

**PRINCE WILLIAM SOUND/COPPER RIVER AREA
TRANSPORTATION PLAN**

**CORDOVA, CHENEGA BAY, AND TATITLEK
TRAVEL SURVEY**

DRAFT

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1. INTRODUCTION

This document is a summary of a transportation survey conducted in Chenega Bay, Cordova, and Tatitlek. This survey was designed to establish community attitudes towards current ferry service and define community preferences for improved ferry service. The survey consisted of five sections: household trips outside Prince William Sound (PWS), household trips inside PWS, attitudes towards current ferry service, ways to improve ferry service, and residents' willingness to pay for improved ferry service.

This survey was conducted as an additional information gathering process for the development of the Prince William Sound/Copper River Area (PWS/CR) Transportation Plan as directed by the State of Alaska Department of Transportation and Public Facilities (DOT&PF). The results will aid in decision making in regards to transportation services provided to the residents of PWS/CR.

Statistical results are presented in bar graphs as 10 percent confidence intervals derived from Clopper Pearson intervals. A 90 percent confidence level was used to establish statistical significance. Many results are not significantly different due to the sample size, which was limited by the small populations of Chenega Bay and Tatitlek. All results are presented here as the outcome of the survey whether statistically significant or not. Only those results that are statistically significant can be considered reflections of the attitudes of all residents in these communities. All other results reflect the attitudes of those surveyed only. Statistically significant results are noted by *.

2. SURVEY DESIGN

2.1 SAMPLING PLAN

The survey writing team, Parsons Brinckerhoff (PB) and Northern Economics (NEI), set out to design a survey instrument with no more than 20 questions that would not take more than 12 minutes to administer with two to three minutes for data entry. Keeping the number of questions low, the language in the survey clear and direct, and the time required to a minimum was thought to: (1) improve the odds that respondents would agree to complete the entire survey; (2) increase the likelihood that respondents would give thoughtful responses to the questions asked; and (3) keeps costs down in terms of both administering the survey and data entry.

The communities selected were based on DOT&PF's expressed interest in finding out what people who have very few transportation alternatives think and want in Prince William Sound. Communities surveyed were Cordova, Chenega Bay, and Tatitlek. Mail or in-person surveys were not deemed feasible given the desired report date for the results, therefore, surveys were administered by telephone.

Tatitlek has a total population of 125 with 21 households having telephones and Chenega Bay's total population at about 95 also has 21 households with telephones. Given that these communities are so small, it was decided that all households in each community would be contacted in order to collect a significant sample of the residents' opinions. Cordova's population is 2,570 with about 1,150 households with telephones. It was decided that a 10 percent sample would provide statistically significant results for the opinions of the Cordova residents. The total sample, from all three communities, was planned to be 130 surveys.

2.2 PRETEST AND SURVEY REFINEMENT

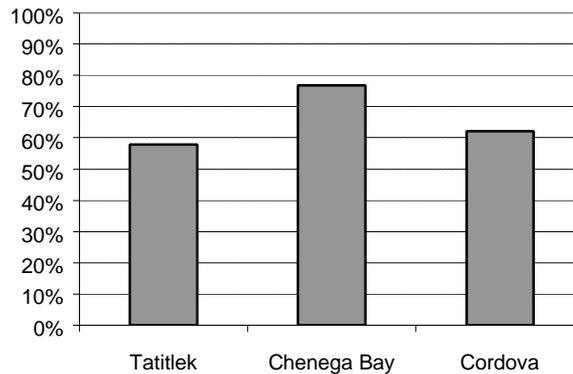
PB provided an initial outline from which NEI refined questions and answer selections. DOT&PF approved the survey after which NEI made additional modifications based on comments received from DOT&PF. NEI conducted five pretest interviews and further refined survey questions and answer choices as a result of feedback from these interviews. Appendix A contains a sample survey form.

2.3 SURVEY IMPLEMENTATION

Phone calls began on September 10th and continued until October 10th. Attempts were made to reach each of the 21 households with phones in both Chenega Bay and Tatitlek. The village councils in Chenega Bay and Tatitlek were contacted on September 24th in an effort to reach households that still had not been contacted after five attempts per listing. In Chenega Bay several people were out of town for extended periods, and unfortunately, one person had died. For those who were still in town, times were given for the best time to call and were accommodated. A message was left in Tatitlek that residents could call us collect if they were interested in completing the survey, both people who were unreachable were out of town.

Attempts to contact residents of these three communities were made between 11:00 AM and 7:45 PM Monday through Saturday. Most surveys were completed between 11:30 AM and 2:30 PM and between 6:30 PM and 8:30 PM on Thursdays and Fridays. When people responded as being “too busy,” “going out the door,” or “not important to the survey because of lack of ferry use,” attempts were made to assure them that their opinion was important and appointments were made with them for a more convenient time. Figure 1 displays the response rates as the number of surveys completed divided by the number of households contacted in each community.

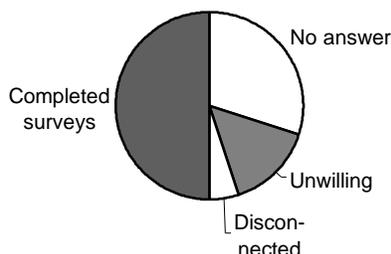
**Figure 1
Response Rates**



Chenega Bay

Between September 11th and September 28th, 21 households in Chenega Bay were contacted and ten surveys completed. Of the 11 households that did not participate in the survey, six never answered, three were unwilling, one number had been disconnected, and one other excuse. Phone numbers were called at least five times in an effort to contact all households with phones. The length of the survey interview varied from 10 minutes to 25 minutes with an average of 13 minutes. The calls were made between 11:30 AM and 2:00 PM and between 3:30 PM and 6:30 PM.

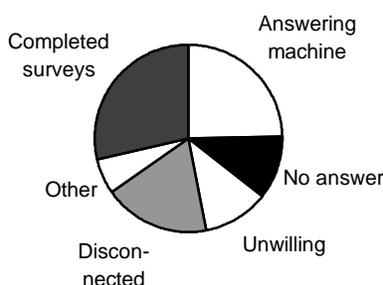
Figure 2
Distribution of Phone Calls
Chenega Bay



Cordova

We surveyed 102 Cordova residents between September 17th and October 10th. Of the 355 phone numbers called, 41 were unwilling, no one answered at 38 numbers, 88 were answered by answering machines, 65 numbers had been disconnected, and 21 gave other reasons. The average length of the Cordova survey was 13 minutes and ranged from four minutes to 1.25 hours. Most calls were made between 11:30 AM and 2:30 PM.

Figure 3
Distribution of Phone Calls
Cordova

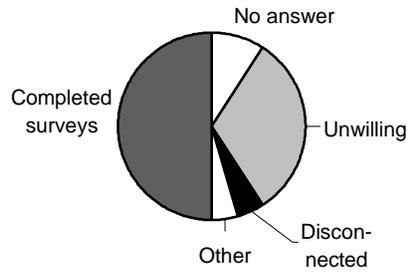


Tatitlek

The eleven surveys completed in Tatitlek were conducted between September 11th and September 22nd. Of the ten households that did not participate in the survey, two never answered, seven were unwilling, and one number had been disconnected. All numbers were called at least five times. The calls were made between 12:30 PM and 3:30 PM and between

5:30 PM and 7:30 PM, with the average survey interview length of 16 minutes, ranging from eight minutes to 32 minutes.

Figure 4
Distribution of Phone Calls
Tatitlek



3. SURVEY SUMMARY

3.1 HOUSEHOLD STATISTICS

Chenega Bay

The average household size of those surveyed in Chenega Bay was 3.2 with an average of 1.3 children under the age of 18.

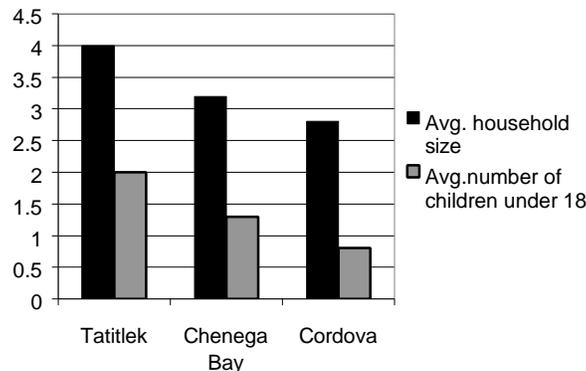
Cordova

Average household size of those surveyed in Cordova was 2.8 with an average of 0.8 children under the age of 18.

Tatitlek

Average household size of those surveyed in Tatitlek was 4 with an average of 2 children under the age of 18.

Figure 5
Average Household Size and Average Number of Children
in
Chenega Bay, Cordova, and Tatitlek



3.2 TRIPS OUTSIDE PRINCE WILLIAM SOUND

Chenega Bay

The average number of trips taken outside of PWS in the last 12 months was 12, with a wide variety between households. For example one household took 0 trips and another took 30 trips. Most trips out of PWS were by an air charter service (10.5 trips per household). On average, .6 trips involved the ferry with 0.4 of those trips taken with a vehicle. It should be noted that 60 percent of the households did not use the ferry at all. Private boats were used

for 0.5 trips per household, however, 90 percent of the households did not use private boats to leave PWS. Private planes were not used in Chenega Bay, and commercial flights are not available.

Cordova

The average number of trips taken outside of PWS in the last 12 months was seven, with most households taking 6 trips a year. The number of household trips taken outside the PWS range from 0 to 25. Commercial airlines is the mode of transportation for most trips Cordovans take out of PWS, on average, 4.5 of the 7. There are an average of 2.2 ferry trips made from each household with 1.7 of those trips including a vehicle. In contrast to ferry usage in Chenega Bay and Tatitlek, only 38 percent of the Cordova respondents do not use the ferry at all. Only 0.3 of the trips outside PWS were by air charter services and none of the trips were made by private boat.

Tatitlek

The average number of trips taken outside of PWS in the last 12 months was 11.4 with a broad spread in responses, from two households taking no trips at all, to one household taking 40 trips. Most trips out of PWS from Tatitlek were by an air charter service (6.5 trips per household). The use of air charter services varied from zero trips for four households to 40 trips for another. Ferry trips accounted for two of the annual household trips made outside PWS and only half of these ferry trips involved a vehicle. It should be noted that 55 percent of the households did not use the ferry at all. Private planes were used for 1.5 trips per household with 82 percent of the respondents not using a private plane. Commercial flights from Tatitlek are not available. Private boats were used for 1.2 trips per household, however, 73 percent of the households did not leave Tatitlek by private boat.

Figure 6
Average Annual Household Trips
Outside Prince William Sound

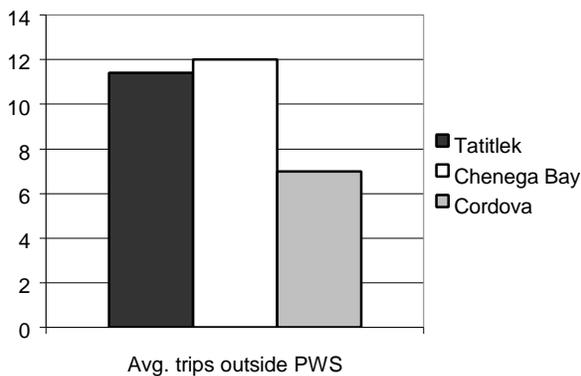
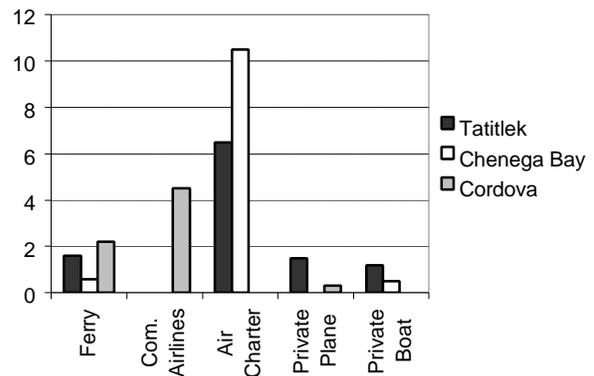


Figure 7
Average Annual Household Trips
Outside Prince William Sound
by Mode of Transportation



3.3 TRIPS INSIDE PRINCE WILLIAM SOUND

Chenega Bay

The average number of trips taken inside PWS from Chenega Bay in the last 12 months was 4.4 with trips per household ranging from one to 12. Of those 4.4 trips, an average of three trips per household were made by an air charter service. Private boats were used for an average of 1.1 trips inside PWS, and nearly one trip per household was taken on the ferry. Only 0.2 of the ferry trips included a vehicle. However, only 50 percent of the households surveyed used the ferry at all and 90 percent never took a vehicle with them on the ferry. Private planes were not used for trips inside PWS and commercial flights are not available.

Cordova

The average number of trips taken inside PWS from Cordova in the last 12 months was 1.6 with the trips per household ranging from 0 to 20 where most (64 percent) households made no trips at all within PWS. Most of the 1.6 trips were made by ferry, 0.7 and half of those ferry trips were made with a vehicle. However 76 percent of those surveyed did not use the ferry to travel inside PWS. Air charters and private boat trips each accounted for 0.4 household trips, and only 0.1 trips were made on a commercial airline.

Tatitlek

The average number of trips taken inside PWS in the last 12 months was 12.6 with trips per household ranging from one to 30. The trips taken inside PWS were mostly made with an air charter service (6.9 per household on average). Ferry trips accounted for two trips inside PWS, where 0.1 of these trips included a vehicle. However, only 64 percent of the households surveyed used the ferry at all and 86 percent of the ferry users did not take a vehicle with them on the ferry. Private planes were used for 0.2 of the trips inside PWS, and private boats were used for an average of 3.9 trips.

Figure 8
Average Annual Household Trips
Inside Prince William Sound

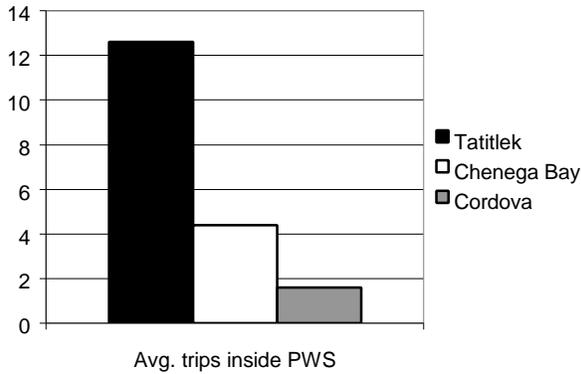
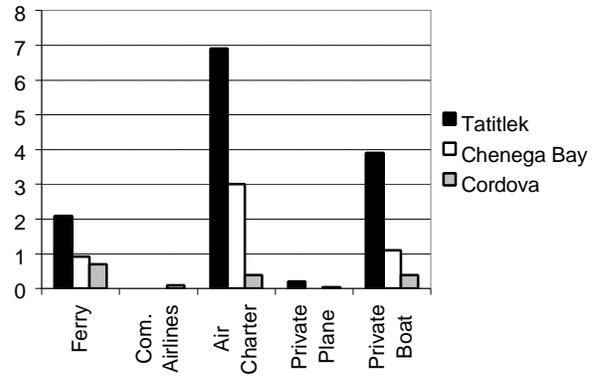


Figure 9
Average Annual Household Trips
Inside Prince William Sound
by Mode of Transportation

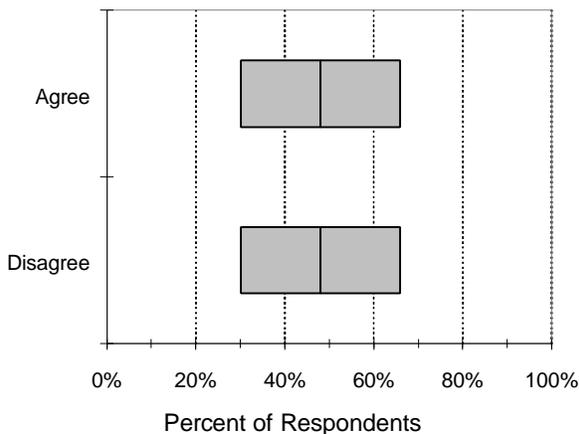


3.4 ATTITUDES TOWARD CURRENT FERRY SERVICE

Chenega Bay

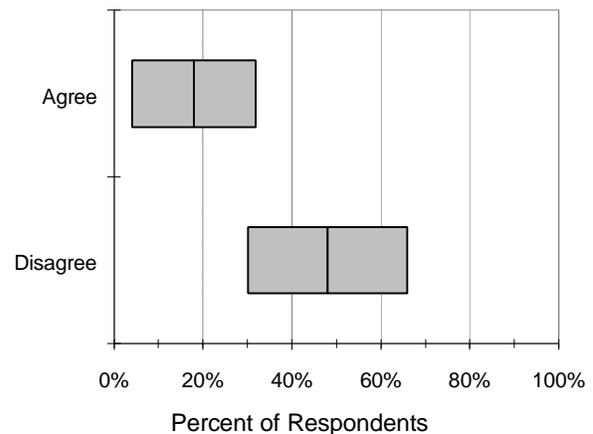
When asked if they agreed with the statement, “I am generally satisfied with summer ferry service,” 50 percent of Chenega Bay respondents disagreed. Nearly 50 percent are not satisfied with winter ferry service either. As it turns out, 20 percent of the households surveyed were dissatisfied with both summer and winter service and 30 percent are satisfied with summer service but not winter service.

Figure 10
Satisfied with Summer Ferry Service
Chenega Bay



Note: Bars represents 90% confidence intervals

Figure 11
Satisfied with Winter Ferry Service
Chenega Bay



Note: Bars represents 90% confidence intervals

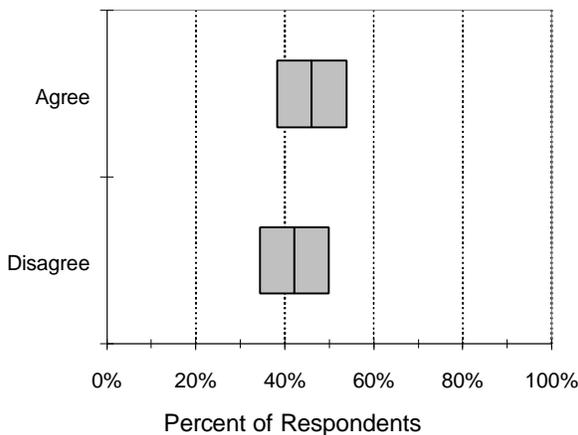
**Table 1
Comparison of Satisfaction
with Summer and Winter Ferry Service -
Chenega Bay**

Satisfied With Summer Service	Satisfied With Winter Service	Chenega
Agree	Agree	10%
Agree	Disagree	10%
Disagree	Agree	30%
Disagree	Disagree	20%

Cordova

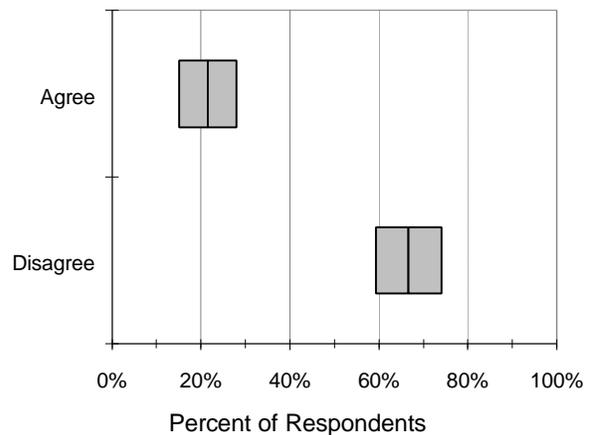
46 percent of the Cordova residents interviewed are not satisfied with summer ferry service, while 42 percent indicated that they were satisfied with summer ferry service, and 12 percent were neutral. When it comes to winter ferry service, however, 67 percent are not satisfied, and 22 percent said that they were satisfied. Of those who responded, 40 percent are not satisfied with service in either season, 25 percent are satisfied with summer but not winter, and 18 percent are not satisfied with summer service but are satisfied with winter service.

**Figure 12
Satisfied with Summer Ferry Service
Cordova**



Note: Bars represents 90 percent confidence intervals

**Figure 13*
Satisfied with Winter Ferry Service
Cordova**



Note: Bars represents 90 percent confidence intervals

* indicates statistically significant difference at the 90 percent confidence level

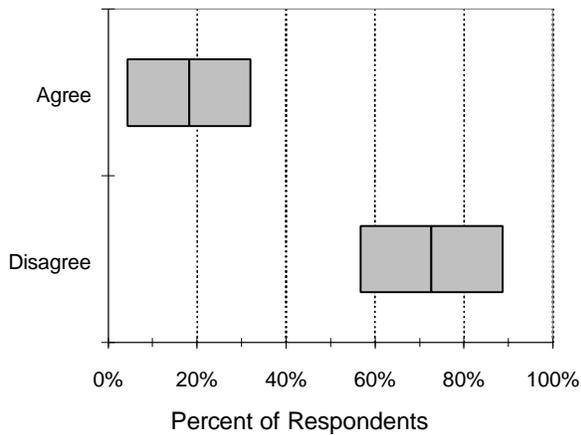
**Table 2
Comparison of Satisfaction
with Summer and Winter Ferry Service -
Cordova**

Satisfied With Summer Service	Satisfied With Winter Service	Cordova
Agree	Agree	18 %
Agree	Disagree	25%
Disagree	Agree	1%
Disagree	Disagree	40%

Tatitlek

The majority of households in Tatitlek (73 percent) are not satisfied with current AMHS summer ferry service, and 55 percent are not satisfied with winter ferry service. 55 percent of the households surveyed were dissatisfied with both summer and winter service.

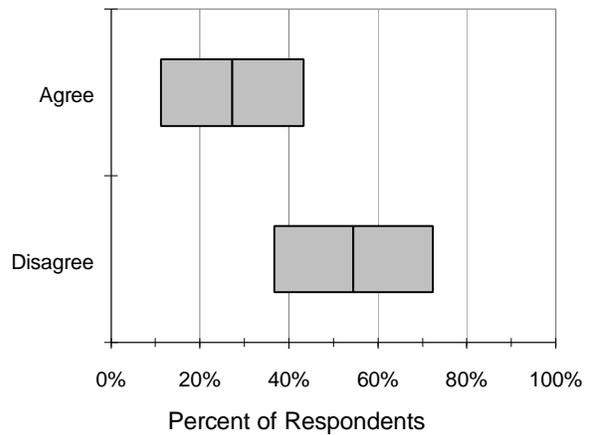
**Figure 14*
Satisfied with Summer Ferry Service
Tatitlek**



Note: Bars represents 90% confidence intervals

* indicates statistically significant difference at the 90% confidence level

**Figure 15
Satisfied with Winter Ferry Service
Tatitlek**



Note: Bars represents 90% confidence intervals

**Table 3
Comparison of Satisfaction
with Summer and Winter Ferry Service -
Tatitlek**

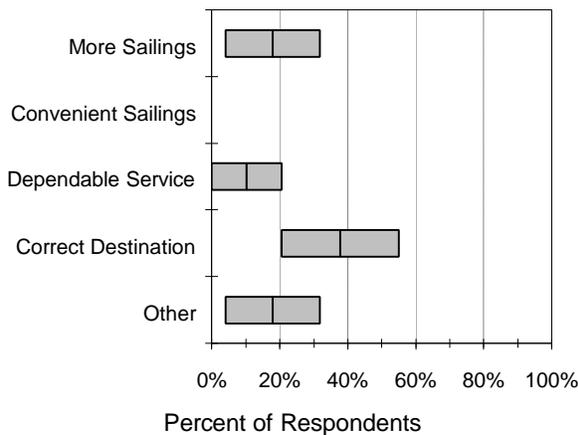
Satisfied With Summer Service	Satisfied With Winter Service	Tatitlek
Agree	Agree	9%
Agree	Disagree	0%
Disagree	Agree	18%
Disagree	Disagree	55%

3.5 WAYS TO IMPROVE SERVICE

Cheneg Bay

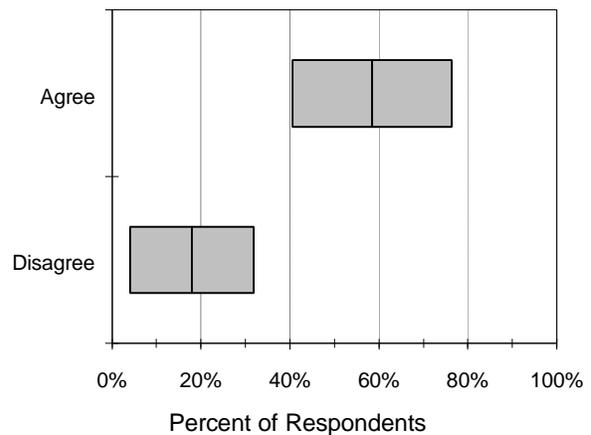
The best way to improve ferry service, as stated by 40 percent of those surveyed, is getting passengers to the correct destination. More ferry sailings to Chenega Bay was also viewed as a way to improve ferry service for 20 percent of the respondents in Chenega Bay. Another way to improve ferry service given by the respondents is to stop in Chenega Bay on the way back from Seward. Being able to bring a car was a primary consideration when choosing how to travel for 60 percent of the Chenega Bay residents surveyed. When asked if they would take more ferry trips if service were more convenient, 60 percent of the respondents agreed that they would. 50 percent of those said that they would substitute additional ferry trips for trips they currently make with air charter services, and 50 percent said they would take more trips in addition to the ones they take now.

**Figure 16
Best Way to Improve Ferry Service
in Chenega Bay**



Note: Bars represents 90% confidence intervals

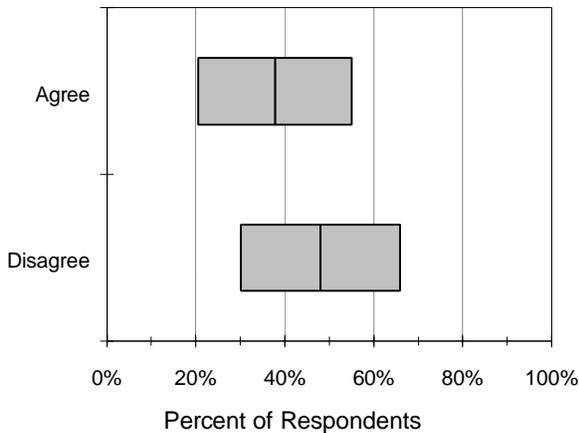
**Figure 17*
Important to Bring a Vehicle When
Traveling Outside Chenega Bay**



Note: Bars represents 90% confidence intervals

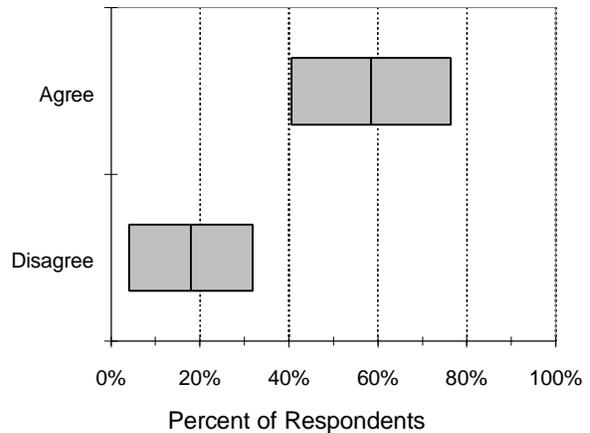
* indicates statistically significant difference at the 90% confidence level

Figure 18
More Ferry Trips if Travel Time Were Shorter in Chenega Bay



Note: Bars represents 90% confidence intervals

Figure 19*
More Ferry Trips if Ferry Service Were More Convenient in Chenega Bay



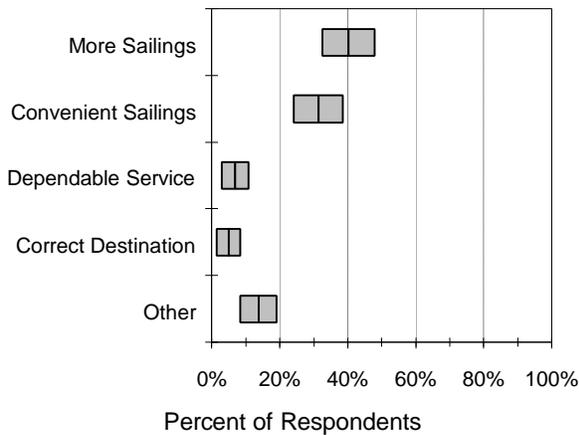
Note: Bars represents 90% confidence intervals

* indicates statistically significant difference at the 90% confidence level

Cordova

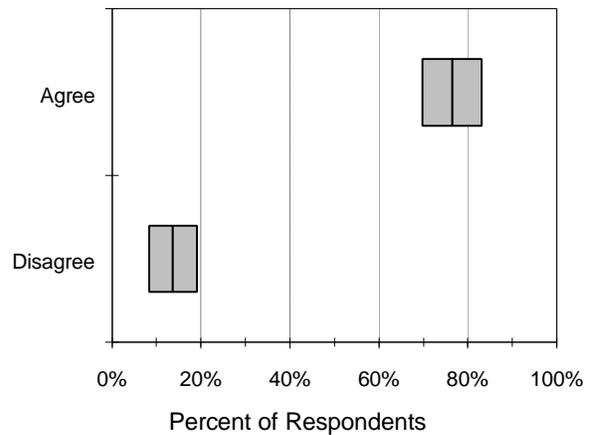
For 42 percent of the Cordova residents, increasing the number of ferry sailings to Cordova is the best way to improve ferry service. Scheduling sailings for convenient times of the day is thought to be the best way to improve ferry service for 34 percent of the Cordovans surveyed. Other ways that were mentioned as ways to improve service were being able to count on scheduled service, being able to get to a scheduled destination, more sailings to Whittier, and a connection to Southeast Alaska. As for getting to destinations in a shorter amount of time, 41 percent said that they would take more ferry trips if the trips were faster and 42 percent said that the time spent traveling on the ferry wasn't an issue in their travel decisions. However, 76 percent stated that being able to bring a vehicle when traveling is a major concern when making travel decisions. If the ferry service were more convenient, 83 percent of the Cordovans surveyed said they would use the ferry more often. 45 percent of those said that they would take more trips in addition to the trips they take now and 55 percent said that they would take fewer commercial airline trips if ferry service were more convenient.

Figure 20
Best Way to Improve Ferry Service
in Cordova



Note: Bars represents 90% confidence intervals

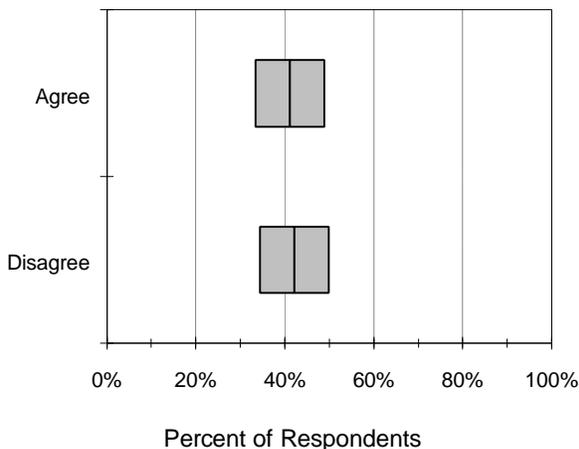
Figure 21*
Important to Bring a Vehicle When
Traveling Outside Cordova



Note: Bars represents 90% confidence intervals

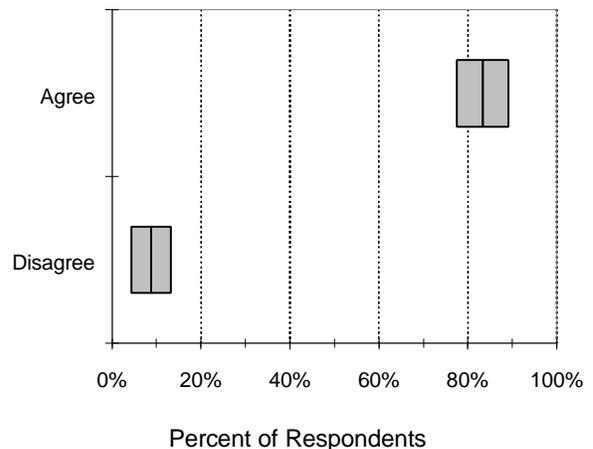
* indicates statistically significant difference at the 90% confidence level

Figure 22
More Ferry Trips if Travel Time Were
Shorter in Cordova



Note: Bars represents 90% confidence intervals

Figure 23*
More Ferry Trips if Service Were More
Convenient in Cordova



Note: Bars represents 90% confidence intervals

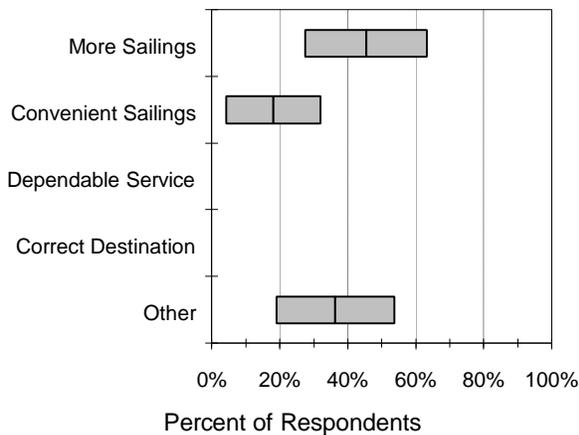
* indicates statistically significant difference at the 90% confidence level

Tatitlek

As in Cordova, 45 percent of those surveyed, thought that offering more ferry sailings to Tatitlek would be the best way to improve ferry service. Others thought that scheduling sailings for convenient times of the day, being able to carry on purchases without needing a vehicle, and changing the ferry personnel would be ways to improve ferry service in Tatitlek.

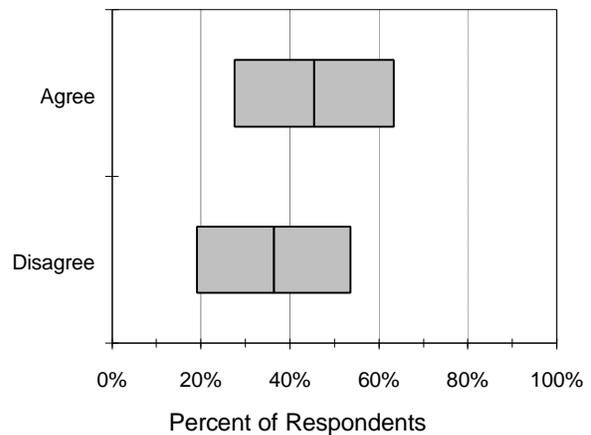
Many of the respondents in Tatitlek indicated that the ferry personnel are very rude and are prejudiced against Alaskan natives. Several reported being yelled at and hassled about bring purchases on board the ferry without a vehicle. 45 percent of those surveyed felt that being able to bring their car was a primary consideration when choosing how to travel, 36 percent did not consider it an issue when choosing how to travel, the remaining 19 percent did not have an opinion either way. When asked if they would take more ferry trips if service were more convenient, all respondents agreed that they would. 64 percent said that they would substitute ferry trips for other modes of transportation they are currently using. These substitutions would be for air charter trips (71 percent) and private plane trips (29 percent). The other 26 percent would take more trips in addition to the ones they take now if ferry service were more convenient.

Figure 24
Best Way to Improve Ferry Service in Tatitlek



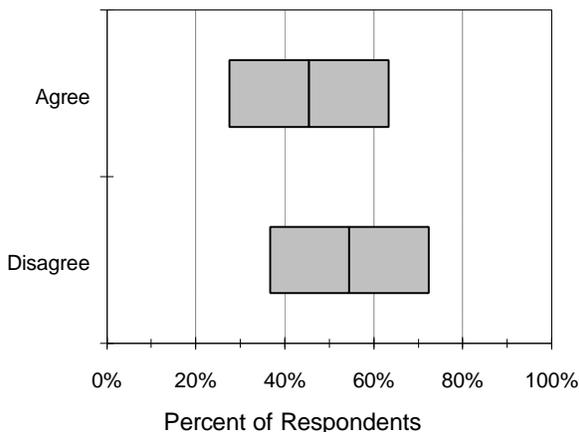
Note: Bars represents 90% confidence intervals

Figure 25
Important to Bring a Vehicle When Traveling Outside Tatitlek



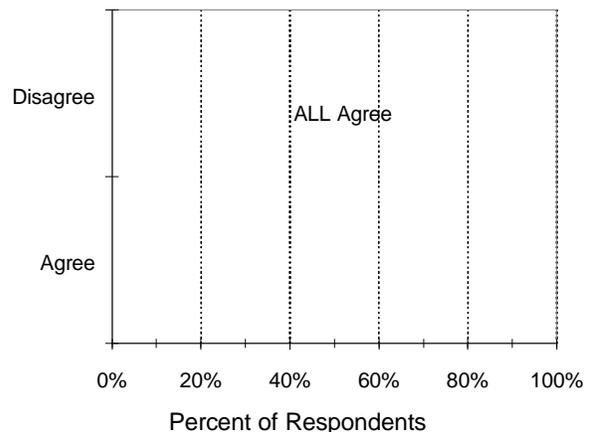
Note: Bars represents 90% confidence intervals

Figure 26
More Ferry Trips if Travel Time Were Shorter in Tatitlek



Note: Bars represents 90% confidence intervals

Figure 27*
More Ferry Trips if Service Were More Convenient in Tatitlek



Note: Bars represents 90% confidence intervals

* indicates statistically significant difference at the 90% confidence level

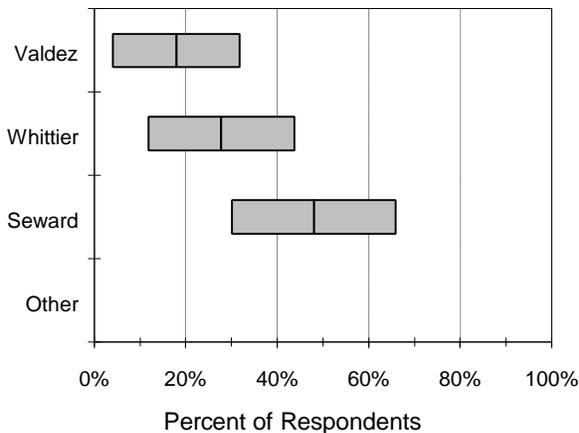
3.6 DESIRED FERRY SERVICE

Chenega Bay

The first choice for a port of call for 50 percent of Chenega Bay respondents was Seward, followed by Whittier with 30 percent. The second choice was Whittier for 40 percent of the respondents followed by Valdez for 20 percent. 30 percent of the respondents choose Seward for their first choice and Whittier as their second choice. Other towns listed as a port of call were Cordova and Tatitlek. Some respondents (20 percent) wanted frequent service on weekdays while others (30 percent) wanted frequent service on weekends and 50 percent did not answer this question. This may be due to the fact that they, like the Tatitlek residents, want one day of service that is reliable, it doesn't matter what day it is. As for the day of week for summer service, 40 percent of the respondents want service on Thursdays and 30 percent want service on Wednesdays. All respondents stated that they want the same day for winter service.

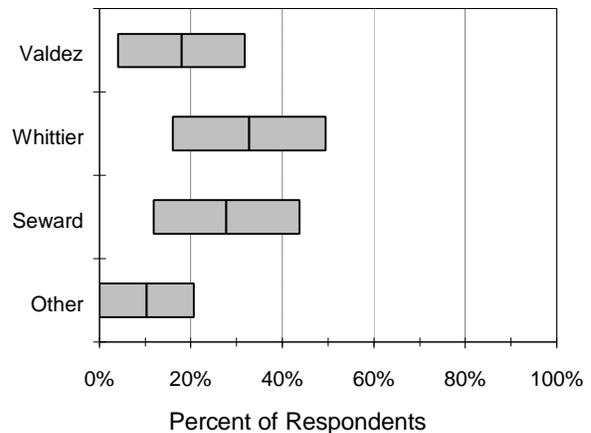
For time of service, 70 percent would choose a departure from Chenega Bay to be between 10:00 am and 2:00 PM. The second choice would be between 2:00 PM and 5:00 PM. Most respondents (70 percent) would want to return to Chenega Bay between 2:00 PM and 5:00 PM with the second choice being between 10:00 AM and 2:00 PM.

Figure 28
First Choice for Port of Call
in Chenega Bay



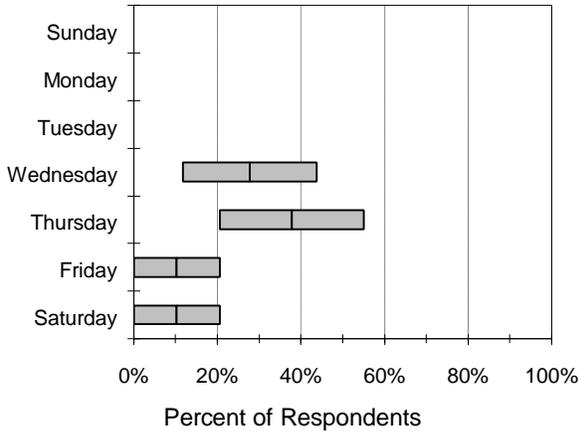
Note: Bars represents 90% confidence intervals

Figure 29
Overall Choice for Port of Call
in Chenega Bay



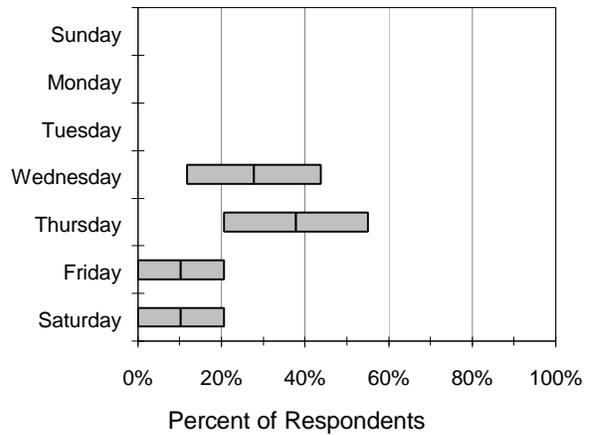
Note: Bars represents 90% confidence intervals

Figure 30
Day of the Week for Summer Ferry Service -
First Choice in Chenega Bay



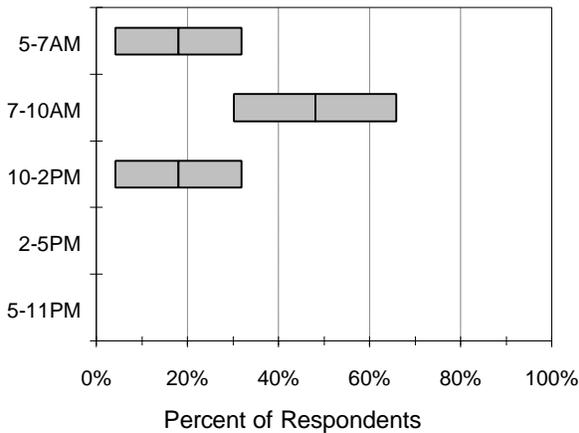
Note: Bars represents 90% confidence intervals

Figure 31
Day of the Week for Winter Ferry Service -
First Choice in Chenega Bay



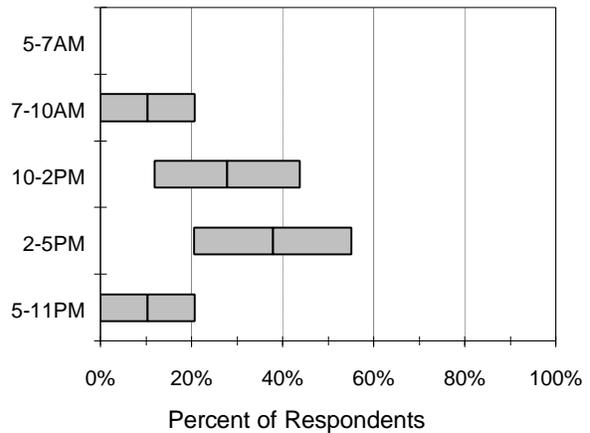
Note: Bars represents 90% confidence intervals

Figure 32
Departure Time of Day for Ferry Service -
First Choice in Chenega Bay



Note: Bars represents 90% confidence intervals

Figure 33
Arrival Time of Day for Ferry Service -
First Choice in Chenega Bay



Note: Bars represents 90% confidence intervals

Cordova

Many Cordovans (52 percent) choose Whittier as their first choice for a port of call followed by 35 percent choosing Valdez and 9 percent choosing Seward. The second choice was Whittier for 42 percent, Valdez for 38 percent and Seward for 14 percent. 65 percent chose either Whittier or Valdez as their first or second choice.

Cordovans were split over the question regarding frequent service on weekdays or weekends. 35 percent wanted frequent service for weekdays, 33 percent for weekends and 31 percent gave no answer. The three days of service, for summer and winter, chosen by the

respondents are Monday (55 percent), Wednesday (62 percent) and Friday (60 percent). These results may explain the split in the weekend-weekday responses, Friday can be defined as a weekday or weekend depending on one's perspective.

The first choice for many (40 percent) is to be able to depart from Cordova between 5:00 AM and 7:00 AM, 28 percent want to depart between 7:00 AM and 10:00 AM, and 18 percent would like to depart after 5:00 PM. Combined, 56 percent would want to depart before 10:00 AM as their first or second choice. As for arriving back in Cordova, 47 percent want to arrive between 5:00 PM and 11:00 PM, with 52 percent wanting to leave between 2:00 PM and 11:00 PM as their first or second choice. Many Cordovans stated that they would want ferries to be scheduled in such a way as to eliminate the need for people of over-night in Valdez or drive to/from Anchorage at night.

Figure 34*
First Choice for Port of Call in Cordova

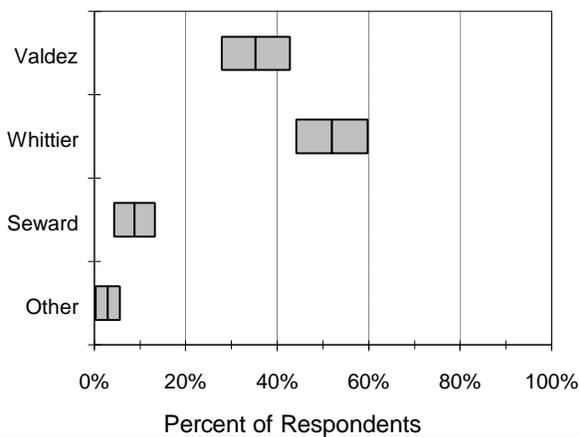
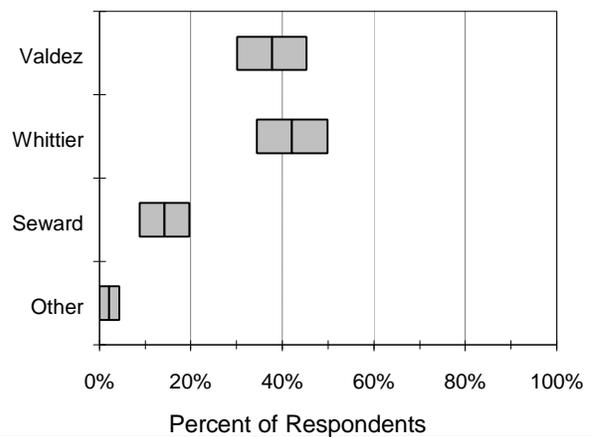


Figure 35
Overall Choice for Port of Call in Cordova



Note: Bars represents 90% confidence intervals	Note: Bars represents 90% confidence intervals
* indicates statistically significant difference at the 90% confidence level	

Figure 36*
Day of the Week for Summer Ferry Service -
First Choice in Cordova

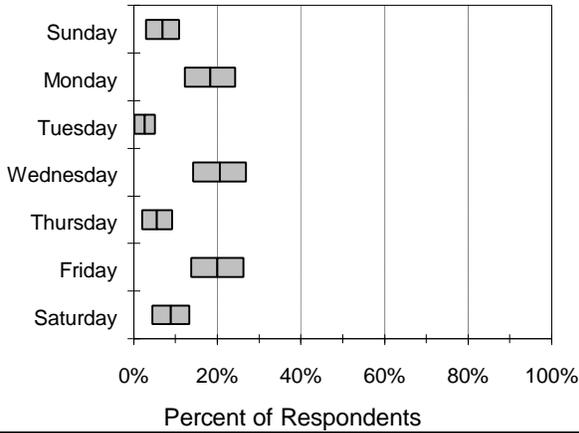
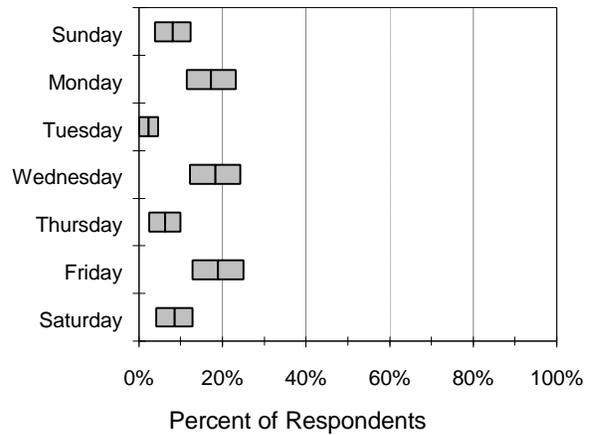


Figure 37
Day of the Week for Winter Ferry Service -
First Choice in Cordova



Note: Bars represents 90% confidence intervals	Note: Bars represents 90% confidence intervals
* indicates statistically significant difference at the 90% confidence level	

Figure 38
Departure Time of Day for Ferry Service -
First Choice in Cordova

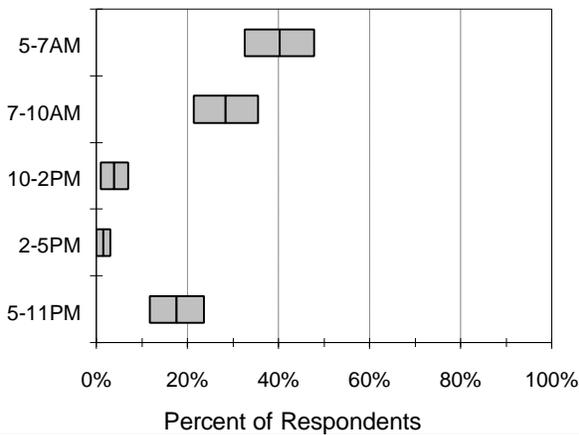
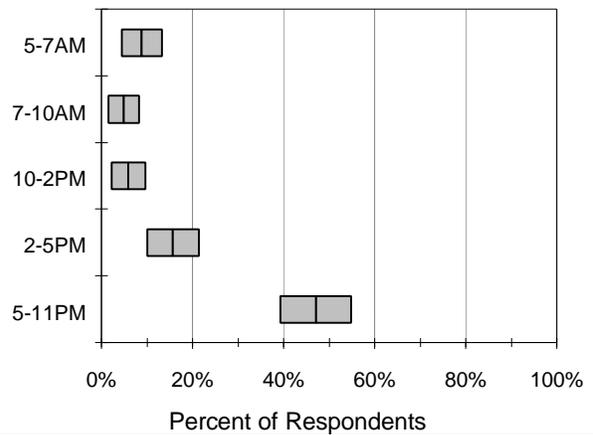


Figure 39*
Arrival Time of Day for Ferry Service -
First Choice in Cordova



Note: Bars represents 90% confidence intervals	Note: Bars represents 90% confidence intervals
	* indicates statistically significant difference at the 90% confidence level

Tatitlek

The first choice for a port of call was Valdez for 64 percent of the Tatitlek respondents followed by 18 percent for Seward. The second choice was also Valdez, with 27 percent of the respondents followed by 18 percent for Whittier. 36 percent stated their first choice as Valdez

followed by Cordova as their second choice. Other towns listed as ports of call were Cordova and Anchorage. The respondents were divided over having frequent service on weekdays or weekends, this may be explained by the fact that they want one day of service that is always reliable, it doesn't matter what day it is. As for the day of week for summer service, 45 percent of the respondents want service on Fridays, and 27 percent want service on Thursdays. Many respondents (73 percent) want the same day for winter service as for summer service, but for winter service, 64 percent choose Fridays. For time of service, 55 percent would choose a departure from Tatitlek to be between 7:00 am and 10:00 am. The second choice would be between 5:00 AM and 7:00 AM. Some respondents (45 percent) would want to return to Tatitlek between 5:00 PM and 11:00 PM, with the second choice being between 2:00 PM and 5:00 PM.

Figure 40*
First Choice for Port of Call in Tatitlek

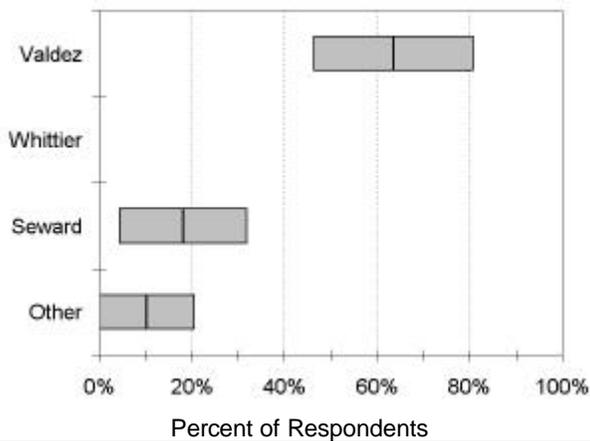
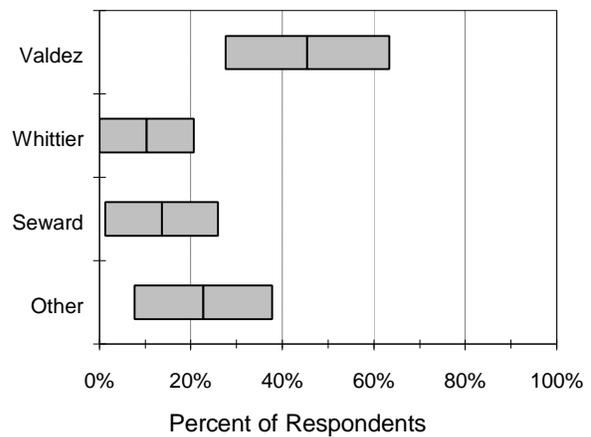


Figure 41
Overall Choice for Port of Call in Tatitlek



Note: Bars represents 90% confidence intervals	Note: Bars represents 90% confidence intervals
* indicates statistically significant difference at the 90% confidence level	

Figure 42
Day of the Week for Summer Ferry Service -
First Choice in Tatitlek

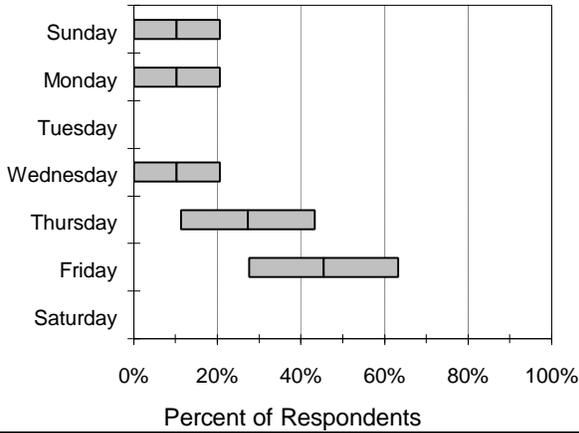
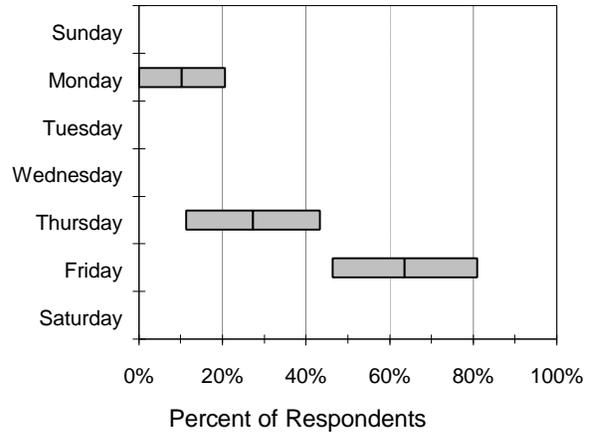


Figure 43*
Day of the Week for Winter Ferry Service -
First Choice in Tatitlek



Note: Bars represents 90% confidence intervals	Note: Bars represents 90% confidence intervals
	* indicates statistically significant difference at the 90% confidence level

Figure 44*
Departure Time of Day for Ferry Service -
First Choice in Tatitlek

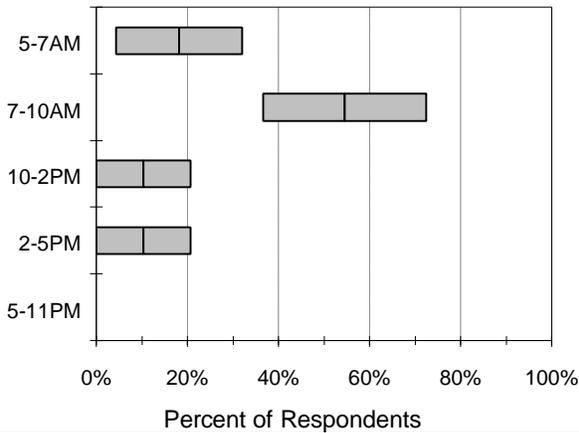
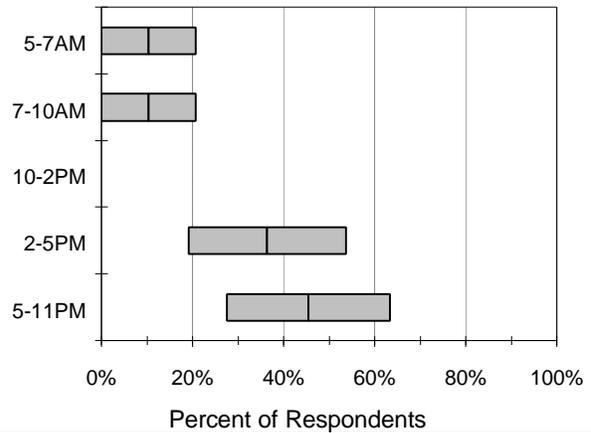


Figure 45
Arrival Time of Day for Ferry Service -
First Choice in Tatitlek



Note: Bars represents 90% confidence intervals	Note: Bars represents 90% confidence intervals
* indicates statistically significant difference at the 90% confidence level	

3.7 WILLINGNESS TO PAY

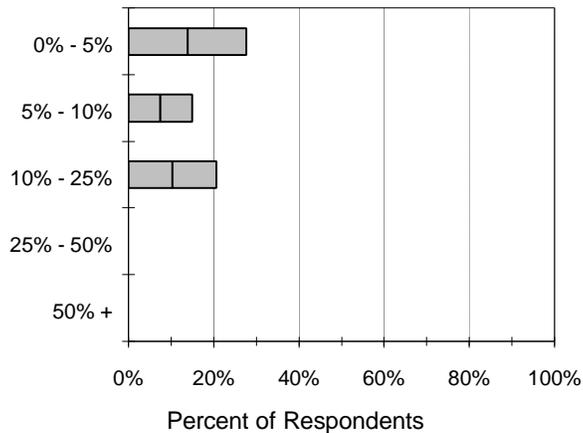
Respondents were read a statement regarding how they would value improved ferry service. The question asked what respondents were willing to pay for a ferry schedule that perfectly suits their personal needs. An example fare from Cordova to Valdez was provided to

demonstrate what the increase in fare would be at certain percentage increases. It may be that people did not value service that perfectly suited their needs because Valdez was mentioned. From discussions with respondents, it appeared as though they were responding to the destination of Valdez rather than their idea of perfect ferry service. It is possible that those who indicated that their choice for a port of call was Valdez had a higher willingness to pay than those who chose another port of call.

Chenega Bay

When asked if they were willing to pay more for improved service, four said that they were not willing to pay any more for improved ferry service, four said that they were willing to pay 5 percent more, one was willing to pay between 5 percent and 10 percent more, and two were willing to pay between 10 percent and 25 percent more. No one was willing to pay more than 25 percent of the current ferry fare for improved service.

**Figure 46
Chenega Bay Residents' Willingness to Pay
for Improved Ferry Service**

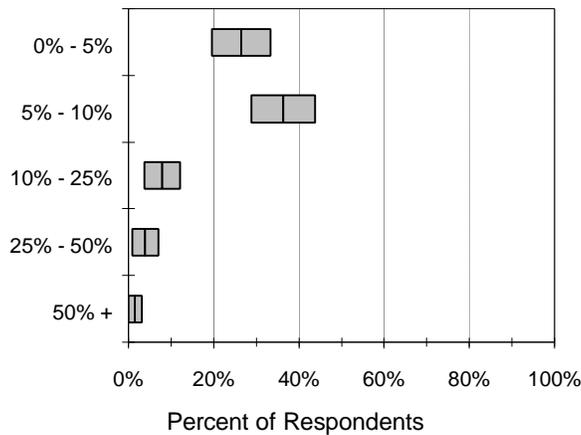


Note: Bars represents 90% confidence intervals

Cordova

When Cordovans were asked if they were willing to pay more for improved service, 25 were not willing to pay more, 27 were willing to pay up to 5 percent more, 37 said they would pay between 5 percent and 10 percent more, eight would pay between 10 percent and 25 percent, four said yes to 25 percent to 50 percent more and one even said he would be willing to pay more than 50 percent for improved ferry service.

Figure 47
Cordova Residents' Willingness to Pay for Improved Ferry Service

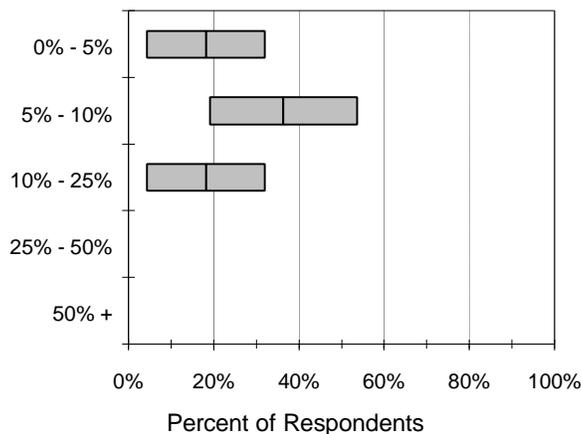


Note: Bars represents 90% confidence intervals

Tatitlek

When asked if they were willing to pay more for improved ferry service, 27 percent of the respondents were not willing to pay 5 percent more. 18 percent said that they were willing to pay 5 percent more for improved service and 36 percent were willing to pay between 5 and 10 percent more. Only 18 percent were willing to pay between 10 and 25 percent more and no one was willing to pay more than an additional 25 percent of the current ferry fare for improved service.

Figure 48
Tatitlek Residents' Willingness to Pay for Improved Ferry Service



Note: Bars represents 90% confidence intervals