

Comment	Response
<p>What are the major design elements being updated?</p>	<p>Thank you for taking the time to meet with us ahead of the public meeting and providing your comments on the Angoon Ferry Terminal Modifications project.</p> <p>The project will modify the existing offshore components of the ferry terminal to better accommodate the Alaska Class Ferry (ACF), also known as the M/V Hubbard. Three new dolphins will be added along the existing fender line to allow for safe moorage of the vessel. The lift systems for the both the apron and the intermediate ramp will be converted from electric to hydraulic. Dolphin S3 (the western-most floating fender dolphin) will also be modified by rotating the batter piles clockwise so that they no longer interfere with docking operations at the city-owned dock.</p> <p>Thank you for expressing your interest in this project. Your comments will be included in the environmental document as part of the public involvement process.</p>
<p>How will the change from hydraulic to electric affect maintenance and operations of the ferry dock going forward?</p>	<p>A hydraulic lift system is a simpler arrangement similar to what is used at other Alaska Marine Highway System (AMHS) terminals around the State. Our shoreside maintenance personnel are very familiar with how to maintain and repair the hydraulic lift systems. Operations at the terminal will not be affected by the change in lift system. Lowering and raising of the intermediate ramp and apron will be performed the same way by personnel on the vessel operating the system via remote control.</p>
<p>Will any other ferry terminal elements, such as parking, change?</p>	<p>No. The scope of work on this project is limited to offshore components that will directly affect the docking operations of the ACF, so other terminal elements such as parking will not change.</p>
<p>Observation that right now, when the ramp comes down it is extremely close to the side of the larger ferries and that if the ferries were any farther from the dock, the ramp would not reach</p>	<p>We contacted the Master of the Hubbard and verified that the location and length of the apron (ramp) was satisfactory to safely transfer traffic.</p>
<p>Suggestion that the DOT&PF design team come out to look at how the terminal is functioning now before they get too much further with design and prior to the public meeting</p>	<p>The DOT&PF team conducted a site visit to the terminal in September 2024. At that time the project team was able to see the M/V LeConte arriving at the ferry terminal and observed its operations while mooring.</p>
<p>The locker and toilet paper roll dispenser key is unavailable to the city.</p> <p>Bathroom door knob on the right side is hard to unlock and lock.</p> <p>Not sure who provides toilet paper.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comments on the Angoon Ferry Terminal Modifications project.</p> <p>We will work with Alaska Marine Highway System (AMHS) to update the locks on the bathroom doors and toilet paper dispensers to ensure the keys/locks work reliably. A set of these keys will be given to the City of Angoon. Providing toilet paper at the facility is the responsibility of the City.</p> <p>Thank you for expressing your interest in this project. Your comment will be included in the environmental document as part of the public involvement process.</p>
<p>Need rows for cars going on the ferry like in Juneau</p>	<p>Thank you for taking the time to attend the public meeting and providing your comments on the Angoon Ferry Terminal Modifications project.</p> <p>The current project scope-of-work focuses on the offshore needs of the facility to accommodate the ACF vessel(s). DOT&PF Planning & AMHS will program a new project to focus on the uplands improvements in the future. It is our understanding that not only do the residents of Angoon want vehicle staging lanes painted in the parking lot, but they would also like the parking lot re-paved and they would like to have a covered walkway between the waiting shelter and the top of the transfer bridge. These are all items that will be addressed in the forthcoming uplands project.</p> <p>Thank you for expressing your interest in this project. Your comment will be included in the environmental document as part of the public involvement process.</p>

<p>Possible construction in spring or fall to limit closure during winter months when flying is less reliable.</p> <p>Adding more piles to accommodate bigger ferries so we can be added to runs that are already going by if our ferry goes down, or special events are going on.</p> <p>Possible stop gap service during construction from a catamaran.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comments on the Angoon Ferry Terminal Modifications project.</p> <p>We will do our best to coordinate construction of the facility when back-up transportation such as flying or chartered boats is more reliable. It is our understanding that a summer construction season may be ideal for the community. Not only is alternate transportation more reliable in the summer, but there are less school-based sporting events that will be impacted by ferry cancellations.</p> <p>We will be adding more dolphins to accommodate the ACF vessel(s) (Hubbard and Tazlina) which are both longer and wider than the LeConte. AMHS does not have plans for larger vessels such as the Columbia and the Matanuska to utilize this facility.</p> <p>Thank you for expressing your interest in this project. Your comment will be included in the environmental document as part of the public involvement process.</p>
<p>Have you thought of moving the ferry terminal to a different site to give access to more variety of vessels?</p> <p>Things to consider with the 3 month closure:</p> <ul style="list-style-type: none"> -Weather -Replacement of the ferry such as catamaran runs -Vouchers for discount travel on AK seaplanes 	<p>Thank you for taking the time to attend the public meeting and providing your comments on the Angoon Ferry Terminal Modifications project.</p> <p>The ferry terminal location was selected due to the sheltered environment it provides to vessels that are the size of the AMHS ferries. We still believe this is the best location for the AMHS vessels to dock. An end-berth configuration was chosen over a side-berth configuration due to the location of the city-owned dock and the rocky shoals west of that dock that would inhibit safe berthing of a vessel coming into a side-berth facility.</p> <p>We appreciate your comments on the 3-month closure and will take them into consideration.</p> <p>Thank you for expressing your interest in this project. Your comment will be included in the environmental document as part of the public involvement process.</p>
<p>I would like to see the outbound dolphin that was installed for the fast ferry (and never used) removed or the existing dock/warehouse improved upon so as to accommodate fuel and freight barges.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comments on the Angoon Ferry Terminal Modifications project.</p> <p>We gave your comment serious consideration and reached out to Petro Marine, AML and the Masters of the Hubbard and LeConte about dolphin S3. Petro Marine stated the offshore batter pile interfered with docking operations at the Killisnoo dock, especially at low tide when the batter pile can contact the bottom of the hull on their tug. The Hubbard requested to keep the dolphin because they sometimes rely on it during berthing operations. AML and the Master of the LeConte were indifferent about the dolphin. To accommodate both the Petro Marine Tug and the Hubbard we have decided to keep dolphin S3 in the same location, but we will modify the dolphin so that the batter piles are rotated clockwise and will not contact the hull of Petro's tug when they are docked. We believe this solution will improve docking operations at the Killisnoo dock without eliminating the floating fender that the Hubbard uses for alignment.</p> <p>Thank you for expressing your interest in this project. Your comment will be included in the environmental document as part of the public involvement process.</p>

<p>I have questions about the hiring. Who is getting hired? Are you going to be hiring locally or bringing out some workers?</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project.</p> <p>The contractor hired to perform the construction work is responsible for hiring workers. It is up to that contractor who they want to hire for their crew, but historically contractors do tend to hire some local residents if they are qualified to perform the work. This type of work could include pile bucks, welders, carpenters, marine mammal observers, meal preparation, lodging, etc.</p> <p>Thank you for expressing your interest in this project. Your comment will be included in the environmental document as part of the public involvement process.</p>
<p>Request for DOT&PF to return to Angoon after the environmental phase of the project is completed to gather more community input.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project.</p> <p>We will be taking your comment into consideration. As the project progresses, we are planning on utilizing the project website (Public Involvement, Angoon Ferry Terminal Modifications, Southcoast Region Project (alaska.gov) to provide any updates and will coordinate with the City of Angoon, as needed.</p>
<p>Request that project information be posted at the school, senior center, and ACA building and be faxed to the senior center at (907) 788-3805.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project.</p> <p>We appreciate you sharing this information with us, as the project progresses and updates need to be shared with the public, we will utilize this information to capture a wider audience.</p>
<p>Advice that it is easier for the ferry to arrive/dock when the water is at high tide.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project. More detailed information is needed to understand and resolve this issue.</p> <p>We appreciate you sharing this information with us, it will be passed along to the project team and taken into consideration.</p>
<p>Advice that the lift should have solar power as a main or backup energy source.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project.</p> <p>In this project the existing electrical lift system is going to be replaced with a hydraulic lift system. The hydraulic lift system will utilize less power than the previous system. It is our understanding that an analysis of the utility's reliability conducted in 2010 concluded that Angoon's power grid provided consistent power to the terminal and back-up power was not necessary. As far as we know there has not been an instance where the power wasn't available at the terminal when it was needed. Therefore, a back-up power source was not provided and is not included in the scope of work on this project. Albeit there is discussion of relocating the 80kW generator in Gustavus to Angoon so that it can be used for backup power in the future. From our experience, solar power is not a reliable power source especially when it is dark and/or cloudy, so we do not utilize solar power at our facilities in southeast Alaska.</p> <p>We appreciate you sharing this information with us, it will be passed along to the project team and taken into consideration.</p>
<p>Recommendation that construction should occur in spring/summer (from March onward) and a request for more information about the hiring process.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project.</p> <p>We appreciate you sharing this information with us. Please refer to our responses to comments 4 and 7.</p>
<p>Request for DOT&PF to consider solutions to allow for AML or smaller commuter barge access to smaller communities (like Angoon and Kake)</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project. Ferry terminal facilities, like this one in Angoon, are funded and maintained for exclusive use by AMHS vessels.</p>

<p>Handicap accessibility is an issue - need to have the van drive off the boat every time vessels dock</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project. Your request has been forwarded to AMHS Marine Operations to modify vessel procedures. In the meantime, you may request assistance from the Purser at any time with accessibility to the ferry.</p>
<p>The apron ices up and has to be defrosted sometimes. Can a heat trace system be put in place?</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project. The apron is intended to be stowed in the upright position to avoid accumulation of snow and ice. In those instances when ice forms on the apron, the deck crew can assist with safe access to the car deck.</p>
<p>Would like parking and staging lines in the staging area parking lot.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project. Improvements to the uplands such as paving and stripping are planned for a future project.</p>
<p>Would like apron stored out of the water - concerned about corrosion.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project. There have been instances when the apron lift system malfunctioned, and berthing was delayed while the system was reset. The LeConte has chosen to leave the apron submerged to ensure consistent access to the berth. Replacement of the apron lift system as part of this project will improve reliability, and the ferries will be encouraged to stow the apron in the up position on departure which will prevent corrosion of apron components.</p>
<p>The parking area is chaos before and during ferry arrival -Cars are parked all over -Baggage cart can't get around cars to park -Vehicles parked at the top of the bridge that inhibit traffic from diving off the vessel -Not enough room to park/stage vehicles during busy times in summer or holidays</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project. Your suggestion has been forwarded to AMHS Operations for their consideration.</p>
<p>Pedestrians sometimes try to use the bridge at the same time as vehicles, which is dangerous.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project. We agree that simultaneous use of the transfer bridge by vehicles and pedestrians is unsafe. AMHS Operations have been reminded that vehicles should be restricted to unload/load when the bridge is free of pedestrians.</p>
<p>Suggestion to consider hiring someone local to help direct traffic and pedestrians in uplands prior to ferry arrival.</p>	<p>Thank you for taking the time to attend the public meeting and providing your comment on the Angoon Ferry Terminal Modifications project. Your suggestion has been forwarded to AMHS Operations for their consideration.</p>