

**From:** [Nancy Berland](#)  
**To:** [DOT SER SATP](#)  
**Subject:** satp comments  
**Date:** Friday, September 26, 2014 10:49:51 AM

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Please accept the following comments on the latest revision of the Southeast Alaska Transportation Plan.

I attended the Haines Public Meeting earlier this month, and opposition to - and skepticism about - the proposed East Lynn Canal (ELC) road was expressed by a standing room only crowd (with the exception of 1 ELC supporter). The Skagway News reported a similar turnout and outcome at the Skagway Public Meeting the evening before. After hearing the same concerns expressed by an overwhelming majority of citizens for over a decade during this latest drawn out SATP process, DOT is unbelievably still proposing an unrealistic ELC road that is too expensive to build, would compromise the safety of the traveling public, and would be closed at unpredictable times making it as seasonably unreliable as commuter air service. In short, Haines and Skagway residents' opportunities to access Juneau will decrease as a result of building an ELC road. Since the majority of those traveling the Lynn Canal corridor during the winter months has been documented in the 2014 Juneau Access EIS as residents of Haines and Skagway, it is very important for DOT to take our concerns regarding safety and reliability seriously - which, quite frankly, has yet to happen.

Further, the SATP as proposed lacks financial accountability. It proposes to spend more than is available for all Southeast capital projects on a dead-end road that still will have a ferry component. With all the money drained from the Southeast transportation budget on this road (that realistically will have cost overruns due to the extreme terrain that includes 43 avalanche paths and 112 other hazards such as rock, land, and debris slides), our real needs of replacing the aging ferry fleet with newer, more efficient vessels will remain unmet.

A simple, loud NO! to dead-end roads, and a simple YES! to continuing community-to-community ferry service via the Alaska Marine Highway.

I normally end by thanking the agency for its consideration of these comments, but since DOT has yet to take these concerns into consideration I will instead close by saying: face the fiscal reality of declining transportation funding and scrap the ELC boondoggle once and for all, expletive deleted.

Nancy Berland  
Box 952  
Haines

**From:** [Patrick Race](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SATP comments  
**Date:** Thursday, September 25, 2014 4:27:38 PM

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I am opposed to building a ferry terminal at Katzaheen. If built, the road from Juneau should connect directly to Skagway.

My understanding is that this is currently impossible because of resistance from the community of Skagway and because of land designations along the proposed route.

Rather than building a superfluous ferry terminal to patch around the problem, the state should make more efforts to understand why Skagway so adamantly opposes this road and if anything can be done to alleviate their concerns.

Key stakeholder communities must have agency in this process.

Thank you,  
Pat Race

**From:** [Corey Baxter](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SATP Comments  
**Date:** Thursday, August 14, 2014 3:20:25 PM

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DOT,

The International Union of Operating Engineers are in support of the Southeast Alaska Transportation Plan which recognizes the need to move forward on a highway-shuttle ferry system to provide more opportunities to travel between communities in Southeast Alaska. Local 302 strongly supports the East Lynn Canal Highway, the road between Kake and Petersburg, Sitka-Warms Spring road, and the Angoon Airport. These are all significant projects that will provide savings to the Southeast Transportation System. I appreciate the time and effort that DOT&PF has put in to this draft and look forward to seeing it implemented someday.

Corey Baxter  
District 8 Representative  
Operating Engineers Local 302  
9309 Glacier Hwy. Bldg A-105  
Juneau, AK 99801  
[cbaxter@iuoe302.org](mailto:cbaxter@iuoe302.org)  
Office (907)586-3850  
Cell (907)321-4271  
Fax (907)463-5464



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**From:** [Stephen Giesbrecht](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SATP Comments  
**Date:** Wednesday, August 13, 2014 10:25:11 AM

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## Comments to the SATP

Stephen Giesbrecht  
Petersburg, Alaska

August 13, 2014

### Southeast Alaska Transportation Plan comments

<b>Proposed Recommended Actions (from Plan)</b>	<b>How they should read.</b>
Maintenance of existing AMHS routes	Maintenance of existing AMHS routes and schedules.
Retirement of one, two or three mainline ferries depending on available funding and travel demand.	Retirement of one, two or three mainline ferries and corresponding replacement of vessels.
Replacement of other ferries as they reach the end of their useful life.	Replacement of other ferries in advance of the end of their useful life to avoid disruptions in service.
Completion of the highway to Katzehin and initiation of shuttle ferry service in upper Lynn Canal.	
Construction of road from Kake to Petersburg	Evaluation of construction costs of road from Kake to Petersburg, costs of proposed shuttle ferry & terminals, and M&O costs of each.
Construction of a road from Sitka to Warm Spring Bay and a ferry terminal.	
Construction of an airport in Angoon.	

The Plan does not adequately address:

The reductions in AMHS schedules, including fast ferry schedules which have occurred each year for many years, are not addressed. This should be acknowledged and corrected by ADOT and the SATP.

The proposed study recognizes trends regarding decreased population in SE, and corresponding reduction in political representation. However, the study does not recognize the direct impact of reduced transportation options. These reductions in services do have a negative impact on population and economic development trends, cost of living, and quality of life. Rather than building a reactive plan, it would be a better approach to utilize this plan to present proactive opportunities to reverse this trend and provide more efficient, convenient and affordable transportation options for Southeast Alaska.

Mentions the North End Ferry Authority, but does not note ADOT's unwillingness to budget needed upgrades to the South Mitkof terminal to allow for the usage by this group. In addition the study does not recognize the State's Department of Natural Resources (DNR) unwillingness to allow alternate usage of this system at the Banana Point facility. Why include this option if the State as an entity is unwilling to support its development?

**From:** [Luann McVey](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SATP Comments  
**Date:** Wednesday, August 06, 2014 10:34:24 AM  
**Attachments:** [SATP.LMcVey.docx](#)

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99824

1507 2<sup>nd</sup> Street  
Douglas, Alaska

(907) 957-2124

August 6, 2014

Dear Southeast Alaska Transportation Planners,

I am aware that the Department of Transportation and Public Facilities is conducting public meetings throughout SE Alaska to discuss a new 20-year plan for the region. I am opposed to DOT's intent to spend at least \$540 million in federal and state money on extending Juneau's road north to a completely uninhabited spot where a new ferry terminal will be built to carry drivers to Haines and Skagway.

If the "Juneau Access Project" is completed, travelers to Haines and Skagway will make a 90-mile drive on a road that will be closed for a good part of the year because of the extreme hazard posed by THIRTY-SIX avalanche chutes hanging above the route of the proposed road. This road will not connect Juneau with Haines or Skagway. It will result in a much longer drive to an as-yet-unbuilt ferry terminal.

The existing Auke Bay ferry terminal is only 15 miles from downtown Juneau. Upon boarding the ferry in Auke Bay, travelers can relax and let the ship captain do the work during the four-hour trip from Juneau to Haines. In contrast, the new plan requires a two-hour, 90-mile drive to a terminal in an uninhabited spot across Lynn Canal from Haines. At the Katzechin River Delta, drivers will still need to put their cars onto a ferry to get to Haines. Walking onto the ferry will not be an option. ***We do not need to drive to Katzechin to take a ferry to Haines.***

The Valdez avalanche last winter, which miraculously resulted in no fatalities or injuries, offered previews of what is at stake when driving on the proposed Juneau extension. The Valdez road was obstructed for weeks by the avalanche and subsequent river flooding. It makes no sense to risk such catastrophes on new road construction on avalanche-prone terrain when the Marine Highway already exists to

safely carry passengers and vehicles between Juneau and Haines.

The proposed Juneau road extension will destroy 50 miles of pristine coastline and will disturb a major sea lion rookery at Grand Point. In addition Auk Kwaan Tlingit village sites and burial sites in the Berner's Bay area will be impacted by the proposed road.

New roads in Southeast Alaska are a waste of state and federal money that could be spent on building more efficient ferries. Ferries are safe, economical, and potentially more environmentally friendly than roads that put thousands of individual cars, drivers, and passengers at risk of accidents and avalanche hazards each year.

In addition to the proposed Juneau road extension, a waste of more than \$524 million, the state still needs to conduct a cost-effectiveness analysis of the proposed cross-Baranof road from Sitka and a possible road between Kake and Kupreanof.

Alaska should carefully consider how to spend dwindling state and federal dollars. New roads like the Juneau road extension will divert funds that are needed to maintain existing roads throughout the state. They are not the best approach to transportation planning for Alaska. The SATP should be revised to favor existing road maintenance and upkeep of existing Marine Highway System

Thank you for taking the time to consider my point of view.

Sincerely,

Luann McVey

**From:** [Jeff Kemp](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SATP Comments  
**Date:** Tuesday, September 30, 2014 8:30:36 AM

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I encourage the State of Alaska to pursue the Juneau Access Project.

This project will:

1. keep Lynn Canal corridor transportation costs down in the long run by eliminating high cost ferries and replacing them with low cost maintenance on the road;
2. help to free up ferries which will provide more frequent ferry access to other Southeast communities;
3. encourage economic development in Haines, Skagway, and Juneau by lowering transportation costs to these communities;
4. open up recreational opportunities (kayaking, hiking, boating, hunting, etc.) for residents in all of Lynn Canal;
5. allow easier access for Alaska residents to visit their capital city and have more input into the legislative process;
6. lower the state subsidies that it takes to operate the ferries, thus bringing more money into the state's general fund.

The "road" is necessary as the threat of the capitol moving from Juneau is ever-present. The road would help to solidify that Juneau is the capital and will remain the capital. It is also clear that while the uniqueness of Juneau being the only United States capital to which you can't drive is "special" to some, in reality it is not keeping up with the 21st century in that access and ease of use are paramount and important to today's generation.

Build the Road!

Jeff Kemp

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God Bless America



**From:** [tamar harrison](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SATP- public comment  
**Date:** Sunday, September 28, 2014 12:19:12 PM

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To whom it may concern,

As a year round resident of Skagway, I am writing to you to express my concerns in regards to the Southeast Alaska Transportation Plan (SATP). I understand the need for a plan, and the need for changes and upgrades, and I support parts of the plan. BUT I do not believe the options for the Upper Lynn canal are good ones. By cutting off Skagway and Haines from the mainline ferry system, you will be hurting these communities. The plan for these communities in regards to the Juneau access road, and the shuttle ferry system is poorly considered. There are many questions that have not been answered about a myriad of issues such as; safety, maintenance, transportation for foot passengers, environmental impact, cost for the customers, cost for the state, the list goes on and on. Lets reconsider, please,

Yours sincerely, Tamar Harrison

**From:** [Nola L](#)  
**To:** [DOT SER SATP](#); [DOT SER JuneauAccess](#)  
**Cc:** [skagnews@aptalaska.net](mailto:skagnews@aptalaska.net)  
**Subject:** SATP response  
**Date:** Tuesday, September 30, 2014 5:23:53 PM  
**Attachments:** [SATP response.dat](#)

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I think you're making a really big mistake. The plan you have written contains too many generalizations, assumptions, and errors in thinking. These ideas will likely leave the State with long-term, exorbitant, ongoing contractual financial obligations and ensuing subsequently inescapable problems. These costly changes will only provide prohibitive, inferior service.

The plan makes false statements. It will fail to "increase the safety of the transportation system for users of all modes" and to "preserve the integrity of the ecosystems and the natural beauty of the state" as stated on page 7. For starters, the road all the way to Canada up the Taku River implies support for Canadian mines which will destroy important fish runs. The beauty of the Lynn Canal will be ruined for eager cruise ship travelers, and the safety of driving a Lynn Canal Road is a myth. "Flying...is often the most practical way of getting around the region" (p. 24) BUT IT IS OFTEN NOT POSSIBLE—even in summer—and this is (conveniently?) not mentioned.

The ferry "road" involves maintaining vessels, but those do not require more maintenance than the costs of road clearing and private costs not included in your plan. Your ideas may be cheaper for the State, but they will cost consumers more. You do not allow for the transportation budget losses incurred by northern villages as the money goes to maintain Southeast roads or customer traveling costs. Vehicle maintenance, inconvenient strandings, and hours of stressful driving will take a much larger toll, increasing rather than decreasing the user costs indicated on p. 10. Total travel time will increase when people must sit long hours waiting for roads to be cleared, or worse, hopefully not from under avalanches.

Have you considered where the "tenfold increase" (p. 10) of vehicles in Juneau will park, or drive? How are you so sure the day boats will succeed where the fast ferries failed? What about infectious disease transmission? What are your plans to control mass exposures in these large communal spaces, especially when eating unhealthful and often inedible food which is all that will be available?

My objections concern service, quality, and safety. SATP does not take into account road maintenance on the new construction nor clearing costs of ANY of it. The report is misleading and unreliable.

Nola Lamken  
PO BOX 624  
Skagway, AK 99840

**From:** [Patty Brown](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SATP  
**Date:** Tuesday, September 30, 2014 7:45:36 PM

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The proposed road from Juneau area around Berner's Bay to the Katzehin Delta is a very bad idea. There are many reasons.

- 1.) Road safety. There is NO way to make the road consistently safe, even by Alaska standards. Rockfall, avalanches, ice from ocean spray as well as freezing rain and lack of sunlight for long stretches of time, distance from emergency response--all good reasons.
- 2.) Haines has an aging population. Reduction of the ferry will limit access to Juneau for all drivers, but especially these drivers whose response time and night vision are especially reduced. Ironically, these are the people who may most often need to access Juneau for medical services. This may mean long-time Haines residents of limited means may have to move to Juneau where housing is more expensive.
- 3.) Traveling sports teams and school activity participants will be sorely inconvenienced, having to bring a vehicle which will remain parked as they take ferries to all the other remote communities in Southeast.
- 4.) Expense is not justifiable. The cost of the road is bad enough and we all know most of the construction jobs will NOT go to Alaskans. Lowest bidder gets the job and he/she will hire whomever they please.
- 5.) The exorbitant cost will conflict with the needed services already committed--maintaining safe roads in and between communities throughout Alaska.
- 6.) People who will use the road will occasionally use it to access the rest of Alaska, leaving much of their travel dollars in Canada. The ferry ride between Juneau and Haines is NOT what keeps people from driving to the rest of Alaska. The OTHER 800 miles they must travel through remote country to be in a larger community are the real challenge.
- 7.) Eliminating ferry service between Juneau, Haines, and Skagway is wrong. None of our roads in Alaska "pay for themselves." Why should the ferry have to in order to be justified?
- 8.) The maintenance of the road will take even more people than operating the ferry does. State troopers, avalanche control, graders, pavers...it's a long list.
- 9.) Regarding access to a view--no one's view is really better looking through a windshield. From the ferry one sees 360 degrees. From the road, half that much.
- 10.) The impact to the natural environment of Berner's Bay, the sea lion haulout and Katzehin Delta would be devastating.

**From:** [Kenneth Klawunder](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Scheduled run between Gustavus and Hoonah  
**Date:** Tuesday, August 12, 2014 8:50:45 AM

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My name is Ken Klawunder and I'm a resident of Gustavus, Alaska. I would like to have DOT consider an occasional run from Gustavus to Hoonah and from Hoonah to Gustavus perhaps once per month in each direction.

Hoonah and Gustavus are sister cities with considerable connection between them. A new Clan house is being constructed in Glacier Bay National Park and Preserve in Bartlett Cove. I believe the concession surrounding that new facility will result even more travel from one city to the other. Some businesses within Gustavus often contract jobs in Hoonah.

I believe the interchange between these two communities will be enhanced by this proposed change in the future schedule.

Sincerely,  
Ken Klawunder

**From:** [Brad & Sharon Hunter](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SE Ak Tran Plan Comments  
**Date:** Wednesday, September 10, 2014 9:30:12 PM

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To Whom It May Concern,

I would like to submit a few comments regarding SE Alaska Transportation Plan that you presented to our community. First of all, I do not think the State should be spending the huge sums of money planned for highways across Baranof Island. I also don't think your cost estimate for a road across Kupreanof Island is a fair representation of what the total costs will be. I do not think a one lane gravel road will be safe nor function efficiently for the public, nor will it be usable for a substantial part of the year due to snowfall and ice. The State isn't even keeping the couple of miles of new highway from Kake to Seal Point in decent shape; it currently is in terrible condition, so why should I believe you will keep a road all the way across Kupreanof in safe condition? The State should not be pushing so hard for the fantasy of highways linking Southeast together; it does not make sense for our geography of islands.

I think the State should be investing more funding and making better efforts to improve the Alaska Marine Highway. There should be more ferries stopping in Petersburg, there should be ferries spread more evenly across the week and not clustered, and they should be scheduled so that it makes sense for weekend trips to Juneau, and to better meet the needs of the schools. In the future, gas prices are going to be much higher, you should be looking to the future needs for public transportation and not individual cars.

The plan is lacking on discussion regarding the need for transportation systems that considers bicycles and pedestrians. This is especially relevant near the communities. I strongly believe that long term planning should include bicycles and pedestrians.

You should move quickly on getting an airport constructed for Angoon. It has taken too long.

Thank you for the chance to comment.

Brad Hunter

Petersburg

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**From:** [Art Peterson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SE Alaska Transportation Plan  
**Date:** Monday, August 11, 2014 12:26:25 PM

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Hello,

As DOTPF and the state administration consider the transportation plan for Southeast Alaska, I offer a couple of comments.

Now that I have reached age 75, and will soon be part of the “elderly” population, I want to stress the need to consider the plight of the elderly. Many of the people in this category are rather decrepit; some cannot drive anymore, and some cannot handle a long drive (say, to Skagway) making a roadway to the north an astonishingly expensive and useless (for that part of the population, anyway) exercise. Assuring a well-functioning and well-scheduled ferry system would serve all of the population more efficiently and comfortably, and would do so at less expense to the state. If you don’t care about the elderly or the cost, then just disregard these comments.

Also, the environmental degradation and hazards of building a long road north, as has been urged by certain segments of the population for many years, urge putting that idea to rest once and for all. The notion that such a road would assure that Juneau remains the state capital is merely wild speculation.

As a 48-year resident of Juneau, I strongly support the ferry system and private air services, and oppose carving a road north out of the wilderness.

Thanks for considering these comments.

Art Peterson

**From:** [John Osborne](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SE Transportation plan  
**Date:** Wednesday, August 06, 2014 1:11:44 PM

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The plan to build a road on the east side of Lynn Cannel is a bad one. Much better to improve and continue the existing ferry system. The road will be unusable for most of the year due to bad weather, accidents and need to repair the road. During the winter the road will be closed a lot due to avalanches and then there will be no transportation by car out of Juneau. The summer it will be jammed with traffic and accidents will close the road on a regular basis.

The plan does not address walk-ons at all. They will be unable to travel all the way to Haines. There will be no public transportation for walk-ons to get there as there is no public transportation from the ferry terminal in Juneau to the bus now. Our ferry system is one of the best, most unique and coolest transportation systems in North America now, let's not ruin it! We need to encourage people to use public transportation rather than drive cars. The current plan requires people to use a car to use the ferry and that's not right! Please do not destroy this great system!

John Osborne  
Juneau, Alaska



**From:** [Doug Leen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SETP comment  
**Date:** Saturday, September 27, 2014 2:00:27 PM

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Here are my comments on the current SE Transportation Plan:

1. The current status of our ferry system is deplorable. I'm convinced the State is running these boats into the ground and frustrating riders on purpose to line the pockets of the politicians and their road construction cronies. I use the ferries three four times/year with at least half of my travel to Bellingham. I prefer ferries to flying and many still do. It's a fact of life living in Alaska. My next trip is in three weeks to Bellingham and I called the Ketchikan headquarters to see if they can get me off the boat in Bellingham in under two hours. The City of Bellingham and the AMHS has been arguing for two years who's responsible for the broken ramp. This is insane! Meanwhile everyone has to queue up to leave--ultimately wading in dog feces on the car deck. There is an AMTRAK station right across the street with an 8:45am departure to Seattle--do you think that we could make it? No. I spent 6 months in Europe last winter and utilized the train system from Trondheim Norway to The Algarve in Portugal--without a hitch. That included the Hurtigruten ferry system north of Bergen Norway. BTW, the Hurtigruten runs seven Columbia sized boats on a daily schedule, alternating towns with the southbound route covering 14 of Norway's major coastal cities. Summer and Winter. Ditto the train/ferry combos from Copenhagen to Malmo. Their ferry/train system is supported by North Sea oil subsidies. Our ferry system is totally underfunded and is a joke. Fix it.

2. Our highway in SE is the water. It's maintenance free, never needs plowing, always nice and level--well most times. It comes with the territory as they say. Roads quiltwork will never work. You can't even keep the existing roads plowed today. Washington State built the cross state highway over Washington Pass promising the farmers in eastern Washington would have year-round connectivity with Seattle. It's open 5 months a year at best. The road around Mitkof is passable only for a few months year. Connecting Kake to Petersburg will not change anything. And, might I point out, Kake has declined from 900 to 400 people within 10 years. This is the fate of most small Alaskan villages--the young are lured by the internet and big cities and the old are dying off slowly. I've worked in dozens of Alaskan villages over the past 15 years (rural dentist) and virtually all are slowly losing population. Point Lay was down to 2 people before the NCSA was passed in the 70s. Kake could be much better served with local renewable energy (wind/hydro). And who is going to maintain the power lines? Most of it won't follow the road. Finally, the road from Petersburg to Kake will be unsightly. It will destroy the city of Kupreanof (I live in South Kupreanof--but it won't affect me)--neither we, nor Petersburgers want this. And Kake is split 50%. Who's idea is this? What's wrong with better ferry service? Can you imagine an ambulance delivering a critically injured person on 60 miles of bad road, at night, in winter? And then what--another ferry shuttle across the Narrows? Have you seen the Narrows in fog with the tip of a tug/barge combo peaking through the fog-top? This is not the place for a shuttle ferry--talk about a losing proposition.

4. The Lynn Canal road--I would argue this solely on scenic value grounds. Lynn Canal is one of the most pristine and loved areas of Alaska, not to mention the people from the lower 48 who ride this route.

It ranks up there with Milford Sound or Doubtful Sound in New Zealand and Hardangarfjord in Norway (I've visited both many times). It's a priceless asset from a tourism point of view. Why destroy it? Further, this road will never be built to Skagway so why move a ferry terminal 60 miles north of Juneau? This is lunacy--the system you have is already in place and working. (If anything, move the Capital to Juneau--another argument.) Forget Berners Bay and the Katzhin being sensitive area. The future of Alaska is in its scenery. This is a very bad idea.

5. OK--here's a couple of thoughts to ponder. Recently a friend visited from Salt Lake City. He's the former mayor there and currently serves on a regional transportation board. He was flabbergasted that he and his wife could ride a ferry for 24 hours (Juneau-Sitka-Petersburg), stay overnight, dine out on board for such an inexpensive price. Simply, he would have paid more. And I agree. Even though I'm spending \$1200 for a roundtrip to Bellingham next month, I would pay more....providing the services were improved. And this is the key for the future of the ferry system. It's always going to be there so why not make it the crown jewel of travel to and within SE Alaska. Let the AMHS compete with the cruise ships. Everyone that fantasizes about visiting Alaska via the "Inside Passage" always thinks of Holland America (I used to work for them--their head guy was a patient of mine) or Princess Cruises. Well, the varnish has worn off with huge ships, they aren't even allowed in Petersburg (by a 90% vote, btw). Further they are crowded and incubators for Norovirus. So the AMHS should pick up this tourism slack--put out a first rate experience complete with sit-down dining (like the Columbia), live music if possible, and local experts in natural history. (UnCruise Line is doing this also--at my suggestion) Reducing the existing service is a grave mistake--just look at the IFA from South Mitkof--Wrangell. I rode that boat for two years (working in Wrangell) and often was the only passenger. They reduced the service so much that no one could count on it. I finally quit working in Wrangell for this reason. John Blackman, Senior VP of Holland America once told me that every morning, his boats (Argosy in Elliot Bay--his 'retirement business') would leave the dock at 9am even if no one was on board. The reason was visibility and predictability. Talk to him if you want to run a descent ferry system.... I'll introduce him to you along with Mayor Ted Wilson of Salt Lake City.

6. From what I hear, the great majority of people in SE want better, not worse ferry service. And, I will bet that they will be willing to pay for it. And the State of Alaska should generously subsidize it through the oil funding--like Norway. School children should be given much reduced rates, ditto seniors (I'm one) but market this experience to tourists, college students, foreigners and all. Keep it on predictable and frequent schedules (like Hurtigruten) It can and should be a priceless experience. Build boats with overnight accommodations. If you want shorter day boats, fine--I've no problem with the Fairweather/Chenega (we still need two more) and would ride these all summer to Juneau if they were on a predictable schedule. And who scheduled this out of Juneau at 6:30am? This is a tourist-buster.

Improve the existing Alaska Marine Highway System.

--

Doug Leen

Buoy 54 Kupreanof Is.

Wrangell Narrows

PO Box 341

Petersburg AK 99833

(907) 518-0335

[www.dougleen.com](http://www.dougleen.com)

[mail@dougleen.com](mailto:mail@dougleen.com)

**From:** [Ann-Marie Parker](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Sitka Service  
**Date:** Tuesday, September 30, 2014 6:05:25 PM

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It is NOT cost effective to build a road and maintain it over Baranof Island. This would also disrupt the community of Baranof Warm Springs, which is one of the highlighted tourist attractions for small boat cruises in SE.

The maintenance would be a nightmare.

Sitka has pretty good service in the Summer, however our winter service is pretty much non existant.

With the cost of groceries being more here than in Petersburg and Wrangell, we rely on going to JNU to shop for our food for our business just to be able to afford to live and work in Sitka. Sitka is one of the most expensive places in SE to live (housing, and now with utilities and moorage increases).Fuel is more expensive here , along with the food.

If we loose our or even more ferry service people will loose their last hope of being able to afford to live here. If you want Sitka to stay a viable community of SE, than please do not take away our public service of being able to make it affordable for families to get off the island. Those that cannot afford to fly Alaska Airlines depend on it.

Ann-Marie Parker  
Sitka ALaska

**From:** [Charles Bingham](#)  
**To:** [DOT SER SATP](#); [AKBikePed@list.state.ak.us](mailto:AKBikePed@list.state.ak.us)  
**Subject:** Southeast Alaska Transportation Plan  
**Date:** Thursday, July 31, 2014 10:41:39 PM

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Hello,

In a quick review of the Southeast Alaska Transportation Plan (<http://dot.alaska.gov/sereg/projects/satp/index.shtml>), and I only saw two paragraphs (on Page 23) that even mentioned walking and bicycling. While it mentioned the state's high rate of people who commute by walking, it failed to mention that Southeast Alaska is home to two of Alaska's three Bicycle Friendly Communities (Sitka and Juneau, both bronze, <http://bikeleague.org/content/communities>) and the state's only two communities that have applied for a Walk Friendly Communities designation (Sitka bronze, Juneau honorable mention, <http://www.walkfriendly.org/>).

One key consideration for me is will all new road construction be built to Complete Streets standards (<http://www.completestreets.org/>)? More than 500 communities (and even a few states) across the country have adopted Complete Streets programs, and there also have been a couple of bills in the U.S. Congress that would include Complete Streets standards on a national level. Since Southeast Alaska has many communities that aren't connected by road and compact dimensions, that means we have higher than average biking and walking rates. Please take this into consideration for all future road construction. When you approved the Halibut Point Road improvements in Sitka, it didn't feature improved biking and walking infrastructure even though several people requested them (you used existing roadbed only).

Thanks for your time,  
Charles Bingham  
408 Lake Street, Apt. No. 1  
Sitka, Alaska 99835  
(907) 738-8875  
[charleswbingham3@gmail.com](mailto:charleswbingham3@gmail.com)

Project coordinator for:  
Walk Sitka, <http://walksitka.wordpress.com/>  
Sitka Bicycle Friendly Community Coalition, <http://sitkacycling.wordpress.com/>  
Sitka Outdoor Recreation Coalition (Get Out, Sitka!),  
<http://getoutsitka.wordpress.com/>

**From:** [James Langlois - 10PSNF](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Southeast Alaska transportation plan (Highway from Juneau to Katzhin)  
**Date:** Wednesday, August 06, 2014 4:19:13 PM

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DOT

I fully support the states long term goals building the highway from Juneau to Katzhin (East Lynn Canal Highway). I currently work for the Federal Government and travel frequently (Six to eight times per year with a vehicle) to Skagway and Haines Alaska. These trips cost approximately \$1000.00 to \$1200.00 per trip and can take 3 to 5 days of travel on the Marine Highway system, depending on ships schedules. Travel time to Skagway is six hours and to Haines it is 4.5 hours. My travel time and expenses would be greatly reduced if there was a road to Katzhin.

On July 13 I took a week off and drove to Dawson City, YT, total cost was \$2500.00, The Marine highway cost was 432.00 just to get to Skagway and return to Juneau. If we had a road I could have cut my travel time and cost by 75%. The road will reduce travel time and tax payer cost.

The benefits of building the road will be: Less travel time, less travel cost. Less carbon being pumped into the environment, most important it allows growth opportunity, access to the road system and lets us get out of town without paying hundreds of dollars.

BUILD THE ROAD

R/

Jim Langlois  
Property Manager  
Juneau Federal Building  
P.O. Box 20869  
Juneau AK 99802  
Office: (907) 586-9338  
cell: (907) 957-6999  
Fax: (907) 586-7014

**From:** [L.Parker](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Southeast Alaska Transportation Plan Comments  
**Date:** Friday, August 08, 2014 7:10:50 PM

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I would like to write in support of the draft Southeast Alaska transportation plan.

Perhaps nobody loves the Ferry System more than our family.

While it is easy to see the potential problems if this plan goes forward, replaces the current AMHS system, and then is not fully supported, the current AMHS system faces the same ongoing support challenges.

At least with a road system in place, smaller independent water taxis could insure transportation if the state failed. I also see new areas being opened up as a result of the plan. In a region where Federal lands make up 95% of all land and private developed lands account for less than .05% of all land that is extremely important (Sheinberg Associates study 9/2012, pg.10).

Every mile traveled in private vehicles is also far more cost effective to the driver/passengers than the mainline ferries. A 100 mile road trip by car even with very poor fuel economy (say 8mpg) at todays high gas/fuel prices (say \$4.80) would cost \$60 per car load which is less than one passenger fare of the same distance without a vehicle.

In Southeast we are often stuck making the argument that the ferry system is our highway system and that we do not receive equal support on that basis. With roads that argument becomes moot as the support for the new roads would level the playing field.

Roads also grant a far greater autonomy over scheduling.

As I see it the new plan would not do away with mainline ferries, but would insure that they remain operating where most necessary with a greater degree of financial security being free from unnecessary appendages to the route as a constant financial drain.

In the end the status quo, or this plan will fail if not supported with a level of respect for the people it serves commensurate to the trust and worthiness of the people. I fear that is a separate issue in jeopardy on many fronts, however I feel that this plan grants the greatest measure of security, opportunity, and has the greatest long term chance of success in a great many respects and as a result it has my support.

Sincerely, Jeremy L Parker, Petersburg, Alaska

**From:** [Rustlew](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Southeast Alaska Transportation Plan comments  
**Date:** Tuesday, September 30, 2014 9:19:03 PM

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Dear Andy, Jim and others on the SATP project,

Thank you for coming to Haines to present the SATC to our community. I know it was not easy.

The portion of the plan which attempts to make the ferries more cost effective is laudable. However the portion of the plan which calls for the "East Lynn Canal Highway" is ill-conceived and very expensive, both in terms of dollars, scenic impact, local ill-will, and environmental impact.

When the DOT budgets 5.5 million for a bike path between UAS and Swampy Acres (a distance of 0.8 miles across gentle ground in a developed area) it is difficult to see how the East Lynn Canal Highway can be budgeted at roughly the same cost per mile, even though it will require numerous major bridge projects, major blasting and perhaps tunneling projects through virgin wilderness. With the relatively short Brotherhood Bridge project costing \$25 million, how can 3 much more significant river crossings be completed along with 27 miles of road (to Comet) for only 140 million as stated on the SATP Budget estimate.

The most contentious portion of the proposed highway is that from Comet Beach to Katzeihin River Delta, where there is no option but to cross the numerous avalanche chutes and not-so-ancient landslide chutes. The budget does list a higher cost per mile here, but even so with the cliff-skirting, blasting, tunneling and high-tech avalanche sheds, it is likely underestimated, and the huge cost is unneeded, when the Lynn Canal already provides easy and reliable transport for the large ferries.

The cost to maintain this highway will also be huge. The Haines highway which is on relatively gentle ground at the base of the Takshanuk Mts gets inundated with mudslides several times a year, and requires that heavy equipment be on hand at all times. This highway will be much worse. Safety should be the biggest consideration. The fatality rates on the Seward highway are likely to be tame compared to this winding cliffside path.

I believe the Lynn Canal Highway is a huge boondoggle which will decrement the environment and character of Southeast Alaska, and actually make travel much less convenient, and more expensive for those not using vehicles. In an age of peak-oil with depleting resources, people should be encouraged to use public transportation, not discouraged.

With a little creative scheduling which makes ferries more convenient rather than less convenient, ridership would increase, and the existing ferries would sail at fuller capacities. This should be investigated rather than dead-end highways which destroy the character that most of us live here for.

Thanks for the opportunity to submit comments, please don't ignore them!

Sincerely  
Russ White  
Haines, Alaska



**From:** [Matthew Catterson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Southeast Alaska Transportation Plan  
**Date:** Tuesday, September 30, 2014 9:10:06 PM

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These comments specifically address the Juneau Access portion of the plan.

The Juneau Access project is a misguided attempt to support economic development through increased connectivity. It is unclear to me how the Juneau economy and local businesses will benefit from this road and ferry project- this infrastructure will do very little to decrease shipping costs. Who will use this road? Perhaps some locals looking for a road trip, maybe some summertime tourists in RV's- but our summertime tourist industry does not need government support of this type.

It has been suggested that the Juneau Access project is key part of the larger Southeast Alaska transportation plan, and that by freeing up ferry capacity by building up this road, those ferries will be able to better serve the rest of the region. I believe this assertion to be a misdirection at best. Issues with the Alaska Marine Highway system will not be fixed by building this road- those issues need to be addressed in a transparent and realistic assessment.

Residents of Juneau, Skagway, and Haines have made their voice heard on this project. We must embrace the maritime economy of Southeast Alaska, and support the development of a modern industrial transportation system comprised of tug and barge operators, the Alaska Marine Highway, and passenger vessels of all sizes. This fleet, and the industry that supports it, defines life in Southeast Alaska and is a real opportunity for economic growth for all our communities.

Thank you for considering these comments while developing the Southeast Alaska Transportation Plan.

Matt Catterson

**From:** [Linda Baker](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Support of Juneau Access Road  
**Date:** Saturday, September 20, 2014 8:27:10 AM

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I would like to encourage DOT to do everything in possible to provide fast and economical road access to Juneau. A road will open up affordable transportation for families to travel to see their loved ones, and for recreational and business opportunities that are not currently an option for most people in Juneau. The ferry system is far too expensive and time consuming. Shuttles could be used for people traveling to and from Haines and Skagway without their own vehicles. People expressing concern about undesirables coming to Juneau need to know that Canadian Customs does not allow them to cross their borders. The costs of a road would be negligible compared to the current ferry costs. The fuel and the emissions of that fuel would be almost nothing compared to what the ferries use and emit.

I was born and raised in the Anchorage area and I have lived five years in Yakutat, eight years in Haines and almost thirty years in Juneau. While living in Yakutat and Haines I had critically ill friends and loved ones unable to get the prompt medical care they would have been able to get if they could have driven to Juneau.

Haines and Skagway have road access to the Alaska Highway and beyond. I don't believe either town has been severely impacted by this access. In fact I'd be willing to bet those folks who opposed the road out of Skagway now enjoy its advantages and, of course they don't have the added ferry costs to get to their destinations.

Linda Baker  
PO Box 211384  
Auke Bay, AK 99821

**From:** [vicki campbell](#)  
**To:** [DOT SER SATP](#)  
**Subject:** "The Road"  
**Date:** Friday, September 26, 2014 2:40:34 PM

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Please do not build "The Road" as it is a huge waste of money and will result in massive problems (environmental, safety, etc) not only from construction but also from continued maintenance. It will be a tragedy if the state goes ahead with the plan and waits for a school bus full of innocent children to be trapped in an avalanche before acknowledging the issue.

We already have an adequate ferry system to handle transportation needs of SE Alaska residents. The idea that I will never again be able to go to Haines or Skagway as a walk on passenger, and enjoy a nice day or two in those lovely communities, is depressing. Having to drive a car 50+ miles and pay the very high expense of putting a car on the ferry when no car is needed just to enjoy a few days in Haines or Skagway is not reasonable. Those needing a car upon arrival at their destination will still be able to put their car on the ferry no matter where the terminal is.

What is needed is support for our current ferry system rather than the state being bought by big business; construction and mining companies, etc who merely want the road for their own profit and do not care about the destruction of so much wildlife habitat. Those digging out avalanches and rescue crews may profit from those jobs but is that really worth it?

Is it too late to do the right thing? Has the state already sunk too much money into this harmful and wasteful idea to take a more appropriate approach? I hope not.

Thank you very much if there is any hope of saving SE Alaska from the greedy profiteers promoting "The Road".

Vicki Campbell

**From:** [Michele](#)  
**To:** [DOT SER SATP](#)  
**Subject:** The SATP should focus on maintaining existing infrastructure  
**Date:** Friday, September 12, 2014 4:34:45 PM

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Including the Juneau road extension in the Southeast Alaska Transportation Plan doesn't make sense. It would cost WAY too much, and would create a new ongoing road maintenance nightmare especially in winter. In addition, it will make travel between Haines/Skagway and Juneau MORE difficult. If this comes to pass, we will not be able to get to Juneau by ferry, and the road will be closed so often with avalanches and slides that it will be dangerous and scary to travel. Planes don't always fly due to fog and storms, so getting to Juneau from Haines will be an ordeal. I personally prefer taking the ferry to Juneau, and do not want to have to bring my car. The Alaska Marine Highway is working perfectly well to meet our transportation needs. Spending lots of money for this complicated plan that makes things more difficult makes no sense. What about tourists and residents who travel without cars? Flying costs over twice as much, but that will be our only option. The terminal at Katzehein will be unmanned? What happens when people get stuck there when the inevitable slides and storms close the road?

As Federal transportation funding is being reduced, it is even more important for Alaska to make wise decisions regarding our transportation funds in order to maintain our existing infrastructure. This is not the time to create more 'roads to nowhere' to maintain.

Sincerely, Michele Cornelius

Haines, Alaska

**From:** [victoria.mcdonald](mailto:victoria.mcdonald)  
**To:** [DOT SER SATP](#)  
**Subject:** Transportation Plan  
**Date:** Sunday, September 28, 2014 10:11:24 AM  
**Importance:** High

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To Alaska DOT planners:

As a 40 year resident of Southeast Alaska, I appreciate the opportunity to comment on DOT's plan.

Forty years ago, I left Seattle for Wrangell on an AMHS ferry. It was late October, dark and rainy, as we traveled up the coast and somewhat terrifying as we disembarked in Wrangell. Nevertheless, my husband and I survived, becoming commercial fishermen as I taught school in Kake, Petersburg and Ketchikan. Throughout the years, my preferred method of travel, within the state and heading to Washington, has been the Alaska ferry.

The recent signing for the Ketchikan shipyard to build smaller ferries is good news although I have hoped for years to hear that a new mainline ferry will be built. Our ferries are the workhorses of the region; they carry us to visit friends, transport high school debate, music and sport teams and deposit us "down south" to visit friends and family.

For the past 6 years I have boarded the ferry in Ketchikan in late November for Bellingham, returning in February or March. Riding the ferry is something I look forward to: I can relax and talk to other Alaskans I've met throughout the years. Because I travel in winter, it is crucial that the mainline ferry be continued.

Although ferries do demand subsidies to survive, other transportation methods are far more expensive. I urge you to continue service to our communities, paying particular attention to small communities such as Kake, Angoon and Tenakee.

Thank you for your attention to this matter.

Victoria McDonald  
6526 Rodgers Pass  
Ketchikan, AK 99901

907 254 0914

**From:** [Michael George](#)  
**To:** [DOT SER SATP](#)  
**Date:** Wednesday, September 10, 2014 8:10:49 AM

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I say NO to the Road.

I`ve lived here for 14 years and have enjoyed riding the ferries with a car or simply as a walk on. Being able to walk on in Haines and off the ferry in Juneau is a wonderful thing. I can` t imagine walking 60 miles from the Katzehin.

The Alaska class ferries should be given a chance. They could very well be an improvement to the old ones.

Most people I know AND opinion polls show that people in South East Alaska prefer Ferry service. THIS IS what characterizes South East Alaska. A relaxing, safe and slow mode of transportation. Imagine the injuries and deaths on the road from the Katzehin to Juneau with no immediate help from EMTs. More than 30 avalanche chutes. Road closures for a month or longer during the winter. WHY would you even consider building a road???

The Ferry system is our road system.

Sincerely,  
Michael George  
P.O. Box 1016  
Haines, AK 99827  
Tel. 766-2303

**From:** [Daniel Don"tworryaboutit](#)  
**To:** [DOT SER SATP](#); [DOT SER JuneauAccess](#)  
**Date:** Sunday, September 28, 2014 1:53:15 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzehin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzehin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzehin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzehin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to get to Skagway (page 2-16).

Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded

and disingenuous.

Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, crossing ten anadromous streams and, destroying 130 acres of wetlands, tidal areas, and fish habitat. Increasing access to Berners Bay would likely compromise hunting opportunities for moose, bear, and goat by increasing competition. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Thank you for your consideration,

Daniel Papke  
Skagway, AK



**From:** [Karla Hart](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Valuing human lives  
**Date:** Wednesday, August 06, 2014 8:35:01 PM

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I refer you to [http://safety.fhwa.dot.gov/facts\\_stats/t75702.cfm](http://safety.fhwa.dot.gov/facts_stats/t75702.cfm) for information on valuing the cost of human lives. 1994 dollars \$2.6 million per fatality. This should be factored into calculations of ferries vs roads.

Karla Hart  
Juneau

**From:** [april gilbert](#)  
**To:** [DOT SER SATP](#)  
**Subject:** We support the Juneau access East Lynn Canal Highway  
**Date:** Thursday, June 26, 2014 11:03:29 AM

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To whom it may concern,

We have lived in Alaska for more than ten years now. My husband and I run a year-round business and have 8 local employees. We support the road out of Juneau, the East Lynn Canal Highway. We love to travel to Haines and Skagway for hiking and snow machining. We make 3-4 trips on the ferry a year and have driven to Anchorage at least once a year. However, for our family of 6 it gets quite expensive. Also, timing our trips with the ferry schedule often requires my husband to take time off work or requires an expensive plane ticket. If the road were built, we would be able to make more trips up north without the huge expense and with more flexibility. We like to hike the Chilkoot trail each year and the ferry schedule has often made us go faster or further than we would have preferred in a day because we were worried about missing a ferry. I also believe it would be better environmentally since the ferry requires more fuel to get to Haines and Skagway than it would for each of the cars riding on the ferry would require.

Thank you for receiving our comments,

April Gilbert  
Dr. Ben Gilbert  
3870 Killewich Dr  
Juneau, AK 99801

**From:** [Malcolm Menzies](#)  
**To:** [DOT SER SATP](#)  
**Subject:** 2014 Draft-JNU Public Mtg of 8-7-14  
**Date:** Thursday, August 07, 2014 11:15:30 AM

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Comments;

- Why isn't the plan indexed or have a table of contents? Very hard to follow and look up topic's of interest.
- Disappointed that Andy Hughes could or would not speak with knowledge on Juneau Access; Ferry rates & schedules; Petersburg-Kake Hwy and Sitka- Baranoff road. Perhaps in future meeting's DOT can do what Rep. Kito suggested, that is have a project person at the meeting that could answer the questions.
- Thursdays morning newspaper gave an easier read of the SATP economics' then the presenters did (my opinion).
- Concur with road improvement plan, shuttle ferries and mainliner replacement.
- I was disappointed with public comments on keeping the ferries over constructing the Lynn Canal Highway. The economic needs of the state to reduce the high cost of transpiration by replacing the ferries with roads goes over the heads of many (my opinion).

Malcolm Menzies  
Juneau Resident

**From:** [C. Pohl](#)  
**To:** [DOT SER SATP](#)  
**Subject:** FW: SE Transportation Plan: say NO to road north from Echo Cove  
**Date:** Sunday, September 21, 2014 6:01:23 PM

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Dear ADOT,

We support maintenance and improvement of existing roads and ferries. These would be imperiled by a costly and dangerous dead-end road north from Juneau to Katzehin and associated diversion of ferry funds. The Katzehin road/spur ferry alternative would require driving a remote, seasonally closed, dangerous road distant from services and public transport.

We do not support the road from Echo Cove to Katzehin, or any part of it. This latest proposal for "The Road" is yet another "road to nowhere" -- a boondoggle that promises to be an embarrassment to Alaska due to its extensive footprint across a world-class stretch of wild coastline, its unsupportably huge pricetag, its under-estimation of risks and construction challenges, and the lack of need or community support.

The scenic/wilderness values and disturbance-sensitive wildlife of Berner's Bay and Lynn Canal would be irreparably harmed by the construction and use of this road, and for what? There is no long-term benefit for SE Alaskan communities. Short-term road construction jobs and short-term out-of-state mining interests should not drive public landuse and transportation planning.

Maintenance of existing roads and ferry routes provides longer term and more stable employment. It is safer, more economical, and less wasteful of state and federal resources to maintain and improve the existing ferry connections to northern Lynn canal. The communities have spoken, and that is what they want. The existing terminal, dock, and ferry routes from Auk Bay serve both walk-ons and drivers, and are convenient for visitors staying at the Auk Village campground. Please say "NO" to the road to Katzehin and the associated reductions in ferry route service.

Let's look to the tight-budget future with a constructive and realistic focus on maintaining existing infrastructure. in a way that builds stable communities and serves the public. Please support southeastern Alaska's unique and effective ferry system with frequent, reliable, safe, all-winter ferry service between Juneau, Haines and Skagway.

Richard Carstensen and Catherine Pohl

POB 21168  
Juneau, AK 99802  
907 586-1272  
email: [cpohl@hotmail.com](mailto:cpohl@hotmail.com); [richard.carstensen@gmail.com](mailto:richard.carstensen@gmail.com)

**From:** [Johnny White](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau /Lynn Canal road access  
**Date:** Friday, September 12, 2014 7:19:55 AM

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I am a 26 year resident of Southeast Alaska (Tenakee Springs -8 years and 18 years in Haines.have been a commercial fisherman in Lynn Canal and a Father , my son is also a fisherman.I don't Know a resident of Haines who thinks that a road along Lynn Canal is a reasonable alternative to the Alaska State Ferry. My recommendation to the transportation plan is : Please continue funding and improving our Ferry System ! The Lynn Canal is not appropriate for the building of a year-around road .and the proven track record of safety with the Ferries is undeniable. SAY NO TO the D.O.T. Ridiculous Road Fantasy. Thankyou for the opportunity to comment on this very important regional issue.  
Sincerely, John White P.O.Box 1377 Haines, AK. 907 766 2696

**From:** [Michelle & Mark Kaelke](#)  
**To:** [DOT SER SATP](#); [DOT SER JuneauAccess](#); [BEAR CREEK OUTFITTERS](#)  
**Subject:** Juneau Access  
**Date:** Monday, September 29, 2014 1:02:32 PM

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Department of Transportation,

I have been a resident of Juneau for nearly 26 years and continue to be opposed to building a road up Lynn Canal. Not only is the price tag to BUILD a road outrageous, the costs to MAINTAIN a road, tunnels, avalanche shuts, ferry terminals and much more ridiculous. The use of common sense does not seem to be part of the equation when DOT promotes their favored alternative to build a road over maintaining a ferry system in a MARINE environment.

As stated in numerous letters/comments I have submitted in the past decades, I cannot imagine driving this road in the winter with the high potential of avalanches and road closures. DOT has enough problems with keeping Thane Road safe and open in the winter, let alone avalanche shoots that would have to be blasted from boats and not from stable land such as Sandy Beach.

We have a reliable ferry system that connects SE communities with each other and other parts of the State. Lynn Canal is a waterway and steep mountain terrain. It only makes sense to utilize and improve existing ferry service. Let's keep it that way.

Michelle Kaelke  
9723 Trappers Lane  
Juneau AK 99801

**From:** [Greg & Leigh Horner](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau access  
**Date:** Monday, September 29, 2014 11:09:13 AM

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To Whom it may concern,

I am a 30 year resident of Haines, Alaska. I LOVE riding our ferries and HATE the idea of a road to Juneau. Why? Because of these reasons:

1. There isn't a plan for walk on passengers. Many times I go to Juneau without a car. A road will eliminate this options. Where will I park my car if I am flying out? You say "the public sector" will step up to provide this service. I disagree. Really, you think a bus will drive 80 miles to pick up the 6 walk-ons? Or be available to drive 2 people the 80 miles to the ferry. Since there will be 10 trips a day I just don't think this will happen.
2. You're keeping the ferry service to Bellingham from Wittier - Why? Because people from Anchorage don't or "can't" drive through Canada. Boo Hoo, but we will have to drive through Canada to catch the ferry in Juneau. Like you're really going to put a road from Haines to Skagway in 2027.
3. The road will be closed many times during the winter. DOT already pays way too much to keep the slide clear on the Haines Highway, what do you really think it's going to be like keep the Juneau Road open.
4. If people in Anchorage don't care about the road. They don't care about the ferries in Southeast. It's the mine industry you are caving to. Don't think everyone doesn't know that Parnell is just their puppet.

Sincerely,  
Leigh Horner  
PO Box 996  
Haines, AK 99827  
907-766-2704

**From:** [Tresham Gregg](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau Access Commentary  
**Date:** Thursday, September 18, 2014 8:45:24 AM

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## JUNEAU ACCESS PLAN

The recent proposal for the demise of our current ferry service and the proposed Juneau to Katzeihin road is referred to by Haines and Skagway residents as a "Boondoggle" and "tragic" . I might add that it seems akin to the old fashioned pogroms of the Russian government against many of their villages. We of the upper Lynn Canal feel that this new system would spell the end to life as we know it here.

Our communities businesses are heavily reliant on a flow of inspired visitors most of whom arrive by boat - cruise ships and ferries - enjoying and appreciating the scenic splendor of the natural beauty of the marches of mountains that line the Lynn Canal. The mainline ferry brings the bulk of the independent visitors to Haines as well as considerable freight. Ending the mainline ferry in Juneau and then forcing passengers to divert to road transportation will result in fewer visitors and higher freight rates. The construction of the road, of course, spells the end of the scenic splendor which so many visitors crave, as the hillsides would be forever scarred.

As was brought up by audience participants in the Haines presentation, almost no consideration was given to walk on passengers' needs to get from Katzeihin to Juneau or vice versa. Almost everyone traveling from Haines in the winter relies on the structured ferry service to get us to Juneau and the airport in a timely and consistently safe fashion rather than a weather dependent air service or hazardous road trip.

These considerations plus the little discussed projected (and most probably underestimated) road maintenance costs that eclipse current ferry operating costs, the very real potential of numerous avalanches, stranded vehicles and passengers, destruction of wildlife habitat, and hidden negative economic impacts to our communities calls into question the intent of the political impetus and the professionalism of planners who disregard the public impact of those most affected.

We especially question the need for all this to be happening at all as the graphic presented showing ferry usage trends over the past years really only showed a slight decline in usage corresponding to the national recession years. In the last year the trend has started to reverse along with the economy. The statement that the people of Juneau need the road also seems questionable as , really, how many of them are needing to make the trip to quite distant points North that would be seriously restricted by using the current ferry system.

One cannot help but notice that the amount of money that has been diverted to this project's planning exceeds the cost of building a new ferry or upgrading several of the current mainline ferries. Retiring these ferries always seems to be a priority for the DOT, but I question the real need or advisability of that as they could be totally redone while maintaining the basic shell for less than the building of a new ferry with questionable longevity and reliability. One recalls the "need" to retire the Malaspina a few years ago as being too old to be serviceable. Now the Malaspina serves the Lynn Canal daily in the summer and is the mainline



ferry in the winter.

In short, we beseech you to reconsider every aspect of your current proposal, and seek new ways of maintaining the current level of ferry service without building a unwanted hazardous road to nowhere.

Sincerely, Tresham Gregg 907 766 2540

**From:** [Allen Shattuck](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau Access Road  
**Date:** Sunday, June 29, 2014 5:49:48 PM

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I strongly support the proposed completion of a road to Katzehin. A road would be more reliable, more convenient, more economical (for both the state and traveling public), and have less negative impact on the environment. The road would benefit the communities of Juneau, Haines, and Skagway due to easier access, lower transportation costs, increased recreational opportunities, and assist in retaining the state capital in Juneau. I strongly urge completion of the road link at the earliest possible date.

Allen Shattuck  
Juneau

**From:** [Mark Battaion](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau Access Road Proposal  
**Date:** Saturday, September 27, 2014 5:03:56 PM

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Dear DOT,

As a long time resident of Haines, I am opposed to either an East or West side road for the reasons listed below. My preference is stated at the end of this letter.

#### 1 - Cost

I believe the funds that would be spent on either road would be better utilized for improved ferry service. The true costs of building the road along with ongoing required maintenance is, I believe, understated. Those funds should be used to upgrade our current and reliable ferry system.

#### 2 - Safety

Any road would require driving in the winter. With the large amount of slide activity and hazardous terrain safety would be compromised with a road. The ferry is safe and reliable even in winter allowing users access to/from Juneau. I ask, "Would you allow your child to ride to/from a school activity in the middle of winter utilizing a road with so many known hazards?"

#### 3 - Environmental

Having actually hiked the East Side Road route, the amount of environmental impact will be great both physically and visually. Wildlife degradation is certain given the impacts of construction as well as increased public access use.

#### 4 - Access for foot traffic

Many times we fly out of Juneau. If a road were built, how would foot traffic get from the proposed new ferry terminal to the airport? downtown? If one were to take their vehicle, where would they store it? As it currently stands, I can take the ferry to Auke Bay Terminal and for \$15-20 take a cab to the airport. I don't have to worry about car storage fees etc.

In closing, I would like to see the terminal remain at Auke Bay with improved ferry service.

Thank you and I do hope common sense is utilized and ultimately prevails in making a rational decision to this ongoing debate.

Sincerely, Mark Battaion

Haines, AK 99827

**From:** [Michael Marks](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau Access Road  
**Date:** Friday, September 19, 2014 6:02:40 PM

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To Whom It May Concern:

I live in Haines, Alaska and please accept this email for public comment. I am against the Juneau Access Road and request all the funding go into the construction of a new World Class Ferry with staterooms, dining areas and increased shipping spaces. The road will deface the Lynn Canal and you must own a car to have the system work. You can no longer ship large unattended vehicles/equipment from Bellingham if the route is cut off.

Sincerely,

Michael Marks  
POB 1101  
Haines, Alaska 99827  
907-766-2071

Reply Requested

**From:** [Sue Libenson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau access  
**Date:** Tuesday, September 30, 2014 5:12:33 PM

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I hope this latest round of comments on Juneau access finds you well. Like most residents of the area, I have been commenting on this for decades. The basic realities remain the same. Given the constraints of budgets, physical geography, safety, and reliability, the ONLY SENSIBLE WAY TO IMPROVE ACCESS TO JUNEAU IS TO IMPROVE FERRY SERVICE.

Thanks, once again, for this opportunity to comment.

--

Sue Libenson

Box 1064

Haines, AK 99827

suelibenson@gmail.com

**From:** [Alain d'Eprenesnil](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau road  
**Date:** Monday, September 29, 2014 7:48:34 PM

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Dear correspondent;

It is with considerable annoyance that I found myself at yet another public hearing regarding this half baked engineering boondoggle that is supposed to replace our perfectly functioning ferry service here in the upper Lynn Canal. Unsurprisingly the format hasn't changed, a monstrously under budgeted, fix it when we get to it approach, presented pseudo professionally by people that do not themselves seem to have a strong belief in the financial soundness of the endeavor.

Why not use the means of our time, and set up an open source virtual platform where residents can debate of their needs, and find solutions to the transportation problems we face, instead of being served with a choice of plans inevitably biased in favor of building this horror? Other solutions could include foot travel only small and cheap boats, coupled with car sharing services, or other systems that are emerging in the rest of the world as part of the information age.

I hope that this project goes away, as it has repeatedly in the past.

Best regards,  
Alain d'Eprenesnil  
Haines, AK

**From:** [Kevin and Angela Grieser](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau road  
**Date:** Sunday, September 14, 2014 11:52:30 AM

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Hi, I live in Skagway and was unable to attend your meeting here due to my work schedule. I would just like to voice my wholehearted support of the road out of Juneau. My husband once sat in Skagway for four days with a horribly broken leg awaiting either a ferry or better weather so he could be flown to Juneau for medical treatment. My son had to be flown to Juneau on a medevac which cost my insurance company thousands of dollars. I would rather the road came all the way to Skagway but this is the next best option. I could go on and on with excellent reasons for the road but I'm sure you've heard them all. I just wanted you to know that EVERYBODY in Skagway is not against the road. Thank you, Angela Grieser



**From:** [Sharon Resnick](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau Road  
**Date:** Friday, September 12, 2014 9:56:40 AM

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I believe it is fiscally irresponsible to build a road from Juneau to the Katzehin River. We are told by the legislature that money is short in Alaska. Then why expend a huge amount of it to build a road that passes through 36 avalanche zones and then try to maintain it, when the state has difficulty funding and maintaining its current facilities, roads and services?

Ferries are a way of life in Southeast Alaska. They make much more sense than dead-end roads.

Sharon Resnick  
Box 771  
Haines, AK 99827  
907-766-2207

**From:** [Daniel Henry](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau Road  
**Date:** Friday, September 12, 2014 9:35:45 AM

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Dear DOT,

As a resident of Haines for over 30 years, I am very concerned about the proposed Juneau Road. My concern arises from years of experience as a coach for the Haines School District. Without the ferry, Haines, Skagway and other SE schools will be forced to stretch strained budgets to supply buses, drivers, and pay increased insurance premiums. Currently, many HS teams ferry up and down Lynn Canal board with coaches and supporters, often times during the stormiest times of the year.--the Juneau Road will force students to load into a bus that takes them to an unmanned terminal at the Katzehin where, depending on weather, they may wait for hours or even days for a ferry. Avalanches that periodically close the road will be especially dangerous for school buses.

The proposed road will take its toll on Alaska HS activities, not to mention putting our children into extremely hazardous situations.

Thanks,

Daniel Henry  
Box 1001  
Haines, Alaska 99827

<http://danielhenryalaska.com/>  
[http://sheldonmuseum.org/Daniel\\_Henry/danhenry.htm](http://sheldonmuseum.org/Daniel_Henry/danhenry.htm)  
<http://www.nwwriterss.com/>

**From:** [audreyheehee](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau Road Extension  
**Date:** Monday, September 08, 2014 9:32:05 PM

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Dear Sirs:

I would like to be counted as one who against the road extension. We depend on the ferry from Haines. An expensive road that will need constant maintenance and only ends at another ferry does not make sense.

Thank you,  
Audrey Smith  
P O Box 776  
Haines, AK 99827  
907-766-2540

**From:** [Leanne Converse](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Juneau Road  
**Date:** Tuesday, September 30, 2014 9:11:51 AM

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Dear DOT Members

I am not understanding why you are pushing this road down our throats. Most of the people in Haines don't want it. The people in the Interior don't care. I suspect most of the people in Juneau don't care. The only people I can think of who want it are those who build it -- Lots of Money -- and the owners of the Kensington Mine.

Since I have lived in Haines the last 13 years, I've always scheduled flights from Juneau contingent on when the ferry runs because lots of times you can't fly from Haines to Juneau. You admit that keeping the road open in the winter will be a challenge so how are we in Haines to get to Juneau? Or are you planning to run a ferry from Haines to Juneau in the event the road is closed? I haven't heard any mention of that!

What about foot traffic? How are we supposed to navigate the road? Hitchhike? What arrangements have you made for that? Now a motel/hotel will send a van to pick us up at the terminal but I doubt they'll be so generous with the terminal far away. Or maybe you think we could afford a taxi?

It's time to stop the nonsense of a road. The ferries are tried and true and work for us. You act as though there will be no cost to maintain a road once it's built

AND if you MUST build a road, put it on the West side of Lynn Canal. It would make much more sense.

A loyal ALASKA MARINE HIGHWAY user  
Leanne Converse  
PO Box 885  
Haines, AK 99827

**From:** [Angela Shipley](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Kake community member supports road to Petersburg  
**Date:** Monday, September 22, 2014 2:39:41 PM

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I just wanted to register my support for the road development to Petersburg and I'm most hopeful that with the road completion additional ferry routes will be added to the Kake ferry terminal; decreasing costs state-wide for the Alaska Marine Highway and increasing economical options for the communities of Kake and Petersburg.

This construction could provide great cost reductions for other services from groceries to healthcare in our area of the state and would greatly benefit the Kake City School District in minimizing travel costs for our athletic and academic teams.

Please don't hesitate to contact me if you need additional information to support your efforts.

Thank you,

Angela

"Believe that you can and you're half way there..".

Make it a Great Day Today!"

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This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. This communication may contain material protected by evidentiary privileges including the physician-patient privilege, psychotherapist-patient privilege, attorney-client privilege and federal privacy laws. If you are not the intended recipient or the individual responsible for delivering the e-mail to the intended recipient, please be advised that you have received this e-mail in error and that any use, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender by replying to this message. You may also notify SEARHC by telephone at (907) 966-8418. You will be reimbursed for reasonable costs incurred in notifying us.

**From:** [Richard Burke](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Kake to Petersburg Road  
**Date:** Monday, September 15, 2014 6:03:30 PM

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I am in favor of this project and would really like to see this road get built. I think roads provide opportunities to communities.

Thanks,  
Richard Burke  
Petersburg Resident, 5 years.

**From:** [Rick Braun](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Kake-Petersburg Northern Corridor Road  
**Date:** Monday, September 22, 2014 11:26:18 AM

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Greetings,

I am a land surveyor that's been in private practice in Petersburg for 31 years. I have a degree in civil engineering and was the City Planner/Engineer for Petersburg for three years. I probably make more trips to Kake each year than almost everyone in Petersburg. If the road and ferry shuttle were built, I would most likely use it if I had a project in Kake that lasted more than a day or two. For smaller projects that last less than a day, to save time and money, I would more than likely charter a Cessna 185 as I do now.

There are only a few people in Petersburg that have a reason to travel to Kake. Given a choice, most people in Kake would prefer to travel to Sitka or Juneau for shopping, social and medical services. There are not that many family connections between Kake and Petersburg any more. I feel that this transportation link will be much underutilized. The cost per trip will be excessive and the money spent on this project could be put to better use elsewhere.

Bringing lower cost electric power to Kake would be a great thing, but the annual maintenance cost of an intertie between Petersburg and Kake would far exceed the annual power sales in Kake. Much less expensive alternatives to lower cost power exist right now in Kake. A combination of low head hydro, wind, solar and biofuel power generation could provide an alternative to a road and power line. Kake is a windy place. Even more wind power is available at Point McCartney if a short power line is built along existing logging roads. It seems that a study on the feasibility of alternative energy in Kake would be in order. Building alternative energy projects in Kake could begin immediately. It will be many years before the road and power line will be constructed.

The Southeast Alaska Power Authority (SEAPA) really doesn't have excess power to send to Kake at this time. In all likelihood, sending SEAPA power to Kake will result in Ketchikan having to run supplemental diesel generators during peak demand times which seems to completely defeat the purpose of the power line.

When one weighs the huge cost of this project in terms of construction, maintenance, environmental destruction and the disruption of the City of Kupreanof life style, the minimal benefits realized in comparison are not nearly worth the costs. There seems to be much better alternatives.

The people of Kake are not that excited about this road. They just want cheap power and better ferry service. If ADOTPF's final objective is to reduce ferry service to Kake to be a shuttle to Petersburg at the end of 40 miles of bad road you can bet they would object strongly. You have already heard the City of Kupreanof's objections to this project. I have only heard of a few people in Petersburg that support the road. The Petersburg Borough Assembly does not support the road. It seems that the only people that want this road are the planners at ADOTPF. This road is not a good idea. Please come up with a better plan.

Rick Braun

**From:** [laurelm77](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Kake-Petersburg road comments  
**Date:** Friday, September 26, 2014 6:40:47 PM

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Hello

I would like to comment on the proposed road between Kake and Petersburg. I am not in favor of this idea, think it is impractical and expensive. Petersburg will never be the shopping hub that Juneau and Ketchikan are. The city of Kupreanof has voiced its wish to remain roadless. I believe that providing regular, well-scheduled ferry service that takes into account the travel patterns of Southeast Alaska residents is a much better option. Thank you for my chance to provide an opinion.  
Laurel McCullough

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone



**From:** [bo](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Kake-Petersburg road  
**Date:** Tuesday, September 30, 2014 9:51:07 AM

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I oppose the northern route alternative to the Kake-Petersburg road project. It would adversely affect the quality of life of residents in the city of Kupreonof and have a detrimental affect on wildlife populations and recreational opportunity's in Petersburg creek. The project costs way too much money for the minimal benefits it provides. Enhance and improve ferry service instead. Invest in alternative energy options for Kake.Return the 40 million allotted for this project back to the general fund and use it for more cost effective projects. Thanks, Daniel Varsano box 1714 Psg. AK. 99833

**From:** [jenny ...](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Kake-Psg Road Comment  
**Date:** Saturday, September 20, 2014 2:50:45 PM

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As a resident of Petersburg, formerly from Honnah, I can totally understand the high costs of power with diesel. I am also an avid outdoors person. I feel like Kake has been neglected of a reasonable and more suitable power source due to some peoples opinion. I find it selfish that one community would not want a road due to the ethnic backgrounds of another. Most people you mention the road to here in Petersburg say they would not want it because the "Natives" being able to access prestine untouched town. I would LOVE to see a road from Petersburg to Kake to serve those people with affordable power. Also, to have road access to Petersburg. I feel it would boost the economy in Kake and Petersburg and open up new opportunities, such as, fishing and hunting. I personally would love to drive my truck and boat to Kake for fishing and hunting verses running a boat to Petersburg to Kake and further. I feel you will probably get a lot of negative comments because people are selfish. I feel its time to help another community grow. I sincerely hope this road and power project goes through for the people of Kake. Why should Petersburg prosper and Kake suffer.

Sincerely,  
Mike Stocks

P.S. A road from Petersburg to Wrangell would be nice too. Link all the communities together!!

**From:** [Karl Von Halle](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Katzehin ferry terminal  
**Date:** Thursday, September 18, 2014 4:13:05 PM

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Greetings from Skagway!

The plan for a ferry terminal at Katzehin raises some questions. Based on present service it seems like a bad idea.

It is already difficult to get from the Auke Bay terminal to the Juneau airport or hospital. The bus line ends a few miles from the terminal and the road is narrow and unlit without a bike lane or sidewalk. Transporting a disabled vehicle or unaccompanied trailer or a high school sports team to Juneau will become more difficult. Skagway residents will risk getting stuck in Haines or stranded between avalanches or swept away by them on the new road. The road to Whitehorse is often closed for days to clear snow slides.

Planing a winter trip, trying to link air travel and ferry schedules is challenging. But the ferry is usually the safest and most dependable winter transportation. Is the new plan sufficiently better than the current system to make up for the evils of the transition?

Thanks for taking comments

Karl Von Halle

Sent from my iPhone

**From:** [Laurie Mastrella](#)  
**To:** [DOT SER Juneau](#)[Access](#); [DOT SER SATP](#)  
**Subject:** Lynn Canal transportation  
**Date:** Tuesday, September 30, 2014 12:09:47 AM

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Andy Hughes has visibly aged since I first started attending SATP meetings years ago. That's not a personal slam; I surely have aged too. The point is that this just goes on and on and on: DOT goes around Southeast promoting roads and whole packed roomfuls of residents show up, over and over again, to express our support and preference for the unique icon of Southeast, the Alaska Marine Highway.

My family rides the ferries dozens of times every year, with and without vehicles. We travel between Haines and Sitka for work and family, between Haines and Juneau for sports, medical needs, family visits, shopping, and to connect with Alaska Airlines. Our kids travel all over Southeast, from Haines to Metlakatla and everywhere between, for high school sports. I've lived in Southeast for 24 years - in Sitka (14), Port Alexander (4), and currently Haines (6+), with time also spent in Juneau, Petersburg, Wrangell, Pelican, and Tenakee. I think I understand the region fairly well. I see all of Southeast as a regional community. The proposed Juneau Road up Lynn Canal pits the half of Juneau that wants the road against the community of Haines, which for many good reasons, and with very few exceptions, adamantly opposes it. If there was any doubt about that, the recent DOT appearance in Haines should have made it very clear that this project is not in the best interest of Haines residents at all. I hope the fearful perception - that it is going to be shoved down our throats whether we like it or not - is wrong. I don't like to see this kind of negativity between neighboring communities.

I appreciate DOT coming to Haines to hear our community's thoughts and questions. It appeared that many of the concerns mentioned had not previously occurred to DOT, so I hope they were noted and will be seriously considered. I appreciate DOT's goal to reduce transportation costs in Southeast. Running the ferries at reduced speeds to save fuel, and less frequently so they run more consistently full, and replacing retired ferries with less luxurious boats, are all palatable compromises. I don't think people should expect ferries to pay for themselves, or make money. No one expects roads to pay for themselves or make money.

A road up Lynn Canal would be a heartbreaking, unthinkable visual scar. Residents choose to live in Haines despite some inconveniences because we value the wilderness setting. Tourists come here to see the absence of development - they can look at roads anywhere else. Magnificent, unroaded Southeast is what draws visitors from all over the world.

Many Haines residents travel to Juneau without a vehicle, especially when flying out on Alaska Airlines, since it is very expensive to leave a car at the airport. The logistics of foot travel from the current Juneau ferry terminal to the airport or downtown are challenging enough. From the Katzechin? How would we get into town? A cab from the ferry terminal to downtown Juneau is currently about \$35. How much would it cost from Katzechin? Would it even be available? The reality is that many Haines residents would not use the road; they would fly. There's a road to Anchorage, and a road to Fairbanks, but most Haines people don't drive; we ferry to Juneau and fly. It's too far; it's grueling and dangerous. Breakdowns are a nightmare.

The Lynn Canal avalanche chutes have been discussed a lot. There are quite a few of them, and they're big. It's probable that they would close the proposed road sometimes. Hopefully no traveler or (more likely) plow driver would lose their life. If we got off the shuttle ferry at Katzehin, intending to drive to Juneau, and came across a slide we could not cross, and had to return to the Katzehin terminal, would it be heated and open all night? If we got stranded between two slides, or snowdrifts, or got in an accident, or the car broke down, how would we call for help? There is no cell phone service for most of Lynn Canal. Who would provide emergency services? How much would that cost? Has that cost been honestly assessed as part of the cost of the proposed road?

In 2012, Haines High School hosted the Region V Wrestling Tournament. We packed our gym with teams and families from Craig, Gustavus, Hoonah, Hydaburg, Kake, Klawock, Metlakatla, Mt. Edgecumbe, Pelican, Petersburg, Skagway, Sitka, Thorne Bay, Wrangell, and Yakutat. Nearly all those hundreds of people arrived on the ferry. I'm certain they would not all have come if they'd had to drive a long, dark, treacherous Lynn Canal road in December. I've sent my kids off on countless ferry trips in bad weather with relative peace of mind about their safety. I can't imagine sending them out in midwinter weather to drive the Lynn Canal road for sports. I wouldn't want them to go. It's very hard to imagine the culture of Southeast student sports, music, art, drama, debate, student government, etc. without the ferry travel that makes it possible. All of Southeast benefits from these events. The connections students form through these activities become part of the future network of our regional economy.

The proposed road would be really expensive. I'd sure rather see that money spent keeping our ferry system alive. Thank you for considering my comments.

Laurie Mastrella  
Haines

**From:** [Jane Pollard Demmert](mailto:Jane.Pollard.Demmert@alaska.gov)  
**To:** [DOT SER SATP](mailto:DOT_SER_SATP@alaska.gov)  
**Subject:** My Comments on SATP  
**Date:** Friday, September 26, 2014 11:56:44 AM

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We Alaskans living in the communities of southeast Alaska depend on the State of Alaska to assure that we have year-round access to safe, consistent and convenient public transportation means. This draft plan assumes that year-round safe, consistent and convenient transportation access can be provided by emphasizing road construction while diminishing and minimizing readily accessible ferry service. The hazards, costs, and extreme inconveniences this plan places on regional residents are inequitable and unacceptable. The plan merits significant revision that recasts the plan to incorporate strengthened ferry service that is safe, consistent, and convenient.

On Sep 26, 2014, at 11:40 AM, Southeast Alaska Transportation Plan wrote:

<<http://portal.mxlogic.com/images/transparent.gif>>

REMINDER- SATP Comments Due September 30

<<http://ih.constantcontact.com/fs105/1118052475389/img/1.jpg>>

Please send your comments on the Southeast Alaska Transportation Plan (SATP) via any one of the following options:

Email: [dot.satp@alaska.gov](mailto:dot.satp@alaska.gov)

<[http://r20.rs6.net/tn.jsp?f=001zDcKgMKKzba7Dva1bILG5y3acj\\_TkqDiy0fgzIMZUFM8tY0nv86EahY45MemMoUouf8wkZ9BRwB7Fs0dPWQ3c7oAiQ0CDDQ0jeSpOZWbtejPEdX52sfU2ioknMiCvp2TYr3usQEDJGziXp2IB35IVBtyFzpYxpkSzw5sq6Q\\_mpcauk4ByoVfNA==&c=dsvYIVt6mpDfV\\_9mC1jCcipXDsf18P6V2mjL71Pbaa6f18OkRyJRg==&ch=wAiz-23r69omO5LyLlgAOn39IhsxsGJcY8D7b1ODH3d42UaqGpwfxA==>](http://r20.rs6.net/tn.jsp?f=001zDcKgMKKzba7Dva1bILG5y3acj_TkqDiy0fgzIMZUFM8tY0nv86EahY45MemMoUouf8wkZ9BRwB7Fs0dPWQ3c7oAiQ0CDDQ0jeSpOZWbtejPEdX52sfU2ioknMiCvp2TYr3usQEDJGziXp2IB35IVBtyFzpYxpkSzw5sq6Q_mpcauk4ByoVfNA==&c=dsvYIVt6mpDfV_9mC1jCcipXDsf18P6V2mjL71Pbaa6f18OkRyJRg==&ch=wAiz-23r69omO5LyLlgAOn39IhsxsGJcY8D7b1ODH3d42UaqGpwfxA==>)>

Mail: ADOT&PF - Southeast Region Planning

P.O. Box 112506

Juneau, Alaska 99811-2506

Fax: 907-465-2016

NOTES:

\*\* The SATP can be downloaded here

<[http://r20.rs6.net/tn.jsp?f=001zDcKgMKKzba7Dva1bILG5y3acj\\_TkqDiy0fgzIMZUFM8tY0nv86EahY45MemMoUonclZ6zjcGJHboEnzUWZ2hRDyuxZpuPRNt6sR\\_dGunyNKGOEo3epYb3-72Oto7f0uwYqvPtOhADudUVcbgtnhuiEHQI01bnY\\_9I-fKeb7bD2iKof\\_0IFqWACQJDPHneJKq4fSGmwwoy\\_fJEQgR7ngRGuhnoPKJtjw&c=dsvYIVt6mpDfV\\_9mC1jCcipXDsf18P6V2mjL71Pbaa6f18OkRyJRg==&ch=wAiz-23r69omO5LyLlgAOn39IhsxsGJcY8D7b1ODH3d42UaqGpwfxA==>](http://r20.rs6.net/tn.jsp?f=001zDcKgMKKzba7Dva1bILG5y3acj_TkqDiy0fgzIMZUFM8tY0nv86EahY45MemMoUonclZ6zjcGJHboEnzUWZ2hRDyuxZpuPRNt6sR_dGunyNKGOEo3epYb3-72Oto7f0uwYqvPtOhADudUVcbgtnhuiEHQI01bnY_9I-fKeb7bD2iKof_0IFqWACQJDPHneJKq4fSGmwwoy_fJEQgR7ngRGuhnoPKJtjw&c=dsvYIVt6mpDfV_9mC1jCcipXDsf18P6V2mjL71Pbaa6f18OkRyJRg==&ch=wAiz-23r69omO5LyLlgAOn39IhsxsGJcY8D7b1ODH3d42UaqGpwfxA==>)> (14 MB)

\*\* There is no "Auto Reply" when you submit your emailed comment, but they are being received!

\*\* Comments meant for the Juneau Access SEIS sent to the SATP address above WILL NOT be included as part of the Juneau Access project's official record. Please submit any comments on the Juneau Access SEIS to that project's website or mailing address (see below). Thank you!

**From:** [Don and Sue Hull](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Neck Lake road improvement  
**Date:** Sunday, September 28, 2014 8:26:42 PM

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Dear Sir,

I wanted to tell you that I am very much in favor of improving the Neck Lake road to Whale Pass with a good two lane, paved road as soon as possible. That Neck Lake road has been very full of chuck holes to the point of having to drive 5 miles per hour over a lot of it for a very long time. There is not enough overlay for the grader to really do an adequate job of grading so it does not stay chuck hole free for more that a day or two after the first rain.

Thank you, Don Hull, Whale Pass

**From:** [Emily Yates-Doerr](#)  
**To:** [DOT SER SATP](#)  
**Subject:** No Kake-Petersburg Road  
**Date:** Monday, September 29, 2014 12:03:41 AM

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To whom it may concern,

I am writing to voice concern about the proposed Kake-Petersburg Road and Ferry terminal. I grew up just outside of the Kupreanof City limits on the eastern side of Kupreanof Island and now own (and pay taxes for) property in this area. I believe the proposed road and ferry terminal would adversely affect the quality of life for the residents of the City of Kupreanof and negatively impact wildlife populations. The cost of building — and maintaining! — the road makes this an ill-advised idea. Winter snow-plowing is not a good idea and the cost of building and staffing a ferry terminal is also impractical. I think funds allocated for the proposed road (40 million) should be moved to a different project, used to maintain and enhance existing services (eg. the mainline ferry systems), or returned to the State of Alaska general fund.

Please contact me with any questions,

Best,

Emily Yates-Doerr

415-729-5417



**From:** [Dena Selby](#)  
**To:** [DOT SER SATP](#)  
**Subject:** NO to Juneau Road  
**Date:** Thursday, June 26, 2014 11:03:27 AM

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1. We need to keep the Alaska Ferry system strong; it is necessary for all Southeastern Alaska towns.
2. the Juneau Road would destroy important habitat for wildlife.

**From:** [Sherrie](#)  
**To:** [DOT SER JuneauAccess](#); [DOT SER SATP](#)  
**Subject:** Opposing the Juneau Road Project  
**Date:** Friday, September 26, 2014 12:38:25 PM

---

Dear D.O.T.

Please add my comment to the 100% negative response to the Juneau access road plan heard at the most recent meeting in Haines.

This road was a bad idea in the beginning. It's been a bad idea throughout the over thirty years and the millions of dollars spent on studying it continually.

Maintain and improve the reliable ferry service between Haines and Juneau that currently provides real access to Juneau..

The current plan is grossly unfair to the many foot passengers who would be stranded at a new ferry terminal, in the middle of nowhere, with no plan for public transportation to allow people to actually get to Juneau.

The cost of building this particular road to nowhere is shameful in light of the national deficit.

The maintenance costs are not affordable in light of declining oil revenues in Alaska.

Please listen to the people who actually do travel to Juneau and just say NO.

These comments are intended for both the SATP which includes this road and the Juneau Access SEIS.

Thank you.

Sherrie Goll

Sherrie Goll  
P.O. Box 261  
Haines, AK 99827  
Cell 907.314.0961

**From:** [Margo Waring](#)  
**To:** [DOT SER SATP](#)  
**Subject:** plan comments  
**Date:** Monday, August 25, 2014 3:57:08 PM

---

The draft Southeast Alaska Transportation Plan focuses inappropriately on constructing costly and controversial new roads. The plan should be revised to reflect the region's most critical needs, which are maintaining, repairing, and replacing our existing infrastructure and continuing to provide mainline service within the US.

As a member of that increasingly large demographic, seniors, I want the ferry system to be "car free" for trips to other communities and to lessen the amount of driving I need to do in Alaska. I want to be able to arrive safely in Haines or Bellingham and make connections from there. I do not want to drive hazardous roads, such as the one proposed to Katzahin, or get off one ferry and on a road and then onto another ferry. I am not alone in this desire. People with disabilities and others who can't drive also rely on our current ferry system. We should not have to have a car nor should you think that private businesses will provide these road transportation links. Look how difficult it is in Juneau to get a business to pick people up at the ferry terminal!

To construct a system that relies more on automobiles as the whole world moves in the direction of decreasing automobile use is to move us backward instead of forward.

For some time I have suggested to various DOTPF officials that available funds be used to upgrade your computer system so that you can follow the example of the airline industry. They were challenged with declining revenues. They tried increasing fares and saw revenues decline even further. Instead they developed "load management" where the goal was to have the plane full for every flight. Similarly, each ferry could be full. Every effort should be made to make it easy for walk on passenger to travel since each additional walk on is cost free to the ferry which will go anyway. Each walk on will spend money on the ferry. If you buy an airline ticket months in advance, the price is less than if you buy it at the last minute. Please explore this approach to maximizing revenue.

Margo Waring  
11380 NDH  
Juneau, AK 99801

**From:** [Laurie Dadourian](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Proposed Juneau road  
**Date:** Monday, September 29, 2014 3:34:10 PM

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Please keep the marine highway in the upper Lynn Canal and drop the proposed road. The people support and want the marine highway. It is cheaper, safer, and more reliable than a road. We live here and know and depend on the reliability of the ferries. For much less money you can bolster the marine highway.  
Thank you, Laurie Dadourian

Sent from my iPhone

**From:** [Rick & Jill Williams](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Psg to Kake Road  
**Date:** Sunday, August 03, 2014 1:28:28 PM

---

Dear ADOT,

I reviewed the SATP draft and I have deep concerns about our future ferry terminal here in Petersburg. We must keep our ferry terminal, where it is located now. It is less than a mile from our downtown and is very convenient for school travel, AML vans transporting goods, walk on passengers, tourists and drive on passengers.

We basically live in the middle of a wilderness and in the winter Petersburg's average snow fall in 77 inches, some years less and some years much more. Any long drive on a single lane, dirt road would be extremely dangerous in the winter months (October through April). Besides getting alot of snow that would need to be plowed, sanding is also necessary due to wet, icy conditions. It would be a logistical nightmare to keep the Kake road plowed and sanded all winter long and I just do not see that happening. Our A DOT crew have a hard enough time keeping our airport runway clear and plowing and sanding Mitkof Highway.

We also could lose our Alaska Airlines jet service in the future and good, convenient ferry service would be vital!

Instead of building a road to Kake, please re-appropriate the \$40 million towards more ferries. We live on mountainous islands here in SE Alaska, and the mode of transportation should be by ferries not roads!

Sincerely,

Jill Williams, life long Petersburg resident

**From:** [Mark Zeiger](#)  
**Cc:** [DOT SER SATP](#)  
**Subject:** Public Comment on 2014 Draft SATP  
**Date:** Monday, September 29, 2014 5:58:18 PM

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After reviewing draft SATP, I believe it is fatally flawed, because it is based on relentlessly pursuing increased access to an extent, and by methods that most Alaskans do not want.

The basic assumption seems to be that Alaskans want and need to drive out of their communities in their own private vehicles.

The vocal minority who favors this access all share one common trait: they moved to or grew up in this region knowing that such access did not exist, and might not ever exist. They continue to live, work and thrive in this region to the present day without any of the roads proposed in the SATP. While they may want better and/or cheaper access, something about this region attracted them and/or keeps them here despite the current access limitations. Other qualities of the region outweigh the problems and inconvenience of limited access. I would guess those to include natural beauty, access to wilderness, clean air, and unspoiled views--all of which these proposed roads endanger.

Another basic assumption indicated in the draft plan is that Alaskans will increase personal vehicle use. This comes at a time when more Americans seem to seek alternatives to driving a private vehicle, turning instead to public transportation, non-motorized vehicles, or even foot travel to offset the rising costs of fuel and vehicle upkeep. The draft plan works well for anyone looking to drive more and further; I doubt enough Alaskans seek to do so to justify all this new road construction.

I also fear a future in which the ferry system would be reduced in favor of roads. I've seen too many examples of DOT/PF deferment and neglect of essential maintenance on existing roads to believe that these new roads would be maintained adequately. While minimum safety might be maintained indefinitely, one should assume that they will become just as hazardous to the mechanics of one's car as the present roads.

If DOT/PF really wants to build roads, please work on keeping the ones we already have in top condition.

I wish to comment specifically on three of the proposed roads,

1. I see nothing in this new proposal that makes the Juneau Access Road any more acceptable to the majority of Alaskans than the old plan. It's still a bad idea on many, many different levels. These objections have been raised time and time again by the Alaskan public. None of these concerns appear to be adequately heeded or addressed by DOT/PF in this, or any other plan. Listing them in the Draft plan, and noting that no accommodation will be made, does not seem to qualify as seeking solutions or compromise.

Answers from DOT/PF officials at the Haines presentation did not indicate that any of the engineering challenges such a road presents have been solved. Creating a remote parking lot/shuttle ferry terminal at the currently wild Katzehin delta still sounds like the destruction of a current wild hunting and recreation area for no good reason.

While I understand the DOT/PF's role is to provide transportation corridors, human and resident needs must be addressed. The assertion that once a road has been built, private carriers will provide public transportation for foot traffic between the Katzehin delta and Juneau is not a transportation solution. It's an assumption, and, based on how few private carriers currently provide transportation to the existing ferry terminal in Juneau within that community, a poor one. The SATP must take foot traffic into account, not regard it as an after thought, or an issue to be addressed by the private sector. Any "improvement" plan should solve problems for Alaskans, not create them.

2. Building a road to a new terminal in Baranof Warm Springs would be a terrible mistake. I very much doubt that those who know and love Baranof Warm Springs as it exists today will appreciate it becoming a parking lot for the Alaska Marine Highway. To critically alter the character of this small community and recreation area for the convenience and economy of the ferry system would be unforgivable. I believe in this case, and the Juneau access road, the impacts on regions designated as road termini/ferry terminal have not been adequately addressed, if indeed the impacts have been considered at all.

3. I don't know how the people of Kake feel about joining their community to Petersburg by road, but I don't imagine they savor the prospect of becoming a party destination for Petersburg youth. Nor will either community appreciate the inevitable teen deaths on the road. This behavior has been prevalent in Alaskan life for years, and should be considered an inevitable consequence of this propose road. Like the other two above, this road would also lead to the eventual destruction of a pristine natural area in our state.

I could write much more on the general plan, and the three specific plans above. However, I've been raising such objections repeatedly for years, long before the "definitive" referendum on the road that showed a majority of Alaskans opposed the Juneau access road. I continue to voice objections, but I have long ago lost any faith that my comments impact DOT/PF decision. The same plan keeps coming back again and again with very minor changes. Comments are noted, but rarely addressed adequately. It's obvious that those in charge will prevail against the wishes of the Alaskan public, and that public opinion contrary to the wishes and ambitions of DOT/PF and its overseers will not sway this plan.

Please remember that DOT/PF serves the people of Alaska. The impact potential impact on humans must be your first, over riding consideration in any development plan.

Sincerely,

Mark Zeiger  
current Haines resident, formerly of Juneau, Sitka, Wrangell and Fairbanks

**From:** [Kathleen Menke](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Public Comment SE Transportation Plan  
**Date:** Friday, September 19, 2014 6:01:53 PM

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Al Clough

Alaska Department of Transportation Southeast Region

The northern Lynn Canal communities of Haines and Skagway depend on mainliner ferries that connect to Auke Bay and points south for:

- \*access to Juneau airport
- \*access to Juneau hospital, eye care, dental care
- \*transport school sports teams in winter to many locations in Southeast
- \*for travel outside
- \*to bring visitors, cargo to us
- \*to boost our local economies

It is important that our ferries be regular, reliable, affordable.

The "Juneau Access" road boondoggle should NOT be part of the plan. If Kensington wants a road to Kensington, Kensington should pay for it.

We prefer mainliner ferries over "lunch box shuttles" for reasons of safety and comfort for ourselves, our students, our elders.

We have given you this same input multiple times over at least a decade.

The mainliner that was being designed in Ketchikan should be resurrected. That ferry design was the result of public input AMH received over many years. It was wrong for Gov. Parnell to return federal funds that could have put that ferry out to bid. We would have it online already. If we wanted it built in Ketchikan, Alaska should accept the increased costs that go with that decision.

We are fortunate to live in a place where safe, scenic, relaxing travel is available to both residents and visitors. It would be criminal not to recognize the value of what we already have.

If solid mainliner ferries could be designed fifty years ago, then replacement solid mainliners can be designed now.

Avalanche zones will render the proposed road inaccessible for much of the winter. North winds will make the lunch box shuttle ferries useless much of the time. I rode the Taku home from Juneau to Haines one recent January day. Multiple wrestling teams were aboard from various points south for a regional tournament in Haines. The seas were heaving. The captain ordered us all inside, no one allowed on the outer decks.. "lie down and hold onto something". We did this for 6.5 hours. And that was on the Taku. Folks were queasy upon arriving in Haines, but safe. The tournament was able to proceed as scheduled. Such an event could not take place with "the road" and "shuttle ferries". Planning would be impossible.

The current plan by DOT is not supported by residents, businesses, or by engineers/employees of the AMH.

If ferry ridership is down, it is because of poor management of AMH.



Prices have escalated to the point that people who would use the ferries regularly simply cannot. Tourism suffers. Commerce suffers. It is possible to overprice and that is exactly what AMH/DOT have been doing..overpricing. You want full ferries? Make more money? Get creative. Reduce rates to increase cost-effectiveness and fill up the ferries.

We want our public input to be heard. Keep the terminal at Auke Bay. No terminal at Katzehein. No road. No "lunchbox shuttled". Solid, regular, reliable, affordable mainliner ferries with improved frequency, pricing, and scheduling.

Regards, Kathleen Menke  
18 year resident of Haines

**From:** [Otter Creek Partners](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Public comments to draft SATP 2014  
**Date:** Friday, August 22, 2014 11:58:02 AM

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I am posting this email as commentary to the draft 2014 SATP.

My husband and I make 7-8 ferry trips south per year, from Ketchikan to Prince Rupert BC. We also make 1 or 2 ferry trips north, from Ketchikan to Juneau or Haines. As such, we are frequent ferry travelers and are very familiar with the service, routes and vessels. My comments concern the Ketchikan/Prince Rupert route specifically.

The ferry trip from Ketchikan to Prince Rupert is absolutely essential to going south because in the summer months, the Bellingham ferry is filled to capacity. The ferry departs Bellingham every Friday at 6 pm weekly and has a regular same hour/day departure from Ketchikan. However, the departure and arrival times for the Ketchikan to Prince Rupert ferry are erratic and unpredictable. Ferry travelers, summer visitors and summer workers cannot plan ahead for business or recreational trips to and from Ketchikan via Prince Rupert. As a result, this route is never filled to capacity, as it cannot be relied on to be regular and is very inconvenient, i.e., departures at midnight or 1:00 a.m and arrivals at 3:00 a.m. etc. The history of the Ketchikan/Prince Rupert departure/arrival times/dates illustrates clearly that the main reason why this route does not have more users is the schedule, or lack of. Most of the other routes are routine and regular; the Ketchikan/Prince Rupert run should be also.

The 6-7 hour route from Ketchikan to Prince Rupert runs into rough seas and difficult conditions in the winter, sometimes also in the summer, as it transits Dixon Entrance. Even on the Taku, which we have traveled this route on for over 15 years, seas can build to such heights that the ferry's top decks are awash, causing the ferry to turn around and wait out the storm more than once. For this reason, the smaller ferries are not safe for this route.

My opinion is that one of the biggest problems facing the ferry system today is the personnel management. I have routinely observed ferry employees sitting in the cafeteria for hours, reading the paper, chatting with each other or doing nothing. I see ferry workers cooking plates of hot food for delivery to employees in their quarters while paying customers wait and wait in the hot food line. I have seen a sign on the door of the gift shop (now discontinued) announcing the shop hours but the shop remains locked up, with no employee to open or staff it. On one trip when this happened, I asked at the purser desk if someone would open it, was told that an employee was already there, went back to check and found it still locked. It never opened on that trip. That would certainly explain why revenue from gift shop sales have declined. Ferry employees are often friendly and considerate, but I cannot say that they are enthusiastic about their job duties or concerned about their customers. I get the distinct impression that ferry employees, at least on board the ships, view paying customers as somewhat of a nuisance. This attitude is general, and reflects a need for hiring, training and management systems that are designed to illustrate that the customer is top priority. This is not the culture on the ferry system currently, and it needs to change.

Another suggestion is to explore creative marketing strategies that might increase ridership. The winter discount fares are a good start on this but additional strategies could also be attempted, such as theme trips, holiday specials and group discounts for winter adventures to BC or Washington state. For example, Ketchikan residents used to travel in groups of about 20-25 people, to Smithers, BC during the winter to ski at Hudson Bay Mtn. because it is closer to Ketchikan than Juneau or Girdwood. A new generation of adventure travelers would certainly be interested in a package deal that got them to and from Prince Rupert at regular dates/times during the ski season, if the scheduled route coincided with the ski resort operation (which has consistently been open 5 days per week except December and March months when it is open daily). It is also possible that drivers who want to enjoy the spectacular trip through BC to Prince Rupert might ride the Prince Rupert ferry to Southeast Alaska if it was marketed as a drive/sail trip. I have done that drive many times, in all 4 seasons, and can attest that it is one of the most spectacular drives in North America, but travelers heading to Alaska are barely

aware of it, and almost none of them know that it terminates with a very nice ferry ride from Prince Rupert to Ketchikan/ports north. Those who have discovered it are stunned by the scenery and convenience of it as an affordable and pleasant way to get to Alaska. I suggest marketing this destination trip as an alternative to the Bellingham route.

I appreciate the opportunity to comment. I remind AMHS management that for those of us in Southeast, the ferry is our highway. I understand that it is not a profit center operation and never will be, and that costs are of necessity a major reason for many of the decisions made regarding operation and maintenance of the ferry system. However, if the roads between communities are allowed to deteriorate, or are on an erratic schedule that is inconvenient and unproductive to commerce, business and general travel, those roads are part of the reason a community or region cannot grow its economy. I hope that the planning process underway will remember that fact and begin to think outside the box, like entrepreneurs and innovators as this plan is developed.

Mary Lynne Dahl, CFP (R)  
Otter Creek Partners  
Registered Investment Advisor  
Box 6218 - 337 Stedman St  
Ketchikan, Alaska 99901  
907.225.6110  
ottercreek@kpunet.net

**From:** [Hughes, Andrew N \(DOT\)](#)  
**To:** [Heidemann, Marie E \(DOT\)](#)  
**Subject:** RE: Psg to Kake Road  
**Date:** Thursday, August 07, 2014 2:48:01 PM

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For now yes. It will help prepare our mind set for what to expect in the public meetings.

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**From:** Heidemann, Marie E (DOT)  
**Sent:** Monday, August 04, 2014 8:17 AM  
**To:** Hughes, Andrew N (DOT); Potdevin, Jim (DOT); Skagerberg, Verne R (DOT)  
**Subject:** FW: Psg to Kake Road

Fyi,

I haven't been sending all of these any more. Do you guys want to receive them all? Or just have access to a binder of printed copies or something like that? Let me know what you think.

Also, do we need to be sending Juneau Access related comments to Reuben?

---

**From:** Rick & Jill Williams [<mailto:vall@gci.net>]  
**Sent:** Sunday, August 03, 2014 1:28 PM  
**To:** DOT SER SATP  
**Subject:** Psg to Kake Road

Dear ADOT,

I reviewed the SATP draft and I have deep concerns about our future ferry terminal here in Petersburg. We must keep our ferry terminal, where it is located now. It is less than a mile from our downtown and is very convenient for school travel, AML vans transporting goods, walk on passengers, tourists and drive on passengers.

We basically live in the middle of a wilderness and in the winter Petersburg's average snow fall in 77 inches, some years less and some years much more. Any long drive on a single lane, dirt road would be extremely dangerous in the winter months (October through April). Besides getting alot of snow that would need to be plowed, sanding is also necessary due to wet, icy conditions. It would be a logistical nightmare to keep the Kake road plowed and sanded all winter long and I just do not see that happening. Our A DOT crew have a hard enough time keeping our airport runway clear and plowing and sanding Mitkof Highway.

We also could lose our Alaska Airlines jet service in the future and good, convenient ferry service would be vital!

Instead of building a road to Kake, please re-appropriate the \$40 million towards more ferries. We live on mountainous islands here in SE Alaska, and the mode of transportation should be by ferries not roads!

Sincerely,

Jill Williams, life long Petersburg resident

**From:** [Rebecca Poulson](#)  
**To:** [Heidemann, Marie E \(DOT\)](#)  
**Subject:** RE: Questions about draft Southeast Alaska Transportation Plan  
**Date:** Wednesday, September 24, 2014 10:42:20 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Hello, thanks so much.

Andy Hughes must just have misspoken, then, at the meeting, when he told us that the route did not go through Medvejie Lake, because this map, like all the others, takes it right through Medvejie.

Like I mentioned before, the guy in front of me at the meeting works at the hatchery at Medvejie, and his concern is for pollution of the river, which is why he was asking for reassurance that the route did not go up Medvejie, and Andy said no, it was going via Green Lake, and that as far as he knew it never had been routed through Medvejie.

So since this map actually cuts off Green Lake, it's off the east edge of the map, so maybe he was thinking Medvejie Lake was Green Lake?

Well, mystery solved, I guess. I'll let Rich know, but since going through Green Lake does not make any sense, I'm probably the only one who took seriously what was obviously just a case of getting a place name wrong.

So I'll be submitting comments, next.

Thank you so much!

Rebecca

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From: marie.heidemann@alaska.gov  
To: rebecca\_poulson@hotmail.com  
Subject: RE: Questions about draft Southeast Alaska Transportation Plan  
Date: Wed, 24 Sep 2014 17:58:37 +0000

Rebecca,

Andy says this is the map that he had at the meeting. Hope this helps.

Marie

From: Heidemann, Marie E (DOT)  
Sent: Friday, September 19, 2014 3:53 PM  
To: 'Rebecca Poulson'  
Subject: RE: Questions about draft Southeast Alaska Transportation Plan

Rebecca,

It just occurred to me that Andy and I will both be out of the office Monday and Tuesday next week, so you won't hear back from me until Wednesday. Sorry in advance for the delay, but know that I have not forgotten you!

Marie

From: Rebecca Poulson [[mailto:rebecca\\_poulson@hotmail.com](mailto:rebecca_poulson@hotmail.com)]  
Sent: Thursday, September 18, 2014 12:15 PM  
To: Heidemann, Marie E (DOT)  
Subject: RE: Questions about draft Southeast Alaska Transportation Plan

Sure! thank you.  
Rebecca

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From: marie.heidemann@alaska.gov  
To: rebecca\_poulson@hotmail.com  
CC: andy.hughes@alaska.gov  
Subject: RE: Questions about draft Southeast Alaska Transportation Plan  
Date: Thu, 18 Sep 2014 20:10:22 +0000

Rebecca,

Can you wait until Monday? Andy will be back then and can help me to locate the appropriate map.

Thanks,

Marie

From: Rebecca Poulson [[mailto:rebecca\\_poulson@hotmail.com](mailto:rebecca_poulson@hotmail.com)]  
Sent: Wednesday, September 17, 2014 3:22 PM  
To: Heidemann, Marie E (DOT)  
Subject: RE: Questions about draft Southeast Alaska Transportation Plan

Hello Marie,  
Thank you so much! This answers my questions all except the map.

The map you sent is the same as in the draft plan, showing the route going through Medveje Lake, through a tunnel, then through Baranof River valley.

I came late to the meeting held here in Sitka, so missed seeing a map that

Andy Hughes had brought and showed to everyone (people who'd been there told me), showing the route going at Green Lake.

The Green Lake route was discussed while I was there, since keeping Medvejie Lake pristine was a concern of the man sitting in front of me, who works at the Medvejie hatchery. Andy Hughes confirmed that the route would not go through Medvejie.

So anyway it would be good to get a copy of the Green Lake route that Andy Hughes shared at the meeting, since the road is the main thing we'd like to comment on,  
Thank you!  
Rebecca

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From: <<mailto:marie.heidemann@alaska.gov>> marie.heidemann@alaska.gov  
To: rebecca\_poulson@hotmail.com; dot.satp@alaska.gov  
CC: andy.hughes@alaska.gov; <<mailto:jim.potdevin@alaska.gov>>  
jim.potdevin@alaska.gov; verne.skagerberg@alaska.gov  
Subject: RE: Questions about draft Southeast Alaska Transportation Plan  
Date: Wed, 17 Sep 2014 22:34:19 +0000

Rebecca,

See below for answers to your questions. Please email or call if you have any other questions or need clarification.

Kind Regards,

Marie Heidemann

Transportation Planner

State of Alaska DOT&PF - Southeast Region

Phone: (907)-465-1775

From: Rebecca Poulson [[mailto:rebecca\\_poulson@hotmail.com](mailto:rebecca_poulson@hotmail.com)]  
Sent: Tuesday, September 16, 2014 5:22 PM  
To: DOT SER SATP  
Subject: Questions about draft Southeast Alaska Transportation Plan

Hello, I want to submit comments, and realized I have some questions about the plan (on line, and as presented here in Sitka).

One is, your diagram on page 3 shows six small ferries in 1996, and ten much larger ones in 2006. Is this accurate (are the additional ferries in 2006 larger than the ones running in 1996)?

Are there 10 ferries running in southeast now?

1996: Six ferries

- Columbia
- Malaspina
- Matanuska
- Taku
- LeConte
- Aurora

2006: Ten ferries

- Columbia
- Malaspina
- Matanuska
- Taku
- LeConte
- Kennicott
- Fairweather
- Lituya
- Prince of Wales (IFA)
- Stikine (IFA)

IFA has two ferries but currently chooses to operate one

Total operating in SE is currently nine.



At the Sitka meeting, Andy Hughes brought a map showing the road to Baranof going through Green Lake (instead of going through Medvejie Lake, as in the map in the draft plan). Is there a map of this Green Lake route available?

See attached. I think this is the map you are referring to, but it may not be. Andy is out of the office for the week, so I was unable to confirm with him. Let me know if you think it was a different map.

How much does it cost to run a ferry 120 miles?

There is not a straightforward answer to this one as there are many factors, but here is some data from our Marine Systems Planner to help toward an answer.

Estimated fuel cost ONLY for operating a ferry 120 miles (column \$3.51 is fuel cost for 120 miles; annual savings provides the amount of savings given # of trips and NOT traveling the extra 120 miles on each trip):

cid:image001.png@01CFD254.E47CBE60

Does not include crew costs or overhead costs.

TOTAL for 120 nautical miles is dependent on operational weeks, cost , etc. Depends on many factors and how you count them. Costs below are from AMHS Annual Financial Report prorated to include overhead costs and the AMHS Annual Traffic Volume Report for Miles steamed that year. Cost per mile = TOTAL Cost/Total Miles

cid:image002.png@01CFD256.546A3260

Thank you so much,

Rebecca Poulson

From: [John Rosburgh](mailto:John.Rosburgh@alaska.gov)  
To: [DOT SER SATP](mailto:DOT_SER_SATP@alaska.gov)  
Subject: REMINDER SATP Comments due September 30  
Date: Sunday, September 28, 2014, 1:33:17 PM

Spending money to make the ferry trip shorter makes no sense. Any trip that involves waiting for a ferry and dealing with the attendant costs and difficulties is pretty much the same thing from the traveler's point of view, regardless of where that happens. Eliminating the ferry completely would be an improvement; otherwise it's the same hassle but in an even-more-inconvenient location.

Also, I have no confidence in the willingness or ability of the administration and the Legislature to fund the ferry system at a functional level going forward. Current plans to upgrade the fleet seem to be more about dealing out juicy contracts to political friends rather than providing better service on the water.

Johnpr

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

From: [dot.satp@alaska.gov](mailto:dot.satp@alaska.gov)  
To: <[johnpr@gcl.net](mailto:johnpr@gcl.net)>  
Cc:  
Sent: Fri, 26 Sep 2014 15:40:36 -0400 (EDT)  
Subject: REMINDER SATP Comments due September 30

REMINDER - SATP Comments Due September 30

Please send your comments on the Southeast Alaska Transportation Plan (SATP) via any one of the following options:

Email: [dot.satp@alaska.gov](mailto:dot.satp@alaska.gov)  
<[http://r20.r56.net/tn.jsp?\\_f=001zDcKqMKkzba7DvalbLGSy3acJ\\_TkqDyOfgzMZUFM8Y0nv86EahY45MemMolUonclZ6zjCJHboEnZUWZ2HRDyuxZpuPRN16sR\\_dGumyNKGOE03epYb3-720to7f0uwYqyPtOHADudUvcgtnhuiEHQI01bnY\\_9l-Kkb7bD2kOf\\_0lFQWACOJDPhneKq4fSGmwwoy\\_JIEQgR7ngRGuhoPKJjw&c=8X\\_F9SgN8AcI74JjUQu5fAsAOr-Pswymo\\_oxl\\_e1TJh5ZE0J8YacYO=&ch=wUfC\\_4TAzyWcx7k2k-HoknYR7mplIG1\\_IHQe3qm2JgURARW0Xuwgh=>](http://r20.r56.net/tn.jsp?_f=001zDcKqMKkzba7DvalbLGSy3acJ_TkqDyOfgzMZUFM8Y0nv86EahY45MemMolUonclZ6zjCJHboEnZUWZ2HRDyuxZpuPRN16sR_dGumyNKGOE03epYb3-720to7f0uwYqyPtOHADudUvcgtnhuiEHQI01bnY_9l-Kkb7bD2kOf_0lFQWACOJDPhneKq4fSGmwwoy_JIEQgR7ngRGuhoPKJjw&c=8X_F9SgN8AcI74JjUQu5fAsAOr-Pswymo_oxl_e1TJh5ZE0J8YacYO=&ch=wUfC_4TAzyWcx7k2k-HoknYR7mplIG1_IHQe3qm2JgURARW0Xuwgh=>)>  
Mail: ADOT&PF - Southeast Region Planning

P.O. Box 112506  
Juneau, Alaska 99811-2506

Fax: 907-465-2016

NOTES:

\*\* The SATP can be downloaded here  
<[http://r20.r56.net/tn.jsp?\\_f=001zDcKqMKkzba7DvalbLGSy3acJ\\_TkqDyOfgzMZUFM8Y0nv86EahY45MemMolUonclZ6zjCJHboEnZUWZ2HRDyuxZpuPRN16sR\\_dGumyNKGOE03epYb3-720to7f0uwYqyPtOHADudUvcgtnhuiEHQI01bnY\\_9l-Kkb7bD2kOf\\_0lFQWACOJDPhneKq4fSGmwwoy\\_JIEQgR7ngRGuhoPKJjw&c=8X\\_F9SgN8AcI74JjUQu5fAsAOr-Pswymo\\_oxl\\_e1TJh5ZE0J8YacYO=&ch=wUfC\\_4TAzyWcx7k2k-HoknYR7mplIG1\\_IHQe3qm2JgURARW0Xuwgh=>](http://r20.r56.net/tn.jsp?_f=001zDcKqMKkzba7DvalbLGSy3acJ_TkqDyOfgzMZUFM8Y0nv86EahY45MemMolUonclZ6zjCJHboEnZUWZ2HRDyuxZpuPRN16sR_dGumyNKGOE03epYb3-720to7f0uwYqyPtOHADudUvcgtnhuiEHQI01bnY_9l-Kkb7bD2kOf_0lFQWACOJDPhneKq4fSGmwwoy_JIEQgR7ngRGuhoPKJjw&c=8X_F9SgN8AcI74JjUQu5fAsAOr-Pswymo_oxl_e1TJh5ZE0J8YacYO=&ch=wUfC_4TAzyWcx7k2k-HoknYR7mplIG1_IHQe3qm2JgURARW0Xuwgh=>)>  
(14 MB)  
\*\* There is no "Auto Reply" when you submit your emailed comment, but they are being received!  
\*\* Comments meant for the Juneau Access SEIS sent to the SATP address above WILL NOT be included as part of the Juneau Access project's official record.  
Please submit any comments on the Juneau Access SEIS to that project's website or mailing address (see below). Thank you!

Over 280 attend SATP Community Meetings

The Alaska Department of Transportation and Public Facilities hosted open houses and community meetings in August and September in Skagway, Haines, Juneau, Angoon, Kake, Petersburg, Sitka, and Ketchikan.

A diverse set of questions and comments were offered. Meeting summaries will be posted on the project website soon.

The PowerPoint that ADOT&PF presented at the community meetings that gives an overview of the SATP and the rationale behind the proposed 20-year regional improvements, as well as maps highlighting the effect on communities, is available to download from the project website here  
<[http://r20.r56.net/tn.jsp?\\_f=001zDcKqMKkzba7DvalbLGSy3acJ\\_TkqDyOfgzMZUFM8Y0nv86EahY45MemMolUonclZ6zjCJHboEnZUWZ2HRDyuxZpuPRN16sR\\_dGumyNKGOE03epYb3-720to7f0uwYqyPtOHADudUvcgtnhuiEHQI01bnY\\_9l-Kkb7bD2kOf\\_0lFQWACOJDPhneKq4fSGmwwoy\\_JIEQgR7ngRGuhoPKJjw&c=8X\\_F9SgN8AcI74JjUQu5fAsAOr-Pswymo\\_oxl\\_e1TJh5ZE0J8YacYO=&ch=wUfC\\_4TAzyWcx7k2k-HoknYR7mplIG1\\_IHQe3qm2JgURARW0Xuwgh=>](http://r20.r56.net/tn.jsp?_f=001zDcKqMKkzba7DvalbLGSy3acJ_TkqDyOfgzMZUFM8Y0nv86EahY45MemMolUonclZ6zjCJHboEnZUWZ2HRDyuxZpuPRN16sR_dGumyNKGOE03epYb3-720to7f0uwYqyPtOHADudUvcgtnhuiEHQI01bnY_9l-Kkb7bD2kOf_0lFQWACOJDPhneKq4fSGmwwoy_JIEQgR7ngRGuhoPKJjw&c=8X_F9SgN8AcI74JjUQu5fAsAOr-Pswymo_oxl_e1TJh5ZE0J8YacYO=&ch=wUfC_4TAzyWcx7k2k-HoknYR7mplIG1_IHQe3qm2JgURARW0Xuwgh=>)>

& on a related note....Juneau Access SEIS out

The Juneau Access Supplemental Environmental Impact Statement was just released (Sept 18) for public review. The website is here  
<[http://r20.r56.net/tn.jsp?\\_f=001zDcKqMKkzba7DvalbLGSy3acJ\\_TkqDyOfgzMZUFM8Y0nv86EahY45MemMolUonclZ6zjCJHboEnZUWZ2HRDyuxZpuPRN16sR\\_dGumyNKGOE03epYb3-720to7f0uwYqyPtOHADudUvcgtnhuiEHQI01bnY\\_9l-Kkb7bD2kOf\\_0lFQWACOJDPhneKq4fSGmwwoy\\_JIEQgR7ngRGuhoPKJjw&c=8X\\_F9SgN8AcI74JjUQu5fAsAOr-Pswymo\\_oxl\\_e1TJh5ZE0J8YacYO=&ch=wUfC\\_4TAzyWcx7k2k-HoknYR7mplIG1\\_IHQe3qm2JgURARW0Xuwgh=>](http://r20.r56.net/tn.jsp?_f=001zDcKqMKkzba7DvalbLGSy3acJ_TkqDyOfgzMZUFM8Y0nv86EahY45MemMolUonclZ6zjCJHboEnZUWZ2HRDyuxZpuPRN16sR_dGumyNKGOE03epYb3-720to7f0uwYqyPtOHADudUvcgtnhuiEHQI01bnY_9l-Kkb7bD2kOf_0lFQWACOJDPhneKq4fSGmwwoy_JIEQgR7ngRGuhoPKJjw&c=8X_F9SgN8AcI74JjUQu5fAsAOr-Pswymo_oxl_e1TJh5ZE0J8YacYO=&ch=wUfC_4TAzyWcx7k2k-HoknYR7mplIG1_IHQe3qm2JgURARW0Xuwgh=>)>  
including a document download link (25 MB). The public comment period is open through November 10, 2014.

Comments on the Juneau Access SEIS may be delivered at the Public Hearings, can be sent by email to [Juneauaccess@alaska.gov](mailto:Juneauaccess@alaska.gov), or be sent by mail to:  
Juneau Access Improvements Project  
Attn: Deborah Holman  
ADOT&PF, Southeast Region  
6860 Glacier Highway  
Juneau, AK 99801-7999

Public hearings are scheduled as follows:

Juneau - Tuesday, October 14: Centennial Hall Convention Center  
Open House: 1 p.m. - Public Hearing: 5 p.m.

Haines - Wednesday, October 15: Chilkat Center for the Arts  
Open House: 3 p.m. - Public Hearing: 6 p.m.

Skagway - Thursday, October 23: Skagway High School Multi-Purpose Room  
Open House: 3 p.m. - Public Hearing: 6 p.m.

Contact:

Marie Heidemann, ADOT&PF Planner  
(907) 465-1775  
[Marie.Heidemann@alaska.gov](mailto:Marie.Heidemann@alaska.gov)

**From:** [Jordan, Sean C \(DOT\)](#)  
**To:** [Heidemann, Marie E \(DOT\)](#)  
**Subject:** RE: Webapp trining for SR  
**Date:** Tuesday, September 30, 2014 11:52:39 AM

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I think we are going to do it the 21st. What's the official name of that room or is there a room number?

From: Heidemann, Marie E (DOT)  
Sent: Tuesday, September 30, 2014 11:26 AM  
To: Jordan, Sean C (DOT)  
Cc: Remsberg, Garry L (DOT)  
Subject: RE: Webapp trining for SR

Whole week is open for me, doesn't have to be that day. But it can be J

From: Jordan, Sean C (DOT)  
Sent: Tuesday, September 30, 2014 11:25 AM  
To: Heidemann, Marie E (DOT)  
Cc: Remsberg, Garry L (DOT)  
Subject: RE: Webapp trining for SR

Sounds good. We'll plan on that day and if people miss then they can come to the HQ one.

From: Heidemann, Marie E (DOT)  
Sent: Tuesday, September 30, 2014 11:22 AM  
To: Jordan, Sean C (DOT)  
Cc: Remsberg, Garry L (DOT)  
Subject: RE: Webapp trining for SR

Table probably holds about a dozen and then you could squeeze another dozen in around the edges of the room. So, 20 might be a good target.

The week of Oct. 20 is currently open for me, but in general things are really busy! But, when are they not? As good a time as any for me.

Marie

From: Jordan, Sean C (DOT)

Sent: Tuesday, September 30, 2014 8:55 AM  
To: Heidemann, Marie E (DOT)  
Cc: Remsberg, Garry L (DOT)  
Subject: Webapp trining for SR

Hi Marie,

We were thinking of offering the GIS Web App training for SER the week after 17th of October. Any thoughts on that time frame? My plan is to advertise on the T2 site and email individuals as well. I assume the room on the first floor out there is really the only good spot at SE, correct? Any idea on how many people that holds?

Sean Jordan

Transportation Inventory Manager, TGIS

AkDOT&PF, Div. of Program Development

907-465-8950

**From:** [Eric Grundberg](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Replacing ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 12:05:10 PM

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The draft Southeast Alaska Transportation Plan focuses inappropriately on constructing costly and controversial new roads. The plan should be revised to reflect the region's most critical needs, which are maintaining, repairing, and replacing our existing infrastructure.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". Please change the SATP so that rebuilding Southeast Alaska's mainline ferries in Ketchikan is listed as the region's top priority. The Alaska Marine Highway is a proven system that is essential for tying together our isolated marine communities of Southeast Alaska, and providing a surface link to the lower-48 that does not require going through a foreign country.

For the over half-billion dollar cost of the Juneau road extension the State could construct TWO mainline ferries. Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated for travelers, and will cost the state more than simply operating ferries using existing community-based terminals.

With half of Juneau and the majority of Haines and Skagway opposed to the extension, this 50-mile driveway to the uninhabited Katzeihin River delta would be constructed for the benefit of a small fraction of the 85,000 residents of Southeast and the hundreds of thousands of visitors who rely on the ferry system.

While the Juneau road extension has been studied the most extensively, the proposed cross-Baranof road from Sitka and a road between Kake and the community of Kupreanof raise similar concerns. Absent from the 2014 draft plan is a cost-effectiveness analysis required by state law for DOT, the legislature, and public to evaluate new highways, airports, terminals, ferries, and other major components.

As the Federal Highway Trust Fund - the source of over 90% of the funding for Alaskan transportation projects - hovers near bankruptcy, Alaska must be smart about how we spend our dwindling transportation dollars. Please revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Eric Grundberg  
PO Box 2193  
Petersburg, AK 99833

**From:** [karin.mccullough](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Response to draft DOT Transportation Plan (SE Alaska)  
**Date:** Tuesday, September 30, 2014 12:14:46 PM

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Re the plan:

Options that maintain and enhance the mainline ferry system are essential. We do not need additional roads connected via ferry terminals that require long drives to access the ferry terminals. I travel often without my vehicle, and when travelling with a vehicle it is to access either Bellingham or Haines. Scheduling ferries is difficult, but could be done better to better meet the needs of residents, sports teams and tourist needs.

The proposed Kake-Petersburg Road and ferry terminal (s) would adversely affect many things:

Quality of life of Kupreanof residents (a roadless, by choice, community) wildlife populations

The availability of subsistence opportunities for Kake residents, due to the impact of hunters from Petersburg.

Finances of the state: cost of building, cost of maintaining, cost of providing emergency services

The money (40 million) should be returned to the general fund, or, reallocated to a different project than the kake-Petersburg road along the northern Kupreanof corridor. The cost of this project will far exceed the amount of money allocated.

Karin McCullough  
sloughalaska@yahoo.com

**From:** [MARJORIE FILE](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Road to Kake.....Banana Point Interim Terminal  
**Date:** Friday, August 15, 2014 6:15:33 PM

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The majority of the citizens do not want this road! Actually, it is pretty idiotic. Hard times are coming, and it is time to stop 'Bleeding' the people. Enough already. Also, the Banana Point Ferry fiasco stinks too. About the long-range state plan.....can't we for once fight for what makes sense. I think the citizens would be happy if we had just one of our large ferries running! I believe it would work for winters. Citizens would have to plan their trips well ahead. The capacity for passengers and vehicles on the Rainforest Is. Ferry is pretty pathetic, and the inconvenience of the long ride to the terminal in the winter is a real minus. Also, have you given any thought about the Prince Rupert schedule.....my closing thoughts are "the price goes up and the service goes down." Marjorie File

**From:** [Mardell Gunn](#)  
**To:** [DOT SER SATP](#)  
**Subject:** S.E. AK Transportation Plan  
**Date:** Tuesday, September 09, 2014 9:57:54 PM

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I would like to comment on the draft SATP. I am against the Juneau Road project.

- 1) It will be costly for travelers without vehicles to travel via the Juneau road as their option will be to fly which is weather dependent & expensive.
- 2) There will be many road hazards including 36 avalanche chutes & 112 geological hazards. (rocks, trees, mud slides, etc.)
- 3) The public comments have overwhelmingly supported the AK Marine Hwy System over a road that will dead end enroute to Haines or Skagway.
- 4) New AK Class Ferries should be funded as they can be built to provide all weather, year round, safe and reliable service.
- 5) Due to declining State & Federal funding, it makes sense to fund the already existing AK Marine Hwy System rather than a road that will not serve all of the public need for reliable transportation.
- 6) I believe the safety of the Dept. of Transportation road crews should be seriously considered regarding the previously mentioned geological hazards.

Thank you very much for your consideration of these issues.  
Mark S. Kistler Haines, AK

Sent from my iPad



**From:** [Karla Hart](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Safety and Cost / Benefit Calculations Should be Clearly and Transparently Incorporated into Plan  
**Date:** Thursday, August 07, 2014 1:29:46 PM

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At the Juneau public hearing last night, I was disappointed that Regional Planning Chief Andy Hughes responded to my question regarding the cost of a human life used in making cost/benefit analysis calculations in the SATP draft with essentially "any loss of human life is too much and we don't place a dollar value on that loss." A few minutes online got me to [http://safety.fhwa.dot.gov/facts\\_stats/t75702.cfm](http://safety.fhwa.dot.gov/facts_stats/t75702.cfm) where I find The Federal Highway Administration Safety Office Technical Advisory on Motor Vehicle Accident Cost, T 7570.2, Dated October 31, 1994.

3a, background begins with: "Accident costs are used in economic analyses for choosing among alternative improvements to existing road, street, and highway systems."

This federal highway directive clearly assigns a value of \$2.6 million in 1994 dollars for each fatality. Costs for injuries of varying degrees are also included. Further the directive states:

"These costs should be updated annually using the GDP implicit price deflator. The OST will issue a memorandum each year advising of the current GDP value to be used. The FHWA will inform the field offices of the latest GDP value to be applied to the existing figures."

I don't have access to this latest memorandum so I used an online CPI calculator and came up with a 2014 value of almost \$4.2 million dollars per fatality.

I will submit additional comments separately.

Regards,

Karla Hart  
Juneau, Alaska

**From:** [Brita Bishop](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SAPT  
**Date:** Saturday, September 20, 2014 12:34:21 PM

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I would like to make a couple of comments on the S.E. Alaska Transportation Plan:

- First, I am supportive of having the State ferry stop in Coffman Cove, on Prince of Wales Island. We frequently see ferries pass right by, and having a regular schedule of stops makes sense. Private ferries may also play a role, but should not replace reliable State ferry service.

- Second, I am not supportive of including plans for a road from Juneau to Skagway and Haines as a preferred alternative. My preferred alternative is solid, reliable and frequent ferry service. I have concerns about the safety, cost, and impact of trying to develop a road through that area, particularly a road that would end in a ferry ride anyway.

Thank you for the opportunity to comment.  
Brita Bishop  
4910 Wren Drive  
Juneau, Alaska 99801

**From:** [Samuel McBeen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** satp  
**Date:** Tuesday, September 30, 2014 7:21:13 PM

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Dear People,

I would like to make some comments on the SATP. First, I would like to encourage the Department of Transportation to strengthen the ferry system and put less emphasis on road building. The ferries work, and they are much less expensive than building and maintaining roads, especially in winter. Tenakee residents rely on the ferry system for safe reasonable and reliable transportation. We do not have cars here and adding road systems does not fill our transportation needs. Building a system of roads and connecting shuttle ferries would add a whole additional layer of complexity and expense to an otherwise fairly simple effective transportation system. Current road systems in the state are in need of upkeep and funds are short for their maintenance. I am opposed to the plans for Chichagof Island for a Pelican cut-off road from Tenakee Inlet to Pelican as well as a Kadashan Road from a suitable ferry terminal site on Tenakee Inlet southeasterly along the Kadashan River to a suitable ferry terminal site on the north shore of Peril Strait across from Rodman Bay ferry terminal. This would be of no benefit to our residents who do not wish to have cars and would be forced to store vehicles somewhere. The idea of ferry and road access to Whitestone Harbor is not acceptable and should be scraped. I thought we had put this ridicules idea out of consideration years ago but it seems to keep rearing it's ugly head again and again. In these times of reduced budgets for almost all government services that the people of Alaska depend upon, it is absolute insanity to even consider squandering money on a boondoggle like this.

Sincerely,

Sam McBeen  
PO Box 23  
Tenakee Springs, AK 99841

**From:** [John Havrilek](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Satp  
**Date:** Wednesday, August 13, 2014 4:18:41 PM

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I do not Agree with any part of the satp that is promoting roads. The state is not able to take care of our present road system stating lack of resources. We live on islands, not the Midwest. Ferry improvements and plane service are the only things that will maintain and grow our SE economies. Close the Parks highway and see how that grows the interiors economy. Poor ferry service is the same equation for SE.

Sent from my iPad

**From:** [michael.hicks512@gmail.com](mailto:michael.hicks512@gmail.com)  
**To:** [DOT SER SATP](#)  
**Subject:** SATP comment  
**Date:** Monday, September 29, 2014 1:22:55 PM

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My name is Michael Hicks and I am writing to express my disapproval of the proposed Kake-Petersburg road.

In addition to violating the charter of the City of Kupreanof, the proposed plan goes against a community ethos not as easily codified. My greatest interest in returning to Kupreanof -- and its surroundings -- lies in its uniqueness among most Alaskan communities.

The residents chose their roadless status democratically, but not as a means of isolationism. They are welcoming to those who come from elsewhere to experience their community.

Kupreanof and its surroundings present a rare experience for visitors in which the wilderness is almost as immediate as human-crafted amenities. Look one way and you have the store. Look the other and there is pristine wilderness.

The proposed road will threaten wildlife, damage wilderness, and invalidate the democratic election of a unique community. I therefore oppose the Kake-Petersburg road.

Michael Hicks  
Truman Capote Fellow  
University of Montana

**From:** [Joan McBeen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SATP Comment  
**Date:** Tuesday, September 30, 2014 3:22:51 PM

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I wish to encourage the Department of Transportation to strengthen the ferry system and put less emphasis on road building. Tenakee residents rely on the ferry system for safe reasonable and reliable transportation. We do not have cars here and adding road systems does not fill our transportation needs. Current road systems in the state are in need of upkeep and funds are short for their maintenance. I am opposed to the plans for Chichagof Island for a Pelican cut-off road from Tenakee Inlet to Pelican as well as a Kadashan Road from a suitable ferry terminal site on Tenakee Inlet southeasterly along the Kadashan River to a suitable ferry terminal site on the north shore of Peril Strait across from Rodman Bay ferry terminal. This would be of no benefit to our residents who do not wish to have cars and would be forced to store vehicles somewhere. The idea of ferry and road access to Whitestone Harbor is not acceptable and should be scraped.

Thank you for considering my comments,  
Joan McBeen  
PO Box 23  
Tenakee Springs, AK 99841

**From:** [Ben Crozier](#)  
**To:** [DOT SER SATP](#)  
**Subject:** SATP comments  
**Date:** Monday, September 29, 2014 2:51:37 PM

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Hello,

My name is Ben Crozier, and I am an Alaska resident who opposes the construction of a road between Kake and Petersburg on Kupreanof Island. The city of Kupreanof is a designated roadless community, and even if the road doesn't go through the city limits, it will still adversely affect the quality of life for Kupreanof residents. Additionally, the road will negatively impact wildlife-- of particular concern to me are steelhead trout that spawn in the creeks of Kupreanof. I believe that the 40 million dollars allotted for the project should be used to improve existing ferry service and/or be returned to the general fund.

Thanks for your consideration,  
Ben Crozier  
9077230065

**From:** [Deirdre Downey](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Thursday, August 28, 2014 2:02:54 AM

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The draft Southeast Alaska Transportation Plan focuses inappropriately on constructing costly and controversial new roads. The plan should be revised to reflect the region's most critical needs, which are maintaining, repairing, and replacing our existing infrastructure.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". Please change the SATP so that rebuilding Southeast Alaska's mainline ferries in Ketchikan is listed as the region's top priority. The Alaska Marine Highway is a proven system that is essential for tying together our isolated marine communities of Southeast Alaska, and providing a surface link to the lower-48 that does not require going through a foreign country.

For the over half-billion dollar cost of the Juneau road extension the State could construct TWO mainline ferries. Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated for travelers, and will cost the state more than simply operating ferries using existing community-based terminals.

With half of Juneau and the majority of Haines and Skagway opposed to the extension, this 50-mile driveway to the uninhabited Katzeihin River delta would be constructed for the benefit of a small fraction of the 85,000 residents of Southeast and the hundreds of thousands of visitors who rely on the ferry system.

While the Juneau road extension has been studied the most extensively, the proposed cross-Baranof road from Sitka and a road between Kake and the community of Kupreanof raise similar concerns. Absent from the 2014 draft plan is a cost-effectiveness analysis required by state law for DOT, the legislature, and public to evaluate new highways, airports, terminals, ferries, and other major components.

As the Federal Highway Trust Fund - the source of over 90% of the funding for Alaskan transportation projects - hovers near bankruptcy, Alaska must be smart about how we spend our dwindling transportation dollars. Please revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Deirdre Downey  
5100 Fairchild Ave  
Fairbanks, AK 99709



**From:** [prem.parinito](mailto:prem.parinito)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Thursday, August 28, 2014 2:01:31 AM

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The draft Southeast Alaska Transportation Plan focuses inappropriately on constructing costly and controversial new roads. The plan should be revised to reflect the region's most critical needs, which are maintaining, repairing, and replacing our existing infrastructure.

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With half of Juneau and the majority of Haines and Skagway opposed to the extension, this 50-mile driveway to the uninhabited Katzeihin River delta would be constructed for the benefit of a small fraction of the 85,000 residents of Southeast and the hundreds of thousands of visitors who rely on the ferry system.

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As the Federal Highway Trust Fund - the source of over 90% of the funding for Alaskan transportation projects - hovers near bankruptcy, Alaska must be smart about how we spend our dwindling transportation dollars. Please revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

prem parinito  
5100 Fairchild  
fairbanks, AK 99709

**From:** [Katya Kirsch](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 27, 2014 11:06:12 AM

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The draft Southeast Alaska Transportation Plan focuses inappropriately on constructing costly and controversial new roads. The plan should be revised to reflect the region's most critical needs, which are maintaining, repairing, and replacing our existing infrastructure.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". Please change the SATP so that rebuilding Southeast Alaska's mainline ferries in Ketchikan is listed as the region's top priority. The Alaska Marine Highway is a proven system that is essential for tying together our isolated marine communities of Southeast Alaska, and providing a surface link to the lower-48 that does not require going through a foreign country.

For the over half-billion dollar cost of the Juneau road extension the State could construct TWO mainline ferries.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated for travelers, very costly for foot passengers, and will cost the state more than simply operating ferries using existing community-based terminals.

With half of Juneau and the vast majority of Haines and Skagway opposed to the extension, this 50-mile driveway to the uninhabited Katzehin River delta is a terrible idea.

While the Juneau road extension has been studied the most extensively, the proposed cross-Baranof road from Sitka and a road between Kake and the community of Kupreanof raise similar concerns. Absent from the 2014 draft plan is a cost-effectiveness analysis required by state law for DOT, the legislature, and public to evaluate new highways, airports, terminals, ferries, and other major components.

As the Federal Highway Trust Fund - the source of over 90% of the funding for Alaskan transportation projects - hovers near bankruptcy, Alaska must be smart about how we spend our dwindling transportation dollars. Please revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Katya Kirsch  
PO Box 521  
Haines, AK 99827

**From:** [Kyle Rosendale](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Monday, August 25, 2014 9:10:18 AM

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Kyle Rosendale  
204 Siginaka Way  
Sitka, AK 99835

**From:** [JUDITH A KEARNS-STEFFEN](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 20, 2014 5:15:54 PM

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JUDITH A KEARNS-STEFFEN  
1101 Halibut Point Rd  
Sitka, AK 99835

**From:** [Don Surgeon](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 19, 2014 7:38:54 PM

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Don Surgeon  
312 Islander Drive  
Sitka, AK 99835

**From:** [krista Arvidson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Monday, August 18, 2014 10:28:44 PM

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krista Arvidson  
9344 Turn St.  
Juneau, AK 99801

**From:** [Rebecca Radey](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Monday, August 18, 2014 7:10:06 PM

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Rebecca Radey  
580 12th Avenue  
PO Box 782  
Skagway, AK 99840

**From:** [Brenda Campen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Monday, August 18, 2014 2:49:24 PM

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Brenda Campen  
P.O. Box 1562  
Sitka, AK 99835



**From:** [jeff budd](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Monday, August 18, 2014 2:06:09 PM

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The ferries are an important economic engine for the communities they serve. They are our highway - as Anch and FBX have roads - these are our roads. Thank you.

jeff budd  
PO Box 1351  
Sitka, AK 99835

**From:** [deirdre downey](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Monday, August 18, 2014 1:13:03 PM

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deirdre downey  
5100 Fairchild  
Fairbanks, AK 99709

**From:** [Curtis Norwick](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 12, 2014 9:33:35 AM

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Curtis Norwick  
11678 Auke Street  
Windfall  
Juneau, AK 99801

**From:** [Marsha Buck](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Sunday, August 10, 2014 4:50:00 PM

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Marsha Buck  
8445 Kimberly St.  
Juneau, AK 99801

**From:** [craig olson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Saturday, August 09, 2014 11:01:28 AM

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craig olson  
lot 13 Kupreanof  
PO Box 2123  
Kupreanof, AK 99833

**From:** [Timothy Peterson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Friday, August 08, 2014 11:40:43 PM

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Dear DOT,

Mr Hughes'd presentation Wednesday night was the biggest bunch of malarky and wishful thinking I have ever heard in Alaska. Want to but some land in Willow?

Linking road and ferry numbers is delusional thinking. The math on cutting ferry costs is a joke.

What will it cost to maintain the road? Who will pay for police, fire and EMS?

What happens when the road is hit by avalanches? There are so many avalanche paths out there it is scary.

WE need better ferries. The ferries serve ALL of SE Alaska.

Thanks,

Tim Quigley Peterson  
Juneau

Timothy Peterson  
PO Box 240313  
Douglas, AK 99824

**From:** [Martin niemi](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Thursday, August 07, 2014 4:49:10 PM

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DOT has not considered all of the costs to build the Lynn Canal Road. Add Capital City Fire & Rescue Services, among others. DOT needs to rethink the plans & make safe, prudent choices that serve the needs of the public in southeast. Building a ferry terminal that is no where near Juneau does not serve the Juneau traveling public.

Chris Niemi  
Douglas, Alaska

Martin niemi  
616 Alta Court

Douglas, AK 99824



**From:** [lisa daugherty](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Thursday, August 07, 2014 8:53:13 AM

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lisa daugherty  
9223 N Douglas hwy  
Juneau, AK 99801

**From:** [Shawn Eisele](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 7:47:18 PM

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Shawn Eisele  
215A Gastineau Ave.  
Juneau, AK 99801

**From:** [Mason Bryant](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 1:37:59 PM

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The discussion above present very compelling arguments against building a road. However, it does not include additional considerations that include maintenance costs, winter closures due to snow, ice, and avalanches, and highway accidents that will occur resulting in loss of property and life. The existing ferry system with ongoing upgrades provides a cost effective and safe means of transportation between Juneau and points north.

Thank you for your consideration.

Mason Bryant  
1107 5th St

Douglas, AK 99824

**From:** [saralyn tabachnick](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 12:56:17 PM

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saralyn tabachnick  
135 troy ave.  
juneau, AK 99801

**From:** [Jacque Farnsworth](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 11:50:26 AM

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Jacque Farnsworth  
900 First St. #5  
Douglas, AK 9984

**From:** [Shayna Rohwer](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 11:39:49 AM

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Shayna Rohwer  
1025 D St  
Juneau, AK 99801

**From:** [Art Kolter](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 10:11:44 AM

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Art Kolter  
P.O. Box 20414  
Juneau, AK 99802



**From:** [Tom Wagner](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 9:42:12 AM

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Tom Wagner  
417 Harris Street  
Juneau, AK 99801

**From:** [Jennifer Talley](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 9:33:05 AM

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Jennifer Talley  
Po box 1086  
Haines, AK 99827

**From:** [Brenda Johnson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 9:01:56 AM

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Brenda Johnson  
5875 Glacier Hwy 26  
Juneau, AK 99801

**From:** [Alex Hildebrand](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 8:55:58 AM

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Alex Hildebrand  
546 Hemlock Street  
Juneau, AK 99801

**From:** [Deborah Craig](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 7:32:25 AM

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Deborah Craig  
3251 Nowell Avenue  
Juneau, AK 99801

**From:** [Richard Steele](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, August 06, 2014 7:18:00 AM

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I am opposed to the road around Berner's Bay and north to a ferry terminal to Haines and Skagway. I just traveled that route on the M/V Malaspina to and from the Haines Fair and that is one of the most beautiful coastlines anywhere. To mar it with a road to nowhere is wrong. I think that the road project is being foisted on Southeast residents. Undeveloped coast is an incredible resource. There are sea lion haulouts along the route. Haines is a small town, so is Skagway. We already have a canal, called Lynn Canal which is deep enough to allow passage by any size ship or barge. Don't do it, especially with federal money which is sorely needed for other projects.

We like the ferries, want to see ferries supported, and simply do not want the road including the road to the Kensington Mine.

Sincerely, Richard A. Steele

Richard Steele  
1507 2nd St.  
Douglas, AK 99824

**From:** [Michael Sakarias](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 10:35:40 PM

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Michael Sakarias  
7943 N Douglas Hwy  
Juneau, AK 99801

**From:** [John Staub](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 10:14:46 PM

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John Staub  
3840 N Douglas Hwy  
Juneau, AK 99801



**From:** [Alpheus Bullard](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 9:49:48 PM

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Alpheus Bullard  
619 East St.  
Juneau, AK 99801

**From:** [Theresa Tavel](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 9:41:03 PM

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Theresa Tavel  
245 Irwin Street  
Juneau, AK 99801

**From:** [Monica Daugherty](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 9:29:05 PM

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Monica Daugherty  
418 7th st.  
Juneau, AK 99801

**From:** [Stephanie Hoag](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 9:03:31 PM

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Stephanie Hoag  
3840 N. Douglas  
Juneau, AK 99801

**From:** [Janice Hollender](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 8:47:28 PM

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Janice Hollender  
2695 David Street #1  
Juneau, AK 99801

**From:** [Laura Stats](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 8:20:16 PM

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Laura Stats  
418 Seventh St.  
Juneau, AK 99801

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**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 8:20:16 PM

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Laura Stats  
418 Seventh St.  
Juneau, AK 99801

**From:** [Helen Unruh](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 6:21:45 PM

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Helen Unruh  
PO box 34264  
Juneau, AK 99803



**From:** [clay frick](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 5:13:11 PM

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clay frick  
po box 1222  
haines, AK 99827

**From:** [kathrin.mccarthy](mailto:kathrin.mccarthy)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 4:30:04 PM

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Dear DOT,

I am adding my personal comments to the letter drafted by the SEACC crew on our ferry system. I am disappointed and dismayed that the DOT continues to have its heads in the sand concerning what people in SE Alaska need and want. Why can't you folks get your heads on straight about this this. The road is too costly build and too costly to maintain. It has too many problems with no solutions. We need ferries that will help our region do the business we do here.

The draft Southeast Alaska Transportation Plan focuses inappropriately on constructing costly and controversial new roads. The plan should be revised to reflect the region's most critical needs, which are maintaining, repairing, and replacing our existing infrastructure.

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sincerely, Kay McCarthy

kathrin mccarthy  
414 Third St.

Juneau, Ak, AK 99801

**From:** [Lauren Heine](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 3:40:51 PM

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Lauren Heine  
2986 foster avenue  
Juneau, AK 99801

**From:** [Sonia Ibarra](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 3:14:55 PM

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Sonia Ibarra  
PO Box 210273  
Auke Bay, AK 99821

**From:** [evelyn.rousso](mailto:evelyn.rousso)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 3:12:19 PM

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evelyn rousso  
3540 glacier hwy  
juneau, AK 99801

**From:** [timi tullis](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 3:11:03 PM

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I am opposed to the building/extension of the road out of Juneau and in support of expanding our ferry system. This summer guests took the ferry several times and we are headed north on them this month. It is sad that schedule is so minimal in part b/c the ferries are getting old and we are in need of new ones.

Please accept my comments as part of the testimony in support of ferries and against the road extension.

timi tullis  
17800 Lena Loop  
Juneau, AK 99801

**From:** [Ricky Deising](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 3:10:29 PM

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Ricky Deising  
4500 glacier hwy  
Juneau, AK 99802



**From:** [Sally Donaldson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, August 05, 2014 3:08:58 PM

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Sally Donaldson  
530 Park St  
Juneau, AK 99801

**From:** [judah marr](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Sunday, September 21, 2014 8:39:08 PM

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judah marr  
po box 35731  
juneau, AK 99803`

**From:** [James Dahl](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferry Landing at Saxman comment on SE AK Trans Plan  
**Date:** Thursday, August 21, 2014 10:06:58 AM

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I would like to see the Ferry from Metlakatla land at the Saxman Village Port. I would like to see the State of Alaska enter in to a long term lease with the Village of Saxman that is beneficial to both parties to establish this terminal for economic and convenience benefits to users in Ketchikan and Metlakatla.

It just makes sense and will cut fuel and operating costs to AMHS.

James R Dahl  
2182 So Tongass Hwy  
Ketchikan, AK 99901  
907-247-2182

**From:** [Hughes, Andrew N \(DOT\)](#)  
**To:** [Heidemann, Marie E \(DOT\)](#)  
**Cc:** [barbara@sheinbergassociates.com](mailto:barbara@sheinbergassociates.com)  
**Subject:** FW: Comments on SATP 2014Draft  
**Date:** Wednesday, August 06, 2014 12:39:05 PM

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**From:** Sara H. Willson [mailto:shwillson@hotmail.com]  
**Sent:** Monday, August 04, 2014 2:08 PM  
**To:** Hughes, Andrew N (DOT)  
**Subject:** Comments on SATP 2014Draft

## **Comments on Southeast Alaska Transportation Plan 2014 Draft Prepared August 4, 2014**

There was no information on how to submit comments. I did see the email address for [andy.hughes@alaska.gov](mailto:andy.hughes@alaska.gov) and will send these comments to him.

The Juneau Access Road proposal is flawed because of the faulty information about costs of the project. See below.

My comments:

*Roads are always available for use and thus provide more frequent opportunity than ferries* (Page 58.) I disagree with this, given the fact that roads can be closed by avalanches and weather. Ferries are not affected by avalanches and have operated in extreme conditions in Alaska.

*The Draft SATP does not include plans to provide public transportation to or from the Katzeihin ferry terminal* (Page 59.) This is a serious lack of information pertinent to the cost estimates of this road system. Many using the Alaska Marine Highway System (AMHS) will no longer have the AMHS available for the price of their ferry tickets. The added transportation costs may cause added costs to both the State of Alaska and the individual consumer.

Ferries may be affected by time changes. No consideration has been given to travelers who arrive at Katzeihin and learn that they need additional transportation to Juneau and travelers who arrive at Katzeihin to find themselves stranded there for hours.

I could continue but realize that many will comment on this Draft Plan.

Thank you.

**Sara H. (Sally) Willson**  
**Box 211235**  
**Auke Bay, Alaska 99821-1235**

**I CHECK EMAIL ONCE OR TWICE A WEEK, NOT EVERY DAY.**

**907-586-8292**

See <http://musiciansunited.info/theissue.html>

**From:** [nola cole](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 1:17:29 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzechin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

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nola cole  
#3 Lois Lane  
pobox 197  
skagway, AK 99840

**From:** [Bill Feller](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 1:08:46 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Bill Feller  
10 D Street W  
Dillingham, AK 99576

**From:** [corinna cook](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 12:55:52 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

corinna cook  
7745 n douglas hwy  
juneau, AK 99801

**From:** [cedar stark](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 12:41:55 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

cedar stark  
6730 Marguerite St.  
Juneau, AK 99801

**From:** [Helena Fagan](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 12:28:03 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Helena Fagan  
PO Box 20756  
Juneau, AK 99802

**From:** [Lena Sorenson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 12:26:27 PM

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Lena Sorenson  
Po box 584  
Tenakee springs, AK 99841

**From:** [Helen Unruh](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 12:25:32 PM

---

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Helen Unruh  
PO Box 4264  
Juneau, AK 99803

**From:** [Anne Flaherty](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 12:11:27 PM

---

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Anne Flaherty  
1341 Glacier Highway  
Apt A  
Juneau, AK 99801

**From:** [Stephen Lewis](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 12:05:06 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Stephen Lewis  
PO Box 53  
Tenakee Springs, AK 99841

**From:** [Stephen Lewis](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 12:05:01 PM

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Stephen Lewis  
PO Box 53  
Tenakee Springs, AK 99841

**From:** [Christopher Behnke](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:59:02 AM

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I am a 3rd generation Alaskan, and Graduate Student at the University of Alaska Fairbanks in Natural Resource Management.

The "Juneau Access Project" is an ill-conceived, even idiotic proposal. The state of Alaska's cost estimates do not account for future funding, including long term- maintenance costs, and are predicated upon engineering solutions that Alaskan engineers do not currently have, requiring outsourced technology and skills to undertake. This is an incredibly Dangerous and expensive road proposal. The state of Alaska has been dishonest in its cost-estimates, and glassy-eyed in its advocacy of senseless construction.

It will require a fleet of D9's to keep this road open, only to end in a ferry terminal. Thane Road, in Juneau, is closed for days every winter. Just imagine what 20 avalanche chutes will do. The state has not accurately accounted for long-term maintenance costs in its preferred alternative. The EIS states that "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). The state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. This is ludicrous. Five million a year more for a road than for ferries!!!??

I support community-to-community ferry service, and oppose alternative 2b, the road to—take another ferry, the States preferred alternative.

The DOT's draft SAPT should focus on maintaining existing Marine transportation (large, slow ferries) across southeast Alaska, rather than obsessively pushing this bloated half-billion dollar (and much, much more!) divisive road.

Use this half a billion dollars (and much much more!) to address state-wide maintenance. Use this half-billion dollars to update or maintain the existing fleet, or put it into the states roadway maintenance backlog. Do Not use this half-billion dollars on a meaningless road to nowhere. This does NOT improve access. It means having to drive, and wait for a ferry. Personally, I would rather just wait for a ferry.

I believe the state builds too many roads, and puts too much money into maintaining its roads. I would rather we lower the speed limit and tolerate poor roads, than squander untold millions on annual road construction and maintenance. The DOT is the ultimate expression of "big government" –If the state is interested in cost-cutting, it should start with the DOT.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). These estimates don't even include Avalanche, rockslide, or dangers of ice. Since one human life is estimated to be worth 6 million dollars, (according to the Department of Transportation)  
[http://www.nytimes.com/2011/02/17/business/economy/17regulation.html?\\_r=2&](http://www.nytimes.com/2011/02/17/business/economy/17regulation.html?_r=2&)  
Then it makes sense that these 5 annual estimated fatalities should be internalized into the states cost-benefit analysis, rather than remaining an

externality. This extra 30 million dollars should be included into the DOT's annual cost-benefit analysis. The Alaska Marine Highway, I believe, has never had a fatality, in its 50 years of service?

The road would be MORE expensive for me, as an individual walk-on passenger, to get to Haines or Skagway! The DOT estimates out-of-pocket costs would be \$47 to get to Haines and \$67 to get to Skagway (page 2-16). Its cheaper than that to Walk-on now---Oh Wait, the new proposal REQUIRES that I own a vehicle! What If I cannot afford one? Lets continue to marginalize lower-income brackets.

Furthermore, ecological destruction abounds in this plan. Berners bay would be pillaged, 10 anadramous streams would be crossed (And look at the DOTs record on that regard—NOT good) And improved "access" means ORV access—and damaged ecosystems.

What evidence does the DOT provide that Travel will increase ten-fold with construction of the road? How does the DOT know this? This is un-cited, unstudied, and a complete fabrication.

Please do not build this ridiculous road. Please fund ferries. They are Cheaper, safer, more beautiful, and bring Alaskans together, retaining our unique Southeast Alaskan character.

Christopher Behnke  
4545 Thane Road  
Juneau, AK 99801

**From:** [mike trotter](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:51:04 AM

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Dear Mr. Clough,

September 26th, 2014

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Mike Trotter

mike trotter  
warm springs bay  
sitka, AK 99835

**From:** [Kim Burnham](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:46:45 AM

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Kim Burnham  
1201 Main st.  
Skagway, AK 99840

**From:** [Terry Cummings](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:37:04 AM

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Terry Cummings  
6740 East 10th  
Anchorage, AK 99504

**From:** [Jeff Fair](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:36:08 AM

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Jeff Fair  
PO Box 2947  
Palmer, AK 99645

**From:** [Shawn Eisele](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:30:59 AM

---

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Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Shawn Eisele  
215A Gastineau Ave.  
Juneau, AK 99801

**From:** [Lynnda Strong](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:20:30 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzechin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzechin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzechin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Lynnda Strong  
414 Hollywood Way, Apt. Q  
Sitka, AK 99835

**From:** [Michele Cornelius](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:15:19 AM

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Our ferry system is working fine, and the State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

Maintaining the ferries should be the focus of DOT's draft Southeast Alaska Transportation Plan (SATP) rather than constructing more costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzechin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzechin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

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Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzechin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to



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Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Michele Cornelius  
P.O. Box 297  
Haines, AK 99827

**From:** [Richard Folta](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:10:24 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzeihin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

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The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

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Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Richard Folta  
Mile 10 Lutak Rd.  
Box 898  
Haines, AK 99827

**From:** [Richard Folta](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:10:24 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Richard Folta  
Mile 10 Lutak Rd.  
Box 898  
Haines, AK 99827

**From:** [Robert Claus](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:05:01 AM

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The State's plan to build a road up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine ferry service, and oppose the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

A road to a ferry terminal that is the start point of a two or three day drive through Canada to get to the Lower 48 or the bulk of Alaska does nothing to increase access to or from Juneau at great expense. Spend our money on road maintenance and improved mainline ferry service.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzechin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Robert Claus  
609 Third Street  
PO Box 986  
Craig, AK 99921

**From:** [Bonnie Demerjian](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:03:30 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

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Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzechin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Bonnie Demerjian  
PO Box 1762  
Wrangell, AK 99929



**From:** [Kevin Crowley](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 11:00:59 AM

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Dear Al and Deborah,

The Katzehin road is intended to help Juneau become a better capital city and a more attractive place to live and work, right? Given the most recent EIS, which notes that the road would be MORE expensive to maintain than a ferry system in the long run, in addition to placing a terminal farther away from the city, and negatively impacting the local environment and adjacent fisheries, why is the state still planning to build this road.

Juneau is the most geographically unique city in the United States. We have a chance to lead by example by making smart, economical decisions that mutually benefit the community, economy, and environment. Let us be that example, so that when we look back and tell this story to our grandchildren, we can say that we made the smart choice, with their future in mind rather than just our own.

Please see the letter below, as you may have received from numerous others already, and with which I wholeheartedly agree.

The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzehin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Kevin Crowley  
800 F St  
Unit F2  
Juneau, AK 99801

**From:** [eric holle](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 10:59:07 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

eric holle  
7 mile Mud Bay Rd.  
Haines, AK 99827

**From:** [Robert Sylvester](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 10:58:39 AM

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Although this letter may seem like a near duplicate to others the facts remain. The 'proposed alternative' for this project is a fiasco. A very expensive fiasco that we cannot afford.

The State's plan to build a road half-way up the Lynn Canal is more expensive, and more damaging than existing ferry service. I very much oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzeihin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslides, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road

alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to get to Skagway (page 2-16).

Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded and disingenuous.

Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, crossing ten anadromous streams and, destroying 130 acres of wetlands, tidal areas, and fish habitat. Increasing access to Berners Bay would likely compromise hunting opportunities for moose, bear, and goat by increasing competition. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Robert Sylvester  
PO Box 22487  
Residence 128 Dixon St NMD  
Juneau, AK 99802

**From:** [Bret Schmiede](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 10:39:38 AM

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Please do not give in to the aggressive promoters of an expensive, contentious, destructive, and unnecessary road from Juneau to the Katzehin River. Ferry ridership has dropped over the past two decades in this corridor, which suggests road use would be very light for the foreseeable future-especially considering the rising price of gas and the falling standard of living in our country. For whom exactly would this road to no where be built for?

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Bret Schmiede, 52 year resident of Juneau, Ak.

Bret Schmiede  
1880 Evergreen Ave.  
Juneau, AK 99801

**From:** [Jay Nelson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 10:29:25 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzeihin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to



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Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Jay Nelson  
819 Goldbelt Avenue  
Juneau, AK 99801

**From:** [James Mackovjak](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 10:26:15 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzeihin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

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The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six-thousand-foot-high mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

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Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to

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Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

James Mackovjak  
P.O. Box 63  
Gustavus, AK 99826

**From:** [Kristine Allen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 10:25:39 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement. The Alaska Marine Highway has been part of the magic of Southeast Alaska for 50 years and ferries leave no path.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzeihin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get

to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to get to Skagway (page 2-16).

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Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, crossing ten anadromous streams and, destroying 130 acres of wetlands, tidal areas, and fish habitat. Increasing access to Berners Bay would likely compromise hunting opportunities for moose, bear, and goat by increasing competition. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Kristine Allen  
P.O. Box 210214  
Auke Bay, AK 99821

**From:** [Erin Tilly](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 10:23:54 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to

get to Skagway (page 2-16).

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Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Erin Tilly  
3842 Hardluck Drive  
Fairbanks, AK 99709

**From:** [Thom Ely](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 4:57:52 AM

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It is past time to give up this boondoggle idea. The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$1 billion the State will spend on constructing a road to the Katzeihin we could construct two mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

With half of Juneau and the majority of Haines and Skagway opposed to the extension, this 50-mile driveway to the uninhabited Katzeihin River delta would be constructed for the benefit of a tiny fraction of Southeast residents. Maintaining our existing roads and ferries offers a far better return on a billion dollar investment.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

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There are no services along the entire route, and given that the road traverses protected areas of the Tongass National Forest, it is unlikely that any private enterprise will spring up as a result of constructing the road. Even the Katzeihin Ferry terminal will be unmanned and without the ability to take reservations or offer travelers assistance in the case of emergencies, putting travelers further at risk during bad weather, which happens often in a Southeast, ferry breakdowns, or other emergencies.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would cost \$47 to get to Haines and \$67 to get to Skagway (page 2-16).

Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzeihin road is constructed is unfounded and disingenuous. There will be the same number of passengers and vehicles.

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While the Juneau road extension has been studied the most extensively of all the road projects promoted in the 2014 draft SATP, the proposed cross-Baranof road from Sitka and a road between Kake and the community of Kupreanof raise similar concerns. Absent from the draft plan is a cost-effectiveness analysis required by state law for DOT, the legislature, and public to evaluate new highways, airports, terminals, ferries, and other major components.

As the Federal Highway Trust Fund, the source of over 90% of the funding for Alaskan transportation projects hovers near bankruptcy, Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzeihin road proposal and opt for community-to-community ferry service. Also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Thom Ely  
POB 1014  
24 Portage St  
Haines, AK 99827

**From:** [Dan Lesh](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Thursday, September 25, 2014 1:05:54 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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There are no services along the entire route, and given that the road traverses protected areas of the Tongass National Forest, it is unlikely that any private enterprise will spring up as a result of constructing the road. Even the Katzeihin Ferry terminal will be unmanned and without the ability to take reservations or offer travelers assistance in the case of emergencies, putting travelers further at risk during bad weather (which happens often in a Southeast), ferry breakdowns, or other emergencies.

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Dan Lesh  
PO Box 338  
Gustavus, AK 99826

**From:** [Mary-Claire Tarlow-Bernstein](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 9:26:17 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzeihin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to

get to Skagway (page 2-16).

Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded and disingenuous.

Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, crossing ten anadromous streams and, destroying 130 acres of wetlands, tidal areas, and fish habitat. Increasing access to Berners Bay would likely compromise hunting opportunities for moose, bear, and goat by increasing competition. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Mary-Claire Tarlow-Bernstein  
4260 Glacier Hwy  
Juneau, AK 99801

**From:** [Jim DANGEL](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Design highway Sitka to Warm Springs  
**Date:** Friday, August 01, 2014 6:05:47 PM

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Hello,

I have driven lots of tunnels in Switzerland longer than the distance to the other side of Baranof island. A tunnel is protected from snow, slides, and glaciers. Expensive but in the long run worth it.

If Lynn Canal is ever to have a road it needs connecting to Skagway without ferries. Tunneling many places again could be the answer.

A minor but irritating joint in Sawmill Creek Rd where the new Indian River bridge was replaced a year too late has resulted in the pavement joint horrible.

James R. Dangel  
1504 Sawmill Creek Rd  
Sitka, AK 99835  
907-747-3348

Sent from Jim's iPad

**From:** [Richard Steele](#)  
**To:** [DOT SER SATP](#); [DOT SER JuneauAccess](#)  
**Subject:** Draft EIS comments  
**Date:** Tuesday, September 30, 2014 10:37:21 AM

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Dear Al and Deborah,

I am absolutely opposed to building a road to Katzehein and am also opposed to a road around Berner's Bay. We have a canal: Lynn Canal and this project would be an absolute waste of federal money. There is a double standard in terms of federal money: if it's \$22 million for affordable health care we refuse it. If it's \$574 million for an isolated road to a town of 2000 and 800 we relish it highly. This project would alter and change and perhaps degrade 60 miles of wilderness coast for a frivolous reason. The rest of the country will see it for what it is: a road to nowhere. We need to improve ferries, which your own draft EIS shows is the more cost efficient route. There are other ways to use federal money to make jobs, not just road building. We are happy there are new ferries which will be built in Ketchikan. Expand that effort, look to efficiencies in those ferries, and save the 60 miles of wilderness coast, several sea lion rookeries, and improve the convenience for travelers by improving ferry service. I have lived in Southeast Alaska since 1979 and like the isolated nature of the place. It adds to its charm. There is no reason to build a road to a ferry stop across from tiny communities. Keep the ferry stop in Auke Bay and improve our existing system. It's the cheaper and more convenient alternative.

Additionally, the state's preferred alternative 2B, the East Lynn Canal Highway to Katzehein, is a waste of money in start-up costs. Because of the extremely steep topography adjacent to Lynn Canal, the route of the proposed road will cross 41 avalanche chutes and landslide areas. Already people have trouble getting to Auke Bay because the bus doesn't go there. What about a ferry landing and departing 50 miles north? No road, period.

Richard A. Steele  
1507 2nd St.  
Douglas, Alaska 99824-5210  
(907) 957-2442

**From:** [Luann McVey](#)  
**To:** [DOT SER SATP](#); [DOT SER JuneauAccess](#)  
**Subject:** Draft EIS  
**Date:** Tuesday, September 30, 2014 10:00:56 AM

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Dear Al and Deborah,

Almost two months ago, I submitted comments in response to DOT's draft Southeast Alaska Transportation Plan (SATP). My response focused mostly on the Juneau Access Improvements Project. Now that the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement has been published, here's my response: WE DO NOT NEED A \$574 MILLION ROAD TO KATZEHIN! We have a good system in place and should spend our declining state dollars on improving the Marine Highway System, NOT on a new road to a totally undeveloped final destination.

The state's preferred alternative 2B, the East Lynn Canal Highway to Katzehin, is a blatant waste of money in start-up costs, Because of the extremely steep topography adjacent to Lynn Canal, the route of the proposed road will cross 41 avalanche chutes and landslide areas. Avalanche and mudslide prevention and clean-up will cost \$5 million per year in addition to the initial construction costs. In a time when our cities and schools are suffering from lack of funds, this plan is a frivolous luxury. It is just plain wrong.

Not only is the road expensive, it will be dangerous. In addition to the possibility of fatalities caused by avalanches and mudslides, the road is likely to result in around 22 crashes per year, with at least five deaths expected over a 40-year period. How can this be a good thing?

In terms of the environment, the proposed road will contribute to degradation of mammal habitat and herring and salmon spawning areas. Disturbance of Auk Kwaan Tlingit burial sites and cultural grounds will also be a result of the road. These effects are not acceptable.

My family and I use the Alaska Marine Highway system extensively. My husband and I recently took our car to Haines so that we could drive into Canada and back to Skagway to enjoy the fall colors. Our five-day camping trip was relaxing and enjoyable and the ferry trip home, the perfect transition back to life in Juneau. In addition, this summer we took a pair of visitors up to Skagway and back and another visitor to Sitka and back. We also ferried to Haines to enjoy the fair. To make these last three trips, we left our car behind and rode the ferry as walk-on passengers. This kind of excursion will not be possible in Lynn Canal if Alternative 2B is implemented.

Driving almost one hundred miles to catch a shuttle ferry across Lynn



Canal to Haines is not what I want to do. For reasons of money, safety, convenience, and environmental concerns, I urge the Department of Transportation to abandon Alternative 2B and invest our Southeast Alaska transportation money into community-to-community ferry service.

Please include my comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Thank you.

Sincerely,

Luann McVey

Juneau resident since 1957

1507 Second Street

Douglas, Alaska 99824

(907) 364-2928

**From:** [Nola L](#)  
**To:** [DOT SER SATP](#)  
**Subject:** draft plan, one response  
**Date:** Sunday, September 21, 2014 4:15:44 PM  
**Attachments:** [AMHS letter.dat](#)

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Dear Sirs:

Your design appears full of holes. Most of these you wrongly cast onto AMHS, as if it were an unrelated entity unaffected by your choices. Here are only a couple of my concerns.

In order to drive that so-called Juneau Road you're planning, a person has to have a vehicle in good working condition. Skagway can not seem to hold on to a sober winter mechanic. What is a driver supposed to do? Will it be necessary to take the vehicle to Juneau during summer, incurring all the seasonal time and extra expense, just in case the need arises during the rest of the year?

The problem with pedestrians is another that causes concern. Our school kids will need to provide their own transportation or depend on someone to take an entire day driving to Katzeihin and back in order to cart them to athletic activities. Older people and pregnant families must also go for medical appointments. The hotels can hardly be expected to send vans all the way to a remote location as they now do to Auke Bay. Many summer workers will have no transportation, either. I hope you will provide a shuttle as part of your basic plan and expected expense. Otherwise, you put so-called savings on paper, but costs fall on the people.

Expenses do not disappear, except from your figures. Flying will be much cheaper than combined problems such as vehicular maintenance, stresses of driving a hazardous winter road, and the danger of getting stranded or avalanched upon. That will cut down on ferry use and payback. Flying is too often not an option, whatever the many reasons. However, flight will diminish your projections.

State ferries were created because our astute predecessors stated that private business could never succeed financially. Government projects were not expected to make a profit nor make ends meet. They knew Alaska would be in sad shape if individuals had to pay for police, fire, and transportation services, some of the most basic needs in civilized society. Please exercise historic memory, commitment, and wisdom!

Nola E. Lamken, Skagway

**From:** [Suzanne Vuillet-Smith](#)  
**To:** [DOT SER SATP](#)  
**Subject:** draft plan for southeast, comments from haiens resident  
**Date:** Friday, September 12, 2014 9:54:59 AM

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I was not able to make the recent meeting dot had in Haines about the current draft of the southeast Alaska transportation plan, but did want to comment.

Foregoing ferries for building a road in the Lynn Canal is a bad idea.

It will cost way more money to build and maintain a road in the upper Lynn Canal than operating any ferry system ever will. A road, in major avalanche chute areas, is dangerous to both users and those who will have to build and maintain the road.

The purpose of government is to protect the health and safety of it's citizens and also be fiscally responsible.

Therefore it is clear to me and should be to dot: Keep the existing ferry system, and keep the ferries maintained in northern southeast alaska. This will both save lives and money in both the short and long term. Stop wasting tax payer dollars by studying and re proposing and re studying a road project. Sometimes I think dot is trying to justify jobs by having this hair-brained scheme repeatedly coming up for discussion. Listen to what the majority of Haines and Skagway have to say.

Thank you-and come up and visit anytime; we would love to show you our real world up here

Suzanne Vuillet-Smith  
P.O. Box 5 (yes we have lived her a long time)  
860 Muncaster  
Haines AK 99827 ph 907-766-3457 cell 907-303-9334.

**From:** [Dawn & Derek](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Draft SATP Comments  
**Date:** Sunday, August 10, 2014 9:17:40 AM

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ADOT&PF – Southeast Region Planning:

The continued consideration of and funding for the proposed Juneau road is a waste of time and taxpayer dollars. The State should instead be working on maintaining and improving the ferry system. Residents of Lynn Canal do not want a road; we do not need a road; and a road would be bad for the economic health of the region. It is time for this stupid project to be shelved. Permanently.

Sincerely,

Derek Poinsette  
Box 555  
Haines, AK 99827

**From:** [Beverly Richardson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Draft SE Alaska Transportation Plan  
**Date:** Monday, September 29, 2014 12:33:51 PM  
**Attachments:** [image001.gif](#)

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I wish to submit the following comments re the Draft SE Alaska Transportation Plan.

We need to maintain and improve on our current "through" mainline ferry system. It is the perfect mass transportation plan-moving SE Alaska into the future. There is no need to build and maintain expensive unnecessary intrusive and unwanted new roads and terminals. The proposed plan to go with a series of shuttle ferries and additional roads will not meet the needs or desires of residents or visitors. It will require long drives on dangerous and expensive to maintain roads, expensive new terminals in remote areas, loss of wildlife and affect classic scenic values that are the signature of SE Alaska. Further it is essential to keep the at least weekly Bellingham route year round. I for one take my car to Bellingham once a year. The ferries are our highway. They are how we can get from place to place, they are our portal to the "rest of the world" and open us to folks elsewhere. They would get much more use if the scheduling was such as to encourage use, not discourage use. More frequent sailings, not less would help increase ridership. Cheaper fares, especially for autos would also increase ridership. This summer I took the fast ferry from Juneau to Petersburg. There were 2 other ferries that day that were leaving Juneau to Petersburg, and we only get 4 or 5 for a whole week!

In particular there is no rational to build the road to Kake, specifically the route along the shore of Kupreanof known as the Northern Corridor. This road and its terminals are all detrimental to Petersburg scenic value, wildlife and have been opposed by residents for many years. Petersburg will not benefit from this road. Few Kake people will come to Petersburg to shop, or for medical; they can more easily go to better facilities and options in Juneau. Petersburg residents do not want to drive to Kake to get the ferry or the jet.

We should have already learned our lesson w the building of the expensive and now unused ferry terminal at the southern end of the island. How can we expect enough folks to travel to and from Kake to make use of a ferry to get across from Petersburg to Kupreanof. How often would there be enough folks for the ferry across the Narrows to justify travel?-once a day? Once a week? Its absurd!

Despite research and multiple options no acceptable site has been determined for this ferry. All are undesirable, most not feasible.

Even Kake residents oppose this road.

Regarding the use of this corridor to build a powerline to Kake, this too is archaic thinking. Today there are many many cheaper and more sensible methods of supplying Kake with electricity. Already there are valid

concerns that there is not enough power available for other SE towns w/o adding Kake to the equation.

The state should take back the 40M allocation granted to this project. It is a waste of the public's monies. It could be put it to better use, a suggestion would be to maintaining the mainline ferries.

Beverly

**From:** [Frank Rogers](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Draft Southeast AK Trans. Plan  
**Date:** Friday, September 12, 2014 9:23:14 AM

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To D.O.T.

I went to the meeting held in Sitka to help inform us of plans that you are looking at for the next twenty years. The two persons putting the info out were very informant. Thank you for that. I would like to make a few comments. I have lived in Sitka my entire life of 56 years. I have traveled the ferry system off & on through these years and have really enjoyed the system. Now that I am at an age where I can travel from one community to another more often. I have found that I really like the fast ferry service we get during the summer months. I wish we could continue with these services into the later months if weather conditions allow. I find that the fast ferry is very comfortable and I notice that the crew seems a lot nicer on this ferry than on some of the bigger ferries. Maybe because of only working day time and off at home each evening? I hope that you continue these services to Sitka with these summer schedules and maybe getting into some winter time schedules in the future years. If a Rd does get pushed through to Baranof Warm Springs and allow fast ferry service from that spot would even be better. There are times I use the larger ferries to get to places like Haines for snowmobiling and this I plan to do more often, it is very nice to have the larger ferries with a stateroom so as to be able to get rest before arriving at destinations. I have been stuck using the bigger ferries out of Juneau back to Sitka because of scheduling and it is nice to be able to get a state room at 2am to rest before arriving in Sitka. Please note that staterooms on any of the larger ferries, even in short routes to small communities are nice to have. I hope these new day boats that will replace the three aging ferries Taku, Malisphina, & Matinuska will have staterooms on them. This is very important especially with families.

Thank you again for the opportunity to comment on these future plans:

Frank Rogers Jr. Phone 907-747-6515

**From:** [Lucas Mullen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Draft transportation plan SE Alaska  
**Date:** Monday, September 29, 2014 9:36:43 AM

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In regards to the kake-petersburg road:

Having lived in the city of Kupreanof I can say that a kake-petersburg road would negatively affect the lives of residents of Kupreanof. A road via the northern corridor is not a viable option. The cost of building and maintaining such a road seems to outweigh the possible benefits. Maintaining a consistent ferry schedule would continue to keep the residents of all communities connected without the unnecessary cost of building and maintaining a road between communities. A road in the northern corridor would deplete the region's unique value of wilderness. Spending such money on a road is simply a waste.

Sincerely concerned,

Lucas Mullen  
POB 240476  
Douglas, Ak.  
99824



**From:** [daniell.marr](mailto:daniell.marr)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Sunday, September 21, 2014 8:38:02 PM

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The draft Southeast Alaska Transportation Plan focuses inappropriately on constructing costly and controversial new roads. The plan should be revised to reflect the region's most critical needs, which are maintaining, repairing, and replacing our existing infrastructure.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". Please change the SATP so that rebuilding Southeast Alaska's mainline ferries in Ketchikan is listed as the region's top priority. The Alaska Marine Highway is a proven system that is essential for tying together our isolated marine communities of Southeast Alaska, and providing a surface link to the lower-48 that does not require going through a foreign country.

For the over half-billion dollar cost of the Juneau road extension the State could construct TWO mainline ferries. Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated for travelers, and will cost the state more than simply operating ferries using existing community-based terminals.

With half of Juneau and the majority of Haines and Skagway opposed to the extension, this 50-mile driveway to the uninhabited Katzeihin River delta would be constructed for the benefit of a small fraction of the 85,000 residents of Southeast and the hundreds of thousands of visitors who rely on the ferry system.

While the Juneau road extension has been studied the most extensively, the proposed cross-Baranof road from Sitka and a road between Kake and the community of Kupreanof raise similar concerns. Absent from the 2014 draft plan is a cost-effectiveness analysis required by state law for DOT, the legislature, and public to evaluate new highways, airports, terminals, ferries, and other major components.

As the Federal Highway Trust Fund - the source of over 90% of the funding for Alaskan transportation projects - hovers near bankruptcy, Alaska must be smart about how we spend our dwindling transportation dollars. Please revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

daniell marr  
608 lotus st  
ketchikan, AK 99901

**From:** [cynthia haven](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Sunday, September 21, 2014 8:37:08 PM

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cynthia haven  
608 lotus st  
ketchikan, AK 99901

**From:** [Heather Evoy](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Sunday, September 21, 2014 8:35:28 PM

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Heather Evoy  
608 lotus st  
ketchikan, AK 99901

**From:** [Heather Haven](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Sunday, September 21, 2014 8:33:35 PM

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Heather Haven  
po box 35731  
Juneau, AK 99803

**From:** [Dave Koester](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Friday, September 19, 2014 12:11:05 PM

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The draft Southeast Alaska Transportation Plan focuses inappropriately on constructing costly and controversial new roads. The plan should be revised to reflect the region's most critical needs, which are maintaining, repairing, and replacing our existing infrastructure.

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Dave Koester  
203 Harris Harbor  
Juneau, AK 9801

**From:** [Alexandra Feit](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Wednesday, September 10, 2014 8:39:51 AM

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Alexandra Feit  
Box 1002  
Haines, AK 99827

**From:** [Tim Shields](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Tuesday, September 09, 2014 5:15:58 PM

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As a 30-year resident of southeast Alaska and a frequent traveler on ferries between Haines and Juneau I am opposed to the DOT's current draft transportation plan. As far as I can tell you are planning to make travel more expensive, less convenient and more dangerous to me. You will force me into driving a gauntlet of avalanche paths in my own vehicle. I'll still have to take a ferry ride but this time it will be a cross-wind experience in the Lynn Canal. Have you ever done that in a 35 knot wind? This is to say nothing of the inevitable times that the road will be closed, leaving me no alternative but a \$120 flight, and that only when weather permits. I am pretty disgusted that my state transportation department is proposing to spend absurd amounts of money degrading transportation for my region.

My experiences with the ferry system over thirty years have been overwhelmingly positive. The system is safe and reliable. I can relax as I travel. I have often chosen the three day ferry ride from Bellingham to Haines over a flight to Juneau. You already have a great transportation system for Southeast. All you have to do is maintain and put your energy into making it better.

The draft Southeast Alaska Transportation Plan focuses inappropriately on constructing costly and controversial new roads. The plan should be revised to reflect the region's most critical needs, which are maintaining, repairing, and replacing our existing infrastructure.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". Please change the SATP so that rebuilding Southeast Alaska's mainline ferries in Ketchikan is listed as the region's top priority. The Alaska Marine Highway is a proven system that is essential for tying together our isolated marine communities of Southeast Alaska, and providing a surface link to the lower-48 that does not require going through a foreign country.

For the over half-billion dollar cost of the Juneau road extension the State could construct TWO mainline ferries. Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated for travelers, and will cost the state more than simply operating ferries using existing community-based terminals.

With half of Juneau and the majority of Haines and Skagway opposed to the extension, this 50-mile driveway to the uninhabited Katzeihin River delta would be constructed for the benefit of a small fraction of the 85,000 residents of Southeast and the hundreds of thousands of visitors who rely on the ferry system.

While the Juneau road extension has been studied the most extensively, the proposed cross-Baranof road from Sitka and a road between Kake and the community of Kupreanof raise similar concerns. Absent from the 2014 draft plan is a cost-effectiveness analysis required by state law for DOT, the legislature, and public to evaluate new highways, airports, terminals, ferries, and other major components.

As the Federal Highway Trust Fund - the source of over 90% of the funding for Alaskan transportation projects - hovers near bankruptcy, Alaska must be smart about how we spend our dwindling transportation dollars. Please revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Tim Shields  
P.O. Box 362  
Haines, AK 99827



**From:** [Audrey Smith](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Ferries & repairs to existing roads should be top SATP priorities  
**Date:** Monday, September 08, 2014 9:34:48 PM

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Audrey Smith  
P O Box 776  
Haines, AK 99827

**From:** [Charles King](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 11:46:53 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

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The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road

scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to get to Skagway (page 2-16).

Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded and disingenuous.

Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, crossing ten anadromous streams and, destroying 130 acres of wetlands, tidal areas, and fish habitat. Increasing access to Berners Bay would likely compromise hunting opportunities for moose, bear, and goat by increasing competition. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Charles King  
600 Tenakee Ave  
Tenakee Springs, AK 99841

**From:** [Delia Sizler](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 11:22:40 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Delia Sizler  
POBox 240793  
2971 Douglas Hwy  
Douglas, AK 99824

**From:** [Craig Mapes](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 7:33:18 AM

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Craig Mapes  
PO Box 46  
Tenakee Springs, AK 99841

**From:** [Arthur Bloom](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 4:08:48 AM

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Arthur Bloom  
4506 Prospect Way  
Juneau, AK 99801

**From:** [John Hudson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 9:23:59 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

John Hudson  
16445 Point Lena Loop Road  
Juneau, AK 99801

**From:** [John Symons](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 5:18:28 PM

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John Symons  
P.O. Box 2  
Tenakee Springs, AK 99841

**From:** [Debra Kemp](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 5:17:15 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Debra Kemp  
6.5 Mile Bud Bay Road  
Box 1006  
Haines, AK 99827

**From:** [Leon Shaul](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 4:28:29 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Leon Shaul  
1316 3rd Street  
Douglas, AK 99824

**From:** [Bobby Lee Daniels](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 4:15:01 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Bobby Lee Daniels  
PO Box 20511  
Juneau, AK 99802

**From:** [Esther Bower](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 2:39:14 PM

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Esther Bower  
POB 210416  
Juneau, AK 99821

**From:** [Diana Kelm](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 2:01:24 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Diana Kelm  
Beach Road South  
Haines, AK 99827

**From:** [Robert Andrews](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 1:58:43 PM

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Robert Andrews  
po box 1072  
Craig, AK 99921

**From:** [Marsha Buck](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 1:43:09 PM

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Marsha Buck  
8445 Kimberly St.  
Juneau, AK 99801

**From:** [Theodore Merrell](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 10:49:31 AM

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Theodore Merrell  
3240 Fritz Cove Road  
Juneau, AK 99801

**From:** [Colleen Bridge](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 10:18:40 AM

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The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Colleen Bridge  
PO Box 231087  
Anchorage, AK 99523

**From:** [joan mcbeen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 9:11:55 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

joan mcbeen  
pob 23  
tenakee, AK 99841

**From:** [Sam McBeen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 8:45:12 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

I have been using the ferry system as my main form of transportation in SE Alaska for over 40 years. It is reliable, reasonably priced and a pleasant way to travel. With the existing Marine Highway system it is possible to travel to nearly every community in SE Alaska as a walk-on passenger without the expense and hassle of transporting a vehicle. Focusing on more roads (especially the Lynne Canal road) and shuttle ferries would change all that and make travel in SE Alaska more expensive and more dangerous. So, please use the money to upgrade the marine highway system. It provides a much better value for the people of Alaska.

Sam McBeen  
PO Box 23  
Tenakee Springs, AK 99841

**From:** [Jeanette McBride](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 8:30:28 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Jeanette McBride  
2400 Douglas Hwy #3  
Juneau, AK 99801

**From:** [Marie Shipley](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 8:19:17 AM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Marie Shipley  
P.O. Box 2074  
Wrangell, AK 99929

**From:** [Donald Poling](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 8:05:37 AM

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As time goes by it will become increasingly clear that we should have spent the state's share of this money on maintaining ferries and existing road infrastructure. The Federal government, on the other hand, will need it's share in order to bomb people in the Middle East who do not belong to currently approved factions of Islam.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Donald Poling  
62 Helms Loop Road  
PO Box 293  
Haines, AK 99827



**From:** [Dylan Quigley](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 8:05:01 AM

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Dylan Quigley  
5134 Glacier Hwy  
Juneau, AK 99803

**From:** [Donald Greenberg](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 7:22:25 AM

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Donald Greenberg  
10737 Horizon Dr  
Juneau, AK 99801

**From:** [Linda Deakins](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 5:58:39 AM

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The following is a pre-prepared letter. Yet, I am sending it intact as I agree with every word.

The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Linda Deakins  
18025 Glacier Hwy  
Juneau, AK 99801

**From:** [Ray Pastorino](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 4:19:32 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Ray Pastorino  
4935 Wren Dr  
Juneau, AK 99801



**From:** [Bruce Baker](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 2:40:27 AM

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Bruce Baker  
P.O. Box 211384  
Auke Bay, AK 99821

**From:** [prem.parinito](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 1:05:56 AM

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prem parinito  
5100 Fairchild  
Fairbanks, AK 99709

**From:** [deirdre downey](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Saturday, September 27, 2014 1:03:41 AM

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deirdre downey  
5100 Fairchild  
Fairbanks, AK 99709

**From:** [Mike Burnham](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 10:23:59 PM

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Mike Burnham  
445 w redoubt ave apt 107  
Soldotna, AK 99669



**From:** [Salome Starbuck](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 9:50:23 PM

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Salome Starbuck  
4386 Julep St.  
Juneau, AK 99801

**From:** [Mary Pat Schilly](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 9:34:37 PM

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Mary Pat Schilly  
4435 N. Douglas Hwy.  
Juneau, AK 99801

**From:** [Curtis Norwick](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 9:04:48 PM

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In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road

scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to get to Skagway (page 2-16).

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Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Let me summarize: this ranks right up with the "road to nowhere" as the dumbest projects I've see the state attempt in my 46 years in Alaska. Eventually the Gravina Island bridge will make sense as the population grows. It will never make sense to have a ferry terminal 50 miles from town. 50 miles! Really?

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Curtis Norwick  
11678 Auke Street  
Windfall  
Juneau, AK 99801

**From:** [Martha Siebe](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 8:37:22 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Martha Siebe  
8700 Solar Drive  
Anchorage, AK 99507



**From:** [Gary Hanson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 8:15:52 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Gary Hanson  
PO Box 197  
Skagway, AK 99840

**From:** [Ron Jackson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 7:33:06 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Ron Jackson  
mile 3.2 mud bay road  
PO box 961  
Haines, AK 99827

**From:** [Jeff Sloss](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 7:15:13 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Jeff Sloss  
740 5th St.  
Juneau, AK 99801

**From:** [Roberta Lowden](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 6:35:59 PM

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Roberta Lowden  
2300  
Old Lawson Cr.Rd. B4  
Douglas, AK 99824



**From:** [Jai Crapella](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 5:33:13 PM

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Dear DOT,

I already have a hard time getting to the Auk Bay ferry terminal. I can't imagine how hard it will be to get to the proposed Katzeihin terminal. What about people who don't have a car or are not willing to drive 90 miles of remote road, with rock slide and avalanche dangers and no services? How much do you think a taxi ride will be? What's the point of this road? It certainly doesn't seem to be to serve the public. For the amount that this road will cost, and I have no doubt construction will be much more than is the current estimate, we could have a safe, efficient, and ecologically sound ferry system.

The whole route is sensitive to disturbance - the land and wildlife.

The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Jai Crapella  
2151 A Crow Hill Dr  
Douglas, AK 99824

**From:** [John & Sharon Svenson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 4:57:10 PM

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You've read the above form letter against the greatest potential economical nightmare to be presented to us, the stewards of the Upper Lynn Canal. The visual & physical destruction of one of the greatest wonders of the world, all for what?!

1 ferry, dedicated to Haines, Skagway & Juneau, what is the problem? Being a DOT retiree myself, I know how they send the goons out to any community in the way of "Progress", to present the plan & gather sentiments,(which were overwhelmingly against this project). They return to Juneau, throw away the results and push the project anyway. We the people are not a part of the decision making. It's a required formality.

Build the nightmare to the Kensington and call it quits, Juneau can trash Berners Bay but stay away from Haines.  
Thank you!

John & Sharon Svenson  
box449  
Haines, AK 99827

**From:** [Julie Maier](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 4:38:54 PM

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It does not make sense to build roads from one community to another in southeast Alaska! The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Julie Maier  
P.O. Box 83106  
Fairbanks, AK 99708

**From:** [Suzanne Cohen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 4:37:42 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Suzanne Cohen  
725 5th Street  
Juneau, AK 99801

**From:** [Gail Corbin](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 4:20:41 PM

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Gail Corbin  
Box 776  
Pelican, AK 99832

**From:** [Warren Jones](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 3:57:43 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Warren Jones  
1601 E 26th Ave  
Anchorage  
Anchorage, AK 99508

**From:** [jean hoegler](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 3:48:10 PM

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Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded and disingenuous. The Chicago Tribune, July 13, 2014, quoted Don Young, R-Ak., at a March 2012 hearing where it was suggested that Alaska build more roads: "That's the dumbest statement I've heard in my whole life". It is time to return to reason, and there is no good reason to build this road.

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jean hoegler  
2400 Douglas Hwy., Unit 3  
Juneau, AK 99801

**From:** [Daniel Zobrist](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 3:26:53 PM

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Daniel Zobrist  
5 Gustav  
Gustavus, AK 99826

**From:** [Dee Longenbaugh](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 2:30:31 PM

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Dee Longenbaugh  
299 N. Franklin  
Juneau, AK 99801

**From:** [karen capp](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 2:11:09 PM

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karen capp  
9348 Lakeview Ct  
Juneau, AK 99801

**From:** [Allison Hourigan](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 1:43:03 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Allison Hourigan  
1341 Glacier Hwy. Apt A  
Juneau, AL 99801

**From:** [Susan Tilly](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 1:36:13 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Susan Tilly  
3842 Hardluck Drive  
Fairbanks, AK 99709

**From:** [Carol Kasza](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 1:26:37 PM

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Carol Kasza  
PO Box 73452  
Fairbanks, AK 99707

**From:** [Carolyn Weishahn](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Friday, September 26, 2014 1:24:06 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Costs to build and maintain this road are too high and the environmental damage it would cause is unacceptable. Please drop this project and put the money to good use repairing Alaska's roads and rebuilding Southeast's ferry system.

Carolyn Weishahn  
Haines, Alaska

Carolyn Weishahn  
HC 60 Box 3977  
Haines, AK 99827

**From:** [Ross Barrett](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 1:32:28 PM

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Ross Barrett  
2075 state st  
Skagway, AK 99840

**From:** [Claire Barrett](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 1:30:51 PM

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Claire Barrett  
2075 state st  
Skagway, AK 99840

**From:** [Michael Swasey](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 1:22:25 PM

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Michael Swasey  
Po box 81  
Skagway, AK 99840

**From:** [Michelle Pierce](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 1:06:13 PM

---

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Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, crossing ten anadromous streams and, destroying 130 acres of wetlands, tidal areas, and fish habitat. Increasing access to Berners Bay would likely compromise hunting opportunities for moose, bear, and goat by increasing competition. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Michelle Pierce  
PO box 1346  
Skagway, AK 99840

**From:** [Deborah Marshall](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 12:37:45 PM

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As a twenty five year Juneau resident owning the Fiddlehead Restaurant, and now as a happy Haines resident, I can speak to this issue from both ends of the proposed highway up Lynn Canal.

While I understand first hand how claustrophobic living in Juneau can be, and how people feel a road out may be the panacea and that old think still fears a capital move based on road access, facts show two things. Most Juneau residents fly south for weekends in the sun, and our state legislatures now leave their families up north and fly home on the weekends. The combination of very reasonable Alaska air fares and a shorter political session makes this economically feasible.

The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzeihin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

Or, if the state wants to get out of the ferry business altogether because the ferry union is making operation cost prohibitive, let's look at the hub and spoke model being tested by Prince of Wales. Haines, Skagway and Juneau could operate an upper Lynn Canal system as a private public partnership and at least break even.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year. Note the North Cascade Highway in Washington State that only operated one winter because avalanche removal became immediately cost prohibitive, and the road deemed dangerous.

The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche

chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzehin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to get to Skagway (page 2-16).

Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded and disingenuous. DOT showed us the graph of level usage for the last twenty years even though boat capacity has been increased. We don't need more, we need Safe!

When Andy and Jim came to Haines, they tried to impress the standing room only crowd (unanimously opposed to the road) with the idea of 8 crossings a day from the Katzehin. We responded that we can live with three or four boats a week as long as they are safe. It was overwhelmingly clear that the bureaucrats from Juneau don't live in the weather, don't understand the velocity of our funnel gales that blow in northern Lynn Canal, or what it was like last December when 12 feet of snow fell in three weeks--without the ferry, we would have had no mail or holiday gifts as there was no flying of small planes. None of us would have ventured down the avalanched road even if it were open. Too Dangerous!!!

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

I appreciate the opportunity to comment and hope that common sense and reasonable budgeting win the day.

Deborah Marshall  
907-766-2046

Deborah Marshall  
Box 205  
Haines, AK 99827

**From:** [Matthew Russell](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 12:17:29 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Matthew Russell  
PO Box 1153  
Skagway, AK 99840

**From:** [John Wisenbaugh](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 11:20:17 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to



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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

John Wisenbaugh  
Box 512  
Tenakee Springs, AK 99841

**From:** [Nelle Jurgeleit-Greene](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 11:17:49 AM

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I don't like that the State of Alaska keeps trying to push this dangerous Juneau road plan on us. The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

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existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to get to Skagway (page 2-16).

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Nelle Jurgeleit-Greene  
PO Box 515  
Haines, AK 99827

**From:** [Bonnie Kaden](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 11:06:25 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Bonnie Kaden  
78 Same Old Road  
Box 138  
Gustavus, AK 99826

**From:** [Taylor Bracher](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 10:34:50 AM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Taylor Bracher  
MP 237 George Parks Hwy  
Denali Park, AK 99755

**From:** [Merrill Lowden](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 10:20:00 AM

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As a resident of Haines concerned with safe, dependable transportation to Juneau and jet service to Anchorage for medical and other resources, I strongly oppose the proposed Katzeihin to Juneau road. This expensive, outrageously destructive and dangerous project could leave many North Lynn Canal residents at a dead end, LITERALLY. This is the most hair-brained project since the "Firecracker Boys."

I agree with the following comments prepared by the Southeast Alaska Conservation Council:

The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Merrill Lowden  
211 Old Hart Road  
Haines, AK 99827

**From:** [Rebecca Radey](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 10:05:35 AM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Rebecca Radey  
580 12th Ave  
PO Box 782  
Skagway, AK 99840

**From:** [Dena May](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 9:46:34 AM

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Dena May  
Corner of 6th&Main  
Skagway, AK 99840

**From:** [Wendy Anderson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 9:38:30 AM

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Wendy Anderson  
P.O. Box 43  
535 13th Ave  
Skagway, AK 99840

**From:** [sherry corrington](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 9:06:04 AM

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sherry corrington  
po box 643  
15th and broadway  
skagway, AK 99840

**From:** [Kaye Kanne](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 8:47:44 AM

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Kaye Kanne  
P.O. Box 22256  
2762 John Street  
Juneau, AK 99802

**From:** [Scott Iohan](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 8:06:38 AM

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Scott Iohan  
#1 Rio Faux Lobo  
bix686  
Skagway, AK 99840

**From:** [Kara Berg](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 7:56:57 AM

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Kara Berg  
1 Parker Dr.  
P.O. Box 26  
Gustavus, AK 99826

**From:** [Michael Nigro](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 7:55:13 AM

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Michael Nigro  
3 Spruce Lane  
P.O. Box 81  
Gustavus, AK 99826

**From:** [Juan Castaneda](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 7:29:46 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Juan Castaneda  
18th & State  
Skagway, AK 99840

**From:** [Emily Willis](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 7:04:16 AM

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Emily Willis  
1/4 Mile Dyea Rd.  
PO Box 49  
Skagway, AK 99840

**From:** [Steve Kocsis](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 8:25:13 PM

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Steve Kocsis  
4352 manor  
Juneau, AK 99802

**From:** [Cristina Della Rosa](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 8:23:38 PM

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Cristina Della Rosa  
4352 manor ave  
Juneau, AK 99802

**From:** [KAREN BRYANT](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 7:55:20 PM

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KAREN BRYANT  
PO BOX 986  
HAINES, AK 99827

**From:** [Sondra Stanway](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 7:31:42 PM

---

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Sondra Stanway  
2935 Simpson Ave  
Juneau, AK 99801

**From:** [Tina Cyr](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 7:27:15 PM

---

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Tina Cyr  
P.O. Box 21  
Skagway, AK 99840

**From:** [Jon Howell](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 4:51:59 PM

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Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzechin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to



get to Skagway (page 2-16).

Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded and disingenuous.

Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, crossing ten anadromous streams and, destroying 130 acres of wetlands, tidal areas, and fish habitat. Increasing access to Berners Bay would likely compromise hunting opportunities for moose, bear, and goat by increasing competition. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Jon Howell  
10 Park Lane Drive  
Gustavus, AK 99826

**From:** [Peter Eagle](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 4:29:32 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

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In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Peter Eagle  
11118 Bayshore Drive  
Anchorage, AK 99515

**From:** [Nancy Collinsworth](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 4:25:43 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

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Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to

get to Skagway (page 2-16).

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Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Nancy Collinworth  
Lena Loop Rd.  
Juneau, CA 99801

**From:** [juliene Miles](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 12:32:58 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzeihin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways. Furthermore, if newer, more efficient main line ferry's were built, would it not make long-term maintenance/upkeep costs lower than the current rate?

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service. It is important to note that our children travel frequently in the winter months for sporting events, and it does not seem logical to put them in harms way by forcing them to travel a dangerous road when they could take a ferry with a better safety record.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel

far more complicated, especially for walk-on passengers. The Katzehin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to get to Skagway (page 2-16).

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Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

julienne Miles  
PO Box 1193  
Skagway, AK 99840

**From:** [Thomas Waldo](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 12:18:27 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". With the \$574 million the State plans to spend on constructing a road to the Katzechin we could construct TWO mainline ferries or address the half-billion dollar backlog in deferred maintenance for all of Alaska's existing roadways.

In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzechin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Thomas Waldo  
3620 Greenwood Ave.  
Juneau, AK 99801

**From:** [Robert Fink](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 11:44:07 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Robert Fink  
12 & Broadway  
P.O. 1335  
Skagway, AK 99840

**From:** [MICHAEL SALLEE](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 11:00:33 AM

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MICHAEL SALLEE  
VALLENAR POINT-GRAVINA ISLAND  
PO BOX 7603  
Ketchikan, AK 99901

**From:** [Hayden Kaden](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 10:31:16 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Hayden Kaden  
P.O. Box 138  
Gustavus, AK 99826

**From:** [Cindy Hartmann Moore](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 10:25:06 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

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In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzechin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

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Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzechin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to



get to Skagway (page 2-16).

Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded and disingenuous.

Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, crossing ten anadromous streams and, destroying 130 acres of wetlands, tidal areas, and fish habitat. Increasing access to Berners Bay would likely compromise hunting opportunities for moose, bear, and goat by increasing competition. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Cindy Hartmann Moore  
3654 McGinnis  
Juneau, AK 99801

**From:** [Brenda Johnson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 10:20:00 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Brenda Johnson  
5875 Glacier #26  
Juneau, AK 99801

**From:** [Steven Parker](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 8:53:00 AM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Steven Parker  
15485 Glacier Hwy  
Juneau, AK 99801

**From:** [Tristan Knutson-Lombardo](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Monday, September 29, 2014 8:06:28 AM

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New DOT study finds that ferries are the sustainable, safer way to transport goods, services and people across our region. I want our public money going to safer ferries rather than costly, dangerous and destructive roads.

Tristan Knutson-Lombardo  
707 Dixon  
Juneau, AK 99801

**From:** [Ken Zafren](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 8:06:38 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Ken Zafren  
10181 Curvi St.  
Anchorage, AK 99507



**From:** [Dave Nuetzel](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 7:17:31 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Dave Nuetzel  
823 Charles St  
Sitka, AK 99835

**From:** [Dave Nuetzel](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 7:09:38 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Dave Nuetzel  
823 Charles Street  
Sitka, AK 99835

**From:** [Dustin Craney](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 4:16:58 PM

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I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzehin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

As a resident of Haines who spends a lot of time in Skagway, I'm concerned that this will be extremely inconvenient and will likely cause me to make less trips to Juneau. I enjoy taking the ferry down from Haines and meeting friends, not usually bringing along my car. I don't want to get off that ferry and have to drive for over an hour on a potentially dangerous winter road to get to Juneau.

Please spend this money in a better way!

Dustin Craney  
POB 1511  
Haines, AK 99827

**From:** [Christine Gabriele](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 4:04:57 PM

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Dear Mr. Clough and Ms. Holman,

I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzehin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. The Draft Supplemental EIS does not provide sufficient rationale to justify the State's preferred alternative. I remain unconvinced.

DOT's draft Southeast Alaska Transportation Plan (SATP) should focus on maintaining proven marine transportation throughout the archipelago rather than focusing on constructing costly and controversial new roads.

The draft SATP suggests the three fifty year-old mainline ferries should be replaced in the next ten years "if the funding becomes available". There should be no "if" in the sentence. The SATP needs to ENSURE that the funds are available for constructing new vessels and addressing the extreme backlog in deferred maintenance for all of Alaska's existing roadways.

It is hard to understand what ADOT persists in preferring an alternative that has outrageous capital costs associated with constructing a road, and higher operating costs. What is on the other side of the equation that ADOT finds so compelling? Whatever it is, it does not appear to be in the public interest. Some bad ideas really just need to be put to rest, and this is one of those.

The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open.

What about those avalanches anyway? How can ADOT ignore that risk to public safety?

The Katzehin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

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Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. Passengers without a personal vehicle will have to rent a car or coordinate with shuttle service to get there. Travel is already complicated enough in Alaska. To an outside observer, this looks like a hare-brained scheme.

The Katzehin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to get to Skagway (page 2-16). Why does ADOT support an alternative that increases the cost of travel?

ADOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded and disingenuous. You will need to back up your facts if people like me are going to give you any credibility on that one. At present, it seems like the logistical challenges of using this service, as a passenger, would be daunting if not completely prohibitive.

Pristine anadromous streams, wetlands, tidal areas, and fish habitat do not grow on trees, even in Alaska. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, and I feel certain that this ill-supported project does not make the resource damage and worthwhile.

Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed. What retribution is ADOT prepared to make to compensate for this loss?

Given declining State revenues, Alaska must be smart about how we spend our dwindling transportation dollars. I urge you to CANCEL the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Christine Gabriele  
PO Box 2014  
Gustavus, AK 99826

**From:** [joseph.ordonez](mailto:joseph.ordonez)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 2:40:08 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

joseph ordonez  
po box 1103  
haines, AK 99827

**From:** [Daniel Papke](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 1:48:37 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Daniel Papke  
po box 1122  
skagway, AK 99840

**From:** [mark.larsen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 1:20:35 PM

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mark larsen  
pobox 936  
skagway, AK 99840

**From:** [Samuel Palmersten](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 12:36:28 PM

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Samuel Palmersten  
530 8th Ave  
Skagway, AK 99840

**From:** [Tamar Harrison](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 12:20:08 PM

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Tamar Harrison  
530 8th Ave  
Skagway, AK 99840

**From:** [clay frick](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 12:09:57 PM

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clay frick  
mile 6 mudbay rd  
po.box 1222  
haines, AK 99827

**From:** [Charles King](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Sunday, September 28, 2014 11:46:53 AM

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Charles King  
600 Tenakee Ave  
Tenakee Springs, AK 99841

**From:** [Steve Lewis and/or Rachel Myron](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comments on Chichagof Island portion of SATP  
**Date:** Tuesday, September 30, 2014 11:02:37 PM  
**Attachments:** [SATP Comments.doc](#)

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September 30, 2014  
PO Box 53  
Tenakee Springs, AK 99841

RE: Comments on Southeast Alaska Transportation Plan

Gentlefolk:

As a resident of Tenakee Springs, I'm appalled to once again see the same tired and absurd plans for building roads across Chichagof Island. These plans are not something that we want in Tenakee. We have consciously chosen to keep our community roadless. But, even if we hadn't, these roads would increase our transportation costs, requiring us to own vehicles in Tenakee or to store them at the ferry terminals. Driving the proposed road system would be far more hazardous than boarding a ferry in Tenakee, and for much of the year, would be dangerous and frequently impassable due to snow. Unless DOT chooses to spend a fortune plowing long stretches of road whenever it snows, all the roads proposed to come to Tenakee Inlet will be impassable for many months of each year. The cost of maintaining any road from Hoonah to Tenakee Inlet would be very large, and the traffic very light even when it wasn't snow covered. Plus, we don't want a road connecting Tenakee to the ferry system.

The idea of a road at the upper end of Tenakee Inlet crossing to Pelican is a travesty. Again, such a road would have to go very high, and the top of the Inlet is much colder and snowier than anything near town. All such a road would do is devastate a pristine and spectacular wild area, with little benefit to Pelican or Hoonah and none to Tenakee.

Putting a road up the Kadashan drainage is an even worse idea. This is a LUD II area and a place whose wilderness character is deeply engrained in the hearts of our community members. And, putting a shuttle ferry at each end of such a road is ludicrous—if such ferries weren't available all day long, they'd be pretty useless, and to shuttle back and forth would be hugely expensive. Plus, most of us truly appreciate that it is somewhat difficult to get to our community. We like it that people who come here really want to be here and had to work at it.

I urge you to eliminate all these bad ideas from the plan now, and to keep them out in the future. Tenakee can do quite well with our current ferry schedule for a very long time, and the character of our town, would be permanently and negatively altered if any of these proposals were to occur.

Sincerely,

Steve Lewis

Word Document attached below

**From:** [johnandaudrey](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Build the Juneau Access Road A.S.A.P.  
**Date:** Saturday, June 28, 2014 11:13:11 AM

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Building roads where possible and ,thereby, reducing ferry runs is a good idea for many reasons.

Ferries are very expensive to operate and maintain.

Ferries burn huge amounts of fuel and whenever we have an opportunity to reduce our use of fossil fuels we should do so.

We are convinced that the East Lynn Highway / Katzehin shuttle ferry Combo is the best,most fuel efficient option in the Lynn Canal Corridor.

The use of Alaska Class Ferries as day ferries will provide more timely service and cost less to operate than current ferry service.

We are lifelong Alaskans and longtime Juneau property owners who have used the ferries on many occasions,year round , between JNU/HNS/SGY.

I worked aboard the AMHS vessels for more than 30 years, mostly as a deck officer/pilot. I have made many trips up and down Lynn Canal,year round.

Building the Juneau Access Road is not only doable it is a good idea.

Thanks!

Sincerely,

John [ and Audrey ] O'brien JR.

Juneau,Ak.

**From:** [Margo Waring](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comment/draft SE Transportation Plan  
**Date:** Tuesday, June 24, 2014 8:18:02 PM

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Regarding the Draft SE Transportation Plan, I totally oppose the road to Katzehein. I do not think the costs for such a road, the hazards to traffic and the increased costs to DOTPF and State Troopers for maintenance and local governments for ambulance and other emergency services can in any way be justified. Using public money to benefit private mining interests appears to be the real reason, a reason I cannot support. Additionally, the highway to Katzehein and initiation of shuttle ferry service in upper Lynn Canal has been opposed by the public in Haines, Skagway, Klukwan, Juneau has consistently, overwhelmingly called for maintaining and supporting mainliner ferry service to Auke Bay and no road across the the avalanche zone to Katzehein.

Please change the raft plan to reflect these public opinions.

Margo Waring  
11380 N. Douglas Hwy.  
Juneau, AK 99801



**From:** [Brenda Campen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comment for SATP  
**Date:** Sunday, September 21, 2014 5:43:17 PM

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To: Staff, AKDOT & PF, Southeast Regional Planning

I have read and reviewed the 2014 draft SATP. I have lived in Alaska since 1977, and in Southeast Alaska since 1979. I live in Sitka and have a summer home near Angoon. My daughter lives in Gustavus. The transportation infrastructure for SE Alaska, especially the AK Marine Highway System, is very important to me and my family.

Please enter my comments into the public record and also seriously consider that many residents of SE Alaska have transportation priorities that differ from that of the AK DOT/PF.

Comments on the SATP

1. Maintain and upgrade ferry access to currently underserved communities - especially Sitka. While Sitka has had improved summer ferry service with the Fairweather, winter service is deplorable.
2. Construct two new mainline ferries.
3. Stop the construction of the highway north from Juneau. Stop. Many, many residents do not want this. The draft environmental impact statement just released shows that the project is more expensive than keeping the ferries running Lynn Canal. The state has other pressing transportation priorities.
4. Construction of the Angoon airport ONLY if ferry access to Angoon via Juneau and Sitka is maintained. No diminishment in ferry service.
5. Sitka- Warm Springs Bay highway and ferry terminal - NO, NO, NO. Save the money that will be spent on studies, design, EIS, and dedicate that money instead to improved ferry service to Sitka, especially in the winter.
6. Ferry service improvement. The data in the draft plan shows diminished ferry ridership. The most significant reason for this is the ferry

schedule of the last few years which does not make ferry travel practical, especially in the winter and especially from Sitka. Try arranging a trip to Juneau. It's impossible without spending more time than most people can afford. I know of many residents who have just given up considering the ferry as an option; it's too frustrating. They either don't travel, or travel less often and fly instead. This contributes to the high cost of living.

7. More ferries. Less road construction.

8. I found the references to Sitka in the draft plan to be almost all negative ---- citing the obstacles of Sergius Narrows and the "serpentine Peril, Olga, and Neva Straits", and citing the benefits of closing the Sitka ferry terminal and "time savings" of driving across the island to a terminal at Warm Springs Bay. Much of the language is slanted to support the DOT/PF recommendations and does not mention any negatives, such as the cost of building the new road and terminal, and the many "costs" for residents of having to drive, in winter, across the island. It is a language tone that infers that the DOT/PF recommendations are a foregone conclusion. Instead of the obstacles of Sergius Narrows being used as rationale for a new road and terminal with the attendant consequences, why isn't the DOT committing to treating Sitka on par with other SE AK communities deserving of comparable service? Sitka is a vibrant community. Tourists love going through Sergius Narrows. Residents like the safety of ferry travel. The geography isn't going to change. Just live with it, and treat Sitka residents with the service they deserve, rather than seeing us as out there on the edge..."a problem".

Respectfully submitted,  
Brenda D. Campen  
907.747.3441  
bcampen@ptialaska.net

**From:** [Dawn & Derek](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comment on draft Southeast Alaska Transportation Plan (SATP).  
**Date:** Monday, September 29, 2014 9:38:27 AM

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My name is Dawn Drotos and I am a resident of Haines. I would like to express my concerns about the Juneau Road Extension proposed in the draft Southeast Alaska Transportation Plan. There a number of reasons why I am AGAINST the road extension, including:

-Inconvenience/ Unreliability: I live 30 miles outside of Haines up the Haines Highway. This stretch of road contains two slide areas that frequently delay travel and require constant (and expensive) upkeep to direct debris away from the road. If road crews have so much trouble keeping TWO slide areas clear on the Haines Highway, how will they possibly reliably clear the 36 avalanche chutes named in the Juneau Road Extension? And at what expense?

If the road is frequently closed due to avalanches, etc., how will we be able to plan our travel out of Haines? As it is, the ferry is the only reliable way out of Haines in the winter. Both existing driving routes out of Haines & Skagway into Canada are frequently closed due to poor weather conditions and avalanche activity. Air travel in and out of Haines is also often cancelled for days or even a week at a time in the winter due to the weather. Only the ferry offers consistent, reliable and affordable transportation to Juneau and beyond.

-Expense: The exorbitant price for this unneeded and largely unwanted road to nowhere smacks of a pork barrel project at a time of declining oil revenues and belt tightening around the state (and the nation). Whether funds to build and maintain the road are administered by federal or state institutions, they're ultimately provided by taxpayer contributions and need to be judiciously spent. The road funds could go to more beneficial and worthy causes than this one. Taxpayers have overwhelmingly indicated that they don't want to replace ferries with expensive dead-end roads, with 90% of public comments from the 2004 SATP opposing loss of ferry service.

Also, the project represents increased travel expenses for independent travelers. Those of us who walk-on the ferry without a vehicle in order to connect with flights or ferries out of Juneau would be at the whim of private shuttle services charging exorbitant rates for transportation from Katzehin to Juneau. The lack of long-term parking in Juneau would deter many from driving to the airport or other locations.

-Preserving our local economy and community identity: Travelers to and from Interior Alaska often stay in Haines overnight or for the better part of the day while awaiting ferry connections. During this time, they make valuable contributions to our local economy by purchasing food, gas and lodging here. A continuously running shuttle ferry whisking travelers away from Haines would negatively impact our local economy.

Also, the geographical isolation of Haines is something that has preserved our community's identity and led to a long-term stable population base. A road connection would threaten to turn Haines into a bedroom community of Juneau with local business losses to Juneau big-box stores and increased competition for local real estate with Juneau's wealthier counterparts.

-Inefficiency: Currently, the state only has to maintain existing ferries and terminals. With this proposal, the state would have to construct and maintain a hazardous road plus a remote ferry terminal, and construct several new ferries (day boat and shuttle ferries). Coordinating and maintaining these disparate systems will be cumbersome and inefficient compared to the simplicity of a ferry-only system.

Also, from a traveler's perspective, it is inefficient to have to take a shuttle ferry and then drive to Juneau only to load onto yet another ferry for the trip South to Bellingham.

-Public Health: The ferry service provides safe and reliable transportation to and from Juneau and an enjoyable, care-free experience for travelers. Winter driving conditions in Southeast Alaska, especially along the coast where high winds are strongest, challenge even the most experienced drivers. I reject the assertion that ANY number of anticipated fatal and non-fatal accidents on this road would be acceptable in the face of the stellar safety record of the ferry service. These increased risks to public health would be driven by the illusion of convenience, since the road STILL would not connect Juneau to the mainland and travelers would have to endure both dangerous driving conditions and a ferry crossing.

Also, what of the fate of travelers stranded in between the unmanned ferry terminal and Juneau by an avalanche or other mishap? My experience is that to save money plow schedules are oriented around the busing of school children (that is, during school hours and not on weekends) and that plows are often not run when snow is actively falling and would cover cleared lanes. That leaves a lot of time when travelers would be driving to the Katzehin ferry terminal in dangerous conditions, perhaps only to discover that the shuttle ferry is not running due to the hour of day or the weather.

-Jobs: The ferry service provides some of the best jobs in Haines. Its workers contribute much to our local economy. The loss of these jobs would negatively impact our community. An unmanned ferry terminal and skeleton crew day boats could not possibly replace the jobs provided by mainline ferries. The temporary jobs created during the road's construction would likely benefit skilled, out-of-state or out-of-region workers with few ties to Haines or even Juneau.

In conclusion, I ask the State of Alaska to yield to the wishes of taxpayers and citizens and abandon this potentially environmentally, socially, and economically devastating project.

Sincerely,

Dawn M. Drotos  
P.O. Box 555  
Haines, AK 99827

**From:** [Suzanne Paulsen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comment on Kake-Petersburg Road  
**Date:** Monday, September 29, 2014 11:55:41 AM

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To the DOT Staff and other decision makers:

Having been to the DOT hearing held in Petersburg in regard to Southeast Region Planning, I must write to comment on and oppose the proposed Kake-Petersburg road. As you will read in more detailed form from others testifying on this road, it is too expensive and does not meet the needs of Kake or Petersburg. The road is inadequate and poorly located. Maintenance would be extremely challenging. Better ferry service for Kake would be much more practical and effective. We look forward to reading the results of the community surveys described at the hearing. Regards from Petersburg, Sue Paulsen

**From:** [Cushing](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comment on plan  
**Date:** Sunday, August 31, 2014 2:42:23 PM

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To DOT:

Living on an island, ferry transportation is vital for us, for our vehicles, and to ship goods in and out. The State's transportation plan is totally inadequate. It is full of expensive boondoggles and a dilution of the services that really matter to us.

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This is not a new pattern. Hundreds of millions of dollars have been wasted before, such as the south Mitkof ferry terminal that is not used, and the fast ferry catamarans that can't be used most of the year.

<!--[if !supportEmptyParas]--> <!--[endif]-->

Both the road across Baranof Island and the road north from Juneau will be even worse.

<!--[if !supportEmptyParas]--> <!--[endif]-->

We need to start replacing the aged mainline ferries. We need to keep services between the towns that don't require long drives and difficult to maintain roads.

<!--[if !supportEmptyParas]--> <!--[endif]-->

Please use some common sense.

<!--[if !supportEmptyParas]--> <!--[endif]-->

Sincerely,

Marlene and David Cushing

Petersburg, Alaska

<!--[if !supportEmptyParas]--> <!--[endif]-->

Residents of SE Alaska since 1976

**From:** [tim\\_mcdonough](mailto:tim_mcdonough)  
**To:** [DOT SER SATP](#)  
**Subject:** comment on plan  
**Date:** Tuesday, September 09, 2014 8:22:55 AM

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To whom it concerns at the State of Alaska DOT,

My name is Tim McDonough. I have lived in Alaska for 34 years and in Haines for the past 30 years. Please consider my comments below when making a decision about future road and ferry travel options in Southeast Alaska.

1.) I support the development of Alaska Class ferries as the best plan for improving transportation options in Southeast Alaska. I am opposed to building a road from Juneau to Haines for many reasons. Ferries are safer; roads built across 36 active avalanche chutes, 112 other geological hazards like rock, land and debris slides will be dangerous and often unreliable in the winter.

2.) Building a road will essentially remove the present convenient and reliable walk on ferry option for Juneau travel. Air travel is much more weather dependent and expensive.

3.) I feel declining Federal and State transportation funding should be used to maintain our existing infrastructure, not create new demands for maintenance of high hazard roads. Building Alaska Class ferries to replace the aging mainline ferry fleet makes much more sense.

4.) The present route between northern S.E. Alaska (Skagway and Haines) to Juneau is one of unparalleled wildness and beauty rarely found anywhere else on Earth. When there are options to avoid building a road to connect the communities, they should be pursued to retain that beauty. I would love to see value given to wilderness as one of the factors in deciding which way the plan goes. In the really long term view, 200 years and beyond when the human population will be billions more, a place not marred by human touch, will be priceless. Please consider the long term view over the short term convenience a road will give us.

Thank you for considering my input.

Sincerely,  
Tim McDonough  
Haines Alaska

**From:** [Betsy Albecker](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comment on proposed Jnu Access Road  
**Date:** Monday, September 22, 2014 8:39:01 AM

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From: tapbetsdir@hotmail.com

Subject: Proposed ferry route: Questions and Comments

Date: Sun, 21 Sep 2014 10:38:13 -0700

I like to take my rig to Juneau to get it winterized. On the ferry. One of the large ferries. I am not thrilled at the prospect of scheduling a problematic ride on a small open ferry in order to drive a nasty little road to Juneau, at this time of year to get it winterized.

I was medivaced on the ferry last February from Skagway to Juneau. No planes flying, everything socked in, the Haines Highway and Klondike Highway were both closed due to hazardous driving conditions. How long would it have taken an ambulance to arrive from Juneau to pick me up at Katzehin, or would an ambulance from Skagway be responsible for getting me to the emergency ward in Juneau? I remember one hair-raising trip out to the Auke Bay terminal that took over 3 hours in the middle of a night time blizzard. I was a foot passenger with two toddlers, that's usually a short 30 minute drive. It was a memorable trip.

Passenger travel is down these days but we in Skagway frequently end up on stand-by as the few ferries scheduled always seem to be full, at least from April through September. Have there been any studies correlating the number of scheduled trips in any given year with the number of passengers carried that year and which ports had the highest traffic numbers? No way the present 3-4 ferries a week are able to carry the same number of passengers 7-8 ferries a week used to manage.

Lastly, for better than 25 years I have repeatedly asked DOT and the pro-road enthusiasts to release winter maintenance costs for: The Klondike Highway to the border, the Haines Lutak road, the Auke Bay route from Juneau and the Juneau to Kensington portion of road. This would provide a starting point to estimate potential costs of maintaining a highway which will traverse more than 40 avalanche chutes.



Our Marine Highway system was originally designed to move ALL Alaskans: babies, elders, walkers, drivers, school kids, all of us, easily from one town to another in a convenient, safe, and timely manner. What's your mission statement now? Other than "Stonewall Every Request for Factual Information."

Cordially...Betsy <<http://graphics.hotmail.com/i.p.emmusic.gif>>  
www.ggrgallery.com  
www.timberadobeavermitts.com

**From:** [jennybrownie](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comment on southeast alaska transportation plan  
**Date:** Monday, September 22, 2014 7:34:31 AM

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Sept. 20, 2014

ADOT & PF Southeast Region

To Whom it May Concern:

In August I attended the public meeting in Juneau where DOT employees presented the "Southeast Alaska Transportation Plan." I feel compelled to make the following comments.

First of all, this seems like a ridiculous time to forge ahead with building what has always been a contentious road. Climate change is wreaking havoc across the globe, especially in areas close to the poles. With about 40% of worldwide greenhouse gas emissions coming from transportation, isn't it hugely irresponsible to encourage more private vehicle use? Which is what you are doing if you replace the current Juneau-Haines ferry service with a road. Is this what Alaska needs? Is this a good thing to be spending state money on, while further north entire villages are being relocated due to rising sea levels resulting from climate change, which has been expedited by burning fossil fuels for transportation?

How can you justify spending such a huge amount of money on a project that will only be used by a small percentage of the state's population? I'm really surprised you can get away with this.

No matter how your presenters tried to convince us that another road is the most cost-effective way to address our transportation needs, I remain highly skeptical. The amount of money it will cost to keep such a road cleared of avalanches, rockslides, and who knows what other kinds of natural obstructions will be astronomical. These issues are not a problem with the current ferry system.

Another reason I find your current transportation plan grossly inadequate is due to the growing population of senior citizens in Juneau. This is a segment of the population that requires public transportation as they eventually lose their ability to drive. In an area where the percentage of senior citizens is increasing, it is misguided and cruel to decrease the transportation options available to them.

And there are others who, for various reasons, prefer public transportation and do not own a private automobile. If you build your road, you are taking away their travel options. Currently, we all have equal access to the ferries. With a road, only automobile owners stand to benefit. This is blatantly unfair and discriminatory.

I'm sure you have received myriad comments about the environmental and aesthetic damage that would be caused by your grand construction scheme. I won't attempt to improve upon those comments; I trust they are eloquent and heart-wrenching. Please read them with open eyes. They are perhaps the most important reasons for rejecting your road, but certainly not the only ones. The damage would be irrevocable.

From the comments following the DOT staff presentation that evening in Juneau, it seems pretty clear that the community prefers ferry service to a road. DOT is keen on the project, but that is because road-building is your main business. Please be up front about this and quit trying to tell us that a road is in our best interest.

Finally, the fact that the proposed road will still require a ferry ride means you haven't really accomplished your far flung goals anyway. It's impossible; just accept that, and get to work on something more important, something that will actually benefit future generations of Alaskans instead of leaving them with an even worse mess.

Like the woman who stole my boots while I was swimming and substituted her own inferior pair, you're trying to fool us with this swap while dishonestly providing for yourselves.

Sincerely,

Jenny McBride

2400 Douglas Hwy #3

Juneau AK 99801

**From:** [Gary Williams](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comment on Southeast Alaska Transportation Plan  
**Date:** Tuesday, September 30, 2014 5:51:16 PM

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I am writing to offer comment on the Southeast Alaska Transportation Plan, under the public comment period ending 09/30/2014.

I offer full support of the road connection between Kake and Petersburg and urge that it be completed as soon as possible to yield the many benefits it will provide. I have been involved many years with community and economic development and feel strongly that the road connection will allow a host of positive benefits, and although some in the community may have concerns about the road having negative effects (which I respect their right to that opinion), I strongly feel that the positives will far outweigh the negatives. In fact, I hope to help foster discussion in upcoming months to prepare for and mitigate any negatives, by getting ahead of them and taking appropriate action.

The positive benefits of daily access to jet service and other transportation options in Petersburg would be a huge benefit, as would other services in Petersburg such as in-person banking, medical services, shopping, and the list goes on and on. All of this available by way of a relatively inexpensive drive by automobile costing perhaps \$20 or \$30 in gas, as compared to hundreds of dollars for air travel or maybe a hundred on the ferry but that is infrequent service. The drive to Petersburg could be done any day of the week and in fact, the trip could even be a round trip in one day and also save the cost of hotel/lodging that's usually the case when flying or taking the ferry -- i.e. the person/family could go virtually anytime they desired and do at an affordable cost.

At the business level, the same drive-anytime benefit could apply as the above discussion for personal use, except for business/industry it will allow savings related to the cost-of-doing-business. This will allow a myriad of possibilities for Kake that we don't have now, at an affordable cost allowing competitive operations. Kake's strategic location in the center of Southeast Alaska and the many natural resources in our areas makes sense for Kake to be an intake for such extraction and then truck the resource over the road for further processing and/or shipping out of Petersburg either by daily jet or more frequent barge and ferry service than Kake has.

I could keep writing in regard to benefits of "anytime-of-the-day" economical "drive-by-auto" access, including health, education, shopping, business/industry connections & expansion in Kake, and of course driving access to points beyond Petersburg. All possible any day of the week and at an affordable costs allowing more frequent trips and related benefits from that increased access.

In addition to the above discussion of the positives far outweighing any negatives and thus the logical and right thing to do for the present and future generations, the \$40M that has been allocated for the road should be put into use asap and complete this important road link as soon as possible.

Regarding other transportation, more frequent ferry service is needed, and with direct runs to/from Juneau which is the main shopping hub and also provider of many business, health and government services/offices. In

relation to the above discussion of the road, this can of course all tie together, ideally with Kake as a "points-North" port using its strategic location as a benefit.

Please feel free to contact me for any follow-up on these comments, or other discussion of transportation improvements for Kake and its access to services and systems beyond our current situation. Thank you for your consideration of the above and steps to improve the lifestyle and socio-economic welfare and stability of Kake Alaska.

Gary E. Williams  
P.O. Box 502  
Kake, AK 99830

907-321-3577

<<http://duckduckgo.com/?q=%0A%0AFrom%3A%20garyewilliams%40usa.net%0ATo%3A%20dot.satp%40alaska.gov%0ASubject%3A%20comment%20on%20Southeast%20Alaska%20Transportation%20Plan%0ADate%3A%20Wed%2C%201%20Oct%202014%2001%3A47%3A09%20%2B0000%0A&t=ff>>

<<http://www.google.com/search?hl=com&btnI=I&apos;m+Feeling+Lucky&q=%0A%0AFrom%3A%20garyewilliams%40usa.net%0ATo%3A%20dot.satp%40alaska.gov%0ASubject%3A%20comment%20on%20Southeast%20Alaska%20Transportation%20Plan%0ADate%3A%20Wed%2C%201%20Oct%202014%2001%3A47%3A09%20%2B0000%0A+wikipedia>>

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<<http://search.conduit.com/Results.aspx?q=%0A%0AFrom%3A%20garyewilliams%40usa.net%0ATo%3A%20dot.satp%40alaska.gov%0ASubject%3A%20comment%20on%20Southeast%20Alaska%20Transportation%20Plan%0ADate%3A%20Wed%2C%201%20Oct%202014%2001%3A47%3A09%20%2B0000%0A&SearchSource=45&ctid=CT3303567>>

**From:** [hotmail\\_9efc2e67e46b06d4@live.com](mailto:9efc2e67e46b06d4@live.com) on behalf of [Bruce Conant](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments  
**Date:** Monday, September 01, 2014 4:40:06 PM

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I have read your Draft STAP and attended your August 6 meeting in Juneau. I have the following comments that I would like you to consider.

I have been involved with the development of an Auke Bay Area Plan. The many meetings are well attended and spearheaded by the Juneau City and Borough Planning Department. One of the main goals of the Plan is to develop a written plan (by the end of this year) for a Village Center with its associated amenities in the Auke Bay area. A major topic of discussion, relative to this goal, is the identified need for a 'Bypass' road to make a route for large trucks, tour buses, and general through traffic to bypass the increasingly congested Auke Bay area. I understand that a long-term recommendation of your study of this area is to construct a bypass around the Auke Bay Community.

With that in mind, coupled with the large interest and growing congestion, I would like to see this project identified for near future funding in the STAP. We were told by a DOT representative that the traffic volume does not yet justify it. I would like to know what did justify the bypass road around the Auke Recreation area managed by the U.S. Forest Service where, I would think traffic volume would be equal or less than that near Auke Bay? Other DOT projects have been stimulated by the occurrence of a serious accident. I hope that we do not have to wait for that to happen to raise the priority of an Auke Bay Bypass project. Can't we look ahead better?

In looking over your figures/maps relative to the (for lack of a better term) 'Juneau Access' options I note the following. For the 'Taku River Corridor' option, I could not find a mention of what (if this option were selected) I would think would be substantial savings to be derived from a much lower need for ferry service up Lynn Canal, especially in non winter conditions.

For the 'Lynn Canal Corridor' option, for the west side option, was extending the road down to Saint James Bay beyond William Henry Bay considered? If this is a viable option, I would like to see an economic analysis showing the cost of extending the road to that terminus, including the savings to be derived from not having to build another ferry terminal in Berners Bay. Also, if this option were selected, it seems to me that crossing the strong north wind conditions of Lynn Canal (especially in winter) could be alleviated and it would provide for a better harbor for ferry operations?

I look forward to seeing your responses to these questions/comments. Thanks for the opportunity to give you my thoughts on your draft plan.

Please acknowledge to me your receipt of this email.

Bruce Conant

[bsconant@ptialaska.net](mailto:bsconant@ptialaska.net)



**From:** [Mike](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments for the draft SATP  
**Date:** Saturday, September 27, 2014 6:21:40 PM

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September 27, 2014

Thank you for taking my comments.

The Kake-Petersburg Road along the northern corridor of Kupreanof Island should be eliminated from the draft SATP.

This proposed road is fraught with problems and great controversy.

The funds for this proposed road should either be replaced in the general fund or moved.

The Kake- Petersburg Road is inconsistent with DOT(s) policy direction. The proposed road would adversely affect the "quality of life values" for the residents of the City of Kupreanof. The Alaska Statewide Transportation Policy is clear. One of DOT's missions is to "(D)evolop transportation plans in close coordination with local communities to ensure transportation investment decisions reflect Alaskans' quality of life values." The City of Kupreanof has consistently maintained its commitment to being a road less community. This proposed road and ferry dock/ferry landing would forever alter the "quality of life values" that Kupreanof residents experience currently. The City of Kupreanof does not want this road.

In May of 2012 the Petersburg City Council voted to approve a motion to draft a resolution for a line item veto of the Kake-Petersburg Road. This clearly shows that the City of Petersburg (now incorporated into a Borough) has had serious misgivings about the proposed construction of the Kake-Petersburg Road.

With such serious misgivings about the funding for building and also maintaining the Kake-Petersburg Road it is time to say STOP and redirect the funding. This is not a good idea. This is not a wise use of public funds (now, or in the future). This road should not be built.

I support enhancing and maintaining the mainline ferry service. I do not support building multiple roads and small shuttle ferries throughout SE

Alaska. Our natural waterways are our highways and should be used as such. Do not waste millions of dollars trying to flatten mountainous country, or float a road over muskeg – use the water corridors we already have.

My recommendations:

- No Kake- Petersburg Road along the northern corridor.
- Maintain and enhance mainline ferry systems
- Keep Bellingham Service
- Emphasize fuel efficiency

Thank you very much

Mike Stainbrook

PO Box 2052, Petersburg, Alaska 99833

mstainbrookak@hotmail.com

**From:** [khosford@aptalaska.net](mailto:khosford@aptalaska.net)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments from Kathy Hosford  
**Date:** Tuesday, September 30, 2014 2:23:47 PM  
**Attachments:** [SATP Comments 2014.docx](#)

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As a lifelong resident that has lived throughout Alaska, which includes the islands of Mitkof and Prince of Wales, I am a passionate supporter of better transportation that include roads along with improved ferry service for all of Alaska, especially the Upper Lynn Canal. Therefore I am supportive of the current SATP as stated.

Backing for the Lynn Canal road project is regionally supported but has been unnecessarily delayed and is grossly overdue. The Skagway Woman's Club called for the road in 1926, The Alaska Magazine in 1945, and in 1958 Southeast Conference was formed as an association of communities that came together in Southeast Alaska to advocate for the establishment of improved transportation that included a ferry system as well as promote roads when technology and funding became available.

In my community of Skagway, hundreds are overwhelmingly supportive of the Lynn Canal road. Local representation has been grossly skewed for the past 15 years as described below in a couple of significant instances. Some folks are justly anxious of speaking out in favor of the road because they are truly fearful of adverse treatment from some of the extreme anti-road folks. In the winter of 2003, approximately 250 local residents signed a pro road statement that was featured as a full page ad in the Juneau Empire. For your reference, it printed January 18, 25 and Feb 1, 2004. This is significant representation of Skagway, considering our dwindling and low winter population of about 500. This number is based on public school enrollment from K-12 which has been as low as 52 in the recent past.

The following statements can be verified by reviewing Skagway municipal public meeting documents:

On May 17, 2012, during his assembly report, Mayor Stan Selmer of Skagway, an outspoken public critic of the road, advised the council that he would like to appoint a Marine Highway Ad Hoc committee. Mayor Selmer added that he had chosen to appoint Jan Wrentmore, Mike Korsmo and Gary Hanson, all who have publically lobbied and steadfastly voiced their private opinion against any proposed road. The meeting was May 24, 2012 where the committee set their mission and goals, clearly stating, as required, their objective would be to review schedules and advocate improved ferry service. Dennis Bousson was also appointed by Mayor Selmer as an alternate September 5, 2013, also a known activist against roads. This biased and unbalanced committee will be submitting comments to the SATP on behalf of the municipality of Skagway. Unfortunately, their comments will reflect anti road sentiment with very little addressing marine transportation.

Discovery of this committee came 3 months after their appointment. Speaking with Mayor Selmer directly, I expressed grave concern that this committee was appointed, without public input or invitation for anyone else to participate to balance the panel for improved transportation service. Mayor Selmer assured without reservation that this committee would not be addressing the Lynn Canal Road, only improved ferry service. Please review the document comments for the SATP, produced by this committee and approved by the council on September 18, 2014. It is without doubt, clearly an anti-road document that violates their purpose and mission. This biased and unbalanced committee will submit comments to the SATP on behalf of the municipality of Skagway. Unfortunately, their comments will reflect anti road sentiment with very little addressing marine transportation. I submit that this does not speak for or represent the sentiment of a broad section of the population of Skagway.

It was requested that at that time that Mayor Selmer recall the fiasco perpetrated, under

Mayor Tim Bourcy, also an acknowledged anti-road campaigner. Mayor Bourcy appointed a "special management area" committee for the Dewey Lakes Area, established on May 6, 2004, and consisted of the following appointees: Dennis Bousson, Wendy Anderson, Jeremy Simmons, Dave Vogel, Mike Korsmo and Thor Henricksen. All members selected, with the exception Thor Henricksen, were and remain strong opponents of any road. Most of the named appointees are also affiliated with SEACC, a well-funded, tax exempt organization that is known to oppose most resource development. In a public meeting with Mayor Bourcy, it was expressed that the formation and function of this committee was to claim Dewey lakes a park, in a biased effort to thwart the road into Skagway. That Committee was successful without broad local support. Strong public outcry labeled this as a manipulation of our democratic process. These actions were a blatant misrepresentation of Skagway as a whole.

These comments are in no way meant to be disrespectful to the above named persons, only factual. It simply it must be public knowledge how anti-road and anti-development public documents and commentary have been produced and must be weighed with careful due diligence in order to more fully and clearly represent the people that reside in the Municipality of Skagway and in the upper Lynn Canal.

Kathy Hosford  
7 Mile Dyea Road  
Skagway, Alaska

**From:** [JoAnn Lesh](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments on 20 year plan re: Gustavus dock  
**Date:** Friday, September 26, 2014 12:53:29 PM

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I would like to make a comment to the SE Transportation Plan.

The Icy Passage dock in Gustavus is in need of repairs. The design was a failure and it is apparent that a more expensive project is in order to provide dock access to Gustavus. At this point it is unclear how that will be accomplished. I suggest that the 20 year plan mention our dock, its importance to the community and economic development, and our desire for a more protected beefed up facility.

Our new dock that was damaged showed significant benefits to our community in the short time it served. The fishing fleet tied up here regularly, small cruise ships were able to offload passengers several times weekly to interface with National Park programs, a private citizen was able to leave boat on the skiff floats for lightening to larger craft or simply to access Icy Strait during all tides. Right now, it is unsafe to do more than tie up to load and unload a small boat. The dock serves up to 30 charter fishing boats (30x6x2=360 persons passing over the dock commercially) daily during the summer. The current floats have no protection from big swells making passenger safety an issue. Just today, I wiped out on the float while debarking from a skiff.

While the fix is unclear, the need is clear. The Gustavus Dock funding, in whatever shape it takes, should be included in the 20 year plan for the importance of our dock to the community. Our town is growing at a rate of 14%. Our school population is up, year round residents are up, we are the fastest growing town in SE (except under 50 person towns), we need a functional dock to continue our growth and prosperity.

JoAnn Lesh, Owner  
Gustavus Inn at Glacier Bay  
PO Box 60  
Gustavus, Alaska 99826  
907 209 5533  
[www.gustavusinn.com](http://www.gustavusinn.com)

**From:** [Anne Fuller](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comments on Draft of the updated Southeast Alaska Transportation Plan (SATP)  
**Date:** Tuesday, September 30, 2014 1:28:26 PM

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TO: ADOT&PF – Southeast Region Planning

FROM: Anne Fuller, citizen

Thank you for the opportunity to comment on a long range plan. Looking ahead twenty years is difficult, but it seems safe to assume that the cost of petroleum products (both for departmental and contractor equipment and for traveling public) will go up. Emergency services are an obvious cost to additional road miles.

Construction and maintenance of paved roads is expensive, especially across the terrain and in the climate of southeastern Alaska. Ferries are effective transportation. Matching capacity to demand is easier with boats than with pavement.

Alaska class ferries are a smart way to go. We do not need the Lynn Canal Highway and ferry from Katzehin. Roads are horribly intrusive in Southeast Alaska as the hard surface and speedy traffic cuts across waterways, slide areas, and animal paths from uplands to tidelands.

I hope you will check the cost estimates. Your analysis of the cost of connections to ferries seems flawed when you suppose that individual vehicle travel (across to Warm Spring Bay or up to Katzehin) is safe and cheap.

Anne Fuller  
7943 N Douglas Hwy, Juneau AK 99801

**From:** [Ione and Bob Lynn](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comments on draft plan  
**Date:** Friday, August 15, 2014 5:18:27 PM

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As a resident living outside Petersburg, and as a member the the Petersburg Borough Assembly, my comments on the draft plan follow:

1. My first priority would be to maintain the north/south ferry routes to Prince Rupert and to Bellingham for all the reasons listed in the draft plan.
2. I'm concerned about the reduction of ferry service to Petersburg and Wrangell. We went from 6 ferries to 10 ferries in the last 15 years and the number of stops, particularly in Petersburg and Wrangell, have decreased. I think before the plan is finalized that a comparison in changes of port calls and costs needs to be made comparing what existed in 1990 and what exists today. Using the past as a base, what changes have occurred? We had better service in the early 1990's with fewer ferries than we have today. Could we revert to some former level of service to Wrangell and Petersburg, yet not increase the number of ferries?
3. A statement was made that the ferry ridership is down. Yes, there has been some population shift in SE. The airlines have picked up some of the travel. However, there have been millions of dollars squandered trying to implement the IFA--dollars which could better have been spent upgrading the existing ferry system. With the reduction in population there cannot be competing ferry systems in SE. Neither one will break even and both will slowly deteriorate in safety and the quality of service.  
  
The IFA ferry system definitely affected ridership on the AK ferry and changed usage patterns. Today we have private enterprise subsidized with government funds looking at taking over some of the routes that are potentially more profitable. The resulting effect of reduced ridership on the AK ferry will be reduced revenues and potentially greater costs. If the ridership up and down Lynn Canal from Juneau to Haines and Skagway has increased to the magnitude that we have been told, why has private enterprise not entered the scene? When I have taken the ferries between these communities, I have never observed the ferry being full except for vehicles. Let's get on building the road to Katzehin. I also agree with the individual who stated that there is a serious scheduling problem. If that is resolved, might there be opportunity for more port calls in middle communities?
4. The road between Petersburg and Kake should only be built if their is unequivocal support from the Kake community.
5. Although never mentioned in the public meeting, as state revenues decrease so will the SE transportation budget. I think there needs to be a contingency plan as part of this 20 year plan on what the priorities are under much lower funding scenarios than are presented in the plan. As the revenues decline, so will revenues that the communities have to use. They will be in the same dilemma trying to keep things afloat. A reduction in funds will make the ferry system that much more important to the communities as a means to move equipment, to move goods and services, to dampen the monopoly of pricing

by the barge lines, and to service the needs of SE residents.



**From:** [Robert Claus](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments on draft SATP  
**Date:** Friday, September 19, 2014 12:22:58 PM

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The plan should take into account the maintenance costs of the infrastructure we currently have. Examples of poorly maintained roads exist throughout Southeast Alaska, including roads like the Hydaburg Road which has significant surface deterioration and can be impassable for a prudent driver on many winter days.

The Juneau Access Road should not be included in the plan, for the maintenance costs cited above as well as the construction costs. This is not a wise use of limited transportation dollars, and would do nothing to resolve the perceived problem of a limited road system in Juneau. It would still be a ferry trip and a two day drive through Canada to the rest of Alaska or the lower 48 from Juneau. Dollars should be directed to support the mainline ferry system, not a recreational road.

The proposed road to mining areas on Prince of Wales Island should be dropped from the plan. The proposed road system to mines that do not exist except in the imagination of investors do nothing for Alaskans.

The plan does not adequately address alternate means of transportation such as dedicated bike paths. Bike paths between population centers like Craig and Klawock, or the Juneau downtown and Mendenhall Valley, should be included in all road upgrade projects.

Bob Claus  
PO Box 986  
Craig, Alaska

**From:** [susan](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comments on ferries and road  
**Date:** Saturday, September 27, 2014 8:01:38 PM

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The State originally and continually said that the Mainline ferries would still come North and that was a lie. The State likes to lie to the people a lot. The Koch brothers should be so proud!

We heard comments that the SE is losing population and that roads are good enough, because the ferries cost money. But our Governor and the legislature has turned down Federal Monies and reduced the taxes that the oil companies pay, no doubt hoping to get jobs with them when their "work" is through with the government. And just a reminder oil is a limited resource. And right after that the oil companies laid off hundreds, when the poor deluded populace of this state fell for their line.

One person representing the State even made a comment that a ferry for one person is a waste of money. Is that still the same thought for a road that is only used by one car for days? At least the ferries charge to help pay for their use. And not everyone in the SE has a car and a road would leave many stranded or having to pay heavily.

For all the years I have lived in the SE I have heard many people say they love taking the ferries and the Mainliners and that is how they like to visit SE Alaska and the rest of it too.

Roads do cost monies too and a road to Nome sounds like a folly of a simple mind. But well built and maintained ferries are not! And as I heard one local say, road have deaths attributed to them but not so AK ferries.

Thank you for allowing us to say our piece.

**From:** [Kate Ericsson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments on Kake Petersburg Road and Ferry Terminal  
**Date:** Monday, September 29, 2014 10:04:00 AM

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Hello there,

I would like to voice my concerns regarding the proposed Kake-Peterburg Road along the northern corridor. Not only is this project expensive and not a prudent use of taxpayer money, it would have a negative impact on the quality of life for residents -- both human and wildlife -- of the city of Kupreanof and the surrounding area. And I can say from personal experience, this area is incredibly beautiful; the Alaskan government, by protecting it, could be proud of letting such natural splendor remain unmarred by roadways and additional ferries.

While I understand that \$40 million has been allocated for this project, this is a wildly expensive misappropriation of taxpayer funds. There are 710 residents of Kake. At the end of the day, spending \$40 million dollars for a road (mainly for the benefit those residents) results in Alaska spending \$56,338.03 per Kake resident. There must be a better way to look out for these citizens than spending an outrageous amount of money to disrupt one of the most beautiful, natural, areas of this country. I implore Alaskan legislators to find such a way.

And the costs of this project -- 40 million for building the road and fixing surrounding roads, as I understand the plan -- would not stop once the road is constructed. Rather, road maintenance in this wild area will be expensive and the costs will be continuing. How much will it cost to plow 22 miles of rural Alaskan road during an Alaskan winter? Has anybody considered these continuing costs?

Further, legislators and decision-makers need to commit to taking the Alaskan environment seriously. Alaskan legislators have a responsibility to protect this beautiful state, and the formality of conducting a required Environmental Impact Statement -- without promises to re-evaluate the plan to build a road or add a ferry -- is not good enough. The government of Alaska and its legislators has not shown that it will seriously consider the contents of this statement or consider NOT completing this project if the Environmental Impact Statement shows a troubling reality (as I believe it will). While I appreciate the seeming commitment to finding the least impactful route for the road, I ask that "No Road" be a serious option -- certainly, it would have the least environmental impact. Further, the cost of producing an Environmental Impact Statement could be avoided by taking a new approach overall; a new plan is needed.

Legislators should work on finding a new, less expensive plan, that would not impact the people (or the wildlife) who call this pristine and beautiful place home. Your constituents -- the members of these communities -- value protecting This Land, the lives they have built there, and the wildlife with whom they share it. I ask that you recognize that and choose to not use their tax dollars for this expensive and misguided project.

Sincerely,  
Kate Ericsson

[kateericsson@gmail.com](mailto:kateericsson@gmail.com)

**From:** [Marja Smets](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments on Kake-Petersburg Road and Ferry Terminal, Proposal to cut ferry service  
**Date:** Sunday, September 28, 2014 10:22:32 AM

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To whom it may concern:

I would like to voice my opposition to the proposed road connection (including ferry terminal) between Petersburg and Kake, specifically the Northern Corridor option. This road project would have an adverse affect on the wildlife populations of Kupreanof Island, as well as the residents of the City of Kupreanof. These people have made it known that they want their city to remain quiet and undeveloped, by passing statutes declaring the City of Kupreanof to be a road-free area. Please do not disregard the wishes of the residents who make these lands their home. Also, the amount of funding it will take to build this road, let alone maintain it, is more than the state can afford within the current budget. Will this road be plowed in the winter to allow access for the residents of Kake? How much will that cost? Where will the money come from to build the proposed ferry terminal, and how will we fund its staffing and maintenance into the future? Even if there is money now to build this road, how will we fund its maintenance into the future? I suggest that the state move the allocated funding for the proposed "roads to resources" Kake-Petersburg intertie into a different project or back into the State of Alaska's general fund. Perhaps if Kake is looking for a cheaper source of energy, other small-scale alternative energy projects should be considered.

I also would like to voice my support for maintaining the existing ferry system as is. Every year I use the ferry to transport myself and my vehicle to and from Bellingham - Petersburg and would be very disappointed to see that service disappear. It is integral to a landscape such as SE Alaska where it is not possible to drive from town to town. Please do not cut the ferry system service in SE Alaska.

Thank you for your time,  
Marja Smets  
PO BOX 1714, Petersburg, AK 99833

**From:** [SWill38776@aol.com](mailto:SWill38776@aol.com)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments on SATP  
**Date:** Sunday, September 21, 2014 11:07:53 AM

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I have reviewed the SATP and support the recommendations. The concept of shorter ferry runs with day boat service was the plan from the day the state began ferry service in the early sixties. This should be a state wide issue as the ferry subsidy is the most lopsided appropriation in the state. We must build roads to shorten ferry runs and thus reduce costs to the state and the user.

Sandy Williams  
Box 240765  
Douglas Alaska 99824

**From:** [Frank Bergstrom](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments on SATP  
**Date:** Thursday, July 31, 2014 8:18:21 AM

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Dear DOT:

The Southeast Alaska Transportation Plan Draft (SATP) appropriately endorses and emphasizes the importance of the Juneau Access Improvement Project (aka Lynn Canal Highway). This road would provide ten-fold travel capacity over the current ferry system at a cost far less than the current ferry charge, which is nominally \$400 per vehicle trip. Even at these high consumer prices the ferry abjectly fails to cover expenses resulting in an outrageous subsidy of Southeast Alaska residents at the expense of the vast majority of Alaskans who never ride.

A family trip with vehicle to Haines or Skagway is prohibitively expensive, which is reflected in the reduced ferry ridership and availability of berths as compared to years past. Safety would be enhanced and economic activity facilitated by a reliable, economical, speedy means of access to and from Juneau. This cannot be overstated.

In my travels throughout the state I commonly query local residents on their perceptions of Juneau as their capital city. Opinions differ, but on the issue of access there is unanimity "... you can't drive there..." is the common theme. Building the road is the most critical factor in retaining and supporting Juneau as the capital city.

By freeing up existing ferries for use between other Southeast communities, the JAI project would enhance transportation throughout the region in ways no ferry only alternative could possibly achieve. Please finalize the SATP and issue the Final JAI SEIS and ROD ASAP.

Best regard, Frank Bergstrom

PO Box 22909  
Juneau, AK 99762  
907-523-1995 phone  
907-321-3637 cell  
frank.b@gci.net

**From:** [Sara H. Willson](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments on SATP Draft 2014 Plan  
**Date:** Friday, August 15, 2014 11:46:29 AM  
**Attachments:** [SATP Draft 2014.docx](#)

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Hello,

*(I know PS's are usually at the bottom BUT please be sure to notify me when the Juneau Access EIS or any other drafts regarding this are available. Thank you.)*

I am sending my comments both in this email and as an attachment:.

**Comments on Southeast Alaska Transportation Plan 2014 Draft**  
**Prepared August 15, 2014**  
**By Sara H. Willson**  
[shwillson@hotmail.com](mailto:shwillson@hotmail.com)

After reading the draft plan and attending the information session at centennial Hall on August 6, 2014, my concerns are many:

New comments:

[Answers to questions when answer was not known at presentation](#)

Andy Hughes, speaker on the SATP 2014 Draft, was not able to answer some questions raised by the audience. He merely said that this would be covered in a separate Juneau Access presentation. He even said at one point: *I don't know*. Those present would have appreciated a response by email to **any** question that he was not able to answer at the presentation.

[Ferry Service Auke Bay to Katzehin](#)

There is no ferry service planned from Auke Bay to Katzehin. This would mean that the Alaska Marine Highway is no longer complete. One would not be able to travel directly from 'down south' to the northern communities of the Lynn Canal. The statement in the draft plan: *There would be continued ferry service to all communities that are currently served.* (Page 53 in the SATP 2014 Draft) is simply NOT TRUE.

[Confusing Charts](#)

The information about costs was confusing. The presentation did not include enough detail on the chart titled: How Do Annual Expenses Change?

[Lack of Parking Space at Katzehin](#)

The lack of parking space planned at any Katzehin ferry terminal is a major concern. Of course, the safety of any parking there would have to be monitored by the appropriate policing authority.

### Public transportation to Katzehin

Public transportation is not planned to this terminal over forty miles from downtown Juneau. See earlier comment.

### Summary

My main concerns focus on costs of construction, maintenance costs, safety issues during winter and avalanches, lack of emergency/back up plans. I appreciated the comments of others about preserving the natural beauty of Alaska, its wildlife and culture.

*Repeat of earlier comments:*

*Roads are always available for use and thus provide more frequent opportunity than ferries (Page 58.) I disagree with this, given the fact that roads can be closed by avalanches and weather. Ferries are not affected by avalanches and have operated in extreme conditions in Alaska.*

*The Draft SATP does not include plans to provide public transportation to or from the Katzehin ferry terminal (Page 59.) This is a serious lack of information pertinent to the cost estimates of this road system. Many using the Alaska Marine Highway System (AMHS) will no longer have the AMHS available for the price of their ferry tickets. The added transportation costs may cause added costs to both the State of Alaska and the individual consumer.*

*Ferries may be affected by time changes. No consideration has been given to travelers who arrive at Katzehin and learn that they need additional transportation to Juneau and travelers who arrive at Katzehin to find themselves stranded there for hours.*

Thank you.

Sara H. Willson

**Sara H. (Sally) Willson  
Box 211235  
Auke Bay, Alaska 99821-1235**

**I CHECK EMAIL ONCE OR TWICE A WEEK, NOT EVERY DAY.**



**907-586-8292**

See <http://musiciansunited.info/theissue.html>

**From:** [Sally Boisvert](#)  
**To:** [DOT SER SATP](#)  
**Subject:** comments on SATP  
**Date:** Sunday, September 28, 2014 4:33:25 PM  
**Attachments:** [draft SATP comments.docx](#)

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To: The Alaska Department of Transportation

From: Sally Boisvert, resident of Haines, AK

I am writing to submit my comments regarding the draft Southeast Alaska Transportation Plan. My comments have to do with my opposition to the concept of a ferry terminal at the Katzeihin River and a road along the eastern shore of Lynn canal.

As a citizen of Alaska residing in Haines, I often take trips on the state ferry to Juneau to meet a jet flight, to visit with doctors, or for work. I often ride the ferry without a vehicle. I estimate that 90% of the time I do not take a vehicle on the ferry to Juneau from Haines. If I could get only as far as the Katzeihin River by state ferry, I would be forced to pay a private taxi company for a long journey to Juneau, whereas currently the ferry gets me all the way there! I think the trips would be more expensive for me and my family to connect to the capital. We share a vehicle in our family, and if the car had to go on the ferry with one member of the family to drive them self from the Katzeihin to Juneau, the others in the family left in Haines would be left without a vehicle until the one member returned. If the intention of the trip was simply to connect to jet service leaving Juneau for a month long trip, it would be incredibly inconvenient to have to drive our vehicle to Juneau rather than taking the ferry which goes all the way to town, where the airport is. Those in the family remaining in Haines would be without the car for a month in this example, all because the ferry would go only as far as Katzeihin River--who wants to go there? In Haines, we want to go all the way on the ferry to our destination. The ferry ride is wonderful, scenic, safe. The drive from the Katzeihin to get to a doctor's appointment in January in Juneau would be treacherous with 40 miles of roadway along the fjord. The path of the road as proposed crosses dozens of avalanche chutes. I would sorely miss being able to safely travel between towns on the ferry system if the ferry terminal were to move and I were forced to drive the new roadway. I probably wouldn't travel between the two locations as much, certainly not in the winter months. I suspect I would seek medical care in Whitehorse and jet transport out of Canada as well rather than drive such a dangerous road.

It doesn't seem financially or logistically prudent to me as a tax payer to build another ferry terminal. The terminal at Auke Bay will continue to run to connect the capital with the rest of Southeast Alaska--surely travelers from Sitka or Seattle going to Juneau won't be forced to watch Juneau pass by on the starboard side and then be deposited at the Katzeihin River 40 miles later?! But for residents of the upper Lynn Canal, which faces extreme winter weather patterns, we would have to travel not to the ferry terminal in Auke Bay as we wish, but to a remote outpost many miles from our destination. What happens when there's an avalanche in winter or spring which closes the road suddenly while motorists are part way between Juneau and the Katzeihin River ferry terminal? Or imagine being stuck at the Katzeihin River with a new born baby on the way back form a check-up,

waiting for a ferry to connect across the fjord in a storm. What services could there possibly be a ferry terminal in such a location? It is safer to be stranded in an urban area with services available, not miles away disconnected by a closed road to Juneau or a storm to Haines. Why not use the resources already in place at the Auke Bay terminal to continue to serve not only the Upper Lynn Canal but all of Southeast? It is the safest option; it is the preferred option by the majority of residents who commented during the last SATP in 2004.

Thank you for reading the public's comments!  
Sally

Sally Boisvert  
P.O. Box 578  
Haines, AK 99827  
(907) 767-5515

**From:** [Mike Tranel](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments on SE Alaska Transportation Plan  
**Date:** Sunday, September 28, 2014 9:02:15 PM

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Thank you for considering public comments to improve this plan. I urge you to curtail the road building plans and invest more thought in improving the ferry system for the following reasons:

1. The true costs of road maintenance have not been addressed: the proposed road extension to Katzehin would be one of the most expensive to maintain of any highway in Alaska, and these costs have not been properly analyzed nor have they been adequately shared with the public. Specific examples include hazards such as avalanches, winter storms, and vehicle-wildlife conflicts.
2. Residents of Skagway and Haines generally prefer ferry system maintenance and improvements over increased road building: I have attended public meetings, and from living and working in Skagway and Haines I can assure you that there is substantial opposition to the Katzehin road extension proposal. The residents of the communities most affected should be given a strong say in decisions that affect many aspects of their lives. These decisions should not be made by policy makers in Juneau who have not lived in our situations. "Progress" does not necessarily mean that roads eventually replace ferries. Rather it involves a wide range of factors that affect overall quality of life, and many of us live in Alaska because we prefer simple and remote over urbanization and deterioration of our wild lands. Additional highway development claims to bring additional conveniences, but those of us living in communities other than Juneau are well aware of what is forever lost in the process.
3. The planned changes to the ferry system would be problematic for families with young children and school age children: Having made many round trips between Skagway and Juneau as our children have grown from babies to school age, I know from first hand experience that changing modes of transportation more than once on the trip is very inconvenient and not worth the limited time savings, or the alleged financial savings, being claimed by the plan's proponents. This is but one example of the quality of life impacts that are not adequately addressed in the proposed plan.
4. The ferry system can be made more efficient with proper planning and maintenance: The State of Alaska is lagging behind other government agencies that provide ferry systems, such as the State of Washington, in terms of research and investment in improving the ferry system. This is not surprising given the clear bias toward roads during the Frank Murkowski administration, which is but one fairly recent example. With proper attention to detail and forethought as to how to improve the ferry system, we would most likely be able to reduce the subsidies by up to 50% and be in line with the State of Washington. The cost estimates being provided as part of the current plan are therefore misleading in that they assume continued second rate management of the ferry system at the governor's office level and continued second priority behind road building at the DOT level.

Thank you again for considering my comments.

Mike Tranel  
P.O. Box 395  
Skagway, Alaska 99840

**From:** [John Sisk](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments on Southeast Alaska Transportation Plan  
**Date:** Saturday, September 27, 2014 6:23:59 PM

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Dear Mr. Clough and Southeast Alaska Planning Personnel:

Please accept these comments on the Southeast Alaska Transportation Plan.

We are entering a period of limited and possibly declining state funds for transportation. Federal highway funding appears to be strong based on the many projects underway this summer in Juneau, but my sense is that federal funding at recent historic levels is by no means a sure thing. This suggests that DOT needs to be very thoughtful about the most effective, efficient way to meet the region's transportation needs. My personal priorities are to maintain good roads in Juneau proper and keep our marine highway system strong. I think the need for a good Juneau road system speaks for itself. With regard to the ferry system, our family uses the marine highway on a regular basis to access Haines and Tenakee Springs. In addition, someone in our family uses the main lines to Prince Rupert and Bellingham every year; ferry trips to Gustavus, Sitka and Angoon are also common for us. We do have family and visitors most summers and a trip on the marine highway is always a treat. I don't know how many times people have said to us: "This is world class — way better than a cruise ship."

One thing I would like to see DOT work on in conjunction with communities as well as relevant landowners is a system of top notch bicycle and walking trails throughout Southeast Alaska. Doing so would promote health, the visitor industry and overall quality of life. The best argument for making these trails a priority is to take a look at communities and neighborhoods that have such trails.

When it comes to a road from Juneau to Haines or Skagway, we all know this issue splits Juneau down the middle; Haines residents tend to weigh in along the same lines or more against a road. It is a perennial — perhaps timeless — Juneau issue. After all these years of debate I respect the views of my neighbors on both sides of the issue and I've watched DOT make a number of analyses of the Lynn Canal transportation alternatives, costs and so on. At this time I do not see the road as an investment priority, especially if funds are limited. Sure, it would generate construction jobs and related activity in Juneau but so would a lot of things; that does not make it a top priority. Similarly, if built many of us would drive it once in a while but that does not mean it is our top investment priority. My sense is that a road from Kake to Petersburg, continuing to work on the Prince Of Wales Island road system, new ferries, road upgrading and maintenance region-wide, and ferry dock maintenance and improvements are all higher priorities for the Southeast region.

I think the cost of building a road to Kensington, and beyond, is likely to be far higher than any of the estimates so far. My understanding is that the new bridge over the Mendenhall River required driving piling over 350 feet. Crossing the rivers at the head of Berners Bay is going to require a great deal more structure with much deeper pilings leading to a very high price tag. What are the likely opportunity costs? What will not be done if a road up Lynn Canal is pursued? I urge DOT to make a thorough analysis including a close look at a range of federal and state funding capacities over the next decade.

Thank you very much for considering my comments.

Sincerely,

John Sisk

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John Sisk

[juansisk@gmail.com](mailto:juansisk@gmail.com)

907-321-1397

**From:** [Sheryl Wittig](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Comments on the Draft SATP  
**Date:** Wednesday, August 06, 2014 1:24:22 PM

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Thank you for the opportunity to comment on the proposed Southeast Alaska Transportation Plan. Here are my brief comments:

Yesterday's Facebook Post:

As we were driving past the ferry terminal on the way home, I had Michael (my nine year old son) read the names of the ferries that were in port (Auke Bay). I mentioned that all the AMHS ferries are named after Alaska glaciers. His response?

"So that's why they're so slow!"

(The ferry to the nearest highway in Haines runs about 17 mph, 11 mph if you add the time for checking in, waiting, boarding and disembarkation.)

My nine year old summed it up quickly. The ferries are slow. I'm accustomed to that, having lived in Cordova, Coffman Cove, Thorne Bay, Ketchikan, Juneau, and more remote SE locations for 32 of my 53 years in Alaska, relying on the ferry to travel for work, visiting family in Southcentral Alaska, and road trips south. To the extent the State can reduce travel times, I'm all for it!

I fully support extending Glacier Highway north to the Katzeihin River. I also support building a road out the Taku River drainage (bridge option).

While I enjoy riding the ferry as much as the next traveler, the cost is just crazy. Towing a tiny Scamp trailer with our Toyota Corolla (28 feet long, but less than 4,500 pounds combined), two adults and two kids is \$468 round trip, Juneau to Haines, 75 miles away. That is, by far, the most expensive part of any roadtrip we take, either north to see grandparents near Anchorage, or south to the Lower 48.

But the alarming fact is that's not the true cost of the ferry ride. Subsidized by the state, we are paying only a fraction (1/3?) of the true cost of using the ferry. That means the State (perhaps with federal subsidies?) is picking up the rest of the cost (perhaps over \$1,000!!!)

While there are some people who have the financial resources to motor their pleasure crafts or paddle their kayaks out into Lynn Canal or Berners Bay, the reality is most people don't have the resources to do that. What they can do is get in there car and drive, and see the same place from a different perspective. They can park and recreate along the way. They could probably afford a much less expensive ferry ride across to Haines. Extending the highway would make shorter trips to Whitehorse an affordable option for more people.

I appreciate ALL the highways in Alaska; I've been on most of them time and again, because there aren't that many of them. I marvel at the engineering that has gone into improving their safety over the years. I am confident that DOT can engineer a safe route that will be open most of the year.

Thank you for your time considering my opinion.

Sheryl Hall Wittig  
9680 Moraine Way  
Juneau, Alaska 99801



**From:** [backlagoon@aol.com](mailto:backlagoon@aol.com)  
**To:** [DOT SER SATP](#)  
**Subject:** comments  
**Date:** Tuesday, September 30, 2014 8:31:29 PM

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Dear AK DOT,

I would like to make general comments to the 2014 Draft SATP. I have participated in the initial scoping and have attended meetings in Juneau regarding this issue.

It is true that transportation in Southeast is very expensive and that there need to be ways to manage the costs. I am in favor of maintaining existing infrastructure and assessing what is most utilized. There will have to be compromises made, as the state cannot pay for everything.

Is it really necessary to have an airport in Angoon? I used to fly commercially from Skagway to Ketchikan. Angoon is no more difficult to get into than Tenakee or Kake. Is it necessary to spend \$50 million on an airport when floatplane service is not that much different than wheelplane service? Weather minimums both VFR and IFR will not mean that more wheel planes have successful arrivals.

If the Alaska Marine Highway has high costs, then has DOT studied what the AHMS ridership values most? What has been the local input for preferred routing? What routes are locals using? Residents of Southeast should be given preference for what routes make sense for how they naturally travel. Are there routes that locals don't use that cost AHMS a lot? What about the Bellingham route? There are options to travel to Alaska other than the Bellingham route, such as Prince Rupert or Skagway. If the Bellingham route went away, that would greatly bring down the budget and still allow for access via the already-built Alaska or Cassiar Highways.

I look forward to commenting on the Juneau Access draft EIS soon. However, in this plan DOT has costs for the Juneau road and infrastructure. The road is going to cost more, be more dangerous and be less user-friendly than the existing ferry system to the upper Lynn Canal. The Lynn Canal route is heavily used by locals and independent travelers and will be a poor choice for an "attempt" at reducing costs.

I am not in support of a cross-Baranof road from Sitka to Chatham Strait due to the difficulty of terrain and small community characteristics of Warm Springs.

Thank you for taking public comments.

Anissa Berry  
6105 Thane Rd  
Juneau, AK 99801

**From:** [Gene Kennedy](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 9:00:38 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

DOT's draft Southeast Alaska Transportation Plan (SATP) should also be revised to focus on maintaining proven marine transportation throughout the archipelago rather than focusing inappropriately on constructing costly and controversial new roads.

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In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzechin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzechin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to

get to Skagway (page 2-16).

Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded and disingenuous.

Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, crossing ten anadromous streams and, destroying 130 acres of wetlands, tidal areas, and fish habitat. Increasing access to Berners Bay would likely compromise hunting opportunities for moose, bear, and goat by increasing competition. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Gene Kennedy  
Box 931 Chilkat Park Rd  
Haines, AK 99827

**From:** [Debi Kennedy](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 8:59:00 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Debi Kennedy  
PO Box 931  
Haines, AK 99827

**From:** [Doug Woodby](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 7:12:22 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Doug Woodby  
3240 Nowell Ave  
Juneau, AK 99801

**From:** [Marian Allen](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 7:02:15 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Marian Allen  
617 Katlian, B-12  
Sitka, AK 99835

**From:** [nathan Heck](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 5:55:18 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

nathan Heck  
411 W. 12th St.  
Juneau, AK 99801

**From:** [Jill Weitz](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 5:46:47 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Jill Weitz  
7081 North Douglas Highway  
Juneau, AK 99801

**From:** [Danielle Redmond](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 5:40:56 PM

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Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Danielle Redmond  
Po box 240095  
Douglas, AK 99824

**From:** [Nola Lamken](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 5:21:55 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzechin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzechin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Please also see my additional letters.

Nola Lamken  
PO BOX 624  
Skagway, AK 99840

**From:** [Laurie Craig](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 5:20:31 PM

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The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Laurie Craig  
PO Box 33306  
Juneau, AK 99803

**From:** [elizabeth.vanburgh](mailto:elizabeth.vanburgh@alaska.gov)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 4:01:45 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

elizabeth van burgh  
7 mile mud bay road  
haines, AK 99827

**From:** [Chelsea Tremblay](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 4:00:24 PM

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Support our state ferries!

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Chelsea Tremblay  
405 South Nordic Dr  
Petersburg, AK 99833

**From:** [Katya Kirsch](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 3:51:57 PM

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I want to add to my previous comment.

It is ridiculous that the state is pushing for a Juneau road extension instead of improving Lynn Canal ferry service--particularly because the state of Alaska has no plan for foot traffic from the Katzehin ferry terminal and no plan for a big enough heated area at Katzehin in case people are stuck there due to avalanches on the road and high winds in the Lynn Canal (ie no ferry service to get to Haines). Andy Hughes said there would at least be heated bathroom at the terminal, and we say you'll need to super-size them!

Currently it is expensive and difficult for foot traffic to get to the Juneau airport and downtown Juneau from Auke Bay terminal. DOT says the private sector will provide for transportation from Katzehin to Juneau. That could cost several hundred dollars for a taxi! There has not been any bus service from Auke Bay ferry terminal for many years.

Think like a Skagway or Haines resident when you make a plan. Juneau is the hub for these towns. We use the Juneau airport. We can't afford to park a car in Juneau for weeks when we fly out of the Juneau airport south.

Please drop the Juneau road extension. Provide us with improved ferry service.

Your serious consideration will be appreciated.

Katya Kirsch  
PO Box 521  
Haines, AK 99827



**From:** [Karla Hart](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 3:47:28 PM

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The Draft Southeast Alaska Transportation Plan is flawed at the foundation and needs a rewrite. Southeast Alaska is a region of small towns and islands and glaciers and mountains and tides and rivers. Without a vast network of roads we are unique on the planet. Many of us strongly value this. There are many places you can go with roads. Once roads are built, going back is not likely.

The premise that a road from Juneau to Katzechin is needed and that it would provide a lower cost and better service to the user is not supported with evidence. The recently released DSEIS on Juneau Access states that the road will increase maintenance costs by \$5 million over the current ferry service. As best I read in the revised DSEIS and in this document, as well as a lifetime of following this topic, the primary "need" for the road is for recreational purposes and greater flexibility to head out of Juneau whenever one likes. Subsidizing a desire for increased recreational driving makes no sense in terms of sustainability or best uses of limited transportation dollars. Calculating this desire for recreational driving as some pent up demand that will result in high levels of traffic and bring the per trip cost of highway use down is not rational use of public funds.

The Draft SATP uses the concept of capacity management as a stick - if there is not adequate demand or use we could cut back on service. Given that many routes provide essential service to small communities that will never generate capacity on their own, AMHS should get more creative with attracting more leisure ridership via rate structures. If we're sending a ferry Juneau to Petersburg in the winter and know that the best we can expect is 15% occupancy, cut the prices in half and see if you can boost occupancy to 30%. You generate the same amount of revenue and lower the per passenger subsidy by half and better serve the region. Perhaps by cutting the prices by 60% you boost occupancy to 70% and are even better serving the public and communities with safe, efficient, uniquely Alaskan transportation at a reduced per passenger cost. Let bicycles ride free or reduce the charge for them and further boost ridership.

Since justification for travel on the Northern Lynn Canal route is largely leisure bring down unit costs and subsidies by letting us use the ferries for leisure travel. With better attention to maximizing the public benefit from the Alaska Marine Highway system, in Northern Lynn Canal and throughout the system, serious consideration and study should be giving to converting the system to a demand pricing similar to used by the airlines, Amtrak, car rental agencies and others. On sailings with light use, sell excess capacity at pricing such that those who are tightly income constrained or who are going simply for leisure can be encouraged to occupy otherwise unused space. Figure out a way to ensure that those with emergency needs to travel (such as for medical, funerals, etc.) have a priority standby, and perhaps even the ability to bump lowest fare passengers if required. There are models out there that make this possible. I believe that an operational change of this sort would address a significant portion of the expressed frustration with Juneau not being connected to the highway system. And, a demand system might allow all in the region to benefit from travel to neighboring communities.

The very arguments that the Draft SATP authors make on page 54-55 to support maintaining the Bellingham run, except that regarding the border crossing, can be made in support of maintaining the existing ferry service in Northern Lynn Canal instead of building a road to a ferry terminal at Katzechin. The Draft SATP demonstrates a high degree of bias towards roads and no clear objective rationale in making recommendations.

Safety is mentioned in the Draft SATP in the context of Marine Highways and SOLAS and as a token mention that all highways DOT constructs meet highway safety standards. There is no real discussion of the relative safety of marine highway transportation compared to highway transportation. In the history of the Alaska Marine Highway there are no transportation related deaths to my knowledge and few, if any, transportation-related injuries. Requiring people to drive to Katzechin to get to Haines or Skagway will result in additional highway deaths and injuries. These costs are quantified by the Federal Highway Administration at [http://safety.fhwa.dot.gov/facts\\_stats/t75702.cfm](http://safety.fhwa.dot.gov/facts_stats/t75702.cfm) (requiring a cost adjustment for inflation, reportedly they provide that official information to state highway offices, I do not find it readily available to the public online). Using an online inflation calculator I show that the value assigned to each death is about \$5 million. Critical injuries about \$3.8 million each. Assuming just one fatality or critical injury per year on this road section you increase the cost dramatically. Having people rushing to get to a ferry terminal for scheduled departures based on first-come first-served service is likely to encourage aggressive passing and driving which is likely to increase accidents, injuries and deaths. Having people aiming to catch the last evening departure on a dark slippery winter night will push people to drive faster than road conditions dictate. Anyone who lives past the ferry terminal knows that there is a sudden change in road conditions just beyond the Auke Village recreation area. Someone leaving downtown Juneau in the rain on wet pavement could find themselves facing serious winter conditions as they head up Lynn Canal. Safety needs to be given real consideration and the costs of deaths and injuries provided by the Federal Highway Administration must be factored into the cost/benefit analysis for all of these connector road options.

The Alaska Marine Highway System is a form of public transportation. This is not acknowledged on page 24 and might be part of the challenge of a department with a strong highway bias managing a unique and vital public transportation system. The Draft SATP does not provide any true multi-modal connectivity for anyone who is not traveling by auto. An assumption that the private sector will step forward and provide transportation for walk on passengers at a reasonable cost is not reassuring. The private sector has not found this a profitable venture even in Juneau from the Auke Bay ferry terminal to town. As I recall, when the Interisland Ferry was providing service from South Mitkof the bus was not too expensive, but definitely added to the time and fare, making it more expensive than a ferry from a closer to town location.

The Alaska Marine Highway System has better flexibility to meet changing patterns of population, travel and budgets in upcoming decades than does a fixed highway.

I believe we will see this in play quickly if the road to Katzechin is built. Though we have assurance of a high level of ferry service, ferries are assets that can be deployed as needed. There is no reason to believe that once the road is completed, if traffic does not meet the projections of DOT, that the decision will not be made to reduce service to save funds. Service

will likely be cut during times of low demand. By then the road will be built and capitol spent. We will be left with a long sometimes dangerous drive to a ferry terminal that is inadequate for the wait times and conditions that are likely to be required. This will necessitate additional construction of a more appropriate facility, and needed staffing and maintenance of this facility. I will comment much more on this and other issues in the DSEIS on Juneau Access, but would like on the record that the foundation of the SATP, the Juneau to Katzeihin Road, is fundamentally flawed.

A single lane road from Kake to Petersburg is also suspect. What other single lane of that length exists in Alaska? This is the first step in building a larger road. Admit what you want and then present the steps to getting there instead of putting forward something that you know will be deemed unsafe and require upgrading at great expense, in the name of safety.

I have hiked/climbed from Sitka to Baranof Warm Springs across Baranof Island. Building a road when there is a perfectly viable marine route makes no sense. Let's optimize the use of the existing ferry routes and services by using demand pricing to fill the ships.

Karla Hart  
4950 Wren Drive  
Juneau, AK 99801

**From:** [Zane Jones](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 3:06:12 PM

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I have reviewed and read this letter and am pleased to send it. I believe building the road is not in the public's interest, and I will vote against it wherever possible.

The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Regards,

Zane

Zane Jones  
1220 Glacier Ave  
Unit 207  
Juneau, AK 99801

**From:** [Kimberly VanNostrand](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 3:02:56 PM

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In addition to the outrageous capital costs associated with constructing a road, the operating costs will also be higher. The EIS states "both the capital and operating costs for Alternative 2B [road] would be greater than those associated with the No Action [ferry] Alternative" (page 4-61). In fact, the state will have to pay \$5 million more each year to keep the fifty-mile avalanche-prone road open. That is \$5 million that could go toward urgent State needs, including our schools, every single year.

The Katzeihin road is an abnormally expensive proposal because of the extreme geography of the Lynn Canal. Six thousand foot mountains plunge into the steepest, deepest fjord on North America. The study identified 41 avalanche chutes and even more landslide, rockslide, and rock fall areas. Three bridges, each more than four times longer than Juneau-Douglas Bridge, would span five glacial rivers. Some sections of the road would be built below mean-high tide. Other sections would be carved into the mountainside and in at least two areas tunnels would be blasted through the cliffs. Three additional tunnels in the form of snowsheds along with extensive avalanche blasting will be needed to keep the route open in the winter.

DOT anticipates over 22 crashes per year – over 600 crashes and 5 fatalities over the next thirty years on this type of two-lane road (page 4-63). Those estimates don't even take into account the added dangers of avalanches, rockslides, and icing that exist with this particular road. No deaths have occurred aboard the Alaska Marine Highway System in over 50 years of service.

Placing a new ferry terminal 90 miles from downtown Juneau will make travel far more complicated, especially for walk-on passengers. The Katzeihin road alternative would actually cost travelers more money than walking aboard the existing ferry system. Today it would cost a traveler in Juneau \$37 to get to Haines and \$50 to get to Skagway. DOT estimates that under its road scenario the out-of-pocket costs would be \$47 to get to Haines and \$67 to

get to Skagway (page 2-16).

Furthermore, DOT's assertion that travel in the Lynn Canal corridor will increase by a factor of ten if the Katzehin road is constructed is unfounded and disingenuous.

Alternative 2B, the Katzehin road is the most environmentally damaging of all alternatives described in the EIS, crossing ten anadromous streams and, destroying 130 acres of wetlands, tidal areas, and fish habitat. Increasing access to Berners Bay would likely compromise hunting opportunities for moose, bear, and goat by increasing competition. Road access would make it incredibly challenging to protect vital salmon and eulachon spawning habitat in the bay from Off Road Vehicles. Berners Bay is also culturally significant as the ancestral land of the Awk Kwan Thlinget and has numerous burial sites that could be disturbed.

Alaska must be smart about how we spend our dwindling transportation dollars. Please cancel the Katzehin road proposal and opt for community-to-community ferry service. Please also revise the SATP to reflect the region's top priorities of maintaining our existing roads and replacing our aging mainline ferries.

Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Kimberly VanNostrand  
329 union st  
Haines, AK 99827

**From:** [Molly Kemp](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 2:41:00 PM

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I wholly agree with the following statement with its focus on Lynn Canal. In addition I want to voice my strenuous opposition to the ludicrous plans to construct cross-island roads connecting communities on Chichagof and Baranof Islands, with little ferries across Tenakee Inlet and Peril straits . HOW IN THE WORLD does DOT think these roads would be maintained and plowed in the winter? Who would staff and maintain the ferries, and at what cost? Basically what you propose means reducing island communities to only air travel in the winter.

I remain utterly opposed to this crackpot idea. Please remove it from the SATP.

The following comments address the Lynn Canal road proposal.

The State's plan to build a road half-way up the Lynn Canal is more dangerous, more expensive, more divisive and more damaging than existing ferry service. I support community-to-community marine service, and oppose the alternative 2B, an East Lynn Canal Highway to Katzeihin with shuttles to Haines and Skagway, the State's preferred alternative in the Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement.

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Molly Kemp  
3.5 mi East Tenakee Trail  
Tenakee Springs AK 99841, AK 99841

**From:** [jessica baker](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 2:16:12 PM

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jessica baker  
850 main st  
p.o. box 988  
skagway, AK 99840

**From:** [Brenda Wright](#)  
**To:** [DOT SER SATP](#)  
**Subject:** Community-to-community ferry service is the logical alternative  
**Date:** Tuesday, September 30, 2014 2:11:11 PM

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Thank you for including these comments in both the draft 2014 SATP and Juneau Access Improvement Project Supplemental Environmental Impact Statement SEIS records.

Brenda Wright  
17430 Andreanoff Way  
Juneau, AK 99801

**From:** Katie Tekla Eddy [<mailto:ktekla@yahoo.com>]  
**Sent:** Wednesday, August 13, 2014 12:59 PM  
**To:** Clough, Al H (DOT)  
**Subject:** ferry service Petersburg

Mr. Clough:

It is my understanding there is a meeting taking place in Petersburg this evening (8/13/14) regarding transportation/ferry service to and from Petersburg, Alaska. I will not be able to attend this meeting as my husband will be out commercial fishing and I need to be home with our young child. Please share my comments with the staff and committee members that are dealing with the issues at hand.

My absence from the meeting does not represent my lack of concern over proposed DOT plans. I want to voice my comments and questions about proposed changes to our ferry service and transportation options in Petersburg, and all of Southeast Alaska.

We depend on the ferry system as part of our way of life. Southeast may not have the largest population base in the State, but we are residents that depend on State transportation. No transportation system is going to make money - highways, railways, ferries, bridges - none of these make money. Moving people though is not an optional luxury.

It isn't just "for fun" that we ride the ferry - it is for medical reasons, to attend funerals, to care for our elderly, to have babies, to attending work meetings, to obtain medical care, to celebrate graduations and weddings, etc.

Examples of when my family has used the ferry system: In 2008 I rode the ferry to bring home my ill grandmother so that she could die at home. In 2011 we rode the ferry from Bellingham to Petersburg to bring back a truck we had purchased.

My son was 2 days old the first time he rode on a ferry in 2012. We had been in Juneau to deliver him and we needed to get home - with our vehicle that provided us with transportation for the 4 weeks we waited in Juneau for his arrival. Again when he was 10 months old we rode the ferry as a family to Ketchikan to attend my brothers wedding.

I cannot tell you the countless trips I have made in my 31 years of life on the State Ferry to travel for school trips, attending summer camps, to visit family, to get medical care, for work and for just general life needs.

I know that transportation technology changes and needs change. However, I feel that the purpose of the Department of Transportation is about providing safe, reliable, affordable and realistic transportation options for residents, businesses and visitors. This plan must include ferries, in order to maintain a high quality of life and keep our Southeast communities thriving.

If ferries are taken off line and roads put in to replace ferry routes I ask the following questions:

How will roads be maintained in winter and has the State provided realistic estimates of the cost and effort to do so?

How can roads be kept as safe as ferry travel has been for users, especially in winter or inclement weather?

How will independent travelers without vehicles be able to travel around Southeast quickly and cost-effectively?

How will the State's plan to shift costs to the user (by switching from ferries to roads) mesh with their stated goal of cost effective travel for the user?

What is the State's plan for maintaining connectivity for users if independent shuttle ferry operators don't materialize to take over those operations as projected in the SATP?

How is the shift from mainline ferries to air, road and shuttle ferries going to affect the ability of our students to travel to sports and academic opportunities in other communities safely and cost-effectively?

Please consider these concerns and others that are brought by my fellow community members. The attendance may be small but we do care. A large portion of our population is gone right now commercial fishing - but that doesn't mean we do not have an opinion, that we are stupid or that we don't have valuable input.

Sincerely,

Katie Eddy



P.O. Box 240605  
Douglas, AK 99824

907.586.1254 phone  
907.463.3433 fax  
ftffoundation.org

August 20, 2014

**Neil MacKinnon**  
President

Eric Taylor  
Project Manager  
ADOT&PF Southeast Region  
6860 Glacier Highway  
Juneau, Alaska 99801-7999

**Rosemary Hagevig**  
Vice President

**Joseph Kahklen**  
Secretary

RE: Southeast Alaska Transportation Plan, June 20 Draft.

**Frank Bergstrom**  
Treasurer

The First Things First Alaska Foundation (FTFAF) commends the Alaska Department of Transportation and Public Facilities (DOT&PF) for its work on the Southeast Alaska Transportation Plan (SATP), June 20, 2014 Draft. The SATP recognized the need to move forward on a plan focused on a highway-shuttle ferry system to provide more frequent opportunities to travel between communities in Southeast Alaska.

**Directors**  
**Corey Baxter**  
**Richard Burns**  
**Gail Dabaluz**  
**Naomi Hobbs**  
**John Sandor**  
**Scott Spickler**

We are appreciative of the time and energy that DOT&PF has invested in this draft as well as the public meeting process that you undertook to inform the public.

**Denny DeWitt**  
Executive Director

#### **AVIATION**

We appreciate the focus on the Angoon airport. Improving transportation options is an important step toward improving the lifestyle and the economic opportunities in rural communities.

#### **HIGHWAY**

We are strong supporters of the East Lynn Canal Highway. We are pleased to see that it remains a priority for DOT&PF. As a part of a larger strategy of a highway-shuttle ferry system, it provides a valuable step in accomplishing that goal. Ultimately, it will provide a service more affordable and less imposing on our environment than perpetuating total dependence on the current ferry system. It will also free ferry resources to other parts of Southeast Alaska.

A family trip with a vehicle from Juneau to Haines or Skagway is prohibitively expensive and is reflected in the reduced ferry ridership and use of rooms as compared to last year. The proposed plans will enhance safety and facilitate economic activity facilitated by a reliable, economical, speedy means of access to and from Juneau.

**First Things First Alaska Foundation (FTFAF) is dedicated to preserving the economic viability and future of Alaska through education. There is a clear need to educate the public on the benefits of responsible economic development and natural resource management.**



EricTaylor  
Project Manager  
August 20, 2014  
Page 2

The road between Kake and Petersburg is another opportunity to establish a highway-shuttle ferry system and will provide economic opportunities for the residents of Kake.

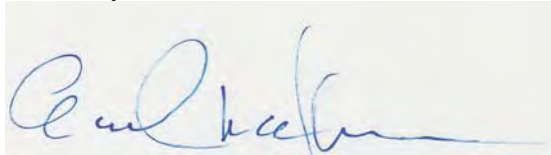
The Sitka-Warms Springs road will provide significant savings to the cost of the Southeast Transportation system, both in time and hard dollar costs. This will be an important part of the highway-shuttle ferry system.

### **MARINE**

We support the construction of the new Alaska Class ferries, as they will work in concert with the East Lynn Canal Highway in reducing time and cost for travel between Juneau, Skagway and Haines. Additionally, these ferries will relieve the need for a current, more costly ferry. The remaining improvements and potential for replacing another mainline ferry will work to optimize our ferry system and transportation within Southeast Alaska.

FTFAF appreciated the opportunity to offer our support to the SATP recommendations provided in the June 20, 2014 draft.

Sincerely,

A handwritten signature in blue ink, appearing to read "Neil MacKinnon", is centered on a light-colored rectangular background.

Neil MacKinnon  
President

Port Protection Community Association  
Box PPAV  
Port Protection, AK  
99950-0180  
July 21, 2014

Dear Transportation Planners,

I am writing to comment on your  
Draft Transportation Plan.

Your map on page vi indicates that  
the POW road ends at Port Protection. This  
is incorrect. The road ends at Sabuckee Bay.  
From there one can only reach Port P. by  
skiff.

This map error could cause a dangerous  
situation for road tourists who need food and  
fuel and think they can get it in Port P.

Your other map is accurate as far as the  
road's end point. Hopefully you will  
correct the <sup>page vi</sup> other map.

Sincerely,  
Gretchen Goldstein  
PPCA Board Member

August 18, 2014



Andy Hughes, Planning Chief  
ADOT & PF Southeast Region  
6860 Glacier Highway  
Juneau, AK 99801 – 7999

Dear Andy,

Thanks for your strong presentation on the Southeast Alaska Transportation Plan 2014 in Juneau last Month. Here's my comment.

I can not help wondering why DOT doesn't recognize Southeast Alaska as "boat country" that provides a good deal of the charm and economic benefits to the people of this area. Splitting up the ferry routes with little sections of road will just add inconvenience and cost for the public. Why not plan for the worlds grandest ferry system in America's grandest island system? Our mining and oil wealth can support such a system now but perhaps not in the future. Commercial interests are thinking big about their interests in the future of Alaska. Shouldn't we be thinking that way too?

Thanks for listening,

James G. (Jim) King. - 65 years a voter in Alaska  
1700 Branta Road, Juneau, AK 99801

A handwritten signature in black ink that reads "Jim King". The signature is written in a cursive style with a large, sweeping 'J' and 'K'.

**James G. (Jim) King**

Waterfowl Specialist  
1700 Branta Road  
Juneau, Alaska 99801-7918

Phone: 907-789-7540

Neil MacKinnon  
1114 Glacier Ave.  
Juneau, Alaska 99801  
August 19, 2014

Eric Taylor  
Project Manager  
ADOT&PF Southeast Region  
6860 Glacier Highway  
Juneau, Alaska 99801-7999

Dear Mr. Taylor:

I support the decision to move forward on a Southeast Alaska Transportation Plan focusing on a highway-shuttle ferry system to provide more frequent opportunities for travel, trade and commerce between communities in southeast Alaska.

I strongly support the construction of the East Lynn Canal highway as a key part of accomplishing the STAP. The Sitka-Warms Springs road as well as the Petersburg-Kake road will also provide significant savings and opportunities.

Thank you for the opportunity to support the SATP recommendations provided in the June 20 2014 draft

Sincerely,

Neil MacKinnon  


Copyright © 1998 by Ann Poe

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## **Comments on DOTPF Transportation Plan for Southeast Alaska (aka dot.satp@alaska.gov)**

**Submitted: August 14, 2014**

My name is Jerry Smetzer. I live at 226 Troy Avenue in Juneau. I am a 1959 graduate of Juneau Douglas High School, and a 1966 graduate of the University of Alaska, Fairbanks. I first arrived in Alaska in August, 1958. I am now retired, having worked in various business enterprises, and in various government and non-profit corporation jobs around Alaska, and overseas. My most relevant qualification for offering comments here are two: 1.) the summer (1961, I think) I spent working for the then new Alaska Department of Highways as a chainman and note-taker on a reconnaissance survey for the then proposed Parks Highway, and 2.) my appointment by Governor Hammond to a Statewide Transportation Advisory Group in 1975.

During my summer on the field survey crew, our crew's part of the survey started in front of the Alaska Railroad station in Nenana, Alaska, and proceeded south toward the Alaska Range at Healy. Other survey crews continued further south through the Alaska Range toward Anchorage via Windy Pass.

My comments here will argue that DOTPF should begin immediately to plan and initiate a reconnaissance survey for a road south from Juneau, beginning at the end of the road at Thane. Then - within the already established Regional transportation corridor referenced in your draft plan - along the Taku River to a termination point at the Canadian border. This survey should be completed by the Fall of 2015. The field survey work should be accompanied by as much engineering field work and analysis as can be mobilized, in advance of construction planning, during that same summer.

There is a rapidly growing public record on the several Canadian mine developments just across the border in the headwaters of rivers critical to Southeast Alaska's fishing industry. In order to underscore my feelings of urgency about the need for surface access to these Transboundary mining areas, I have included links to three news stories and a recent statement by a group concerned about the effect of these mines on First Nations people in Canada, and on the salmon habitat in the headwaters that we in Southeast rely on for our salmon fishery: 1.) an October, 2012 story by KTOO reporter Rosemary Alexander; 2.) an August 12, 2014 story by KTOO reporter Ed Schoenfeld; 3.) a Friday, August 8, 2014 story on the front page of the Juneau Empire by reporter Mary Catharine Martin discussing the recent collapse of the Polley Mine's waste retention dam near Vancouver, BC. Finally, I have attached a link to a website containing a report released on the web in early August, 2014 by the organization named Salmon Beyond Borders.

<http://www.ktoo.org/2012/10/30/new-road-route-for-tulsequah-chief-mine-approved/>

Comments on the Draft Southeast Alaska Transportation Plan

----- Submitted: 8/14/2014 2:58:00 PM

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<http://www.ktoo.org/2014/08/12/tribal-groups-disagree-bc-mine-projects/>

<http://juneauempire.com/local/2014-08-08/advocates-tailings-dam-breach-warning-alaska#.U-0Js2Pliid>

<http://salmonbeyondborders.org>

=====

I appreciate the speedy service on getting a printed copy of the plan to me, and I appreciate the opportunity to comment by email on your draft Southeast Alaska Transportation Plan. I have read over the parts of your draft plan that have to do with connecting Juneau by road with the continental road system in Canada and, by extension, the lower 48 states of the United States. I agree with many in the Juneau community who believe it is important to develop such a connection, but I do not agree that the project should go north across Berner's Bay from the existing terminus at Echo Cove. I believe the Juneau Access route should go south from the end of the road at Thane.

To the north from Juneau you all propose to extend an existing road along Northern Lynn Canal from its current terminus at Echo Cove on the south shore of Berner's bay to a new ferry terminal at the Katzechin River opposite the City of Haines, Alaska. The proposed ferry terminal will support two or three(?) new Ferries running between Katzechin, Haines, and Skagway for 12 hours per day. Vehicle and passenger capacities on these ferries, and route turn-around times are very difficult to figure out from the information in your draft report. The numbers in the following statement, then, are guesswork: There will, apparently, be a total of 42 ferry runs per week in Summer, and 28 ferry runs per week in Winter. Beyond the number of runs, the first two ferries will be "Alaska Class," and will carry 53 cars each. That means, with 42 runs per week, the two ferries can handle, potentially, a maximum of 2226 cars.

These numbers need to be pinned down in your final report because, on page 10, this statement appears: "The road will enable as much as a tenfold increase in travel in and out of Juneau, thus improving access between the capital city, the Yukon Territory, and the Interior of Alaska." Somewhere there is a number of passengers, and/or vehicles floating around Juneau media as one of the justifications for spending the money on the road extension. However, other than the statement above about a "...ten-fold increase," I could not find any reference to such a number in your draft plan. The number is, supposedly, a major increase in either a certain number of cars, or a certain number of passengers that will travel to the Katzechin ferry terminal when the road is complete. Whatever that number is, my only question is: "Will the Katzechin ferry terminal have facilities for either cars or passengers who may be stranded at the end of each 12 hour operating day, Winter or Summer, after the daily ferry service closes down?"

I think the authors of the Draft Plan will have to admit that, without food, lodging, and public transportation facilities at the Katzechin terminal, spending \$523 million in capital funds (annual maintenance funds are separate) to increase the driving time away from the food, lodging, and

Comments on the Draft Southeast Alaska Transportation Plan

----- Submitted: 8/14/2014 2:58:00 PM

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public transportation at the existing Auke Bay Ferry terminal by an hour or so does not appear to be money well-spent. The rationale by some for the lack of transient facilities at the Katzeihin terminal that "... the private sector will take care of it if there is a profit to be made," strikes me as wishful thinking.

=====

The Juneau North Access Project really won't do much more than provide a reason to build another AMHS ferry terminal a 1 - 2 hour drive north of the existing Auke Bay terminal in Juneau.

DOT needs to investigate an alternative to committing all \$523 million to the Juneau Access Project to extend the road to a new ferry terminal at Katzeihin, and should do so early in the 20 planning horizon, not never within that horizon as your draft plan seems to say. In fact, I would propose that DOT re-allocate funds in this fiscal year to begin an initial ground-based reconnaissance survey from Juneau south starting at the south end of Thane Road, then up the Taku River to the Canadian border. I have worked on such road reconnaissance projects in the Interior, and I believe such a route survey, with ground-truthed monumentation, could easily be completed and mapped during the summer of 2015.

At this writing on August 9, 2014 such a Juneau South Access Project (my acronym is JSAP) has, within the past week become much more timely and important because of the collapse of the mining waste retention dam at the Polley Mine near Vancouver, BC, on August 7, 2014. There are several Pebble style mine projects proposed for the Canadian side of the border in the headwaters of salmon producing watersheds along the entire border between BC and Southeast Alaska. All these Transboundary projects are based on the same mine waste retention dam technology that failed at the Polley Mine after, I believe, only 14 years of use. I am no civil or mining engineer, but from what I read in the news, it appears to me that this technology will fail at some point during what must be a 1000 (plus or minus) year life cycle of the toxic material in the mine waste. If the Polley Mine is any indication, the failure will be sooner rather than later.

Such a collapse will more likely occur long after all the ore with economic value to the mining company has been extracted, all the mining jobs are gone, all the mining profits are distributed, and no entity can be found with enough money to even begin cleaning up the mess. Nobody really knows what the effect will be on the salmon from such a collapse. All we really know is that salmon have been around as a primary source of food and culture for the people of Southeast since the end of the ice age more than 11,000 years ago. This simple fact needs to be the baseline by which we compare and contrast the risk of a collapsed mine waste retention dam in the Transboundary region.

Therefore, the greatest importance today for a southern access route to Juneau along the Taku River is that the Southeast Alaska public, and Juneau in particular, will need surface access to the Pebble style mine called the Tulsequah Chief. We, the people of southeast Alaska, in order

Comments on the Draft Southeast Alaska Transportation Plan

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to protect our fisheries, and our interest in a clean, unpolluted, non-toxic living and working environment, need to be able to travel overland to the mining area by short day trip in order to keep a steady eye on the developers of the Tulsequah Chief mine, and on the evolution of the mine itself.

=====

The Tulsequah Chief is proposed in the headwaters of a tributary of the Taku River, one of Southeast Alaska's most productive salmon habitats. A road connecting Atlin, BC to the mining activity at the Tulsequah Chief will likely end within a mile or two of the Alaska Border on the north shore of the Taku River. The Atlin road - already approved for construction by the BC government - will end very near the likely terminus of the Juneau Southern Access route proposed in my comments here.

A ground based road reconnaissance survey is the best way to monument and map these route and surface parameters. Such a survey will also establish an engineering basis for connecting with the proposed road North to Atlin. An associated but separate project to establish engineering design parameters, field work sites to investigate subsurface conditions and material site locations could also get underway this fiscal year.

For those of us in Juneau who have always wanted road access to the continental highway system a Juneau South Access Project has the advantage of connecting to the continental road system at Atlin, BC via the Taku River project route. The Atlin route also offers the eventual possibility of a 135 mile spur to Dease Lake, BC. Dease Lake is a jumping off point for road access to most of the other proposed Trans Boundary mines. Dease Lake, BC is also 1200 miles north of Seattle, Washington. That means a driver could drive from Juneau to Seattle within two long driving days.

There is no need to start from scratch to get the legal and political authority to begin developing the Juneau South Access Project. To the south from the end of Juneau's Thane road to the Canadian border - according to your draft plan - there is a regional corridor already established and agreed to by state and federal authorities. Within that corridor, your draft plan proposes some cost estimates for a road and bridge combo in the amount of \$241,700,000 in capital cost to connect Thane with the Canadian border. However, your draft plan does not, apparently, propose to spend any money on the Taku River route within the 20 year time frame of your transportation plan.

According to your draft plan, the cost of the Taku River route, compared to the Juneau North Access project, is half the capital cost for the same length of road... about 45 miles. That may be good news for my point of view, but the "Taku Highway Route (Bridge route)," listed on Page 43, construction cost estimate of \$241,700,000. seem awfully precise for a project that won't - according to your draft plan - start for at least 20 years. As a private citizen I'm not sure what I am going to pay for gasoline or heating oil the next time I fill up, or what the value of my



Comments on the Draft Southeast Alaska Transportation Plan

----- Submitted: 8/14/2014 2:58:00 PM

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retirement funds are going to be, or whether I am going to have a senior sales tax exemption in the fiscal year that begins in July.

How are you all so sure of yourselves on your road building cost estimates for projects that won't start until 20 years have passed? This question needs to be answered with the kind of ground-truthing data that a reconnaissance survey and preliminary engineering field work will provide.

=====

In terms of cost - according to my rather untrained reading of the aerial survey imagery used by Google Earth - a road from Thane to the Canadian border is about 45 miles through hilly, but relatively flat terrain. Compare this with the Juneau (North) Access project in your Draft Plan proposal. According to your plan, DOT will build the bridge across Berner's Bay from the current end of the road at Echo Cove, then build 47 miles of road along the steep cliffs of northern Lynn Canal.

The biggest question that needs to be addressed about the southern access route to Juneau, in the Final Plan, is whether or not it will terminate at the Canadian border, and never go further. The answer appears to be that we don't need to worry about that, because the British Columbia authorities have already approved construction of a road between the Tulsequah Chief mine and Atlin, BC.

As I stated earlier, the developers of the proposed Tulsequah Chief mine near the headwaters of the Taku River have proposed a mining access road that will end within a few miles of the end of the road connecting Juneau with the Canadian border. The Atlin to Tulsequah road has already been approved for construction by the BC government. However, even if the Tulsequah Chief mine is never developed, our road to the border gives the people of Juneau a launching point for a discussion with the Canadians about constructing 80 miles of road to connect Atlin to tidewater.

And... the State of Alaska won't have to rely exclusively on a project to build an expensive road and new ferry terminal an hour's drive north of the existing ferry terminal at Auke Bay. Nor will AMHS have to necessarily spend scarce financial resources on Ferries that may have limited value to the larger ferry system if they are optimized for use as shuttles between Katzechin, Haines, and Skagway.

The Ferry system has far more important work to do to make sure all our southeast neighbors have all-weather, frequent, and reliable surface access to the regional center at Juneau, and then, by surface transportation, to other isolated coastal cities with road connections to other cities, towns, and villages of Alaska, and to other cities elsewhere.

8-25-14

To the Editor, Sitka Sentinel


*D.O.T.*

**DOT's 20 Year Plan. More Roads, Less Ferries**

The idea of a road to Baranof Warm Springs was met with resistance when Gov. Frank Murkowski proposed it several years ago. The benefit to Sitka would be negative. It would be like we were wiped off the map.

One needs to consider seriously, how many team members would be lost on the icy road during an exciting basket-ball tournament? That alone would be worth the price of a Big Blue Ferry!

Of the Marine Highway, the Sergius Narrows which some refer to as a problem, should be promoted as a tourist attraction, which it is.



Doris Smith

*Doris Smith  
3407 Halibut Pt. Rd.  
Sitka, AK 99835*

*FAX 907-465-2016*

Ronald G. Hansen  
4117 Birch Lane  
Juneau, Alaska 99801

July 8, 2014

Alaska Dept. Of Transportation and Public Facilities  
P. O. Box 112506  
Juneau, Alaska 99811-2506

Re: SE Alaska Transportation Plan

Attn: Andy Hughes

Dear Mr. Hughes,


Thanks for providing me with a copy of the Southeast Alaska Transportation Plan 2014 Draft. I reviewed the draft.

The first thing that hit me was the total lack of information in the text about the US Forest Service, which owns virtually all of SE Alaska, and even has their own 400 mile network of roads. At least this information should be included up front in the text, even though there is an extensive appendix on USFS.

Furthermore any proposed development in Southeast, say hydroelectric development, wind turbine farm, mining development for roads and power transmission lines in SE would have to go through a maze of federal agencies, some of whom already have roadless policies. Some of these agencies include USFS, US Park Service, Coast Guard, FAA, Bureau of Land Management for federal air, lands, and waters.. The US Congress has already been involved in rules which prohibited some hydroelectric dam locations. As can be seen in oil pipeline permitting in Nebraska, the President can be directly involved in state and local permitting. All these built-in impediments should be empaaasized in the Plan.

Thanks for this opportunity to comment on the draft Plan.

Sincerely,



Ronald G. Hansen  
LTC USA(Ret)  
Corps of Engineers

**From:** Gary Miller <[gmiller.juneauak@gmail.com](mailto:gmiller.juneauak@gmail.com)>

**Date:** July 29, 2014, 6:09:46 PM CDT

**To:** <[andy.hughes@alaska.gov](mailto:andy.hughes@alaska.gov)>

**Cc:** Cathy Munoz <[representative.cathy.munoz@akleg.gov](mailto:representative.cathy.munoz@akleg.gov)>, <[senator.dennis.egan@akleg.gov](mailto:senator.dennis.egan@akleg.gov)>, <[representative.sam.kito@akleg.gov](mailto:representative.sam.kito@akleg.gov)>

**Subject: Juneau Access Plan**

Andy, one option for improving Juneau access has not been considered as far as I can tell.

There are 259 sailings to Skagway every year. If a road were cut along the water between Haines and Skagway that would eliminate these sailings and the wear and tear on the ferries. There are several advantages:

- 1) 1) There would be the savings of money by eliminating the sailings to Skagway. Cancellations would be easier since there would not be any bookings to Skagway.
- 2) 2) There would only be one stop in Haines instead of going Haines to Skagway and back to Haines.
- 3) 3) There would be less road maintenance with the road Haines to Skagway than Juneau to the Katzechin River.
- 4) 4) By connecting Haines and Skagway along the water more tourists could visit both towns.
- 5) 5) People living in Haines could drive to Skagway to work the tourist season in the summers.
- 6) 6) People living in Haines would have a shorter drive to go to Whitehorse or to drive south.

I looked at the ferry schedule for this summer and this coming winter. Here is what I found.

Sailing Days – May 2014 through April 2015

16 – May

32 – June

36 – July

36 – August

36 – September

15 – October

18 – November

18 – December

19 – January

16 – February

17 – March

18 - April

259 – Total sailings to Skagway per year.

Can you calculate the total cost for the sailings between Haines and Skagway? How about the cost for the second stop in Haines when the ferry goes Haines to Skagway and back to Haines?

Thanks.

--

Gary Miller  
20135 Cohen Dr  
Juneau, AK 99801-8211  
(907) 789-3757

**From:** Nathan P Peimann <[npeimann@gmail.com](mailto:npeimann@gmail.com)>  
**Date:** July 29, 2014, 9:24:03 PM CDT  
**To:** <[andy.hughes@alaska.gov](mailto:andy.hughes@alaska.gov)>, <[dot.commissioner@alaska.gov](mailto:dot.commissioner@alaska.gov)>  
**Cc:** Dennis Egan <[Sen.Dennis.Egan@akleg.gov](mailto:Sen.Dennis.Egan@akleg.gov)>  
**Subject:** 2014 Southeast Alaska Transportation Plan

Dear Planning Chief Andy Hughes and Commissioner Pat Kemp;

I have reviewed the 2014 Southeast Alaska Draft Transportation Plan and have a few comments that I respectfully hope you would consider:

1. Road building to Katzehin is costly, lacks sufficient services (fire, police and other emergency services), and does not ultimately reduce dependence on marine services for access between communities. Instead, most Southeast residents, including myself, recommend and support continued AMHS service from Juneau to Northern Lynn Canal communities from the established AMHS service area. Also, any further fragmentation of service will likely result in decreases utilization between those traveling from one remote village to another.
2. Retirement of any mainline ferries without adequate replacement ready and able to perform duties would lead to further service disruption between Southeast communities. This is not acceptable and leads to reduction in the economic stimulus such transportation brings about.
3. Road building between Sitka and Warm Spring Bay with ferry service is costly, lacks sufficient services (fire, police and other emergency services), and does not ultimately reduce dependence on marine services access between communities.
4. The envisioned replacement ferry's for Northern Lynn Canal route fail to meet area needs and do NOT represent a substantial increase in efficiency. Furthermore, they are not ready for service outside of "12 hour" window which makes them represent a reduction of service to the area. We need a ferry that can and will run beyond a 12 hour window.

I support construction of an airport at Angoon to help increase access to this remote village from other areas in the region and state but that will not reduce or supplant the dependence of this community on ferry service.

I would be happy to discuss any of these recommendations at length but forgo that in this letter. I would hope that my comments and the comments of others would help shape a draft transportation plan that is reflective of the state's vision of transportation in Southeast Alaska for its citizens. We will continue to make choices that consider the unique and important qualities that make Alaskan's choose remote places such as Southeast Alaska as home.

Sincerely,

Nathan P. Peimann  
9360 N Douglas Highway  
Juneau, AK 99801

**From:** [Peter Naoroz](#)  
**To:** [DOT SER SATP](#)  
**Cc:** [RavenCinD](#); [Sharon Love](#); [Ella Bennett](#)  
**Subject:** Comments regarding SATP  
**Date:** Tuesday, September 30, 2014 1:27:46 PM

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Kootznoowoo, Inc., the Village Corporation for Angoon, has more than 1000 shareholders mostly in Southeastern Alaska provides the following comments regarding the SATP:

1. This email confirms that Kootznoowoo, Inc. supports the Angoon Community Association's comments regarding Alaska Marine Highway and specifically the need to use Title 11 of ANILCA to build a North South highway with corresponding energy transmission corridor on the west side of Admiralty Island between Young Bay and Eliza Harbor.
2. Kootznoowoo supports the continued high priority of the Angoon airport.
3. Kootznoowoo believes the growth assumptions for our region are inappropriate and the analysis that compare our region to the Anchorage Mat-Su area is inappropriate. Tourism and economic potential of the area and corresponding transportation needs for Southeastern are not appropriately calculated as a result of this population growth assumption.
4. All ferry terminals along the Marine Highway should offer a minimum and equal state operational support.

**From:** [Cindy DeWitt](#)  
**To:** [DOT SER SATP](#)  
**Cc:** [peter.naoroz@gmail.com](mailto:peter.naoroz@gmail.com)  
**Subject:** Kootznoowoo Inc Support Angoon Community Association Comments for the SATP  
**Date:** Tuesday, September 30, 2014 12:00:59 PM  
**Attachments:** [image001.gif](#)  
[AMHScomments \(2\).tif](#)  
**Importance:** High

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On behalf of Kootznoowoo Incorporated, we support the Angoon Community Association comments (attached) concerning the needs of Angoon and Admiralty Island in Southeast Alaska.

For

Peter Naoroz, General Manager

Kootznoowoo Inc

By

Cindy DeWitt

Tribal Liaison / Grants Admin

Kootznoowoo Inc

907-790-3317 (Office)

907-723-8582 (Mobile)

866-790-0643 (FAX)



## FAX COVER SHEET

TO	DOT SATP
COMPANY	
FAX NUMBER	19074652016
FROM	Kootznoowoo Inc
DATE	2014-09-30 19:45:21 GMT
RE	Angoon Community Association Comments on the DOAT SATP

### COVER MESSAGE

Attached Angoon Community Association comments for the DOT SATP.

On behalf of Edward Gamble Sr, IRR Roads Planner, Angoon Community Association.

By Cindy DeWitt

Tribal Liaison / Grants Admin

Kootznoowoo Inc

907-790-3317 (Office)

907-723-8582 (Mobile)

866-790-0643 (FAX)

*Angoon Community Association*  
P.O. Box 328 – Angoon, Alaska 99820 – (907) 788-3411 – FAX (907) 788-3412

September 29, 2014

**Comments regarding the proposed Alaska Marine Highways 2015 Winter Schedule, with Regard to the Community of Angoon, Alaska.**

Angoon, a community of over 450 people, has no airport/airstrip and no connection to the road system, only a floatplane dock and the state ferry terminal. Given the size/weight limits and weather requirements of floatplanes, our ferry terminal is perhaps our most important transportation connection with the rest of Alaska, and the world. The Alaska state ferry service is an economic 'life-line' for our community.

The community of Angoon has the two major issues with the proposed 2015 winter schedule:

- As proposed, winter stops in Angoon would occur on Fridays and Sundays. This will require Angoon residents who need to conduct *business* outside of the community to schedule a full week of travel for every trip! Leaving Angoon Friday and returning Sunday would preclude most of the Monday-Friday work week. In order to conduct *business* during the work week, or to meet with *government agencies* (not open on weekends), the only option is to leave on a Sunday, spend a full week away from the community (all the while, paying for food and lodging), and return to Angoon on following Friday.
- As proposed, Angoon's winter ferry service requires all travelers to go north, through Juneau. For residents needing to travel to Sitka or Ketchikan, they would first have to travel to Juneau, and then backtrack to their actual destination, all of which adds to cost of doing business in Angoon.

These issues are both compounded by the fact that ferries are sometimes not able to make their regularly scheduled stops (due to mechanical issues, inclement weather, etc.).

If this schedule becomes the 'norm', Angoon would be economically crippled, hampered from doing business by burdensome transportation costs.

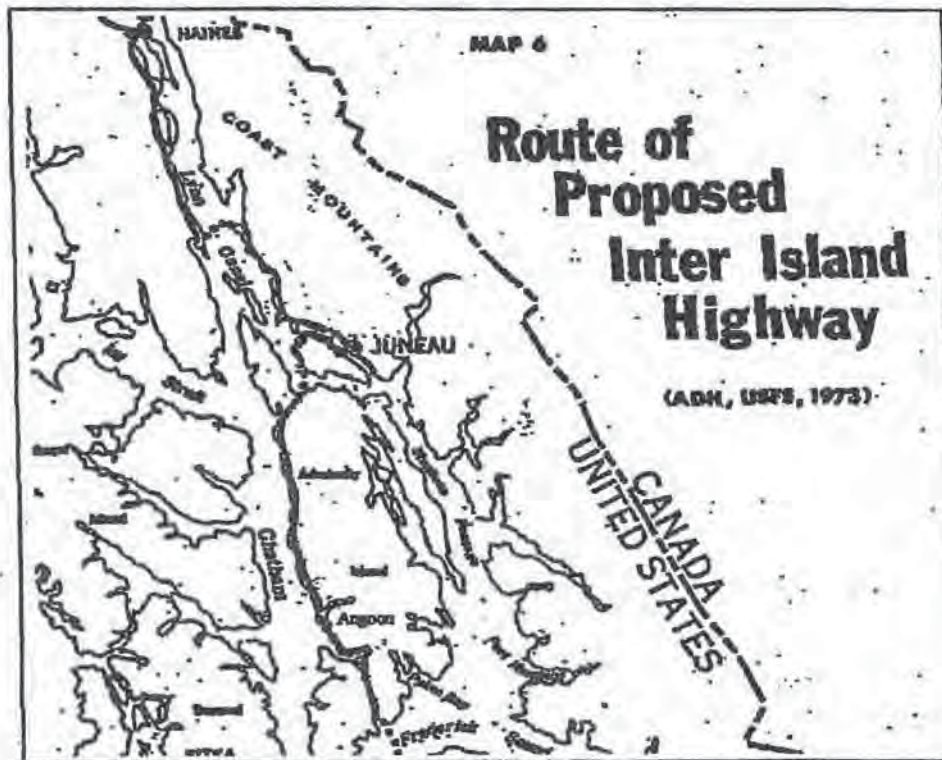
Given our present dependency on the Alaska Marine Highway System (AMHS), the people of Angoon would like to propose an alternative, to avoid economic isolation, reduce pressure of the ferry system and provide reliable transportation service to the people of Southeast Alaska.

Proposed as early as 1973 (by the U.S. Forest Service and the ADH), constructing the northern half of the Admiralty Island portion of the *Inter Island Highway*, from Angoon to the northern end of the island ( $\pm 50$  miles - see figure next page), would help to alleviate many of Angoon's transportation problems, while also providing benefits to the entire southeast Alaska region.

By providing a road route to the northern end of Admiralty Island, the AMHS would be able to serve the people of Angoon, without having to travel all the way *around* the Island and into the Chatham Strait. Instead, travel to and from Angoon would consist of a  $\pm 1$  hour drive and a short ferry ride to Douglas Island, or directly to Juneau. This short run, from the northern end of Admiralty Island to Juneau, would be have far fewer service interruptions due to weather, and could conceivably provide more frequent trips, with a smaller ferry.

This portion of the proposed U.S. Forest Service *Inter Island Highway* would have *another* benefit, to both the people of Angoon, and to the rest of the region, by providing a corridor for power transmission from Angoon's Hydroelectric Project [a complete description of the hydroelectric project can be found in the U.S.F.S., Record of Decision (ROD) R10-MB-635, May 2009].

Angoon's Thayer Creek hydroelectric project is capable of producing considerably more clean, renewable energy than the Angoon community needs. The Thayer Creek hydroelectric plant will be located roughly six miles north of Angoon, and its service road (which is included in the ROD noted above) would in fact BE the first 5 or 6 miles of the proposed Inter Island Highway.



Additional benefits of constructing this section of the Inter Island Highway would include allowing greater, but still limited, access to Admiralty Island National Monument and the Tongass National Forest. Since both ends of this proposed road require a short boat or ferry ride, the traffic along this roadway would be both easily measurable and completely controllable (by controlling ferry frequency and capacity).

A final benefit of this proposed road is that it could reduce transportation costs from the Green's Creek Mine, located on the northwest end of Admiralty Island (and possibly similar, future resource development).

Presented on behalf of Angoon Community  
Association IRR Roads Program

Signed:   
Edward Gamble Sr.  
IRR Roads Planner



# Baranof Island Housing Authority

245 Katlian Street

Sitka AK 99835

(907) 747-5088 • fax (907) 747-5701

September 24, 2014

*VIA EMAIL: dot.satp@alaska.gov*

ADOT&PF - Southeast Region Planning

PO Box 112506

Juneau, AK 99811-2506

Subject: Draft Southeast Alaska Transportation Plan  
Comments

Dear Sir/Madam:

I am writing to provide comments related to the 2014 Southeast Alaska Transportation Plan.

The following information provides a background for understanding my comments. I have lived throughout Alaska since 1959 and in Sitka since 1988. I have worked for Baranof Island Housing Authority for 15 years and have been Executive Director for the past six years.

Baranof Island Housing Authority (BIHA) is a "public body corporate and politic" created as a Regional Native Housing Authority under AK Statute Sec. 18.55.996 providing housing services in Sitka, AK. BIHA provides affordable housing programs primarily for Alaska Natives/American Indians and elder community members.

My primary concern with the draft SE AK Transportation Plan (SATP) as it relates to Sitka, is the delay in initiating the Preliminary Design of the Sitka Warm Spring Bay Road. Given that this is DOT's preferred solution to providing Sitka with improved Alaska Marine Highway (AMH) access at a lower operating cost, beginning the environmental assessment and design as soon as possible is critical. Sitka cannot afford for DOT to wait eight years before beginning on the project. AMH service today does not meet local need.

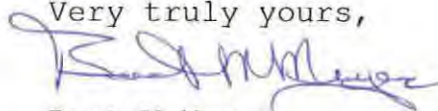
BIHA's program homeowners and tenants frequently desire to travel to/from surrounding villages to visit family and

friends and the existing AMH schedule does not meet their needs. Sitka's ability to attract individuals to move here for employment and for young family members to return to Sitka after college is hampered by poor AMH access. The higher cost of school sports participation, purchase of goods from "hub" communities of Juneau and Ketchikan, travel for leisure, etc. all adversely affect Sitka's economy. Sitkan's suffer from the current limited AMH service.

The STAP should place the Sitka Warm Spring Road project preliminary design as a higher priority in the implementation schedule. The proposed schedule in itself does not address Sitka's need for improved AMH access soon enough. Recognizing the complexity of this project it further concerns me that issues could develop that could delay or force an alternative route, and any delays, combined to the proposed 2022 start date, would result in an extremely long, if at all actual solution to Sitka's current inadequate service. This project needs to begin soon, as early as 2015 or 2016 in my opinion.

Thank you.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Bart M Meyer', written over a horizontal line.

Bart M Meyer,  
Executive Director



# City and Borough of Sitka

100 Lincoln Street Sitka, Alaska 99835

*Coast Guard City, USA*

September 26, 2014  
ADOT&PF Southeast Region  
6860 Glacier Highway  
Juneau, AK 99801-7999  
Email [dot.satp@alaska.gov](mailto:dot.satp@alaska.gov)

RE: SE Transportation Plan Comment

Dear DOT&PF Southeast Region:

Thank you for the extended comment period. City and Borough of Sitka (CBS) submits the following comments on the 2014 draft Southeast Alaska Transportation Plan. These are similar to those CBS submitted for your 2011 Southeast Transportation Plan Scoping Report. The draft plan still does not appear to present a comprehensive regional transportation plan. It makes recommendations on the Alaska Marine Highway System (AMHS) component but does not provide an analysis of the specific plan and impacts to replace aging vessels. Nor does it address long-term results and ongoing operational costs and benefits to be able to evaluate the real impacts on all communities in the AMHS.

The Transportation Plan should make a strong statement about the need for surface transportation links via the Alaska Marine Highway which connect the region to the North American road system via Prince Rupert and Bellingham. Page 1 states the most important role of AMHS is to provide transportation to passengers and vehicles between communities. Perishable commercial freight is also critical. Equally important, Southeast Alaska's economy requires a surface transportation link to the lower 48 states without having to travel through a foreign country. Also, seafood processors supporting the region's largest economic sector, commercial fishing, and suppliers shipping perishable foods depend on AMHS links between communities and Prince Rupert to be able to competitively ship their goods.

The Alaska Marine Highway is Southeast Alaska's only road to move people, goods, and services both regionally and inter-state, and it must function year round to enable the Southeast economy to thrive and its citizens to maintain their connections. The Baranof Road project is listed in the SATP with preliminary design scheduled for 2022 and construction after 2035. As a priority project, feasibility and basic questions about how the Baranof Road would function need to be determined in 2015, and the result should guide much more immediate development if the project is to proceed. How much of the year would the road be usable? Is a train a possible solution, and how would it work for vehicles and passengers? How would proposed service (and operations costs including road and remote terminal maintenance) compare to existing service? Without a more detailed analysis, it is impossible to determine that service will actually be improved—the reality might be less service and less connectivity to communities than offered by the current system; or it might greatly benefit the AMH System.

Sitka is an urban hub for many smaller communities in Southeast Alaska, especially as pertains to regional health care at the Southeast Alaska Regional Health Corporation's (SEARHC) hospital facilities. The SEARHC Mt. Edgecumbe Hospital is the largest employer in Sitka and provides critical health care services for these communities. When weather restricts air travel, the Marine Highway is the only link many have to vital health care services; yet Sitka receives only one northbound and two southbound ferries weekly for seven months of the year. A demand forecast would show Sitka is substantially under-served most of the year compared to Lynn Canal and other ports. This inequity needs to be addressed in the Transportation Plan.

Page 2, the SATP recommends the need to plan for periods of reduced funding, and discusses the three aging mainliners of the AMHS SE Fleet: Malaspina, Taku, and Matanuska and their retirement by 2024. The only new ferries planned for construction to replace these vessels are the two shuttle ferries proposed to run together in Lynn Canal and one SOLAS Class ferry to begin service in 2025. All three aging mainliners serve Sitka and the rest of the region. Reducing service to Prince Rupert is unacceptable since it provides a primary connection outside of the region. The issue of ferry deployment and replacement needs to be analyzed and discussed through a comprehensive, fully informed public process.

Aviation Recommendations, Pages 6, 9: The statement "the SATP is the appropriate forum for consideration of mode-specific major capital airport project needs. However, with some exceptions, the key components of the region's airport system are already in place." does not mention that Sitka's airport is the exception—it has no ability to expand. The 1999 Sitka Airport Master Plan included a project to fill the water area and develop new general aviation and lease lot areas to permit urgently needed airport expansion. With the relocation of Airport Road, this project should now proceed. Please include it in the Transportation Plan with implementation in the near future, unless it can proceed more immediately by other means.

Highway Recommendations, Page 11: Baranof Road: The FY'2016 City and Borough of Sitka Legislative Priorities requests "Equitable Sitka Alaska Marine Highway Service – City and Borough of Sitka continues to request that DOTPF and AMHS complete the Sitka Access Study in the near future to evaluate the feasibility, benefits and costs of developing a road connection to Chatham Strait, potentially in cooperation with the proposed Takatz Hydroelectric Project. Without this assessment to identify the best road corridor to the eastern side of Baranof Island, where a new terminal would be built, how the new system would operate year round including the distance, time, and feasibility to commute to and from the terminal, and the conceptual costs and benefits of such a project and impacts to ferry service to Sitka, it is impossible to evaluate whether the Baranof Road or other road connection to the mainline route makes practical sense and is worth the additional cost and time required to access the AMHS. Whatever is developed must provide consistent, connective Marine Highway service between Sitka and the rest of the Marine Highway System so critical to our economic future." Please complete this feasibility/scoping analysis in 2015 as a basis for re-prioritizing this project.



ADOTT&PF Southeast Region

September 26, 2014

Page 3

Please note that the final feasibility study for the Takatz Lake Hydroelectric Project is complete and on the City and Borough of Sitka Electric Department website. Completion of the Takatz Lake Hydroelectric Project in conjunction with the Baranof Warm Springs Bay road could possibly save millions of dollars for both projects.

Please be advised in Environmental Protection Agency's notice of final rule (CFR Part 63) titled National Emission Standards for Hazardous Air Pollutants for Reciprocating Internal Combustion Engines, all areas of Alaska not accessible by the Federal Aid Highway System (FAHS) were exempted from the new regulations, but Sitka is considered accessible to the FAHS through the Marine Highway System. The exemption results in cost savings of millions of dollars for Southeast communities in avoided costs for compliance. On page 11 of the SATP, there is intent to designate the Baranof Road a National Highway System route. We urge ADOT&PF to recognize this exemption and not inadvertently take action that may result in its elimination.

Marine Recommendations – The narrative in the Transportation Plan lists recommendations but does not include the dates and impacts. Some of this information can be found in the tables, but the discussion would be more meaningful if the narrative provided more information rather than having to cross-reference. The reference on page 12 states "Finally, a new fast ferry or conventional ferry (similar to the ACF) would be constructed as a replacement for one of the existing fast ferries, to be determined based on operational costs." Operational costs for a fast vehicle ferry are higher than conventional ferries. The original FVF Fairweather was planned as the "Sitka Shuttle" to enable improved service to Sitka without the constraints of tides in Sergius Narrows. When Lynn Canal is served by the shuttle ferries, the SATP should reconsider returning the fast vehicle ferry to the purpose for which it was originally intended—to be home-ported in and serve Sitka, at least for the next 20 year period of the current SATP.

The City and Borough of Sitka continues to recommend that DOT&PF consider modifying the SATP process to include the formation of a Regional Transportation Planning Organization (RTPO) to assist with the development of the SATP. The RTPO would provide a more equitable process to develop a broad community-supported sustainable transportation system for Southeast Alaska. Thank you for your consideration of these comments.

Sincerely,



Mark Gorman, Municipal Administrator

cc: Governor Sean Parnell  
Senator Bert Stedman  
Representative Jonathan Kreiss-Tomkins  
Commissioner Pat Kemp, DOT&PF  
Captain John Falvey, AMHS Manager  
Verne Skagerberg, SE Aviation Planner  
Andy Hughes, SE Planning Chief  
Marie Haldemann, SE Planner  
Sitka Assembly

SOUTHEAST COMMERCIAL — 50 yrs in ptsbg.  
STIKINE TOURS & MARINE REPAIR  
P.O. BOX 1349 • PETERSBURG, AK 99833 • (907) 772-3039

MEMO-LETTER

TO A DOT & PF Southeast Planning DATE 9/20/14  
Box 112506 June 99811 SUBJECT SE transportation  
Plan

Tear Talks

Sisten up? Kake doesn't want a road to come to Ptsbg — they want some less expensive electricity and if you want to blow a 100 million for a road to help a transmission line they'll take it. They really want to go to Juneau & Sitka as we all do! Figure out a bare bones best cheap to operate and give us a Dependable schedule, year around, for a mainline system. How many of us have to holler how loud to be heard

Dave Ellis

19 September 2014

TO: AK DOT&PF

RE: Comments on the Draft Southeast Alaska Transportation Plan (SATP) 2014

The function of the SATP is “to serve as a guide to capital development of our transportation assets for the twenty year planning period that it covers.” Although some parts of the Draft SATP are responsive and match SATP objectives, in other parts the decision-making factors are obscured and information to back up decisions is incomplete and/or inconsistent. The Draft SATP lacks more than one valid alternative to compare against the baseline alternative. Overall, the deficiencies combine to make the Draft SATP defective as a planning tool that unbiasedly evaluates more than one valid alternative.

### **1) State Financial Sustainability as Prime Factor**

The prime decision-making factor in the purpose and need statement is given as “providing the most financially sustainable transportation system that resources permit.” Other factors are described in the mission statement and goals. At the Skagway public meeting and on page 63 of the Draft SATP, the focus on financial sustainability was given as the reason other factors are not included in the Draft SATP in a way that allows comparison of those factors among the alternatives. However, some of these non-financial factors are invoked within the document as being important considerations for some decisions, and were presented at the public meeting as the driving factors for Lynn Canal decisions.

The decision that has by far the biggest impact to state financial sustainability is the decision to continue Bellingham and cross Gulf ferry service. Of the 4 alternatives evaluated, the two that eliminate these ferry routes were projected to result in 15-16% annual savings to the state, while the two that retain the ferry routes were projected to result in 1-3% annual savings (information from chart shown at Skagway public meeting). The two alternatives that drop the Bellingham and cross Gulf ferry service were rejected, and described as “off the table”. Overwhelming strong public support for continued Bellingham and cross Gulf service was given as the reason for this decision.

Other factors used in the Draft SATP, as given in the document or at the public meeting, to support the East Lynn Canal road in the preferred alternative include: cost to users (reduction in overall trip expense), convenience to users (travel times, travel opportunity), and projected increases to traffic (as opposed to matching capacity to existing demand). Other factors expressed by the public at meetings and in comments as important include safety, reliability, community support, economic impacts, and environmental impacts.

In addition to state financial sustainability, Alaska Dept. of Transportation and Public Facilities (AKDOT) used other factors to make their decisions. Therefore, AKDOT should not claim that state financial sustainability is the only pertinent factor that should be presented in the SATP. All factors AKDOT used to make decisions and the factors important to the public should be included in charts, tables and graphs so that clear comparisons among the alternatives can be made.

## **2) Matching System Capacity to Traffic Demand**

The Draft SOTP discusses population and economic trends, describing the impacts of these upon traffic demand in southeast Alaska as flat or slightly diminished. The AKDOT presentation at the Skagway public meeting emphasized these trends and the need for the state transportation system to reduce costs by better matching capacity to demand. The exception to this strategy is the situation in Lynn Canal, where updated dayboat ACF ferries are expected to meet existing traffic demand. Yet, the East Lynn Canal road project will have the capacity for a ten-fold increase traffic capacity. New economic development is briefly mentioned as having a possible but uncertain potential to increase future traffic demand, largely due to activity that doesn't affect the Lynn Canal communities. Why is the East Lynn Canal road project, with its tenfold increase in capacity, being promoted when the overall SATP strategy is to better match capacity to existing demand?

## **3) Baseline Alternative (#1) and Preferred Alternative (#2) Components Confused**

The Baseline Alternative has been adjusted to include the two new dayboat ACF ferries and terminal upgrades for Haines and Skagway, as this set of capital expenditures has progressed to the point that contracting has started and will soon enter ferry system operations regardless of any other decisions made in the SATP. Yet, sometimes these items are presented as part of the existing baseline, other times they are included as part of the SATP recommendations. Because of this, it is very unclear how these costs are rolled into the large sums presented in Appendix C - Alternatives Comparison.

## **4) Extraneous Alternatives - Maximize Existing Roads (#3) and Highway Route 7 (#4), and the Need for Valid Alternatives**

The decision to keep Bellingham and cross Gulf ferry service was made before the 4 new alternatives were developed (page 67). Thus, like the new dayboat ACF ferries, it is a component that should be included across all alternatives. Yet, Alternatives #3 and #4 do not include these ferry routes, making them invalid from the start. Realistic and valid alternatives are needed. One valid alternative would be Alternative #2 without the Juneau Access road (East Lynn Canal road). Other reasonable combinations of the proposed projects for middle and southern Alaska panhandle should be developed into valid alternatives for consideration.

## **5) Omission of Ferry Walk-on Passenger Information**

The Draft SATP contains blanket statements and claims regarding travel costs and convenience to users. Ferry passengers traveling with a vehicle have dramatically different travel costs than walk-on passengers traveling with a vehicle. Walk-on passengers do not have the same experience of conveniences that passengers with vehicles have. Claims about convenience to passengers that actually apply only to a subset of passengers with vehicles are made in the SATP as blanket statements about all users. Information about walk-on passengers, including graphs or charts, should be provided. Assertions about costs and convenience to user should clearly indicate which type of passenger is being referenced.

## 5) Lumping all Ferry Users Together

The AMHS (Alaska Marine Highway System) has a wealth of data on ferry passengers and their trips. For example: the residence of passengers (southeast AK, other AK regions, lower 48 USA, Yukon Canada, etc.) and the type of trip (within southeast AK, foreign into AK, round trip vs. one-way, etc.) There are considerable differences in the travel needs and conveniences to these different types of users.

In addition, much information from surveys, polls and referenda from the Lynn Canal communities is available to AKDOT, but never used when making claims about user preferences. For example, the 2/3 of Skagway residents, majority of Haines residents, and half of Juneau residents who prefer improved ferry service over the East Lynn Canal road have clearly indicated that they do not consider frequent ferry service to a Katzeihin terminal a benefit when compared to safe, reliable ferry service to Auke Bay.

### Summary

Some decisions in the Draft SATP 2014 are responsive to public input, such as keeping Bellingham and cross Gulf ferry routes even though eliminating them would greatly increase state financial sustainability. Other non-financial factors are mentioned throughout the document, but in an inconsistent manner that doesn't allow comparison of those factors among alternatives. Non-financial factors, those used by AKDOT to support their decisions and those important to the public, should be included in a consistent way for all alternatives.

Information about ferry users should be presented and used to identify categories of users. Statements and claims about benefits to users should be discriminating and accurate, rather than claiming a benefit to a small subsection of users is actually a benefit to all users.

The East Lynn Canal road (Juneau Access road) is presented in a muddled way that omits or hides information not supportive of AKDOT claims about the need for and benefit of the road. It is essentially the only non-baseline alternative - Alternatives #3 and #4 are invalid since they do not include the Bellingham and cross Gulf ferry routes. Realistic and valid alternatives should be developed, some which include the East Lynn Canal road and some that do not.

C. E. Furbish  
PO Box 1076  
Skagway, AK 99840

September 30, 2014

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

Re. Comments for Southeast Alaska Transportation Plan

To whom it may concern,

I am writing to submit comments on the State of Alaska's Southeast Transportation Plan. Specifically, I would like to register my comments with regards to the proposed road between Petersburg and Kake. I am concerned that the road, as proposed, may have very great, though unintended, social consequences.

Although I no longer live in the immediate area, I have a significant interest in this proposed project because I grew up on Kupreanof Island across from Petersburg, and will likely inherit property on Kupreanof. My parents live on Kupreanof, and are active business owners and community members of Petersburg as well as Kupreanof. My mother is the current Mayor of Kupreanof. For me, Kupreanof Island is and always will be home. I am more comfortable and familiar with the creeks, muskegs, ravines, trails, and right-of-ways on the side of the island facing Petersburg than I ever have been with the features of any city, and I dread the impact this proposed road, as conceived, could have on the essential character of Kupreanof. It is a unique place, lived in by unique people who have deliberately chosen to live – and often homestead – there exactly because it is, by City charter, a roadless community. To put a road in the middle of the City would be unconscionable because it would completely nullify the will of the people and City with regards to the issue that is at the very heart of the City's existence, and engender tremendous ill-will from the residents of Kupreanof, who would find the character of their properties and the surrounding areas permanently altered to accommodate a road and ensuing traffic. Most of these properties and houses, after all, have existed much longer than the Alaska Statewide Transportation Plan. It is simply not fair to these people to pull the identity of their homes out from under them.

The proposed road's terminus appears to meet the shore in what is approximately the center of the City of Kupreanof. I assume this is because there is a State dock here which is used for access by community residents and visitors from Petersburg, and the State would like to use this site. The dock, however, is of a rudimentary design. That it is an

Comments to Alaska Department of Transportation and Public Facilities Re.  
Southeast Alaska Transportation Plan  
Emily Gebel  
Page 2

existing State asset is not a compelling enough reason to propose to put a terminal here and connect it to a road, as significant improvements would be required in any event. I believe that a far better alternative would be to have the road's end and terminal on the north side of Sasby Island, outside of City of Kupreanof limits. This would still allow for short ferry rides to the City of Petersburg, avoid the need for ferries to navigate one of the shallower and more difficult portions of Wrangell Narrows, and keep the road out of Kupreanof residents front (or back) yards.

I would like to be clear that I am not an environmentalist. I believe in improved transportation and infrastructure access as a matter of principle, and understand that this is very needful for people who live in isolated communities such as Kake. Wherever possible, however, I think these projects should be undertaken with as little impact as feasible to the residents whose properties and lifestyles will be most affected.

Thank you for considering my comments.

Sincerely,

Emily Gebel



**HAINES BOROUGH, ALASKA**  
**P.O. BOX 1209 • HAINES, ALASKA 99827**  
**Administration 907.766.2231 • (fax) 907.766.2716**  
Tourism 907.766.2234 • (fax) 907.766.3155  
Police Dept. 907.766.2121 • (fax) 907.766.2128  
Fire Dept. 907.766.2155 • (fax) 907.766.3373

September 23, 2014

Andy Hughes, Regional Planning Chief  
State of Alaska Department of Transportation and Public Facilities  
Southeast Region Planning  
Box 112506  
Juneau, Alaska 99811-2506  
[dot.satp@alaska.gov](mailto:dot.satp@alaska.gov)

RE: Comment re the Southeast Alaska Transportation Plan from the Haines Borough Assembly

Dear Mr. Hughes,

Thank you for the opportunity to comment on the updated version of the Southeast Alaska Transportation Plan (SATP). And thank you for hosting a public hearing here in Haines September 10. The Haines Borough Assembly unanimously adopted the following comment at its regular meeting August 23, 2014:

There is no question that transportation in and out of Haines is key to sustaining our community. We believe that the SATP represents a wise use of federal and state transportation dollars through the plan to develop vessels that can reliably and efficiently travel on the water between Skagway, Haines, and the hub city of Juneau.

The Haines Borough has historically supported reliable ferry service in the Lynn Canal and understands that the SATP in its support for building two Alaska Class Ferries, Day Boat; and home-porting one in Haines, does just that. Thank you.

There are a few elements of the Plan that could, in our opinion, be re-visited by DOT staff to good effect.



**System Refurbishments.** Tables 2 and Tables 3 list System Refurbishments at a cost of \$1,342.1 which exceeds Major System Projects, estimated at \$1,223.2. System Refurbishments are clearly a huge part of the DOT plan for Southeast Alaska. Would it be possible to outline refurbishments in the same way that you outline projects? We would like to know the refurbishment projects slated for the Haines Borough throughout the planning period.

**Timetable Adjustments.** We have direct experience with the difficulties associated with permitting the realignment and improvement of an existing highway (Haines Highway) with federal dollars. The Haines Highway Realignment project has been in the design and permitting phase for at least 10 years. Table 2 plans a brief 3 years between the award of the design phase for the highway from Comet to Katzechin (2014) and the construction contract in 2017. Experience suggests that this timetable may be too aggressive and may underestimate the costs that will be associated with a lengthy design and permitting process. We suggest that it would be a good idea, for planning purposes, to adjust the table to reflect experience.

**Design for Katzechin Terminal.** Although there are separate "design" timelines for other facilities (Angoon Airport; Kake-Petersburg Road & Ferry Terminal; Wrangell Narrows Shuttle Ferry; etc.), there is no "design" timeline for the Katzechin terminal. The Haines Borough will have a keen interest in the design of the Katzechin terminal in that it will be essential that the facility meet the needs of the traveling public in possibly challenging circumstances (ferry delays, poor driving conditions delaying departures south, etc.). Please include a separate line for the design phase of this terminal so that affected communities can meaningfully participate.

**Accommodation of Foot Traffic.** The Haines Borough has an interest in a transportation plan for the Upper Lynn Canal that accommodates foot traffic as well as vehicle traffic. Currently, the AMHS system is a mass transit system. Most of the passengers it serves travel without vehicles. We note with interest that the North End Ferry Authority for Prince of Wales has planned a mini-coach service for passengers traveling without vehicles (pg. 23). We believe that it is reasonable and responsible for the State Department of Transportation to design into the East Lynn Canal road route a system to accommodate the bulk of the travelers who would otherwise travel by ferry south. Please design and estimate the cost (to be borne as a fee for service) to the public for traveling to Juneau, without personal vehicles, in order to connect with air carriers, for medical attention, for cultural and sports events. This service supports the trend noted elsewhere in the plan toward an increasingly older population. The present system of travel on the ferry easily accommodates the needs of elders; replacement should equal or improve the present level of service.

**Population Figures for the Haines Borough.** The Haines Borough also has an interest in the accurate representation of the population and the economics of travel in the Upper Lynn Canal. Many agencies will refer to the SATP in the future. We ask that you include the actual numbers from ADOLWD and Southeast Conference

pertinent to Southeast Alaska rather than by reference in a footnote, as is the case on page 27 of the report. It is important for readers from other regions around the state to see the numbers that confirm the statement of "increases in population, labor force, job earnings...." (page 27). This is, after all, the Southeast Alaska Transportation Plan, and should incorporate related statistics directly.

**Use Figures for Ferry Travel in the Upper Lynn Canal.** And lastly, the Haines Borough also has an interest in representing the numbers relating to current travel in the Upper Lynn Canal. It would be useful to include the actual statistics related to ridership and revenue via ferry south and north, via air carriers, and via highway. We are confident that you have access to those statistics and believe publishing those numbers in this plan would be useful to decision makers and flesh out the transportation picture for the Upper Lynn Canal.

Thank you very much for the opportunity to comment.

Sincerely,



Stephanie Scott,  
Mayor, Haines Borough and the Haines Borough Assembly

Cc: Senator Bert Stedman  
Senator Dennis Egan  
Representative Jonathan Kries-Tomkins  
Representative Sam Kito

Sept 27, 14

To - ADOT & PF

I strongly support the road from Petersburg to Kake along the northern route. The other two routes don't make sense to me. I do business in Kake and Petersburg. Currently I travel by boat which takes me 7½ hrs one way. At over \$4.00 a gal for deisel fuel it cost me \$500.00 to \$600.00 round trip.

The road will open up new area for hunting and recreation. It will ease the hunting pressure near both communities. We need more roads in Southeast Alaska. The ferry system is not very effective between PSG and Kake

Thank you

Terry J. Hasbrouck

(PG1) of 2

Subject - Southeast Alaska Transportation Plan  
"Juneau Access"

Dear Sirs

Thank you for coming to Skagway, and presenting your plans.

I am very ~~happy~~ happy that you plan to build a road from Juneau to Katzehin, and shuttle ferry to Haines and ~~Juneau~~ Skagway. The only thing better, would be to build road right into Skagway. However, I know that is not possible right now, and that ~~you~~ you are doing the best you can, with what you have got.

Most of the people in Skagway, now, are not long time Alaskans and their belly aching about the Juneau Access road, is unfounded, and they are just showing their Ignorance.

I was Born in Ketchikan 56 years ago, moved to Skagway in 1970. And I understand that Southeast need to up grade Transportation when they can. The Klondike Highway into Skagway was built with the intention of connecting to Juneau. eventually

Highway links between the communities are the best options - with ferry service when no land link is possible

people say they are.

Keep up the good work, and build a road  
between Juneau and Skagway soon.

Thank you

Hans Thor Heuvicksen  
P.O. Box 107  
Skagway Alaska 99840

907-723-7865