

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 09, 2008 9:58 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname David Fremming

Thoughts We need some sanity in our long-range planning. Convincing the uninformed public about the efficacy of the Marine Highway System continuing to serve northern Lynn Canal is getting to be a stretch of logic. The Skagway political mess needs to be revisited and a surface road connection Juneau directly to Skagway simply has to be part of any long-range plan. Costs per passenger mile, recreational values, not to mention convenience, all point to a surface connection with the rest of the world.

Comments_regarding The Plan

Email fremming@davidfremming.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 15, 2008 3:28 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community KETCHIKAN
Website_informative No
Fullname PETER ELLIS

Thoughts

Ferry system needs substantial promotion and increase in public relations activity in order to promote full use of ferry accomodations to full capacity. Daily service between principal points is mandatory. Bellingham to Ketchikan roundtrips without further travel north but with Ketchikan ferry connections to rest of SE to connect with Bellingham ferry arrival. Objective should be to price all seats low enough so as to attract passengers and keep ferries full. Bellingham with Ketchikan turn-around should allow 2 trips per week with use of one ferry or 4 trips in summer with use of both. Economic impact of poor traffic promotion should not be allowed to create wasting assets worth millions of dollars. Ketchikan bridge to Pennock and Gravina essential to serve all 3 of these communities and allow the full economic development of all Gravina. The local cost of ferry transportation simply needs to be shifted in order to facilitate the funding of the new toll bridge and a toll bridge authority. A ferry landing and a Tyee road connect to British Columbia should be created to facilitate and promote travel as well as provide a corridor to allow electrical transmission intertie operations. Peter Ellis

Comments_regarding The Plan and the Website
Email elo@kpunet.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 17, 2008 10:15 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community ketchikan
Website_informative Somewhat

Fullname michael spence

Thoughts

Roadwork in the Ketchikan area must be reprioritized from the pattern of the past 3 years. Everyone who reads the paper knows that the Gravina access project has been nothing but a drain on resources for the state and the community of Ketchikan. While the building continued on Gravina's roads to nowhere, vast areas of Ketchikans daily use roads are unpaved (Revilla Road and South Tongass Highway below Herring Bay are two prominent examples). There is plenty of land available for deveopment if development is needed in the Ketchikan area, at far lower cost than the Gravina Access project. The ongoing repairs to the existing Tongass Highway have fallen short of funding for completion. The Shoup Street area of Tongass Highway for instance, still has not been improved and no bike or pedestrian access exists. The portions that have been done, are wonderful, but they follow 30 years of neglect. Ketchikans most used Winter recreation area at Harriet Hunt and Ward Lakes is not plowed in the Winter. Why is this? DOT should reprioritize winter plowing where it is needed. DOT should prioritize the paving of upper Revilla Road at least as far as Harriet Hunt turnoff, and the South Tongass Highway all the way to Beaver Falls where people drive daily. Pedestrian Access in downtown Ketchikan needs attention as well. The sidewalks have not been widened in at least 30 years. Thank you for the opportunity to comment on these important issues, Michael Spence 3736 Justice CT Ketchikan AK 99901

Comments_regarding The Plan

Email michaelcspence@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 17, 2008 11:43 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Haines

Website_informative Yes

Fullname Michael Bradac

Thoughts It's time to declare that the Juneau Road Project dead. It's foolish, serves a Few at the expense of the Many, and will only support a sad trend of destroying those things that make Alaska special in all the world. Spend the money that would be wasted on the hopeless attempt to build the Juneau Road on maintaining and improving the AMHS, a tried and true, ecologically inoffensive alternative to more cars, more scars, and more pollution.

Comments_regarding The Plan

Email 2crazyeagles@gmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, October 18, 2008 9:12 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Haines

Website_informative Yes

Fullname Warren Johnson

Thoughts

I want to express my opposition to the plan's shift from marine transportation to expensive road projects, especially the Juneau road. According to my understanding, the DOT's Juneau Access Environmental Impact Statement showed that existing Lynn Canal ferry service is mor cost effective and efficient than the proposed road. And the estimated costs for the road have not been updated to reflect the increased cost of supplies, shipping (supplies and equipment), and fuel costs to build the road. In addition, ferry service is far more safe and reliable than the road would be. I encourage the State to invest in new ferries, focusing on efficiency rather than speed. The State had the foresight to invest in the current fleet in the 60s and 70s. This system has proven to be safe and reliable and cost-effective compared to a road that would be expensive to build and maintain. I encourage you to make a similar investment now that will improve th! e system's efficiency and continue to provide world-class public transportation. Thank you for your consideration. Sincerely, Warren Johnson

Comments_regarding The Plan

Email wjohnson@aptalaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, October 18, 2008 10:13 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Haines Borough
Website_informative Yes
Fullname Carol Tuynman

Thoughts

This is to request that the SATP remove all references to building the Juneau Road and the three other untenable road projects outlined in the proposal. In 2004 public testimony was 90% opposed to replacing long-distance ferry serve with roads and short marine shuttles. In the wake of our national and state energy crisis and the certainty that there is not a quick fix, sticking to the old plan is foolhearty and wasteful. GOAL #1-DOT's Juneau Access Environmental Impact Statement showed that existing Lynn Canal ferry service was more cost effective and efficient than the proposed Juneau road. It is inaccurate to state that roads in general and the Juneau Road in particular would better meet the needs of the traveling public and lower expenses to the state. Neither of these premises are true and they will become increasingly untenable. Further, people who live and visit Alaska really enjoy the ferry system. For the most part the public does not want to see the destruction of wildlife habitat that would occur if the Juneau and other highways were to be built. With 25' and more of snow we are starting to see as an annual pattern, such roads would likely be closed a good part of the winter, whereas ferries can run in almost all weather conditions. Closed roads from snow, avalanches and other natural destruction caused by running water erosion do not contribute to GOAL # 'reliability of service'. When a ferry breaks down, there are other ferries to take up some of the slack. When a road becomes impassable due to heavy snow or earth disturbances the effect completely ! stops all traffic, possibly for days and days. there is no alternative except to fly or take the ferry. Again, concerning energy, the focus for future transportation development must be on efficiency rather than speed. It is my impression that except for the central urban areas, people who live here and people visiting Alaska are not in a rush. They enjoy the rural, slower pace and the ferry, above all other forms of transportation provides best for the perceived and real needs of the public. In GOAL #3, please add 'reliable' to 'adequate and affordable transportation and that more emphasis be placed on public transportation. GOAL #4. I also strongly advocate for safety and reliability. A Juneau road would not meet the criteria for a safe and reliable road. Thank you kindly for your attention to the real needs of the public and the future of energy in the state as it impacts transportation issues. Carol Tuynman PO Box 633 Haines, Alaska 99827

Comments_regarding The Plan
Email ctuynman@islc.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Sunday, October 19, 2008 1:53 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Haines

Website_informative Yes

Fullname Tim McDonough

Thoughts

I oppose the shift from marine transportation to expensive road projects, especially the Juneau road which would not better meet the needs of the traveling public and lower expense to the state. I suport the state investing in three fuel-effiicient ferries to retain our pu blic transportation system. We need new Northern Lynn Canal and Sourthern Gateway ferries and na new ferry for Southeasat villages. Since Fedral transportation dollars are dwindling there are insufficient funds to build the above mentioned road projects. I would like to see public hearings to gauge public sentiment on thes far-reaching proposed changes

Comments_regarding The Plan

Email annandtim1@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, October 20, 2008 8:05 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Haines

Website_informative Somewhat

Fullname Ron Jackson

Thoughts

1. Your "Performance Measures" are stacked toward roads. SE alaska is a community of islands, and ferries are the logical and desirable method of transport, as well as being safe and reliable in all kinds of weather. You should rewrite these to incorporate reliability and safety. Per Goal 6, you don't seem to have listened to the communities up north here that we don't want the road extension up to Katzahein. We do want better ferry service. You should add as a measure of meeting Goal 6 something about the degree of responsiveness th public input rather than just how many meetings you conduct. If you don't listen, why have the meetings. This whole plan seems to have been done by civil engineers who want to build roads. Get some expertise on ferry systems on your staff. Many countries know how to run reliable, efficient ferry systems. Why can't alaska do the same.

Comments_regarding The Plan

Email ronphotos@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, October 20, 2008 10:19 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Haines

Website_informative Yes

Fullname Mark S. Kistler

Thoughts

TO:Andy Hughes Alaska Dept of Transportation October 20 2008 I am opposed to the shift from marine transportation to road projects particularly the Juneau Road as part of the S.E. Alaska Transportation Plan. (SATP) Our Federal transportation money is drying up & there is a lack of funds to build four projects that were estimated to cost one billion dollars in 2004. The Juneau Dept of Transportation Access Environmental Impact Statement shows the existing Lynn Canal ferry service is more cost effective & efficient than the proposed Juneau road. Please consider efficiency rather than speed & reliability of service. I would be very worried traveling the East Lynn Canal "Juneau Road" in the winter compared to the safety of the ferry system. May I suggest the word "reliable" be added to "adequate & affordable transportation" (goal three in the SATP) & I think more emphasis be placed on providing public transportation. Finally, I request public hearings to gauge public sentiment on these expensive important proposed changes. Thank you very much for your time, Mark S. Kistler Haines, AK

TO:Andy Hughes Alaska Dept of Transportation October 20 2008 I am opposed to the shift from marine transportation to road projects particularly the Juneau Road as part of the S.E. Alaska Transportation Plan. (SATP) Our Federal transportation money is drying up and we cannot afford to be spending our money on these roads rather than the ferry system. The Juneau Dept of Transportation Access Environmental Impact Statement shows the existing Lynn Canal ferry service is more cost effective & efficient than the proposed Juneau road. Please consider efficiency rather than speed & reliability of service. I would be very worried traveling the East Lynn Canal "Juneau Road" in the winter compared to the safety of the ferry system. May I suggest the word "reliable" be added to "adequate & affordable transportation" (goal three in the SATP) & I think more emphasis be placed on providing public transportation. Finally, I request public hearings to gauge public sentiment on these expensive important proposed changes. Thank you very much for your time, Mark S. Kistler Haines, AK

Comments_regarding The Plan

Email mardiz@aptalaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 21, 2008 7:04 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Somewhat

Fullname Lori Grassgreen

Thoughts

I believe that our primary focus should be to strengthen our community to community services which can be done via our ferry system. Roads are costly to maintain, have increased dangers associated with them, and are really something to consider when there is a greater need/resources in this state. Please consider strengthening our ferry systems rather than moving forward with this extravagant road project. Thank You

Comments_regarding The Plan

Email lorigrassgreen@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 22, 2008 8:48 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Tenakee Springs
Website_informative Somewhat
Fullname Stephen Lewis

Thoughts

Gentlefolk, The proposed mission statement in the SATP is totally inappropriate for SE Alaska. We live in an archipelago, and water transport will always be the most efficient way to reach most of the small communities within the Tongass National Forest. It is doubtful that even "toll" costs would drop much because there will still need to be short run ferries in many places, ferries that will be outrageously expensive to run multiple times per day (as highway access would necessitate). Staffing the terminals will also be absurdly expensive. Add to these expenses the new one of always having to travel with a vehicle and drive at the end of the ferry run, and prices for most of us (and not just in Tenakee) will be higher, not lower. And, most likely, the state will still be spending more money than it does now, maintaining new facilities, running more ferries, more frequently, and maintaining many miles of road that will not get much use. Just the cost of maintaining bridges, grading gravel, and plowing snow will be prohibitive, much less building many new roads in the first place. This is a bad bad bad idea, and needs to be scrapped right now. The ferries may need improvements in efficiency and scheduling and speed, but they are the sensible long-term way to deal with most of SE Alaska's transportation needs for the long term. For those that need speed, the occasional trip in a small plane is a workable solution, especially if the state helps to maintain facilities that keep this option safe and relatively inexpensive. In short, fix and improve the ferry system and maintain and improve the facilities for small aircraft and SE Alaskans will have a better, more efficient, and safer way to travel than any network of roads will ever provide. Thanks for listening, Steve Lewis

Comments_regarding The Plan
Email tenakeetwo@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 23, 2008 6:01 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Haines
Website_informative Somewhat
Fullname Steven F Cunningham
Thoughts I oppose the Juneau road and the shift from marine transportation to road projects. public hearings should be held before any new projects are initiated including any old plans which have been altered or were previously unfunded or only funded in part.
Comments_regarding The Plan
Email steven.cunningham@alaska.gov

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 23, 2008 9:27 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative No

Fullname John Baciocco

Thoughts I support the goals of the SATP. I do not support the proposal of improving transportation service by increasing roads. Specifically here on Baranof Island more roads would be impractical. They would be hard to maintain and dangerous. Better ferry service means more frequent ferry service.

Comments_regarding The Plan and the Website

Email dancingbear@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 23, 2008 2:33 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Yes
Fullname Margot Knuth
Thoughts Southeast Alaska needs better ferry service, not more roads. Please make that the priority for SE AK.
Comments_regarding The Plan
Email mknuth@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 23, 2008 8:15 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau/Yakutat
Website_informative Somewhat
Fullname Don Bremner

Thoughts A number of S.E. Alaska Tribes have been meeting and they all have identified the importance and priority of the Alaska Marine highway operation as vital to the survival of the villages in Southeast Alaska. Priorities have been identified as on shore facilities such as ferry terminal buildings in Kake, Angoon, Yakutat. Other priorities are building docking facilities for multi-uses and purposes to accomodate fishing vessels, charter vessels, and small tour boats to help develop our village economy year round. The fast ferry boats should be designed to service our smaller villages, and ferry service to the villages should be improved. One very important issue that has been raised is better coordination and consultation with S.E. Alaska Tribes during the planning process and prior to making any major changes to service and schedule changes to the villages in S.E. Alaska. In regrads to Yakutat which is on the Gulf coast schedule this community is challenged by passengers heading to Anchorage and Seward taking up all of the car space on the stops to Yakutat. The system should look at holding some space for the stop in Yakutat. Thank you for considering these suggestions. Don Bremner

Comments_regarding The Plan
Email dbremner@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, October 25, 2008 8:32 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Wrangell
Website_informative Yes
Fullname John Church

Thoughts

The revised transportation plan needs to better take into account the unique geography, climate, seasonal economy, and travel needs of our area. The current Murkowski-Taylor era plan seems rather to attempt an imposition of a down south network of roads on a region where people have always traveled by boat. After 100 years of internal combustion engines, roads seem the normal, even essential, way to get around. But our island towns cannot be connected by highways and even Juneau apparently cannot be linked without boats. The ideas in the current plan for shorter ferry runs and longer drives to the terminals are good for the Department of Transportation, which will get money to plan, build, inspect, and maintain these new roads. Some of the present day ferry costs can be shifted to the driving public. But the public doesn't get the usual road advantage of flexible travel time on a highway that leads to a shuttle ferry leaving at fixed times. In fact, this system will inevitably lead to dangerous, even fatal, consequences as drivers try to get there on time even when the roads are icy. Since the last transportation plan was written, this longer road, shorter ferry idea has actually been tried by the IFA on Mitkof Island. It has not proved popular with the public which seems to prefer the convenience boarding ferries in Petersburg. The difficult terrain, high labor costs and other factors make road building in Southeast Alaska very expensive. For example, take the short bypass recently built in Ketchikan. Southeast roads are hilly and curvy and less safe in winter. The frequency of our freeze thaw cycles is hard on roads, too. Now global warming is sending more and more rain and snow our way, further increasing the costs of maintenance and the likelihood of road closures. Meanwhile, all that snow is removed for free when it lands on the route of the Marine Highway. Because of the road bias of the current plan we are losing the chance to turn some of today's oil windfall into replacement ferries. A newer fleet of various sized ships gives reliability, costs less than older ships to operate, and would provide the chance to size the vessel to the passenger load from season to season. More runs could be offered that leave at the same time daily like airlines do it. Ridership would increase. In short, the revised plan needs to be more reality based and favor water transportation.

Comments_regarding The Plan
Email jlc3@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, October 25, 2008 11:42 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname patrick goodrich

Thoughts

Lets not waste any more money on building costly roads. Southeast Alaska's ferry system has served us well for many years. A road system would be expensive and not as efficient. The road system is not a good idea because this is Alaska. The road north out of Juneau would be plagued with mud slides and avalanches. I know this because I am a commercial pilot that has been flying past the proposed road area north of Juneau for many years now and I have seen many many rock, mud, and snow slides along this area. Why build a road when it is not going to be open at all times and we will still rely on a back up ferry system? We already have the tools in place to provide good transportation, what more do people want? Why waste more of our money in these tough times so people can go for a drive. We all choose to live here, lack of roads is just one of the things that makes South East Alaska life both challenging and unique. Thank you fo! r taking the time to read this.

Comments_regarding The Plan

Email pgoods1028@aol.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, October 25, 2008 12:10 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Jessica Goodrich

Thoughts

Thank you for your time. My family and I frequently ride the Alaska Marine Highway to the local towns around South East Alaska. This a safe efficient and dependable way to travel around South East Alaska. Putting in more roads would waste more money in these difficult times. The road north from Juneau would be very dangerous and if it is built there will be many more vehicular accidents. With a road that long and that remote even the best plowing/maintenance service couldn't keep up with it's demands. What will be done for emergency service out that road in a snow storm? How will you get an ambulance out there to save a car accident victim's life in a snow storm when the helicopters can't fly? How will you find cars buried in an avalanche or a mud slide? I would not feel safe driving this road with my family, nor could I afford to drive this road with the current price of fuel. The ferry system works lets not waste money on! useless road projects. Thank you for your time.

Comments_regarding The Plan

Email jessrapin@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, October 25, 2008 12:49 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Gina Spartz

Thoughts I urge the state to focus on providing community-to-community ferry service and infrastructure for air service as the agency's top transportation goals in Southeast Alaska.

Comments_regarding The Plan

Email ginas43@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, October 25, 2008 12:50 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Tom Linklater

Thoughts I urge the state to focus on providing community-to-community ferry service and infrastructure for air service as the agency's top transportation goals in Southeast Alaska.

Comments_regarding The Plan

Email llrb11@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Sunday, October 26, 2008 10:48 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community haines

Website_informative Somewhat

Fullname alexandra feit

Thoughts Please revise your extended SE transportation plan. The ferries are a beautiful part of living in seak and the safest way to travel. Please forget about the 'rad to nowhere' & put money into new/better ferries and better schedules. A large part of the ferry travel is comfort, socialability, safety and beauty. Driving is not a good option especially since the proposed road only goes between jnu & katzehein (nowhere). with that money we could improve service to prince Rupert, bellingham, hoonah, tenakee etc....

Comments_regarding The Plan

Email hikeralex@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Sunday, October 26, 2008 1:30 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Sitka
Website_informative Somewhat
Fullname Caroline Crenna

Thoughts

I propose that the primary SATP mission statement be amended to read as follows: "The intent of the Southeast Alaska Transportation Plan is to increase system capacity and to improve system efficiency with due regard for the social costs associated with environmental disruption and degradation. To this end, we propose to increase system capacity when and where necessary by adding additional vessels to the AMHS fleet which are state of the art in terms of fuel efficiency, speed, and comfort, and to improve system efficiency by ensuring that existing AMHS vessels receive the maintenance and upgrades that are necessary to ensure that optimum use is made of new technologies. Thank you for considering my comments.

Comments_regarding The Plan
Email c.crenna@att.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Sunday, October 26, 2008 1:42 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Sitka

Website_informative Somewhat

Fullname Caroline Crenna

Thoughts

I propose that the primary SATP mission statement be amended to read as follows: "The intent of the Southeast Alaska Transportation Plan is to increase system capacity and to improve system efficiency with due regard for the social costs associated with environmental disruption and degradation. To this end, the plan is to increase system capacity when and where necessary by adding additional vessels to the AMHS fleet which are state of the art in terms of fuel efficiency, speed, comfort, and safety, and to improve system efficiency by ensuring that existing AMHS vessels receive the maintenance and upgrades that are necessary to ensure that optimum use is made of new technologies with emphasis given to vessel propulsion systems and other operational equipment. Thank you for considering my comments.

Comments_regarding The Plan

Email c.crenna@att.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Sunday, October 26, 2008 5:44 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Debera Cokeley

Thoughts I am opposed to replacing community to community ferry service with roads. Ferry and air service offer the best range of safe dependable transportation options.

Comments_regarding The Plan

Email samndeb@acsalaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, October 27, 2008 8:10 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Ted Thoma

Thoughts

Re the SATP review by AK DOT&PF, I OPPOSE the emphasis on expensive road projects in SE Alaska. The present system of ferries serves ALL the towns of SE, and is more cost effective and efficient than proposed roads. Specifically, the Juneau Road will not meet the needs of the traveling public and will cost the state huge amounts of capital to construct & maintain. Federal funds will NOT be available to build a Juneau road, especially one built in severe avalanche areas that will be hazardous most of the year. Residents of SE Alaska want reliable transportation, which roads do not provide. The state should purchase three replacement ferries over the next few years so that our aging, dependable fleet can be properly used and transition for the next 30-40 years. These ferries should be identical to save construction and parts monies, fuel-efficient, and flexible-use to traverse Dixon Entrance and Lynn Canal. Finally, residents want safe, reliable public transportation, which ferries provide, not roads. Sincerely, Ted Thoma, Box 21884, Juneau AK 99802

Comments_regarding The Plan

Email chipt@alaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, October 27, 2008 8:10 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Ted Thoma

Thoughts

Re the SATP review by AK DOT&PF, I OPPOSE the emphasis on expensive road projects in SE Alaska. The present system of ferries serves ALL the towns of SE, and is more cost effective and efficient than proposed roads. Specifically, the Juneau Road will not meet the needs of the traveling public and will cost the state huge amounts of capital to construct & maintain. Federal funds will NOT be available to build a Juneau road, especially one built in severe avalanche areas that will be hazardous most of the year. Residents of SE Alaska want reliable transportation, which roads do not provide. The state should purchase three replacement ferries over the next few years so that our aging, dependable fleet can be properly used and transition for the next 30-40 years. These ferries should be identical to save construction and parts monies, fuel-efficient, and flexible-use to traverse Dixon Entrance and Lynn Canal. Finally, residents want safe, reliable public transportation, which ferries provide, not roads. Sincerely, Ted Thoma, Box 21884, Juneau AK 99802

Comments_regarding The Plan

Email chipt@alaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Monday, October 27, 2008 11:23 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Angoon
Website_informative Somewhat
Fullname Peter Naoroz
Thoughts Good planning is a prerequisite to doing good.
Comments_regarding The Plan
Email peter@kootznoowoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 8:19 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau, AK
Website_informative Somewhat
Fullname Jenny Pursell

Thoughts

I oppose the SATP, Juneau Access, project. It is not environmentally, financially, or within the consideration of public safety to build a road through Berners Bay to the mouth of the Katzehin River. This 'dead end' road will cost hundreds of millions of dollars to build and millions more to maintain. This road does not put public safety first as there are numerous avalanche chutes that this road will cross. It will cost hundreds of thousands of dollars to provide emergency services to those unfortunate travelers that become victims on this dangerous road. DOT monies would be better spent improving the roads and bridges that we already have in place as well as purchasing NEW ferries to accomodate the travel needs of AK citizens, visitors, and commerce. Thank you for your time and attention to my position on this ill conceived project. Jenny Pursell, P.O. box 33578, Juneau, AK 99803

Comments_regarding The Plan
Email mikejen@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 1:33 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Yes

Fullname Mim McConnell

Thoughts

I did not support the SE AK Transportation plan before and I still don't. Please make the plan focus on providing community-to-community ferry service and infrastructure for air service as its top transportation goals in SE AK. Our incredible natural environment is very important to me and I would like to see it kept wild and untouched. Building roads does not meet my goals. Changes like what Sitka experienced this past summer are a step in the right direction. Thanks for listening and being willing to think outside the box.

Comments_regarding The Plan

Email sheltercovepublishing@gmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 2:49 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Haines

Website_informative Somewhat

Fullname Bob Andrews

Thoughts

The current SATP is in serious need of updating. In this part of the state, replacing ferries with expensive roads is not only impractical it is an extremely poor judgement call. With declining revenues these proposed roads will be difficult to build and maintain - the DOTPF is already strapped with keeping existing roads maintained. More importantly, it is a gross error to be shifting travelers away from public transportation to individual autos. That is expensive, wasteful and short-sighted. In particular, I feel the Juneau road is a major offender. It will phenomenally expensive to build, disproportionately expensive to maintain, and be impassable much of the year. One of the prettiest viewsheds in Alaska will be destroyed, and no purpose will be served. Even DOT's own EIS concludes that ferry service will be less expensive and more reliable. And, that is using road figures the state advanced which were grossly understated and are currently outdated.

Comments_regarding The Plan

Email andrews@aptalaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 3:48 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Sitka

Website_informative Yes

Fullname Joel Hanson

Thoughts

The SATP Mission Statement needs to be changed. The 2004 Statement sets DOT&PF's sights on more roads and shorter ferry runs and proclaims that the development of land highways will reduce or eliminate toll costs while increasing traveller flexibility, choice and speed. This Statement needs to be changed to reflect a growing socioeconomic need to move away from private automobile ownership and toward mass transit. The development of more roads can be generally seen as running counter to the public's best long-term interests. With a faltering world economy and a growing awareness of the true costs to the environment of private motorized transport, the 21st century reality is now dictating that what Southeast Alaskans actually need is a reliable, affordable, more fuel efficient and less resource intensive public transportation system...not more traveller flexibility, choice and speed. Convenience is important, but it cannot be allowed to trump environmental concerns. Furthermore, a well-designed transportation system must not be more convenient to an elite sector of the population (those who can afford to own and operate private transportation) while being less convenient to the majority. The SATP should scrap the road plans along the Bradfield corridor, Lynn Canal and across Baranof Island.

Comments_regarding The Plan

Email joelh@theboatcompany.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 3:49 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Sitka
Website_informative Somewhat
Fullname Donald L. Surgeon

Thoughts

October 28, 2008 Donald L. Surgeon 312 Islander Drive Sitka, AK 99835 Re: Southeast Alaska Transportation Plan (SATP) In 2004, Alaska adopted a transportation plan which focused on replacing Alaska Marine Highway long distance ferry service with shorter shuttle ferry service and several expensive, controversial road projects including: the Juneau Road Extension, the Bradfield Canal Road (on the mainland near Wrangell), and a road from Sitka across Baranof Island. Public testimony, including mine, was 90% opposed to replacing long-distance ferry service by roads with shorter marine shuttles. It is time for Alaska to listen to the public. First, the SATP Mission and Goals must be modified to focus on ferry system improvements and not on a shift to land highways as in the 2004 SATP. There should be removal of all references in the SATP to building the Juneau Road Extension, the Bradfield Canal Road, and especially the Sitka access road. The statewide long-range transportation plan, completed in 2008, says the Juneau Road (Juneau Access) project “may or may not be completed” due to insufficient funds, and the SATP needs to be consistent with the statewide plan. Second, the state should invest in three new, fuel-efficient, flexible-use ferries to retain and improve our public transportation system. We need new Northern (Lynn Canal) and Southern Gateway (Ketchikan to Prince Rupert) ferries and a new ferry for Southeast villages. Multiple ferries with the same design are cheaper to build than individually designed ferries. Federal transportation money is dwindling and there are insufficient funds to build the Murkowski-era road projects. (The estimate for all four projects was \$1 billion in 2004). Third, emphasis should be on efficiency rather than speed; on reliability of service (buying ferries which can withstand Alaska’s winter weather is cheaper than trying to build roads in severe avalanche terrain); on providing public transportation and environmental protection and preventing climate change; and, on maintaining traditional contact among communities (ie, regular direct ferry service between Sitka and Angoon). Finally, it is important that there be public hearings to gauge public sentiment on all of these proposed changes. Thank you. Sincerely, Donald L. Surgeon

Comments_regarding The Plan
Email way2drenched@gmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 3:57 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Haines

Website_informative Somewhat

Fullname Darsie Culbeck

Thoughts The Juneau Road is a bad idea. It doesn't make sense fiscally, environmentally or from a safety standpoint. Please direct the DOT to improve our existing ferry system.

Comments_regarding The Plan

Email culbecks@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 4:01 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Yes

Fullname Dave Nuetzel

Thoughts

Thank you for the current schedule, I went to Juneau from Sitka for work last week. I would like the plan to focus on not creating a road to another ferry terminal, I do not drive when I travel in the Southeast and this would hinder travel and most proposed routes would be prone to closures. I would like better connecting services, so I don't have to layover in Juneau to travel to another town. Living in Sitka it is hard to travel to nearby communities for work or recreation. I would like more connections to the smaller communities, even if it took more time to go from Sitka to Juneau. Thank you Dave Nuetzel

Comments_regarding The Plan

Email DaveNuetzel@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 4:13 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname mary f. willson

Thoughts

A land highway partway up Lynn Canal does NOT improve traveler flexibility, choice, and speed. People would potentially be stranded in the middle of nowhere, with little recourse, if they had car trouble, or if they were intending to travel on the Katzehin-Skagway shuttle as pedestrians. The road is NOT an efficient transportation option. Expensive to build, expensive to maintain, inefficient to use. It would certainly never pay for itself. Southeast Alaska needs a good ferry system. Ferries are much less vulnerable to weather than a road along numerous avalanche chutes. Ferries are also a pleasant way to travel. They are far preferable to a land road along Lynn Canal or most other places. Most of us don't want Southeast to become like the Lower 48; we like the distinctive way of life here. We need good ferries!

Comments_regarding The Plan

Email mwillson@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 4:23 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Tenakee Springs
Website_informative Yes
Fullname gordon chew

Thoughts

Dear Andy and friends at DOT, As a father, businessman and community leader I encourage you to strengthen and renew the ferry system and move away from the Murkowski transportation plan; remember, he was defeated in the primary election with 12% of the vote. We live on huge islands here in SE Alaska and the ferry's are our life link with our cities, our communities, our Doctors and our commerce. Building roads to intertie these communities sounds like a nice idea but all things considered would be a foolish waste of money. In so many ways we are an Island Nation and I encourage you to strengthen, renew andsupport our incredible ferry system. Yours truely, Gordon Chew

Comments_regarding The Plan
Email ggordon_chew@msn.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 6:47 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Yes

Fullname Barry Brantman

Thoughts Ferries, not roads, are right for Sitka. We have overwhelmingly commented this way each time the opportunity to comment arises. Nothing has changed, except for a greater urgency for good public transportation. Thank You.

Comments_regarding The Plan

Email bbrantman@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 6:49 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Wrangell

Website_informative Yes

Fullname Sylvia Geraghty

Thoughts I hve lived in SE Alaska for 70 years and I have absolutely no desire to go on and get off several ferries to reach my destination. If I wanted to drive everywhere, I would not live here. This plan does gives no consideration to the people who use, depend on and love the State ferry system. The new plan is a huge step backwards.

Comments_regarding The Plan

Email hillsidehouse@hughes.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 6:51 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Sitka
Website_informative Somewhat
Fullname Lon Garrison

Thoughts

I have been a resident of Southeast Alaska for 20 years, the last seven of those here in Sitka. During the last decade I have witnessed the unfortunate and nearly criminal neglect and apathy regarding the Alaska Marine Highway system. It has gone from a service intended to primarily benefit the regions residents to a service primarily aimed at serving out of state tourists. The Murkowski administration's blatant focus to "sink" the system in favor of roads that literally "go no where" let alone bridges that "go no where" is appalling. The state needs to return to the original mission of providing reliable, economical marine highway access to all of the communities in southeast Alaska. Of course, we cannot afford to do business just as we had 20 years ago but that does not mean we should change the focus of the mission. It means that we need employ new technology and take advantage of various modes of transport where we can, however the fundamental priority should be long-term marine access to our communities. This is the best, most quickly implemented alternative with the least environmental impacts of any mode. It is my opinion that if regularly scheduled, highly reliable service became the norm, then the idea of getting from one point to another throughout this archipelago even if it required a bit more time than the fast ferry would be preferred and well utilized. This certainly may mean that our ferry system will have to undergo some long needed changes, and that more smaller, more efficient vessels will need to serve hubs such as Sitka, Juneau and Ketchikan. We need viable, reliable, regularly scheduled marine based transportation between our southeast communities which will provide the infrastructure for people and commerce to move efficiently around our region. This is critically important to local school districts as well as small villages that need access to health care providers such as SEARHC in Sika. I strongly encourage you to amend the SATP to reflect the commitment to all Alaskans to make the Marine Highway System work once again as it was intended for Alaskans and visitors alike.

Comments_regarding The Plan
Email fvseal@ptialaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 6:55 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Gustavus

Website_informative Yes

Fullname Nat Drumheller

Thoughts I am OPPOSED to the Juneau Road Extension, the Bradfield Canal Road, and a road across Baranof Island to Sitka. I support funding the Marine Highway for community to community service.

Comments_regarding The Plan

Email natdrumheller@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 8:37 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Somewhat

Fullname Jennifer S. McNichol, M.D.

Thoughts I support improving ferry service to Sitka. I do not support building more roads to make this happen. More frequent ferry service is what we need. Better boats, more boats. Same ocean routes. No additional roads please. Thankyou. Jennifer S McNichol

Comments_regarding The Plan and the Website

Email mcnocco@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 8:38 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Sitka
Website_informative Somewhat
Fullname Colin Baciocco
Thoughts I want better ferry service by more boats, but don't build more roads on Baranof Island!
Comments_regarding The Plan and the Website
Email none

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 8:57 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau & Tenakee

Website_informative Somewhat

Fullname Karen E. Wilson

Thoughts

Please change the mission statement! Our villate-to-village connections in SE Alaska rely on a strong, efficient ferry system. Both long-distance and shorter ferry routes are critical for safe, reliable access in almost any weather conditions. The same cannot be said for roads that are very expensive to maintain in a safe condition for at least half of the year. Secondly, airplane access to towns and villages of all sizes is highly important. Please keep ferry and air access between SE communities as a highest priority. Sincerely, Karen Wilson

Comments_regarding The Plan

Email jkhwilson@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 8:59 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative No

Fullname Susan R. Clark

Thoughts

The ferry system has been a most precious gift to SouthEast. Our geography doesn't suit roads well. Safety is my highest consideration. Currently the ferry can handle groups of school kids traveling for sports, music, drama, debate.... safely and with time for homework or just sleep (or, yes, socializing). The adults are not sleep-deprived driving the long road with a bunch of teens in the car. We all know the statistics on auto accidents. They are guaranteed to happen. Add that to significant distances in wilderness landscape with no service for tire blow-outs, animals in the headlights, unexpected landslide or avalanche, dozing at the wheel, weather conditions (especially in winter) We will have no control over a DWI driver. The road adds significant stress to any chaperone. Give us the TIME (in this world of rush) that the ferry safely provides. I believe that the Mission Statement is old think or Lower-48 think. A combination of ferry and air service should be our priority. Southeasterners live by the water. The Ferry system is the best tool for our region (just like skin boats are the best technology for the Bering Strait where modern aluminum boats can be lethal). A highway between Juneau and Haines will be lethal, mark my words. Please also consider a ferry to Gustavus - it is on the way to the already ferry route to Pelican. The road to Gustavus up to Haines and back down via Excursion Inlet would be ludicrous. So is the road currently planned.

Comments_regarding The Plan

Email sushma@alaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 9:16 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community juneau
Website_informative No
Fullname arrmunro
Thoughts support the SEAlaska ferry system not the road up Lynn Canal
Comments_regarding The Plan
Email amunro@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 9:53 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Haines

Website_informative Yes

Fullname Patricia L. Brown

Thoughts

It is not sensible from a safety standpoint, economical perspective, or efficiency measure to shift to land-based transportation on an archipelago. Travel by ferry is pleasant and efficient and quite versatile. We should increase the access by ferry by adding small ferries to shorter runs and scheduling their runs more often. In particular, the road between Juneau and the remote Katzehin Delta makes no sense at all. The maintenance costs will far exceed any benefits and its hazardous conditions will deter most drivers. Most roads do not pay for themselves; ferries probably don't either. But people's lives are worth more than the illusion of choice. The avalanche density makes this idea just too risky. The ferry that would shuttle people from the end of the Katzehin road to Skagway or Haines would make scheduled runs so the idea of open-ended options for timings of road trips is just inaccurate. There is not likely to be any increase in! the demand for daily round-trip access to any of the towns in southeast that are not already served by small planes or jets. Use of any transportation vehicle that burns fossil fuel now prompts any citizen to think carefully, prioritize, and combine purposes for trips. The ferry is the most versatile mode of transportation and it makes the most sense to emphasize water travel. Accept Alaska landscape on its own terms. Don't expect it to allow an Orange County "just wanna go for a ride" attitude to pervade. Safety, efficiency, economy, versatility---not highways. Take care of the ones we have in our communities and use boats to connect us. Thank you for the opportunity to comment. I hope you listen and heed remarks.

Comments_regarding The Plan

Email pattyb@aptalaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Tuesday, October 28, 2008 10:14 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Sitka

Website_informative Yes

Fullname Jane and Dennis Demmert

Thoughts

I am a Sitka resident. I am gravely concerned about the draft SE AK Transportation Plan's intent regarding ferry service. Our residents, and all Alaskans, cannot afford to the costs and time to drive the distances required, and risk the safety hazards inherent in a primarily road-based transportation system to connect our coastal and island communities! In the last six months there has been a steady upswing in ferry travel to and from Sitka with the first reliable and relatively frequent ferry service here in years. Its terrific, and use will continue to grow IF a service is convenient, and reliable. We are now in the midst of typical fall weather, soon to be followed by typical winter weather. Driving many miles to and from a remote ferry would generate ferry travel as a last resort and is exactly contrary to the notion of convenient transportation as a service of government. Please rethink and retool this plan It is woefully d! efficient!

Comments_regarding The Plan

Email bondia@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 1:44 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community sitka

Website_informative No

Fullname patrick moore

Thoughts

ive been in sitka most of my life ive live just about everywhere is southeast and sitka do,s deserve a road a paved road to the other side of the island it will do alot of good for the state in the longrun most people dont understand just how much it cost to keep a crew going and that passage around the top of baronoff island must be costing the state lots of \$ each year but anyway we only have 15 miles of state highway here in sitka and it will bring alot more businesses and alot more truckdriveing to sitka i am a truckdiver i live in sitka because my children live here to and yes i cant find a job driving truck here if you can guess why anyway when i need to get out of dept so i can buy my children the things they need i have to leave town either up north or down south thats why i think sitka could use the ferry termanal over on the other side the best to this project you out of work born and raised in southeast alaska>>>patrick moore! <<<

Comments_regarding The Plan

Email akpat2000@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 5:36 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Sitka

Website_informative Yes

Fullname Sandra Gelber

Thoughts

Dear Legislature members and SATP membership: As a 28 year resident of southeast alaska, I have seen transportation options wax and wane. Now with gobal energy shortages, with more on the way, we need to invest wisely in mass transportation options for southeast Alaska. Let us serve as leaders to the state and to the world. Let us develop a state of the art mass transportation system that permits access to all communities and persons of southeast alaska. that would be expansion of our existing ferry system to conveniently serve all southeast communities. More ferries. Ferries that can transport people, goods, and services. We do not need to pour millions of dollars into roads that need maintenance and then will only permit portions of the population (that can afford the gas) access. No more roads, think ferry access, all communities need access. Thank you. Sandra Gelber, sitka, Alaska

Comments_regarding The Plan

Email sgelber@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 6:30 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Yes

Fullname Nancy Behnken

Thoughts I am writing to urge you to change the current transportation plan to include MORE ferry service to southeast communities in the future, NOT more roads. We live in SE Alaska because we enjoy the quality of life and unique character of our island archipelago life-style. There are more than enough places to live in the US that are dominated by road systems and vehicular traffic. Nature has provided us with safe and maintenance-free traffic corridors in these spectacular inside waterways. Let's use them ... both for local transportation and tourism! Thank you for your time and attention to this important issue. Nancy Behnken

Comments_regarding The Plan

Email nbehnken@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 6:50 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Somewhat

Fullname Connie Irene LaPerriere

Thoughts

The state does not need more roads to maintain. There are enough roads that are in need of repair as it is. The cost to build roads through the areas to have shorter ferries is not worth the end result. The cost to maintain these roads would be enormous. Ferry service could continue for a long time at the expense of these roads. We have a great Ferry service, it is my belief that it can serve, without the addition of roads and then ferries. Please maintain the ferry service as it is.

Comments_regarding The Plan

Email alaskacaver@excite.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 9:52 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Kupreanof
Website_informative Yes
Fullname Doug Leen

Thoughts

Andy Hughes, Verne Skagerberg and Governor Palin: I work in public health in SE Alaska and occasionally on the north slope and use the airlines and ferry services frequently. I have worked and lived in many of the SE communities for the past 8 years. While I have not read the entire SATP--it's 43 megabites--I wish to make my concerns known about what I do know and have seen. First, the road system proposed by former Governor Murkowski is unworkable. It is more a plan to employ roadbuilders than to provide any real service to the public. It is expensive and it simply won't work. The environmental costs should be enough to scotch this project--the environment is Alaska's future 'gold.' In particular is the road along the east shore of the Lynn Canal--what I regard as one of the finest 'fjords' on the planet (I'm also a geologist). And then to terminate it short of Katzehin River and put in another ferry is ludicrous. Ditto ! the road from Petersburg south to the South Mitkof Terminal--another remote facility that requires maintenance. Simply teach the AMH captains to steer around the rocks--I've run a tugboat through the narrows many times and have no troubles. Keep the terminals in the towns where they belong. Keep it simple. Finally, having grown up on Puget Sound, I've spent my life commuting on ferries--they will always be subsidized by the public--just as we subsidize the road system between Fairbanks and Anchorage. Invest in a good ferry system. Thank you.
Doug Leen Buoy 54, City of Kupreanof

Comments_regarding The Plan
Email mail@dougleen.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 10:08 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname E. Neil MacKinnon

Thoughts We need to follow the Norwegian model of transporation. Roads where possible with short ferry links. Juneau Access is one of the best examples of how transporation could and should proceed.

Comments_regarding The Plan

Email nmackinnon@acsalaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 10:08 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Somewhat
Fullname Erich Schaal

Thoughts I think it is important to maintain the highway mode of transportation in the SATP. The only viable way to improve transportation and reduce costs is to lengthen highways so that ferry link distances can be reduced. Roads should be built to all communities with existing land bridges. Only communities completely cut off from land transportation should be accessed by ferries.

Comments_regarding The Plan
Email erich_870@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 11:03 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Haines

Website_informative Yes

Fullname Judy Jacobson

Thoughts

In a region of deep sided fiords, mountains and rugged terrain, ferries are the transportation option I want to see DOT concentrate on. Roads into Canada from Wrangell and Ketchikan are going to be too costly and will open up what little wilderness remains on our planet. In an age when we are finally realizing the impact roads, fossil fuels and continuous development are having on the health of the planet, I would hope the reasonable people of DOT will decide not to build these roads. The proposed road corridor I am very familiar with, is the so-called access road from Juneau to the Katsehin wetlands. My job in the tourism industry relies on places people can be awed by: unspoiled Alaska, not by more and more roads. Please, as a long term resident and user of the ferry system, build new ferries, increase their frequency and efficiency and make it the viable system it once was and can still be. Thank you for this opportunity to comment on! the SATP.

Comments_regarding The Plan

Email judyhall@aptalaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 11:07 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community sitka

Website_informative Yes

Fullname william ritchie phillips

roads across baranof island..medvejie valley to warm springs..etc..keep rising up and just won't go away...it is all well and good to fantasize about improved ferry access etc.from these projects but the fact is the barinof road to warm springs will be compleatly unusable 70% of the year..if that much...i live at medvejie hatchery..(and i speak for myself not the folks i work for)...the city hardly maintains the little access road from the gate to green lake...do you have any idea what the short and long term cost just to maintain a road like this will be??? and what 18 wheel truck will be able to use it.?(its gonna be a one laner with pullouts most likely)..let alone two wheel drive autos...there will be NO winter and spring traffic..its a pain in the rear just traveling the short 3.5 miles from the hatchery to the state road at the gate..in the winter...and the state does minimum maintence on there side for about 1.5 miles..to the p! avement...it will be a pioneer road...the only purpose for this road is and has been to create access to takets bay and the water shed for hydro power...not better ferry access... now lets consider the hatchery...how long do you think this water shed will last with major construction, toxic crap, autos, trash and assundry other materials being dumped or spilled into the lake and water shed...not long..this facility does not live down stream from environmentally compromised sources..this is a pristen water shed...one major accident involving hydro-carbon fuels and this water shed is most likely toast..as hydro-carbons tend to pool in aquafers..i suspect creating short term acute problems and long term cronic losses.. one must consider the fishery based from this facility..it could possibly and will most likely be compromised and in my mind eventually be destroyed....the frank plan, the robin taylor plan, the gary paxon plan..the whatever you call it plan will spell the end of this water sheds primay purpose...producing a renewable resource for generations to come...i have no doubt in my mind or gut.. we need to rethink....(if the SATP plan can be considered thoughtful)..what southeast really needs in terms of monies spent on meaningful transportation that serves all of us not just a few and or special interests..in sitka we suffer from political fallout..as we did not VOTE for frank nor the new gov...suprised to see not one sitka person on the MTAB board ??....and up till now the ones who were on there were frank toadies...i had hopes with new gov..but it turns out we gonna pay also...roads will not solve our present and near future needs in southeast...at least here in sitka...better ferry service will..better ferry service in my mind does not equate to roads across,to,or up..given access..as demonstrated this past summer, to decient ferry service has shown that the system does work...just take half of the future maintence dollars for these new roads.. invest it in upgrading our ferry services and systems and you will have monies well spent for all southeast citizens..w! ell enough....

Thoughts

Comments_regarding The Plan

Email ritch_phillips@nsraa.org

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 12:02 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community haines
Website_informative Somewhat
Fullname micharl j van note

Thoughts

It is time for DOT to refocus on our ferry system and airport infrastructure. The current emphasis on building roads to remote ferry terminals where cars will take a smaller shuttle ferry is a poorly conceived and "vehicle centric" idea which offers nothing to the large numbers of walk on passengers who will be left literally in some cases, out in the cold. Current fast ferries such as the Fairweather are considered "failures" because they cannot operate in the most extreme weather, yet there is no consideration as to how the much smaller and more vulnerable "shuttle ferries" will be able to operate under similar conditions. How many days will the roads be closed because the "shuttles" can't operate? Planning to bring other ferries on in this case will create more of the same chaotic scheduling and uncertainty which we have experienced these last few years. Neither does the plan take into account the effects of the coming changes due to peak oil. It's error lies in that DOT assumes that our basic transportation use of the last 50 years is reflective of the future. This seems a highly unlikely scenario, yet it is the one DOT has chosen to follow. The costs of the proposed roads are severely underestimated. It is interesting that in reply to a letter to former Governor Murkowski in which I suggested that DOT had grossly underestimated the cost of the "Juneau Access" road I received a letter from a DOT official who expressed personal anguish that I would question the DOT's best estimates of the road construction costs. Yet, less than two years after that letter, DOT had upped their estimate by 40% or more. I believe estimates for road usage to be likewise overestimated. Access to the capitol is a ludicrous reason to spend that kind of money. It would be cheaper to give anyone who wants to go a flight voucher redeemable by any government office in Juneau. I have road access to the interior and haven't been! to Anchorage in 6 years. Fairbanks was perhaps 15 years ago. ! Anyone who needs to contact the state government can write a letter, write an email, get on the phone, send a fax, text message, skype or any other number of modern communications. Yes a few legislators will find it less convenient to bring their boats to Juneau if we continue with the current ferry system, but that hardly means we've got to fund a road for them. If the ferry system was run as a separate entity by folks with experience in marine shipping and transportation, perhaps we could have schedules published on time, be able to buy a ticket online (as you can for any airline), and have regular reliable service to all our communities. Sincerely, Mike Van Note

Comments_regarding The Plan
Email barnote@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 12:43 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Fred Morino

Thoughts

I was born in Alaska and know the importance of maintaining the highway mode of transportation in the SATP. This is viable way to improve transportation and reduce costs to all Alaskans. At every opportunity the State should lengthen highways so that ferry link distances can be reduced. Scientific and Environmental studies support these statements in all regions of our globe. Thank you for continuing to do the good work you do for the citizens of Alaska.
Repectfully Fred Morino 3201 Douglas Why. Juneau Alaska 99801

Comments_regarding The Plan and the Website

Email fredmorino@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 1:45 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Douglas Sundberg

Thoughts I agree with the goals, objectives and performance standards in the SATP Mission Statement. It is vitally important that ADOT&PF push forward on highway and shuttle ferry projects to the fullest extent possible. Only in this way can we reduce operating costs and maximize capacity and convenience for travellers.

Comments_regarding The Plan

Email millsund@alaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 2:23 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname Marsha E Bennett

Thoughts

The Ferry System is the current life line for Southeast Alaska and needs to be supported until roads are built--which could take years. The economies of Juneau, Sitka, Haines and Skagway, and Ketchikan, as well as all the smaller communities, depend on Ferry Service. So do people travelling to Hospitals and Drs. and Dentists. The Mission Statement needs to be changed to reflect these realities. We are now blessed with a more reliable schedule which is already improving access and tourism. Let's keep this schedule and build up the economy of SE and its logical marine highway. Maybe roads will be the answer in the future, but the Federal budget doesn't look like it will have any extra money for expensive roads here in SE for years to come. And the present Administration in Alaska isn't willing to advance funds without Federal moneys to match. The Ferry System is SE Alaska's lifeline. It needs to be maintained just as a road needs maintenance. Let's put our funds where they are needed now--in the Alaska Marine Highway.

Comments_regarding The Plan

Email marsha9flower@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 2:25 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Tenakee Springs

Website_informative Yes

Fullname Joan McBeen

Thoughts I would like the revised mission statement to include community to community ferry connections with less emphasis on road connections. Tenakee residents do not have cars and rely heavily on our marine highway. We also need improved air service. Roads are not the answer to our transportation needs. Thank you for this opportunity to comment. Joan McBeen

Comments_regarding The Plan

Email joanmcbeen@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 2:36 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Benjamin gilbert

Thoughts

I would like to express my support for the Juneau access road. As a community we would all see economic benefits from improved access to the highway system. By making the trip more affordable and more environmentally friendly than ferries we will see increased visitors to both Juneau and the Skagway/Haines area. Medical care for those in Haines and Skagway will be more easily reached and scheduling of travel will not be entirely dependent on an unreliable ferry system.

Comments_regarding The Plan

Email juneaudentists@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 2:52 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Scott Spickler

Thoughts

I would like to encourage DOT and the Governor to start the Juneau access road and build it all the way to Skagway NOW while the state has excess billions from the oil revenues this past year. This is the best time to build the state's infrastructure, put Alaskan's to work, and to put our transportation needs on track for what should have been completed many years ago. The road to Skagway and all other proposed roads in SE Alaska will enable our aging ferry system to be redeployed to those communities that will never have road access. Thank you.

Comments_regarding The Plan and the Website

Email sspickler@acsalaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 3:12 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Douglas

Website_informative Yes

Fullname Richard Poor

Thoughts I think it is important to maintain the highway mode of transportation in the SATP. The only viable way to improve transportation and reduce costs is to lengthen highways so that ferry link distances can be reduced.

Comments_regarding The Plan

Email Poor@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 3:39 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Bruce Abel

Thoughts

The time has come to stop talking about Northern Lynn Cannel access and build the road. The public has hashed over this issue for too long and we are suffering from paralysis by analysis. South East Alaska has a third world infrastructure and implementing the SE AK Transportation plan will go a long way towards creating a long term regional solution. We can not build enough ferries to meet current demand capacity and short link ferries and roads is the only viable and affordable long term solution. Lets start building the road and stop talking about it.

Comments_regarding The Plan

Email bruce@donabel.biz

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 4:01 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Sitka

Website_informative Yes

Fullname Lyndsey Jensen

Thoughts I live in Sitka and rely on the ferry through out the year. It is a cheap and fast way to travel. The fast ferry is especially nice to make a short trip to Juneau. I also travel to Haines and Skagway several times a year and agian the ferry is cheap and fast. With todays oil prices we can't afford to drive anywhere building more roads is not going to solve any problems it will only create more. The ferry employs hundreds of people and provides for their families. The ferry is vital to Alaska so please keep it running.

Comments_regarding The Plan and the Website

Email lyndsey_j2@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 4:03 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Marsha Buck

Thoughts I think the SATP's current mission statement does not work for those of us who live in Southeast. The mission needs to focus on providing extensive and frequent community-to-community ferry service – as well as an air service system – as its highest priority. We do not need or want roads that are expensive to build and maintain.

Comments_regarding The Plan

Email mbuck@alaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 4:28 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Petersburg/Kupreanof
Website_informative Somewhat
Fullname David Beebe

Despite overwhelming public support for the existing mainline ferry system based upon our renowned “Marine Highway”, the state handily overruled representative democracy, reframed the debate and deconstructed the model of a marine mass transit system providing direct community to community service. In its place, the state took us backwards into a redundant, costly, and unnecessary, “surface network” system of new highway links to shorter shuttle ferry routes. This “new” metaphor is both ironic and tragic. It is outdated and fraught with problematic assumptions overlooking a host of costly negative externalities. The manifold externalities of inducing sprawl upon our highly livable, and unique island communities is a good place to start. We need look no further than the lower 48 to learn this old lesson. Skyrocketing fuel expenses are challenging automobile commuters already dealing with efficiency-killing traffic congestion, prevalent potholes, road rage, perennial parking problems, and traffic fatalities. Presumably, there is a lesson there for us to learn. Additionally, the new metaphor relies heavily upon reducing costs to the ferry system, but by shifting those costs to individuals using the ferry system as well as heaping added costs upon municipalities responsible for the considerable expenses of road reconstruction and maintenance. Those communities are already struggling with revenue shortfalls. In many cases these extra costs are disproportionate to the limited use the additional infrastructure receives due to rainforest realities of Southeast’s climate and limited ridership inherent to small populations in the scattered, remote communities of the Alexander Archipelago. The extra environmental and social costs of increasing traffic flows on island road systems must be factored into these externalities hidden in state claims of “improve(d) efficiencies”. There are extra costs heaped upon the users, the individual automobile driver, and the “walk on” travelers who, nine times out of ten, really just wanted to connect as directly as possible with the community-based hub and infrastructure. Promises of “dramatically expanded activity” have proven to be both false and short-sighted. After five years of the forced trial this new system represents, it’s time to reexamine its cost-challenged balance sheet and its applicability to current realities. Such realities include an energy crisis, a global climate crisis tied to profligate CO2 emissions in the absence of mass transit, gross externalities of sprawl, and a national and global economic crisis. David Beebe P.O.Box 148 Petersburg AK 99833 (907) 772-3357

Thoughts

Comments_regarding The Plan
Email fjerryo@mac.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 5:00 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Somewhat

Fullname PeggyAnn McConnochie

Thoughts I think it is important to maintain the highway mode of transportation in the SATP. The only viable way to improve transportation and reduce costs is to lengthen highways so that ferry link distances can be reduced.

Comments_regarding The Plan

Email PeggyAnn@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 6:52 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Linda Kadrlik

Thoughts We need to change the focus of the mission statement. Improved ferry service is extremely important for coastal Alaska. One southern southeast road access to Canadian highways would be helpful, but the rest are pretty "pie in the sky" We also should improve air access to smaller communities - I'm glad to see Angoon might get an airstrip.

Comments_regarding The Plan

Email adventuresafloat@gci.net

Benson, Stephanie V (DOT)

From: Hughes, Andrew N (DOT)
Sent: Wednesday, October 29, 2008 7:30 PM
To: Benson, Stephanie V (DOT)
Subject: FW: Lynn Canal Highway

From: Taylor, John Eric (DOT)
Sent: Wednesday, October 29, 2008 10:36 AM
To: Hughes, Andrew N (DOT)
Subject: FW: Lynn Canal Highway

From: capital-office@gci.net [mailto:capital-office@gci.net] **On Behalf Of** Ted Quinn
Sent: Wednesday, October 29, 2008 10:27 AM
To: DOT JHQ Planning Comments
Subject: Lynn Canal Highway

To Whom It May Concern:

It is important that DOT continue its direction on more roads and shorter ferry links. This will enable all of Southeast the opportunity to travel in the most efficient way possible.

Please include the Lynn Canal Highway as a priority as this is the first step, in my opinion, to bringing affordable and consistent transportation to Southeast Alaska.

Thank you.

Ted Quinn
9195 Black Wolf Way
Juneau, Alaska
99801

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 8:23 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Kevin Hood

Thoughts

Dear DOT Officials: I am submitting my comments regarding the Southeast Alaska Transportation Plan mission statement and goals. Here are my suggestions: 1. The mission statement lacks an important aspect. Include a provision that reads "To improve the transportation infrastructure of the region in a manner that preserves Southeast Alaska's unique wild character." Your current statement sounds like you want SE AK to become more like Southern California. Add something that takes into consideration how you will blend your work with the character of SE AK. 2. Add a goal: To reduce the carbon footprint of regionwide transportation in SE AK. Include under this the promotion of mass public transit. 3. Add a goal: To have independent auditors verify the cost estimates of these projects in order to ensure the integrity of the process. Thanks for considering my comments. Kevin Hood

Comments_regarding The Plan
Email kevinhood6@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Wednesday, October 29, 2008 11:04 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Yes

Fullname Gregory Wong

Thoughts I agree that ferry service should aim for efficiency, and providing for traveler convenience. However, I disagree that more land highways are the answer in Southeast. I believe that building more land highways would shift the cost (maintaining roads and infrastructure) to the cities out of proportion to any economic benefit seen from increased ridership, or convenience in the transport of goods. I believe ferry travel is safe, and outweighs the potential hazard of many individuals driving significant distances to access the AMHS. Thanks.

Comments_regarding The Plan

Email gtwwong@netscape.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 8:15 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Angoon

Website_informative Somewhat

Fullname Andrew Gamble

Thoughts The SATP plan must address the original intent and purpose of the Alaska Marine Highway system and place focus on the needs of the rural residents. Plans must anticipate 20 plus years and future concerns and needs of residents' safety, financial abilities and logistics that are customer focused.

Comments_regarding The Plan

Email jwiita@thrha.org

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 8:42 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative No

Fullname Bruce H. Baker

Thoughts

Dear Governor Sarah Palin and Commissioner of DOT&PF - (Note to DOT&PF Commissioner - Please share the following five comments with Governor Palin. Thank you.) 1. Correct DOT&PF's mission statement to read as follows: To increase system capacity and improve efficiency, shift from DOT&PF's emphasis on building on-land highways to improving maintenance of existing ferries and procuring additional, new, long-distance ferries for runs between southeast Alaska communities and other destinations. Improved marine highways will dramatically expand activity and mobility by increasing traveler flexibility, choice, and pleasure while eliminating or minimizing adverse environmental effects and outrageous economic costs of constructing and maintaining on-land highways. 2. Quit wasting money on the DOT&PF's mis-guided bias for a road between Juneau and the Katzehin River mud flats. Contrary to what some argue, an on-land highway to the Katzehin River cannot be expected to significantly convince railbelt residents that the state Capital should stay in Juneau. And if on the outside chance that building a road would satisfy railbelt residents and the issue comes down to either building a road or moving the capital, then let's move the capital and be done with it. 3. Invest in three new, fuel efficient, flexible-use ferries to retain and improve our public transportation system. We need both new northern Lynn Canal ferry service and new southern gateway ferry service between Ketchikan and Prince Rupert. 4. Redirect dwindling Murkowski era road project dollars (conservatively estimated in 2004 to total \$1 billion) to reparing Alaska's existing transportation system infrastructure and meeting more urgent transportation needs in southcentral Alaska. 5. Emphasize efficiency, reliability, and safety in improving southeast Alaska's transportation system instead of focusing on speed and environmental degradation.

Comments_regarding The Plan

Email bhbaker@alaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 8:46 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Jeff Kemp

Thoughts I think it is important to maintain the highway mode of transportation in the SATP. The only viable way to improve transportation and reduce costs is to lengthen highways so that ferry link distances can be reduced.

Comments_regarding The Plan

Email jkemp58@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 8:48 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Charles Collins

Thoughts Please make note that I support the plan. I support very much the Juneau Access portion as I believe it is not only good for Juneau but all of SE Alaska. Let's build it!

Comments_regarding The Plan

Email chuck@copy-express.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 8:49 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Bud Palmer

Thoughts Road access to Juneau, our Capital City, is vitally important to Southeast and all of Alaska. Please keep this project moving to completion for it is the only way to reduce Alaska Marine Highway expenses over the long time span. Also, in event of national emergency an alternative to existing transportation for ingress and egress to Juneau is vital.

Comments_regarding The Plan

Email budpalmer@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 9:02 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Homer Alaska
Website_informative Somewhat
Fullname luther
Thoughts for the love of Mike put the road through, the ferries will be a continues drain on out money,
Comments_regarding The Plan
Email spikechristopher@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 9:08 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Angie Kemp

Thoughts I think it is important to maintain the highway mode of transportation in the SATP. The only viable way to improve transportation and reduce costs is to lengthen highways so that ferry link distances can be reduced.

Comments_regarding The Plan

Email kemp.angie@gmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 9:20 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community gustavus
Website_informative Somewhat

Fullname william e. brown

Thoughts

Dear Andy Hughes: Over the many years of your work with AKDOT you have always been a fair and reasonable person. In the current evaluation and critique of the SATP Mission Statement, you face a severe test posed by the logic of terrain and geography. We live in an archipelago comprising thousands of islands and many vast bodies of water designated as straits, channels, canals, passages, inlets, fjords and bays and sounds--most of them bordered by high mountains that plunge directly into the sea. It simply boggles my mind that the mission statement would direct us to shift from ferries to a surface network of land highways to connect communities and other destinations. This borders on the perverse, and the reverse of logic. In sum, we as residents of Southeast Alaska should simply reverse the current SATP mission directive and strengthen the ferry system. I urge revision of the mission statement and of the project itself to this! effect. Yours truly, Bill Brown Gustavus

Comments_regarding The Plan

Email carobill@gustavus.ak.us

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 9:47 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Haines

Website_informative Somewhat

Fullname Laurie Mastrella

Thoughts I am opposed to new road projects in southeast AK, especially the expensive, environmentally destructive, and certainly dangerous Juneau Road. I encourage the state's long term investment in fuel efficient, safe, reliable ferries to perpetuate the ferry system as primary public transportation in southeast AK. Fuel efficiency should be priority over speed. To be effective and fully utilized, scheduling must be consistent and service reliable.

Comments_regarding The Plan

Email lmastrella@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 10:28 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Haines

Website_informative Somewhat

Fullname Martin Lewis Remund

Thoughts I support the marine highway system. I oppose the road projects, especially the Juneau road. Lynn Canal is much too beautiful to be scarred by a road. Also the road would be very expensive to build and maintain with many avalanche hazards. I'm requesting public hearings to gauge public opinion ferries vs. roads, etc. I disagree with DOT that roads in general would better meet the needs of the traveling public, with lower expense to the state. I believe the ferries are reliable, safe, affordable, adequate and enjoyable transportation. The Juneau road does not fit this criteria. Sincerely, Marty Remund

Comments_regarding The Plan

Email remundmarty@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 10:37 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Laura Lucas

Thoughts I am opposed to the SATP mission statement of replacing long-distance ferry service by roads with shorter marine shuttles, specifically in regards to the Juneau Road Extension.

Comments_regarding The Plan

Email lucasdesign@gci.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 11:12 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Skagway

Website_informative Yes

Fullname Michelle Gihl

Thoughts skagway could use more ferry's going to Juneau and back. It seems to me that it would be more economical to have more ferry's from Skagway to Juenau than building a road.

Comments_regarding The Plan and the Website

Email michelle.gihl@wellsfargo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 11:26 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname Tom Brice

Thoughts

The Lynn Canal Road project is the legacy project for Alaska, the one project that will tie in the northern lynn canal communities economically and culturally. That will build the sense that Alaska's capital is connected to Alaska. This should be the highest priority for road construction in the state. The Lynn Canal project is engineered and funded (unlike other legacy projects) and should be implemented immediately.

Comments_regarding The Plan

Email tom@local71.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 11:29 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Malia McInerney

Thoughts

I think that it is old ways of thinking such as building roads for more cars and more carbon emissions to be released that we need to put to an end. We need to invest the money that would be put into this project into more sustainable options... It's time to start thinking about the future long-term. Alaska is unique in that it's the only state that hasn't been bulldozed and we need to keep it that way. That's why I live here.

Comments_regarding The Plan

Email maliamcinerney@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 11:31 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Yes

Fullname Laura Kaltenstein

Thoughts Please keep our ferry system reliable and useable! Think of the users of our hospitals, and our high school and middle school teams. Think of the expense of building and keeping roads open in winter, and the safety of ferries. Want more roads? Move down South.

Comments_regarding The Plan

Email lkaltenstein@yahoo.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 11:31 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Somewhat

Fullname Michael Story

Thoughts

The Mission Statement clearly states what seems obvious, that we need to shift away from long distance ferry runs and provide road links that eliminate or reduce the ferry run lengths. I support that Mission Statement and somehow we need to get the Governor and the legislators to also see the obvious. A goal of getting the Lynn Canal Highway started is recommended; but may not be appropriate with respect to the Mission Statement and Goals level of development at this time. Mike

Comments_regarding The Plan

Email m-story @rmjuneau.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 11:33 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Deb Senn

Thoughts

In addition to reducing operating costs, emissions, and linking communities with much needed medical care and providing Alaskans the transportation choices they deserve; this project will also provide much needed jobs, and create an untold number of opportunities for Southeast Alaska, instead of oppressing growth opportunity. Extend an invitation to our friends, neighbors, and business partners. Build the highway!

Comments_regarding The Plan

Email deb01juneau@acsalaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 12:04 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Pamela Chapin

Thoughts I would truly like to see the Lynn Canal Highway built during my lifetime. This is a vital access road that should stop the "move the capital" problem and provide access to Juneau residents without worrying about the ferry service.

Comments_regarding The Plan

Email heavymetal@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 12:14 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community skagway

Website_informative Yes

Fullname kathleen hosford

Thoughts

I am in agreement with the goals, objectives and performance standards in the SATP Mission Statement. Southeast Alaska communities are dependent upon ADOT&PF efforts to complete their plan for highway and shuttle ferry projects. If this plan for sound infrastructure is not implemented soon, Alaska's panhandle will continue to dwindle economically and populations will follow a decreasing pattern. I feel this will ultimately result in the demise of the once vital communities. We can we reduce operating costs and maximize capacity and convenience for travelers if move forward NOW.

Comments_regarding The Plan

Email khosford@aptalaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 12:45 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Andrea Story

Thoughts I am very supportive of DOT's plan to provided shorter ferry runs and more road surface. Having livid in Juneau for 22 years, I believe that access needs to be increased and more affordable for all. Please urge the Governor and Legislature to begin this process. I believe it can be done with environmental sound methods. Sincerely, Andrea Story

Comments_regarding The Plan

Email andimike@ak.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 1:37 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname dennis watson

Thoughts

I am writing in support of the current highway project proposed for the east side of Lynn Canal starting at Berners Bay. I have full confidence in the studies that have been completed to date. It is time to start or the valuable research data will become outdated in some instances. I do not feel there will be any lasting environmental damage to the proposed site. Giving the people of Juneau and the rest of Alaska access to the capitol and providing our city with access to the rest of Alaska will secure our economic future. Without out it we do not need more ferries for the rest of Southeast there will be plenty of room for those who cannot afford to leave or a bigger airport for that matter. We can no longer afford to say we do not want people to access our community. There have been so many successful road building projects in north america that dwarf our proposed highway we could pick any one as model to work from. One only has to look at our B.C. neighbor to the east to look at how successful respect of nature and its citizens can build an excellent road system. I have never heard an Alaskan complain about the road to Vancouver and beyond they just use it. Keeping Juneau separated from the rest of the world is not a solution to us or the rest of South East Alaska. Sincerely, Dennis Watson

Comments_regarding The Plan

Email cwatson@alaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 1:59 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname John Philip McConnochie

Thoughts

It is important to keep the Lynn Canal Highway as the preferred option to link Juneau with Haines and Skagway. This option makes the most sense to me because for one it allows the ferrys to better serve the other communitiies of Southeast. Allowing Sitka, Ketchikan, etc to have more ferry service to help with commerce, medical needs, sports/cultural exchanges and of course passenger/vehicle transport. The road link also helps Juneauites leave town on their schedule not the ferrys. It is the most cost effective option with an aging fleet and less monies for the ferry system from the state. Thank you for ther oportunnity to comment on this worthy project.

Comments_regarding The Plan

Email jpm@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 2:09 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Diana Arnold

Thoughts I support the "Ultimate Regional Highway Development Plan" Map #3, The "Ultimate Plan-Development of the Essential Transportation and Utility Corridors" will promote project site employment through-out construction and long term maintenance positions for each of the communities. This allow the State & Cities to develop in areas that are currently cut off, to promote long term goals of sustainability for the people who call Alaska home for all past and future generations

Comments_regarding The Plan

Email silverfishing@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 2:10 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Haines
Website_informative Somewhat
Fullname Sue Libenson

Thoughts

Thanks, once again, for an opportunity to comment on transportation in southeast Alaska. And, once again, I am very disappointed to see DOT heading off in a misguided, inefficient, expensive direction. Southeast Alaska and its communities are defined by water and islands. We need a MARINE transportation system that is reliable, predictable, and convenient NOT a patchwork of roads and less functional ferries. Please focus on improving the ferry system, which has the potential to be an exceptionally great system if DOT would stop treating it like the ugly stepdaughter, and step away from costly roads. Thank you for your consideration. Sue Libenson Box 1064 Haines, AK 99827

Comments_regarding The Plan

Email sue@borealbirds.org

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 2:21 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community juneau

Website_informative Somewhat

Fullname dan p miller

Thoughts it is absolutely essential that the juneau access highway get built. i believe it is for the good of all in southeast in particular and for alaska in general. the sooner the better.

Comments_regarding The Plan

Email dmiller@bicknellinc.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 2:27 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Petersburg

Website_informative Somewhat

Fullname Anthony Taiber

Thoughts I would like the DOT to abandon the plan to eliminate the long-distance ferry runs. I do not support the surface network plan. None of my friends support the surface network plan. Keep the old ferry plan please.

Comments_regarding The Plan and the Website

Email anthonytaiber@yahoo.com

From: JohnJnu@aol.com [mailto:JohnJnu@aol.com]

Sent: Thursday, October 30, 2008 2:55 PM

To: DOT JHQ Planning Comments

Subject: SATP Comments

The goals, objectives and performance standards in the SATP Mission Statement are sound. It is vitally important that ADOT&PF push forward on highway and day boat ferry projects to the fullest extent possible. Only in this way can we reduce operating costs, reduce emissions, link communities with much needed medical care and above all give Alaskans the transportation choices they deserve.

John Williams, Broker

Juneau Real Estate

8800 Glacier Hwy, Ste 231

Juneau, AK 99801

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Cell 723-8395

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From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 3:30 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Michael G. Tagaban

Thoughts Juneau and Southeast have asked for road service for more than 25 years and I think it is time to stop with annilizing the impacts on the enviroment the areas have been studied enough, now is the time to build the road(s). Roads need to be extended to reduce distances ferrys have to travel which will allow more trips due to shortened routes. Costs to road maintenance will not be more than it costs to maintain the ferry system. The largest costs of any project will be employee expenses.

Comments_regarding The Plan

Email mikeandsandy@acsalaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 4:34 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Sarah Isto

Thoughts I urge the state to revise the SATP mission statement to place top priority on providing ferry service and airports/seaplane facilities. The cost of building (and maintaining--particularly in winter) long distance roads in SE Alaska is an unwise use of money. Petroleum reserves are declining and irrepacable. Its scarcity will increase the cost of travel by individual autos and auto traffic will need to be increasingly replaced by group transit. We should not be expending money in an attempt to recreate the 1950s but should be looking to the future. Expanding ferry service in Southeast is the most reasonable priority for the present and the future.

Comments_regarding The Plan

Email gordonh@alaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 5:55 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Tenakee Springs
Website_informative Somewhat
Fullname Rachel Myron

Thoughts

The mission statement needs to be completely revised. The two assumptions on which the statement are based are incorrect for a sparsely populated, environmentally sensitive island archipelago. Waterways are the obvious conduits by which to connect communities. What is needed is a water based ferry system that recognizes the reality of our geography and capitalizes on the existing comprehensive network of ocean passages, inlets and straits to facilitate connections between communities. Reliable, consistent and safe marine based transportation should be enhanced and efforts to develop expensive and difficult to maintain (particularly in winter) roads should be entirely dropped. It is similarly entirely false to claim, as the current mission statement claims, that roads will reduce "tolls." The initial cost of roads in this region are extremely high, maintenance costs are higher and the suggestion that the consumer will pay less of a "toll" is utterly ridiculous. Consumers pay in every way for every mile they drive... in the cost of their vehicles in the first place, in gas they feed them with, in vehicle maintenance, and often (more often that DOT would like to admit) in lives. And then there's the simple fact that consumers would still incur a "toll" to travel island to island on whatever quasi "shuttle ferry" service might be contrived. Please, a truthful, mission statement would be an excellent place to start!

Comments_regarding The Plan
Email tenakeetwo@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 5:57 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Lorraine DeAsis

Thoughts We commute from Juneau to Sitka on a regular basis. The fast ferry has worked very well for us! I'm all for changes that will improve safety, increase service and reduce costs. Please do not implement changes that will negatively impact our ability to commute cost effectively between Sitka & Juneau.

Comments_regarding The Plan

Email Ideasis@thrha.org

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 6:42 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Juneau

Website_informative Yes

Fullname Cheryl Jensen

Thoughts We thouroughly enjoy riding the fast ferry to Sitka. We have family there and it is cheaper, more comfortable and reliable compared to flying. It is relaxing and beautiful. We like the saying "if it ain't broke, don't "fix" it". Please leave the ferry system alone. There are lots of us who don't want a road. We've lived down south on the road system, it's not as great asyou think!!

Comments_regarding The Plan

Email uscheryl@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 7:51 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau, Alaska

Website_informative Yes

Fullname John A. Sandor

Thoughts

The Lynn Canal Highway Project - is long over-due and deserves to be at the top of the transportation priority list not only for Southeast Alaska - but also from a state-wide perspective - since Juneau is Alaska's Capitol City. I also want to stress the importance of developing the infrastructure that will be needed in the development of a Southeast Alaska hydro-electric intertie system. The Snettisham power line loss from avalanches last April - clearly show the value of a hydro electric inter-tie system that will enable communities to share hydro electric power on a regular basis and in emergencies. Also, Southeast Alaska's native villages have excessive electric power rates - stemming from the high cost of diesel fuels. The Southeast Alaska Transportation Plan - integrated with a plan to develop a hydro-electric inter-tie system would be beneficial and cost-effective. Thank you for the great job that DOT - and especially the DOT's Southeast Region has been doing over the years. Keep up the great professional work - all of you are doing. John Sandor

Comments_regarding The Plan and the Website

Email jsandor@ak.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 9:14 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Douglas

Website_informative Yes

Fullname Derek Williams

Thoughts I was originally supportive of the ferry system and the travel times between the ports I primarily used, but that was before the fuel surcharge. With that extra fee, it has made it cost prohibitive for me to travel, with my vehicle, anywhere the AMHS serves. Access to the rest of Alaska and Canada is extremely limited for those with lower incomes living in Juneau. We truly need an alternative... blast the tunnels, lay the asphalt, paint the lines, and let us drive, bike, run, or walk our way to Skagway!

Comments_regarding The Plan

Email dewilliams@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 9:21 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Ketchikan

Website_informative Somewhat

Fullname Carol Murray

Thoughts I support a transportation plan that focuses on ferry connection between communities rather than highway links. We are a marine transportation system in Southeast Alaska. The road connections that shorten the ferry routes make it more difficult, not less difficult to travel between cities. I am a regular ferry user and depend upon it for access to the lower 48.

Comments_regarding The Plan

Email carolmurray99@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, October 30, 2008 11:36 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Nancy Waterman

Thoughts

Considering economic, social, and habitate constraints, I think the SATP Mission Statement needs to support air, marine and land improvements. I would rewrite the mission statement this way: To provide system capacity, efficiency, safety, and reliability in support of healthy, connected southeast Alaska communities by maintaining, designing and constructing public improvements to air, marine, and land transportation infrastructure and services at economical public and private cost. Suggestions for GOALS: GOAL 4: ADD a list of the transportation modes for which accident statistics are measured and recorded. Performance Measures • Accident rates per 100,000 people by transportation mode including..... GOAL 6: ADD a performance measure as listed in capital letters below. Performance Measure • Number of meetings and opportunities for local government, community, tribal, business, and public input into the planning and project development process. ACKNOWLEDGE LOCAL GOVERNMENT AND PUBLIC INPUT THAT IS USED IN DEVELOPING TRANSPORTATION FACILITIES AND SERVICES. • Number of opportunities and media utilized to inform community, tribal, business, and public interests. Thank you for your consideration. Regards, Nancy Waterman

Comments_regarding The Plan

Email wleighty@ptialaska.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 6:06 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname John Wierzelewski

Thoughts We need the road out of here in order to maintain our economy as well as or sanity. We are so restricted in our travel options here, that the road is a necessity here. We as well need the road to crush the capital move issue.

Comments_regarding The Plan

Email johnw1@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 6:54 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Malcolm A Menzies
Thoughts Concur with your mission statement to improve surface transportation by constructing roads and shorter ferry links. Please keep me updated with the projects progress.
Comments_regarding The Plan
Email mmenzies@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 7:07 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Robert J. Welton Jr.

Thoughts

The SATP Mission Statement has a few areas I feel should be strengthened. First, the report seems biased towards motorized vehicle traffic. There is no mention of multi-modality or special users. i.e. bikes and pedestrians, the elderly, public transportation, etc. Current macroeconomic trends will likely reduce the number of households who can afford to own or drive automobiles. There should be goals and measures for non-motorized transportation and public transit. Perhaps I'm not reading this carefully enough, but I only see inter-community transportation addressed. The vast majority of trips are inter-community. The mission talks about road vs ferry to the expense of these larger issues. Commerce is weighted more than people's daily lives. Sure cost is important to economic vitality, but it's also important to Joe the Plumber. The wording and titles to me imply commerce is more important than people. Goal 4 should not combine safety and reliability. Safety should be a stand alone goal, not diluted. I think Goal 4 should have a specific measure per 100,000 miles as a goal, not as a performance measure. Perhaps a given %. It should be consistent with the ASHSP goals. Thank you for considering my comments.

Comments_regarding The Plan

Email robbrose@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 7:32 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Craig

Website_informative Yes

Fullname Crystal Jackson

Thoughts

I have grown up on the ferry system and have drive many miles in this state for work and pleasure. The ferry is valuable for our outlying communities, but it makes no sense to fix something that isn't broken. Building more roads and ferry terminals on islands where there are already existing services makes absolute sense at all. What makes sense is giving the ferry system over to the communities that are served by the ferry and having them take on the responsibilities of maintaining those services. We do that here on Prince of Wales Island already with our Inter-Island Ferry Authority. Why not do the same thing with the Alaska Marine Highway? The mony will still be shifted from the federal and state budgets to the communities, but will no longer rely on the state government to figure out the politics involved with ship maintainence, scheduling, employee contracts, so on and so forth.

Comments_regarding The Plan

Email cjackson@thrha.org

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 9:15 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community SITKA

Website_informative Yes

Fullname JOHN C STEIN

Thoughts

SITKA AND BARANOF IS. SHOULD CONSIDER A NARROW-GAUGE RAIL LINK BETWEEN SITKA TO WARM SPRINGS BAY AND TAKATZ BAY. THE ROUTE SHOULD BE COMBINED WITH A HYDRO-POWER TRANSMISSION LINE FROM TAKATZ HYDRO PROSPECT AS WELL AS PROVIDING A TRANSPORTATION LINK TO FUTURE FERRY AND CRUISE TERMINALS ON THE EAST COAST OF BARAOF IS. THE TOURISM LINK ALONE WOULD DRAW ALL OF THE S.E. SHIP TRAFFIC RATHER THAN THAN THE 25% NOW USING THE OUTSIDE OCEAN ROUTE TO SITKA. DAY-TRIP TOURISM REVENUE WOULD COMPARE TO SKAGWAY'S SUCCESS. ENVIRONMENTALLY, A RAIL SECTION WOULD BE LESS INTRUSIVE AND TUNNELING COSTS LESS. MARK DANIELSON PROPOSED THIS TO ME IN 2003. John C. Stein

Comments_regarding The Plan

Email john.c.stein@gmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 9:21 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Yes

Fullname David S. Steward

Thoughts

I want to make a comment about the Southeast Alaska Transportation Plan. I have been an enthusiastic ferry rider since 1975. I especially like to ride the ferry between Sitka and Bellingham. I find now that there is no way for me to do this without changing ferries and spending an overnight in another community. I fear that this will reduce my ferry riding a lot. I am against the strategy of building roads so that ferry routes can be shorter. That interrupts a once seamless system and it virtually requires long distance passengers to bring a car. I like to ride the ferry without a car, and it is not attractive to me to contemplate a journey interrupted by a series of ons and offs. Can you imagine the schedule complexities and added costs for the passenger? Please adjust your plan to continue long distance ferry runs, and specifically include a ferry between Bellingham and Sitka that does not require a passenger to change ferries and overnight in another community. Thank you. David S. Steward

Comments_regarding The Plan

Email dssteward@gmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 9:39 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community kupreanof/petersburg

Website_informative Yes

Fullname Mary Harrop

Thoughts I'm writing in support of the ferry system. I'd like to see changes in the mission statement that reflect a focus on supporting our marine system, keeping/making it reliable, affordable and getting away from a focus on land system. I've lived successfully in southeast without a car, or by sharing a car and i do not want to see our ferry system dependent on long drives to get from towns to new ferry terminals. let's be a leader in showing that we do not need to build more roads, especially when we have an available marine highway. sincerely, mary harrop

Comments_regarding The Plan

Email harropm@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 10:13 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Cathie Roemmich

Thoughts

On behalf of the Juneau Chamber of Commerce, representing over 400 business members. The goals, objectives and performance standards in the SATP Mission Statement are sound. It is vitally important that ADOT&PF push forward on highway and day boat ferry projects to the fullest extent possible. Only in this way can we reduce operating costs, reduce emissions, link communities with much needed medical care and above all give Alaskans the transportation choices they deserve. The Lynn Canal Highway is one of the Juneau Chamber of Commerce's top priorities. Moving forward with this project is vital to SE Alaska's economy and future. The longer we wait to extend roads where possible in SE Alaska to shorten the AMHS ferry runs, the more expensive it will be. Building and extending roads in SE serves many purposes as you know, one very important benefit will be the jobs road building will provide. SE Alaska is suffering economically and we must do something to bring the life back into our Region. Transportation infrastructure is the key to our future. The Juneau Chamber of Commerce

Comments_regarding The Plan

Email jcc@alaska.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 10:23 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community petersburg
Website_informative Yes
Fullname eric lee

Thoughts

To whom it may concern: These comments regard the S.E. Transportation Plan mission statement update. I feel strongly that Alaska DOT should continue with mainline service rather than move to a shuttle ferry and road link plan. Although the present system is too costly, there is much that can be done to make it affordable, including more economical ships and better routing and scheduling. It is very important to recognize the importance of mainline service in transporting fresh seafood from Petersburg, Wrangell, and Ketchikan south to Prince Rupert. It would be hugely impractical and expensive to try to ship seafood via a road link shuttle ferry system. Since the economies of these communities are all based on their seafood industry, it is critical that DOT provide a marine highway system that facilitates the transportation of fresh seafood south from Petersburg. I feel the best way to do this is to build two midsized ferries that could run between Petersburg and Prince Rupert on a daily basis in summer and every other day in winter. Since it is a 17 hour run between Prince Rupert and Petersburg, it would be possible to provide daily service with one ship heading north and one south each day. In fact, the ships could leave at near the same time each day, which would achieve the goal of same time daily service for these communities in the summer. In winter, one ship could provide this same service on every other day, while the other ship provided service elsewhere, or went in for maintainance. An economical mid-sized ferry running between Petersburg and Juneau could provide adequate service between these communities as not many seafood vans go north from Petersburg, and not many vans come south from Juneau. I urge DOT to keep any new language that promotes roads over ferries from the mission statement. Promoting roads over ferries in the mission statement would result in a radical shift in transportation in SE that would not serve the public well. The present system has worked very well for many decades now. We need to adapt the present system to the current financial reality by building economical ships and deploying them on a routing schedule that maximizes efficiency. Thank you for this opportunity to comment.

Comments_regarding The Plan
Email oceaday2002@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 10:23 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Tongass National Forest

Website_informative Somewhat

Fullname Tongass Conservation Society

Thoughts

Tongass Conservation Society (TCS) supports improved ferry service in the State of Alaska, especially in Southeast Alaska. Land highways are not an effective or efficient way of transport to and from or within the Alexander Archipelago. It is TCS's position that the development of additional road miles on the islands of the Archipelago and surrounding mainlands at the expense of existing highway improvement and maintenance as well as modernizing the Alaska Marine Highway fleet is a grave error in transportation planning for Southeast Alaska. In August 2008 TCS submitted to DOT & PF a petition containing 227 signatures collected in the Ketchikan community during an 8 hour public event requesting that funding from the Gravina Access Project be directed to provide free ferry transportation from the Ketchikan International Airport on Gravina island to the town of Ketchikan on Revillagigedo island. TCS requests that the SATP Mission Statement be revised to reflect that in most instances marine transportation is more efficient, cost effective and reliable than road-shuttle ferry combinations to connect communities in Southeast Alaska with each other as well as with other destinations. TCS supports the development and improvement of harbors, ships, airports and seaplane facilities. TCS also encourages the improvement of existing roads in Southeast Alaska to accommodate the safe use of alternative modes of travel, including pedestrians, skiers and bicycles. TCS urges the DOT & PF to improve its staff with the creation of more positions in the area of marine transportation and facilities.

Comments_regarding The Plan

Email ccairnes@gmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 10:38 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname James Young

Thoughts I fully support the mission and goals. The only goal that I think could be further expounded on is the security aspect of additional hard links. The Alcan was constructed primarily for just such reasons. While war considerations are not as relevant now, hard links will be essential in the event of natural disasters.

Comments_regarding The Plan

Email jyoung@alaska.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 11:12 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Pelican, Alaska

Website_informative Somewhat

Fullname Patricia Phillips

Thoughts SATP Mission Statement and goals: Land Highways provide the added benefit of being utilized as southeast Alaska energy utility corridors and interties. Thus being able to tap into alternative energy grant funds to streamline costs and provide needed economic development through greater access and the development of low cost fuel efficiencies availability Goal: Focus on deferred maintenance needs of existing ferry docks, especially in rural small community locations. Infrastructure in some locations are in serious condition and need rehabilitation. Reduce the overall cost to the State of Alaska by developing travel corridors that are less expensive to maintain. Develop small fast ferry schedule or maintain current ferry schedule in NSE Alaska/Icy Straits region with drive-on cargo and freight capability to keep communities connected to hub ports

Comments_regarding The Plan

Email mayor@pelicancity.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 11:42 AM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Sitka

Website_informative Somewhat

Fullname Liz McKenzie

Thoughts

First of all, I just spent 20 minutes composing an email and pushed the send button. Then I got an error message because I didn't fill out one of the fields and the whole message was lost!! Please work out this glitch in the system! I have been a frequent traveler on the ferry for the last ten years making a minimum of 12 trips per year. Over that time, I have seen the service to Sitka get worse and worse. Now, to get any where, I have to go through Juneau (except for one mainline per week) which puts an unfair extra cost and time burden on Sitka travelers. The fast ferry does give more access to and from Sitka, but as I mentioned it requires going to Juneau to get anywhere else, including the villages. Also, the fast ferry is not a suitable vessel for many winter days due to weather and seas. I strongly disagree with the SATP because it includes plans for extremely costly roads that will be even more costly to maintain. These roads will be extremely hazzardous to travel in winter and will be impassable at times. Put the money into maintaining the fleet, adding new vessles as needed, researching alternate fuels for the ferries, paying the incredibly hard working ferry personnel a good wage and giving the smaller communities better and more regular service. Forget the roads please! Sincerely, Liz McKenzie

Comments_regarding The Plan and the Website

Email kruzoffwave@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 12:14 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Nancy C. Ratner

Thoughts I am against replacing the long distance ferry service with shorter shuttle ferry service and road projects. I would prefer improvements to the current ferry network. I believe a road plus shuttle network preference will increase travel times, be less convenient or and have greater safety concerns, especially in winter. THank you for your considerations.

Comments_regarding The Plan

Email ncratner@gmail.com

From: Hughes, Andrew N (DOT)
Sent: Friday, October 31, 2008 12:27 PM
To: Benson, Stephanie V (DOT)
Subject: FW: SATP Comments

-----Original Message-----

From: Ottesen, Jeffery C (DOT)
Sent: Friday, October 31, 2008 12:24 PM
To: Hughes, Andrew N (DOT)
Subject: FW: SATP Comments

-----Original Message-----

From: Rosemary Hagevig [mailto:Rosemary.Hagevig@ccsjuneau.org]
Sent: Friday, October 31, 2008 11:31 AM
To: DOT JHQ Planning Comments
Subject: Fwd: SATP Comments

>>> Rosemary Hagevig 10/31/2008 11:18 AM >>>

I feel that I have been a part of this process for at least half of my life!. As a Southeasterner who has resided in the region since 1962 (Ketchikan until 1969 and then Juneau until the present date) this entire situation boils down to two primary concepts -- build roads where we can and connect them with ferries where we must!

I have submitted countless comments over the years, testified at hearings, worked collaboratively as a previous CBJ Assembly Member and as a Board Member and President of Southeast Conference continuously to advocate for doing the "right" thing for this Region, its People and its ECONOMY! Until we have inexpensive, efficient, dependable transportation we will continue to be seriously hampered as a Region. Complimenting the transportation needs are the needs to get the job done with respect to building and maintaining the Regional Power Grid.

Additionally, as a long standing member of the Alaska Committee (currently serving as vice-chair) I fully recognize the need to move forward in a timely manner with the construction of the Lynn Canal Highway to provide that critical surface link to Southeast Alaska from the rest of the State.

I have faith that with these important infrastructure pieces in place that the people of this region will be able to move forward and re-build a thriving economy that will insure a viable and self-sufficient geographic area of Alaska for generations of our children to live and raise families. Southeast Alaska is "home" and a home that most of us who live here love dearly. However the SATP is adapted, PLEASE do not loose sight of these essential elements!

Thanks for the opportunity to submit these comments.

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 12:26 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Nancy C. Ratner

Thoughts I am against replacing the long distance ferry service with shorter shuttle ferry service and road projects. I would prefer improvements to the current ferry network. I believe a road plus shuttle network preference will increase travel times, be less convenient and have greater safety concerns, especially in winter. Thank you for your considerations. Sincerely, Nancy Ratner

Comments_regarding The Plan

Email ncratner@gmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 12:29 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Haines/Skagway

Website_informative Yes

Fullname Thomas Ely

Thoughts

The mission statement is a holdover from the Murkowski administration. The SATP needs to emphasize public transportation using the existing ferry links to communities with an upgrade to more efficient vessels. Alternative means of transportation need to be emphasized and addressed in upgrades to the existing road system by providing wide shoulders for pedestrians and bicyclists. AKDOT needs to stop focusing on building new roads it can not afford to maintain and focus on upgrading and improving our existing system of transportation.
Sincerely, Thomas Ely President Sockeye Cycle Co.

Comments_regarding The Plan

Email sockeye@cyclealaska.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 12:59 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Sitka
Website_informative Somewhat
Fullname Bridget Hitchcock
Thoughts Please prioritize better ferry service, not roads!
Comments_regarding The Plan
Email bridgethitchcock@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 2:00 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community Juneau
Website_informative Yes
Fullname William
Thoughts Please maintain and improve the state ferry system to keep Southeast communities connected.
In our environment, the ferry system works and is more efficient and convenient than a road system. Thank you.
Comments_regarding The Plan
Email Arnold

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 3:12 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Emily Ferry

October 31, 2008 Mr. Andy Hughes Acting Southeast Regional Director Alaska Department of Transportation & Public Facilities 6860 Glacier Hwy, MS-2506 Juneau, AK 99811-2506 Dear Mr. Hughes: Thank you for considering the following comments on the Mission and Goals for the upcoming revision of the Southeast Alaska Transportation Plan (SATP). The Alaska Transportation Priorities Project (ATPP) 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 Southeast Alaska Conservation Council (SEACC) 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. The Skagway Marine Access Commission (SMAC) is a non-profit corporation that advocates for safe and reliable marine transportation in Lynn Canal. These comments are submitted on behalf of ATPP, SEACC, SMAC, and our members who rely on the Southeast Alaska transportation system on a daily basis. We also support the comments submitted by Lynn Canal Conservation, Inc. The Mission Statement for the SATP should provide an overarching statement of the purpose of the plan. The existing SATP Mission Statement, however, is not a true mission statement. Instead of describing the purpose of the SATP, it describes actions the region plans to undertake (i.e., to "shift from a surface network that is based on long distance ferry runs to a surface network that relies on land highways..."). Likewise, the existing SATP Goals are not true goals because they do not clearly follow from the mission statement. In contrast, the statewide long-range transportation plan known as Let's Get Moving 2030 (2030), has a true mission statement: The mission of the Alaska Department of Transportation and Public Facilities is to provide for the safe movement of people and goods and the delivery of state services. A Department of Transportation and Public Facilities that plans, designs, constructs, operates and maintains quality, safe, efficient sustainable transportation and public facilities that meet the needs of Alaska's diverse population, geography and growing economy. Our organizations urge the Alaska Department of Transportation & Public Facilities (ADOT) to revise the SATP so it includes a true mission statement that is consistent with the statewide long-range transportation plan with goals that follow from the mission statement, as discussed below. Mission: Efficient, Reliable, Safe, and Environmentally-Responsible Transportation Systems Our organizations support an SATP mission statement that says the region seeks to achieve efficient, reliable, safe and environmentally-responsible transportation systems in Southeast Alaska. The 1999 SATP, for example, included a true mission statement that largely reflected these ideas: "[T]o provide a transportation system for the movement of people, goods and vehicles between communities in Southeast Alaska and to/from Southeast Alaska that is convenient, efficient, reliable, safe and affordable." We support a similar mission statement, but recommend that ADOT also include an emphasis on environmentally-responsible transportation systems. Therefore, we support including the following elements in the SATP Mission Statement, each of which is important and consistent with 2030, as described below: Efficient: This adjective describes the need for a Southeast Alaska transportation system that is cost-effective to the state and user,

Thoughts

including over the long-term. An efficient transportation system also means one that is technically well designed, including designing for energy conservation. See Policies 1 (p. 10), and 5 and 6 (p. 12) from 2030. Reliable: This adjective describes the need for a Southeast Alaska transportation system that will not be inoperable during harsh, Southeast weather conditions or, for example, as a result of avalanches. See Policy 8 (p. 13) from 2030. Safe: This adjective describes the need for a Southeast Alaska transportation system that is unlikely to result in injuries or deaths in the short or long-term. See Policy 9 (p. 13) from 2030. Environmentally-Responsible: This adjective describes the need for a Southeast Alaska transportation system that protects ecosystems and minimizes the system's impacts on climate change. See Policies 11 (p. 15) and 12 (p. 16).

Goals Follow From the Mission Statement

SATP's four goals should track each of the components of the mission statement (i.e., efficient, reliable, safe, and environmentally-responsible transportation systems), discussed in the previous section. The current SATP does not do that. For example, existing Goal 3 covering "economic vitality" is a fine objective, but should not be listed as a goal since it is not reflected in the existing Mission Statement. Likewise, existing Goals 5-7 should be re-categorized appropriately as strategies, tactics, or actions. We generally support these statements, however, and encourage ADOT to continue to work to improve consultation and public participation in a fully informed planning process. Our organizations support the goal statements regarding transportation efficiency and safety. We also generally support the goal statement regarding transportation and mobility, but encourage ADOT to re-focus this goal on reliability. These goals would track the components we encourage ADOT to incorporate into a new Mission Statement. Our organizations strongly disagree, however, that these goals are best accomplished by building more roads in Southeast Alaska. In addition, we incorporate the comments submitted by Lynn Canal Conservation, Inc. addressing the goals as they are currently framed in the SATP.

Objectives

Our organizations support a new SATP objective focusing on improving existing infrastructure in Southeast Alaska, specifically the community-to-community ferry system. Our organizations also support an SATP objective of developing a source of state funding for transportation operational costs. Finally, we support an objective of improving public transportation in communities in Southeast Alaska.

Consistency with the Statewide Long-Range Transportation Plan

As discussed above, earlier this year ADOT issued its statewide long-range transportation plan known as Let's Get Moving 2030. More detailed regional plans are part of statewide transportation planning, including the SATP. These regional plans should therefore be consistent with 2030. Our organizations urge ADOT to ensure the consistency of this plan with 2030. The existing SATP mission statement is not at all consistent with 2030. 2030 reflects a need to improve and maintain transportation across the state using multi-modal systems while taking into account the diverse population and geography of Alaska, however the existing SATP mission statement reflects a much narrower and more specific plan to eliminate ferries in favor of the construction of roads. Further, the emphasis on construction of new roads in the existing SATP mission statement does not reflect any focus on maintaining existing roads and transportation systems in an efficient and safe condition. Our organizations believe the revised SATP should be consistent with Action 1.3 of 2030. Action 1.3 states: The region plans are an important element of the statewide planning process. This action involves amending the regional plans to provide a constrained tiered set of priorities for system development. Where applicable, regions should consider new or more affordable transportation solutions to include in their plans. The intent of the action is that each plan should identify near-term goals within the next ten years, medium-term goals of ten to twenty years, and beyond system-level priorities. Ideally the update would identify at the system level what resources the improvements would require. ADOT needs to implement both the letter and spirit of Action 1.3 to ensure a cost-effective and affordable transportation system for Southeast Alaska.

Public Hearing

Our organizations request public hearings in Southeast Alaska on SATP revisions.

Summary

Our organizations support development of a revised SATP plan with a well-defined mission statement, goals, and objectives. We urge ADOT to consider a mission statement focusing on efficient, reliable, safe, and environmentally-

responsible transportation systems, and an overall revised plan that is consistent with the statewide long-range transportation plan, Let's Get Moving 2030. Last, we request public hearings in Southeast Alaska on SATP revisions. Thank you very much for your consideration of these comments. Sincerely, Lois N. Epstein, P.E. Director Alaska Transportation Priorities Project Emily Ferry Campaigns Director Southeast Alaska Conservation Council Jan Wrentmore Chair Skagway Marine Access Commission

Comments_regarding The Plan

Email emily@seacc.org

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 3:16 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Yes

Fullname Joan

Thoughts

Please continue to support the ferries. So many people used them this summer when there was a regular schedule in advance and dates that would make it easy to go and come back. Roads are expensive, require much maintenance and if it goes across Baranof Island it would be a long and often dangerous route. As far as I know no one has done on the ferries. Ferries provide jobs for Alaskan residents.

Comments_regarding The Plan

Email joanvan@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 3:21 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Sitka

Website_informative Yes

Fullname Robert Ellis

Thoughts Southeast is blessed with a natural marine highway--we do not need more roads tom maintain, especially across the terrain we have here--. The emphasis in The Plan must be on our Marine Highway System. Thank you.

Comments_regarding The Plan

Email chesnok40@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 4:06 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Sitka

Website_informative No

Fullname M Signe Wilson

Thoughts

Sitka voters have chosen the ferry system over roads across the island several times. Please listen to the folks that live here. The fast ferries have been a huge improvement although they have problems in severe weather. There's not enough space here to discuss all the problems with a road system. Air fares are so expensive within Alaska. A trip to Spokane from Sitka cost me \$350. and a trip to Ketchikan \$400. on Alaska Airlines. Our medical services in Sitka are very strained and we need dependable transportation to other sources of care. Replacing the old ferries with new more efficient ones with less frills would be a start. These should be geared toward resident use rather than tourism. Like no bars, fancy dining rooms, etc. Staterooms for the overnight trips are good. Let's get back to basics and provide good service and schedules. Road maintenance is expensive too. Get our legislators informed that our Marine Highway! is just that. A highway and main transportation system that should be eligible for Federal Funding.

Comments_regarding The Website

Email berryisl@ptialaska.net

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 4:11 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community sitka
Website_informative Yes
Fullname jack ozment
Thoughts The SATP mission statement was rated "unacceptable", 9 to 1, by SE residents 5 yrs. ago. We urge you, DOT, to refute the land highway plan and replace it with community to community ferry service.
Comments_regarding The Plan
Email jozment@worldnet.att.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 4:13 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Ketchikan

Website_informative Yes

Fullname Susan E Walsh

Andy Hughes Alaska DOT, SE Region Box 112506 Juneau, AK 99811-2506 10-31-08 Subject: Southeast Alaska Mission Statement and Goals Dear Mr. Hughes: The mission statement needs to be rewritten. "Land highways will dramatically expand activity and mobility by increasing traveler flexibility, choice, and speed while reducing or eliminating toll costs." Sometimes the best step forward is one back from the precipice. Please list the roads in Alaska that now demand a toll as on the turnpikes of the east coast or the Golden Gate Bridge? What are the costs of maintenance of these roads to the taxpayers? You do not address how the flexibility will increase in inclement weather that southeast naturally enjoys along with the avalanches, mud slides and potential floods from the degradation of the wetlands that these roads might affront the single traveler. Choice? What choice but to drive a private car or bus along these highways! With the cost of fuel and bus fare as yet to be determined and as easy to nail down as the DOW industrial how can you even do cost benefit analysis? Speed? The present direct route as with the ferry system to Wrangell as opposed to the projected land route leaves the traveler driving over hell's half acre to get there. The ferry trip to Prince Rupert is a pretty straight shot, but in order to drive there one would have to drive up the Bradfield road to the Cassier then turn right to get to Prince Rupert. Travel time is guaranteed to be longer than the present run to Prince Rupert-so much for speed. What this plan does is eliminate mass transportation on our marine highway. I resent the notion that the ideal forum for these comparisons and impact assessments is in the project phase. It puts an untold cost for citizens to comment on every single project coming down the pike. Vigilance is the price, I know, but when all my comments submitted over the years seem to fall on deaf ears it seems a lesson in futility. You have received more than 300 comments on ferries versus roads with an overwhelming ninety percent urging improvements on the AMHS. I have read your comments (August 14, 2004)-roads are not a reasonable alternative. I would urge D.O.T. to employ marine engineers along with civil engineers as they might have a different perspective to deliver. I am concerned with D.O.T.'s historic record of underestimating the cost of building, e.g., the third avenue bypass here in Ketchikan, estimated cost \$6million-admitted cost \$28million not to mention cost of maintenance and rock slide removal. I am also concerned with this backdoor attempt to subsidize the mining industry. This ruse, perpetrated by our ousted governor Murkowski to lay access roads for his cronies in the mining industry in the guise of "improved transportation", smacks of a repeat performance of taxpayers paying for the timber industry to degrade our waters and lands. I would request that any future project EIS include projected mining claims to be listed as in the Stikine area. It will reduce cost for the state I will concede, as the onus for travel will be on the individual who could afford a walk-on ferry trip out of their town/village but will have to forgo that trip because they do not have the money for a vehicle or the required year round insurance. Thank you for the opportunity to comment-once again. Sincerely, Susan E. Walsh 1252 Upper Millar Ketchikan, AK. 99901

Thoughts

Comments_regarding The Website

Email alaskancelt@hotmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 4:21 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No
Community City of Kupreanof
Website_informative Somewhat
Fullname Michael Stainbrook

Thoughts Hello, I strongly disagree with the mission statement. Here in South East the waterways are the real roads between most communities. Building land roads is unwise both in the energy it takes to construct them and an inefficient use of fuel as a way to travel. Stick with the system that has worked for decades. Put money back into the Ferry system we are presently using. Do not gut this usable, energy efficient infrastructure.

Comments_regarding The Plan
Email mstainbrookak@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 4:29 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Petersburg

Website_informative Somewhat

Fullname Karin McCullough

Thoughts I believe the mission statement should address efficient transportation for Southeast Alaska and should not promote land roads & highways over the marine highway that Southeast has. Marine transportation is fuel efficient, meets the needs of people who do not travel with their own vehicle and meets the needs of communities for freight. Without a comprehensive public transportation system of buses to go from terminal to terminal you have made tourism harder not easier by preferring a land based transportation system. We should be looking toward the most fuel efficient system - ferries, with electric vehicles around towns. Landed systems are difficult to maintain, hard to keep open in the winter with snow. We should subsidize our marine ferry system not put huge amounts of money into land based roads.

Comments_regarding The Plan and the Website

Email sloughalaska@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 4:30 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Ketchikan

Website_informative No

Fullname MICHAEL J SALLEE

Andy Hughes Alaska DOT, SE Region Box 112506 Juneau, AK 99811-2506 10-31-08 Subject: SATP mission statement Dear Mr. Hughes: If people choose to live at some remote and hard-to-access location, it is not the responsibility of their neighbors or their government to provide those people with access. I find it counter-intuitive that building roads that require eternal maintenance in order to be even minimally useable is somehow cheaper than using natural waterways that require no maintenance to be minimally useable. Yet that is exactly what DOT implies in its mission statement. DOT should take to heart and incorporate into its mission an obscure comment in Table 6 Purpose and Need Strategies (page 40) of the August 14, 2004 SATP: "A more self-sufficient system improves sustainability, ensuring service over the long term." To me this means that a transportation infrastructure should not depend upon huge injections of federal dollars in order to be built; last I heard Alaskans enjoy seven times the national per capita average in federal road dollars. Sustainable transportation should not be welded to non-renewable fuels for its truly long term existence; with the rising cost of fuel mass transit takes on huge importance. Sustainable transportation should not mean the degradation and depletion of living ecosystems and living resources of the State; roads mean greater access to limited fish and game and shrinking old-growth timber stands; and the state wants to open the remaining vestiges of north slope wilderness to oil drilling. And sustainable transportation doesn't mean privatizing the profits while socializing the costs; seems to be a lot of mining activity near the proposed Bradfield and Taku road corridors. Finally, with the evident preoccupation with road building in the SATP I think DOT should get some representation from marine engineers. After all, Southeast Alaska had working water routes long before the advent of the automobile. Thank you. Sincerely, Mike Sallee PO Box 7603 Ketchikan, AK 99901

Thoughts

Comments_regarding The Website

Email mikesallee@gmail.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 4:52 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau and Angoon
Website_informative Somewhat
Fullname Peter Naoroz

Thoughts Each Community over 25 persons should have a minimum standard of marine and air access articulated in the mission statement. All planning should begin at the regional level and all transportation and utility corridors should be planned without regard to federal land use designation and with full consideration to Title 11 of ANILCA. NEPA should be utilized to the full extent at the earliest planning opportunity so that alternative corridors are evaluated at the regional level with input from every community and all stakeholders in the region and piecemeal costly analysis is minimized. The State should begin its best interest determinations at the regional level with regard to the easements and right of way exchange in the recent Federal highway bill and should include all stakeholders. Incorporate Indian Reservation Roads (e.g. IRR 0025) and integrate them into current and future Southeast Transportation plans. Collaborate with Tribes to assure efficient planning and construction of projects. Hold public meetings at Tribal offices whenever possible. Include benefits of utility corridors along side transportation corridors and the benefits of renewable resource transportation. Establish connections with the remainder of North America utilizing roads and highways. Consider establishing a world class port in Southeast Alaska. Utilize modern design standards including tunnels and avalanche sheds in highway construction. Improve travel opportunities and efficiency as well as access to public natural resources by adopting a combination ferry/highway system similar to that planned by the State of Alaska and the USDA Forest Service in the early 1970's. Such a plan is favored by over 90% of informed engineers and planners that I have polled. Consider adding elements of light rail as a means of mitigating wilderness impacts whenever necessary.

Comments_regarding The Plan
Email peter@kootznoowoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 7:17 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes

Community Sitka

Website_informative Somewhat

Fullname marilyn j. durocher

Thoughts The ferry system in Southeast Alaska is a necessary part of our transportation. Roads in Southeast Alaska are impossible to maintain in a cost effective manner. To create additional roads to augment the ferry system will create additional building costs and maintainance costs and will result in less use of the ferry system. We are already at the mercy of Alaska Airlines for transportation and the reduction of available ferry service will mean that the airline company will be able to dictate even more the cost of our travel. The ferry schedule this past summer between Sitka and Juneau was wonderful. I swore that I would never fly between these two cities again if frequent ferry service were available. My mother is elderly and the ferry ride is much more comfortable for her also.

Comments_regarding The Plan

Email mjdurocher@yahoo.com

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, October 31, 2008 8:09 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter No

Community Petersburg

Website_informative Somewhat

Fullname Jay and Carolyn Pritchett

Thoughts Considering the unique geography of Southeast Alaska, the current long-range ferry service has been and should continue to be the most viable method of transportation connecting communities in Southeast Alaska. The ferry system plus continued air service to the communities should be the top goals for the Southeast Alaska Transportation Plan. A highway system will never be able to reach Southeast Alaska communities with the dependability of a viable long-distance ferry service. Short shuttle ferry service has been tried and proved to be impractical. We urge the DOT to change their mission statement to emphasize improving and updating the current ferry system and to eliminate the costly and impractical land highway projects and short shuttle ferry service.

Comments_regarding The Plan

Email cpjp@gci.net

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Saturday, November 01, 2008 12:07 PM
To: satp@dot.state.ak.us
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Yes
Fullname Brad Rider
Thoughts Totally for building the road. Thank you, Brad
Comments_regarding The Plan
Email bradrider@gci.net

Benson, Stephanie V (DOT)

From: Hughes, Andrew N (DOT)
Sent: Friday, October 31, 2008 7:29 PM
To: Benson, Stephanie V (DOT)
Subject: FW: Transportation Comments

From: joyce levine [mailto:quonseta@yahoo.com]
Sent: Friday, October 31, 2008 4:03 PM
To: Hughes, Andrew N (DOT)
Subject: Transportation Comments

Hello Andy Hughes:

I am sorry that I did not take more time to write to you, as these comments are due my close of business today. I am very concerned with Transportation Issues in Alaska. I live in Southeast Alaska and after studying the issue of the road to Skagway or Haines, I realize that the best idea is to have better Alaska Marine Highway Ferry Service instead of a road. It is sad that we spend so much money on studying such a bad idea. With about 59 avalanche paths in the way, the road would not only be spendy, but also dangerous.

I am in favor of more Alaska Marine Highway ferry service, more mass transportation in our cities, and the State expanding the rail system. We could put a rail system from Juneau to Skagway, through mountain passes, etc. and it would be expensive at first, but in the long run, much cheaper to operate. I think due to the rising cost of fuel, our nation needs to think of new ideas where we can use electricity instead of oil for transportation. With Juneau on a hydro-powered system, it makes much sense.

I would like to see Capital Transit funding in Juneau increased so that more people could use the bus system during the day and have the operating hours and runs increased so that the service was open to more people. I would like to see the State of Alaska invest in ideas for the future and not keep using ideas of the past for our transportation. I urge that State to start implementing greater use of a rail system and increased funding for bus service in all of our cities.

Automobiles that are powered by gas-guzzling oil is going to be an idea of the past. Let's work toward better energy use of our resources toward the future of Alaska, our country, and our world

Thank you

Joyce Levine
P.O. Box 21705
Juneau, AK 99082
(907)463-3829
quonseta@yahoo.com

Benson, Stephanie V (DOT)

From: Hughes, Andrew N (DOT)
Sent: Wednesday, November 05, 2008 8:17 PM
To: Benson, Stephanie V (DOT)
Subject: FW: Please rescue us!

From: Beedle, James R (DOT)
Sent: Tuesday, November 04, 2008 8:35 AM
To: Hughes, Andrew N (DOT)
Subject: FW: Please rescue us!

Fyi, Jim Beedle

From: Veasey, Teri A (DOT)
Sent: Monday, November 03, 2008 3:35 PM
To: Beedle, James R (DOT)
Cc: Ivey, Cyndi (DOT)
Subject: FW: Please rescue us!

From: Joyce Kelley [mailto:kelcom@worldnet.att.net]
Sent: Wednesday, October 29, 2008 4:53 AM
To: Commissioner, DOT (DOT sponsored)
Subject: Please rescue us!

Sir, Thank you for taking the time to listen to me. I live in Sitka, and I am retired from Sitka Community Hospital. I, like many of the people on this island, love it here but occasionally have to leave here. Plane trips are kept to a minimum because of prices. There are times when I have to see doctors in Juneau. Also we need a shopping trip to Juneau, several times a year.

I love to travel on the Ferries because it's more affordable, and I find it so relaxing. When it just gets to frantic at home, I love to take a book or camera with me and cruise the Inside Passage.

Please don't take any more of our Ferries away from us, and don't think about building a road system or moving our station to the other side of the island. There are a lot of older people on this island..and a good many of us don't drive.

Thanks for your time and please do what you can for us.Maybe you could share this email with others who might be able to help.

When you start feeling tired ans stressed, take a ride on the Ferry.

*Thank You
Joyce Kelley
104 Lincoln St. #10
Sitka, Alaska 99835*

Benson, Stephanie V (DOT)

From: Morino, Sharon L (DOT)
Sent: Friday, October 31, 2008 3:18 PM
To: Mary Lou King
Cc: Benson, Stephanie V (DOT)
Subject: RE: Comments on SE Alaska Transportation Plan Revision

Received your email. Thank you for your comments

From: Mary Lou King [mailto:kingfarm@ptialaska.net]
Sent: Friday, October 31, 2008 2:40 PM
To: Morino, Sharon L (DOT)
Subject: Comments on SE Alaska Transportation Plan Revision

October 31, 2008

Andy Hughes, Alaska DOT, Southeast Region
Box 112506
Juneau, AK 99811

Dear Mr. Hughes:

Following are our comments on the Southeast Alaska Transportation Plan Revision: We recommend the Alaska Ferry System be more user friendly and not be turned over to the car industry. Restoration of downtown terminals is needed.

Southeast Alaska is "boat country" unlike any other part of the U.S. and few other parts of the world. Automobile oriented people from the more populous parts of Alaska and our DOT see this as a blemish rather than an opportunity for the future of Alaska. They feel this geographic deficiency can be partially corrected by short hop ferries between short connecting roads.

The original ferry concept was to connect people to community centers. DOT planning has moved most ferry terminals far outside community centers requiring travelers to bring their own car, rely on intermittent buses, call taxis, hitch hike, or walk to town. The ferries run on 24 hour schedules sometimes leaving passengers stranded in strange surroundings in the middle of the night.

Long term ferry users know that the concept of "land highways" connected by short hop ferries will not "increase traveler flexibility, choice and speed while reducing or eliminating toll costs." Travelers with cars will be spending lots more time sitting in the 1 or 2 hour loading lines now required at each stop and walk on passengers will be discouraged and ultimately eliminated.

DOT and the residents of northern Alaska should recognize the uniqueness of "boat country" in the world wide image of Alaska. They should look at how people in Southeast rely on and use the current ferry system. In Wrangell, Petersburg and Skagway ferry users can walk to downtown hotels and restaurants. Why not the other towns?

Rather than dreaming of highway connections DOT should be considering how to move all their terminals to the user and pedestrian friendly downtown sites.

Jim and Mary Lou King
1700 Branta Road
Juneau, AK 99801