is a very poor solution unless the restrictions on firearms, pets, individuals with records etc are eliminated by treaty first. Canada is neither flexible nor accomidating when Alaska and Canada are contesting fishing, mining or any number of issues. Our family travels infrequently but never fly and rent a car since A) we only visit family every couple years due to cost(primarily ferry and air for four) B)Family we visit is scattered and only practially accessible by personal vehicle(ie no public transportation in the boonies of the lower 48) C)since we can only visit every couple years the visits tend to be long (4/5 weeks)which makes the fly and rent option prohibitive. Finally if you are going to target tourists with frequent service and higher fares, why not a two tier fare system with reduced fares for PFD recipients and higher rate for non-residents. I don't need a cruise ship but do need to get to the lower 48 with my car and kids at a reasonable rate without bothering Canada. The elimination of direct service to Bellingham and Southcentral will be a major contributor to the population decline in Southeast.

Comments_regarding The Plan

Email alaskabob2000@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 10:26 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Yes
Fullname Frederick C. Funk
Thoughts Please keep a Bellingham or Seattle ferry run. I use the ferries a LOT and they are an extremely valuable service for Alaskans.
Comments_regarding The Plan
Email fritzf@alaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 10:37 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community JNU

Website_informative No

Fullname Robert Herman

Thoughts I have comment on the proposed deletion of the Bellingham run. It is an option for locals to come Northbound or go South without going through Canada. Management should be aware of the service provided and not penalize souls in SE for poor judgement and ignorance.

Comments_regarding The Plan

Email oceancanoer@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, July 31, 2009 11:43 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Shari

Thoughts

It's hard enough trying to get out of Juneau now. Have you thought about those people that don't have passports yet? How about those people trying to travel with pets. How about those with a record from the past, and it doesn't even have to be anything big. It won't be easy to get through customs now, if at all possible for these people. How about the tourists trying to get to Alaska. You have just limited their access as well.

Comments_regarding The Plan

Email shari.kemp@alaska.gov

received 7/31/09

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SATP Plan Comment

To whom it may concern,

I would like to recommend transportation alternative B for the Southeast Alaska Transportation Plan. This is by far the best route to go for in the short term because it seems to be the plan with the least amount of DOT/AMHS changes.

Alternative A is undesirable because it would require the construction of three new ferries instead of just the one with plan B. We have seen what happens when AMHS is allowed to construct vessels without proper or sound judgment in the past. The fast ferries are a blazing example of less than intelligent decision making. I really don't want DOT/AMHS making the call on what is an acceptable vessel for southeast's need. A proper ship designer/constructor that has had nothing to do with AMHS ever, should be brought in so some professional work can be achieved.

Alternative C violates the mission statement of the SATP by reducing mobility between southeast communities and limiting economic viability in those communities as well. This is printed on the comparison chart that accompanies the five alternatives. Why this was even considered as an alternative is a little perplexing.

Alternative D is by far the most detrimental and regressive plan I have seen so far in my life. Not to mention it also violates the mission statement of the SATP. If you eliminate the ferry link to the lower 48 any person that has any sort of a problem with Canada will be unable to bring a vehicle with them if they wish to travel to southeast. It would require them to barge their vehicle to their destination and fly themselves. This is not progress, this is only helping certain companies further their strangle hold on Alaska. This alternative helps no member of the traveling public and will greatly reduce the economic viability of the whole southeast region.

Alternative E is not even in the scope of reality. I think it is better off in fairy tale land. The alternative does not even list the costs for all of the roads that it proposes. Of course it will be cheaper if you just lie about the costs of construction and maintenance. I don't see a cost figure on the road from Sitka to Warm Spring Bay, I don't see a figure for the proposed road between Hoonah and Pelican and I don't see a cost comparison between a person taking a ferry from Prince Rupert to Skagway vs. the cost of one person traveling on this proposed transportation alternative. Is a person without a vehicle even going to be able to travel on this shuttle/ highway set up? Because it sure doesn't look that way to me. I am willing to bet that it will take a person longer and cost them more to use this alternative than if they used the current system. The main goal of this alternative is to get travelers to spend their money in communities that are not benefiting from tourist traffic in the summer. All Alaskans can understand the desire for an improved economic situation. However this is supposed to be public transportation, and that is not really in the best interest of the public.

In closing I would like to ask DOT/AMHS to listen to what the people of this fine state have to say. I continue to hope that DOT/AMHS will remember that it is the public they serve and this prevailing attitude of arrogance towards the common folk will lessen. I grow tired of the DOT/AMHS telling us, the public what is in our best interest and what kind of a transportation system we will get. If only those that error would be held accountable for their actions.

With hope for the future,
C.B. Stephens

2670 Fritz Cove Rd
Zuñeda, AK 99801
July 31, 2009

Mr. Andy Hughes
Department of Transportation

Dear Mr. Hughes:

Thank you for the opportunity to comment on the Southeast Alaska Transportation Plan Update. Of the five alternatives you present, Alternative A seems the best one. But why would we need 3 new "shuttle" ferries? They would be over 300 feet long which hardly seems like shuttle ferry size and they increase the capital cost to \$448 million which is way over your \$250 million 10-year limit for new construction. Why wouldn't one new ferry be enough?

We reject Alternative E because it sounds like the old Frank Murkowski plan to replace long distance ferries with land highways and short shuttle ferries. This was a bad idea 5 years ago and continues to be a bad idea today. The costs to build some of the roads, such as the Lynn Canal road, would be astronomical and the damage to the environment would be horrendous.

We also reject Alternative D because the terminus would be Prince Rupert. Car travel through Canada today is problematical and you might offload your car at Prince Rupert and find you could not go anywhere.

So what do we want? We want mainline ferry service from Bellingham (2 times a week) to Haines and Skagway. We also want frequent (daily) ferry service from Auke Bay to Haines and Skagway. Finally, we oppose any Lynn Canal road north of the present terminus at Echo Cove.

Sincerely,
Richard and Sylvia Gard

D. Elizabeth Cuadra
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(907) 789-2084 cuadra@gci.net

July 31, 2009

Alaska DOTPF
Attn: Southeast Planning – SATP
via FAX: (888) PLAN-FAX (752-6329)

Here are my comments on the SATP now out for public review. My adult daughter, Dione Cuadra, also of Juneau, and who uses the ferry system even more than I do, has conferred with me after viewing the alternatives online; and this letter also incorporates her views.

Alternative A is by far the best option presented, but it needs to be moderated by applying some of the scheduling and capacity management principles in Alt. C in order to reduce/control operating costs. Alternatives D and E are both completely unacceptable, as is Alt. C when standing alone. RELIABLE schedules would go a long way toward increasing ridership and thus revenues.

We must maintain mainline ferry service to Bellingham; that serves as a crucial link both for Alaskans and for residents of "the lower 48" who wish to visit Alaska, regardless whether they have a motor vehicle or not. We must not cut off convenient, continuous mainline ferry service from Bellingham to at least as far north as Juneau, or we will discourage many interested residents of other states from visiting Alaska. That journey is the most financially feasible and wondrously beautiful experience available anywhere in the United States, many will tell you.

We must not chop up long distance travel into ferry and road segments; imagine how disastrous that would be for foot passengers trying to travel longer distances. It would also be highly inconvenient for a person even with a vehicle who is trying to travel long distances. Also, building new roads in S.E. Alaska should be avoided whenever possible because of its destructive aspects, not to mention the ongoing costs of road maintenance including year-round use. It is not even clear whether costs of maintaining those new road segments have been included in DOTPF's estimates of operating cost.

We especially oppose any road to Baranof Warm Springs, which would overwhelm and ruin a lovely place.

A ferry connection between Juneau and Gustavus is definitely needed; many residents in each town need to access the other destination often, especially during the summer.

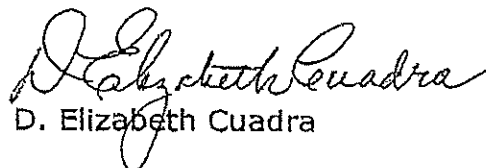
We all love the fast ferries. Please keep one operating between Juneau and Sitka. It is especially beneficial when one is returning, as a foot passenger, from fishing and needs to bring home heavy "baggage" that includes fish for family use.

The Lynn Canal Corridor could well be served by two of the proposed "Alaska Class" ferries, but they need to be very weather-reliable. This corridor is highly important, both to locals and to visitors, not only for the connections between towns but also because of the connection to the rest of the road system via either Skagway or Haines. And we need to keep excellent ferry service in the Lynn Canal Corridor RATHER THAN build an expensive road from Juneau to another ferry terminal closer to Haines and Skagway ! Having occasional fast ferry service along this corridor, especially at times of high capacity need such as the Haines Fair, remains hugely desirable.

We do not need a new ferry-road connection to Canadian highways through central B.C, a possibility you mentioned. Keeping the existing access via ferry connections through Prince Rupert and Skagway gives a sufficient solution. (I have used both access points for automobile trips to "the lower 48" and have used the Haines access point for travel to Anchorage and the Skagway access point for travel to the Yukon Territory.)

Whenever designing and purchasing any new ferry vessel, you need to give special importance to energy-saving design aspects; that will also work toward reducing operating costs. But it is also important to avoid dependence on a manufacturer so marginal or a design so novel that it becomes almost impossible to obtain replacement parts. As much as we love the fast ferry Fairweather, its problems of replacement parts for engines have caused too-long delays in reentry to service. In fact, it might be desirable to go out for comments, especially from experts, before a new vessel design gets too far along. Those Alaska Class ferries may already be at that stage in design where external comments, especially if solicited from experts in European countries that use ferries, might be very useful.

Sincerely,



D. Elizabeth Cuadra