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SURVEY UPDATE

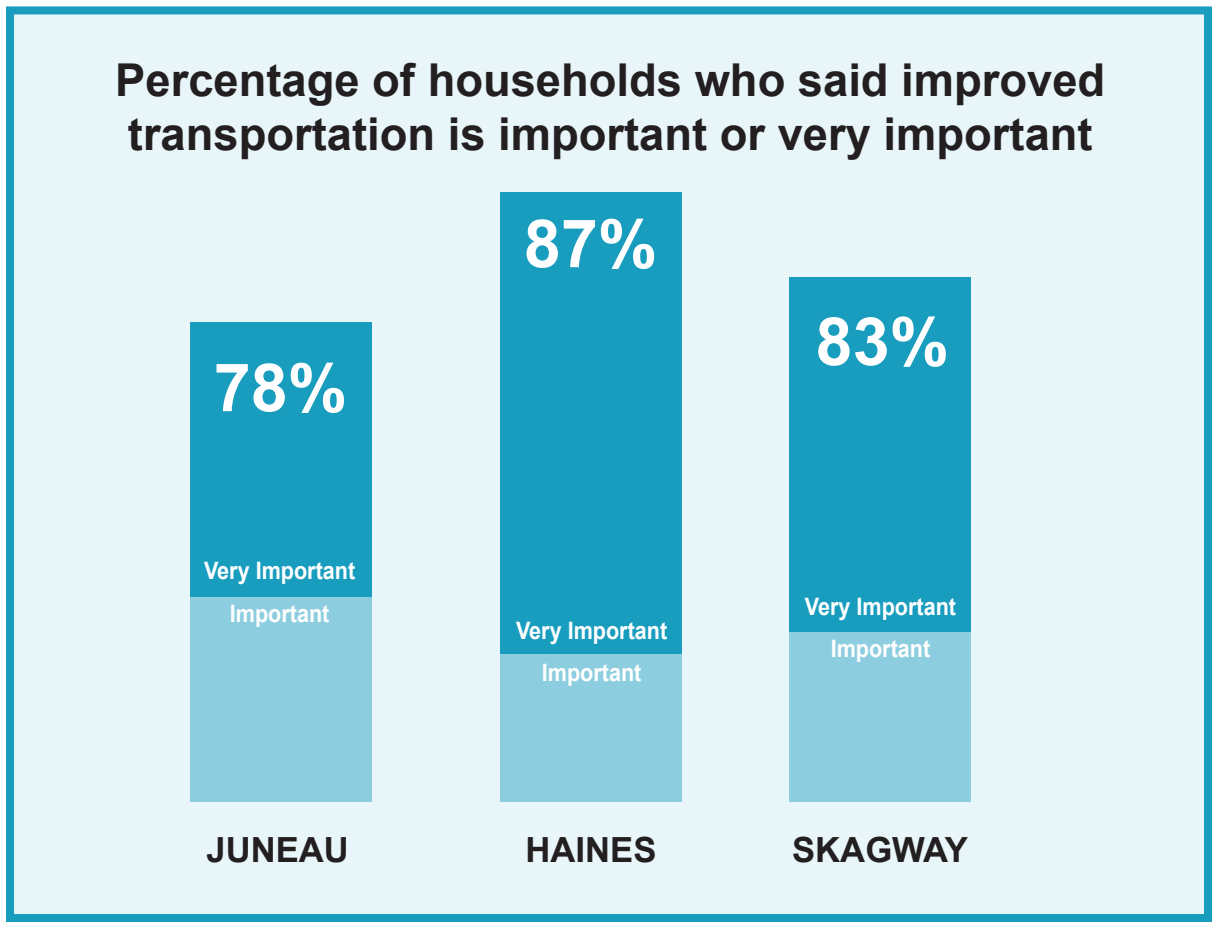
Lynn Canal Residents Want Improved Access

A majority of residents in Juneau, Haines and Skagway want improved access to Juneau, according to a survey done by the McDowell Group in July and August 2003. The survey is a part of the Supplemental Draft Environmental Impact Statement (SDEIS) process currently underway and, along with scientific and engineering studies, will provide input for the analysis of the alternatives being studied (see back).

More than 70% of Juneau, Haines and Skagway residents would travel more often among the three cities if transportation were improved. Juneau residents cited recreation as their primary purpose for additional travel; shopping was the purpose cited most by Haines and Skagway residents.

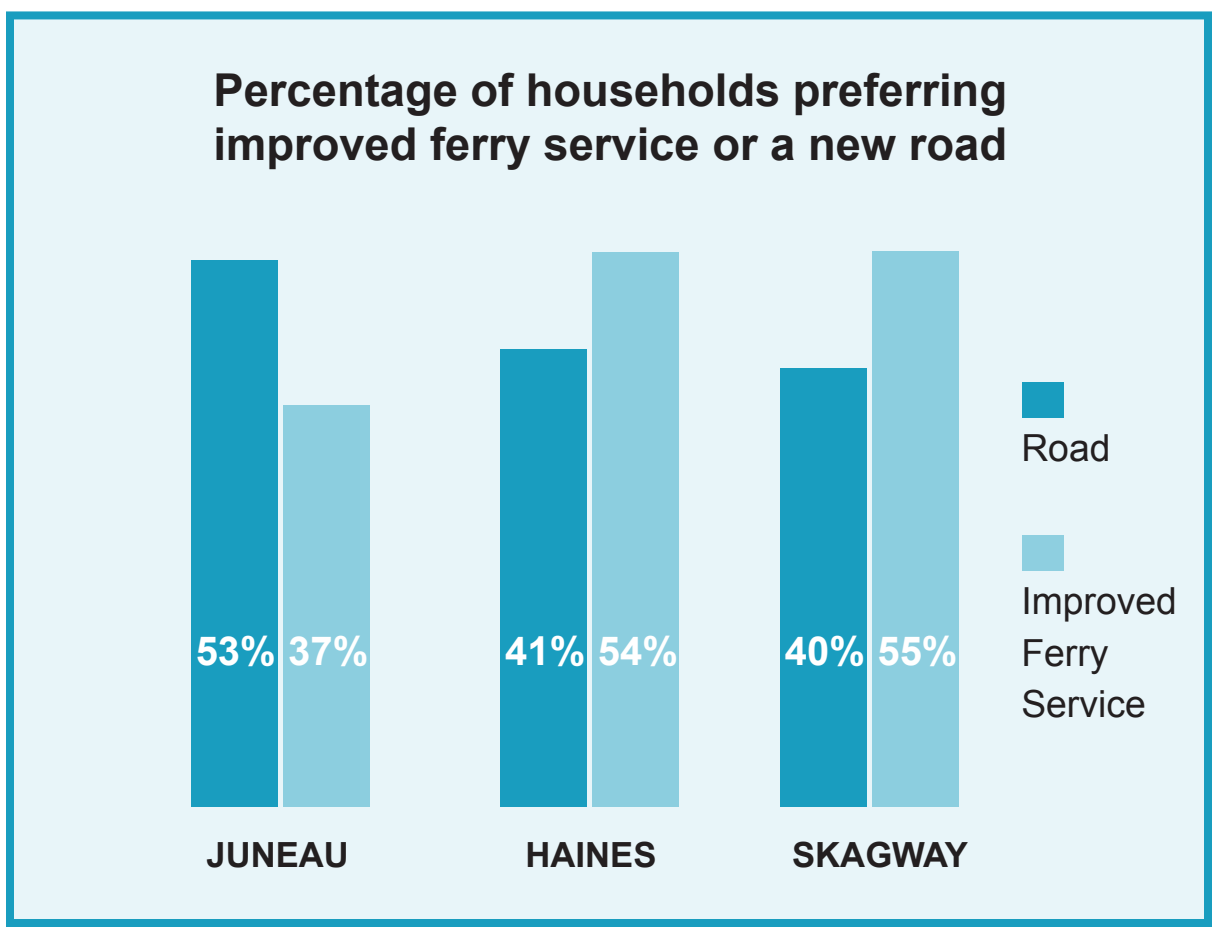
At this stage of the project, residents are divided about the project alternatives. More Juneau residents prefer a road alternative; more Haines and Skagway residents prefer improved ferry service.

The complete survey results are posted on the project website at <http://juneauaccess.alaska.gov>



Project Milestones

January 2000	State announces East Lynn Canal Highway as preferred Juneau Access alternative. Work is suspended by then-Governor Tony Knowles.
December 2002	Governor Murkowski directs DOT&PF to complete the Juneau Access Environmental Impact Statement
March 2003	Work begins on a SDEIS
April 2003	Public and agency scoping meetings held in Juneau, Skagway and Haines
June 2003	Scoping summary report completed and additional alternatives added for study
Summer 2003	Scientists and engineers conduct additional fieldwork and studies
Winter 2003-04	Technical reports prepared analyzing impacts of each alternative
March 4, 2004	Second newsletter with results from some of the technical analyses
June 2004	SDEIS scheduled for release to the public
July 2004	Public hearings scheduled for Juneau, Skagway and Haines
November 2004	Final Environmental Impact Statement scheduled for release



Alternatives

The National Environmental Policy Act requires that a range of reasonable alternatives be evaluated in an EIS. DOT&PF screened alternatives from the 1997 DEIS, alternatives considered since 1997, and alternatives identified during 2003 scoping to determine the reasonable range for the SDEIS. The screening resulted in a range of alternatives that includes new alternatives as well as some 1997 alternatives that were not originally advanced. An alternative not included is the Taku River Valley Highway. The British Columbia government has confirmed that they still have no interest in pursuing this alternative. For more information see the **Alternative Screening Report** on the project website.

Reasonable Alternatives

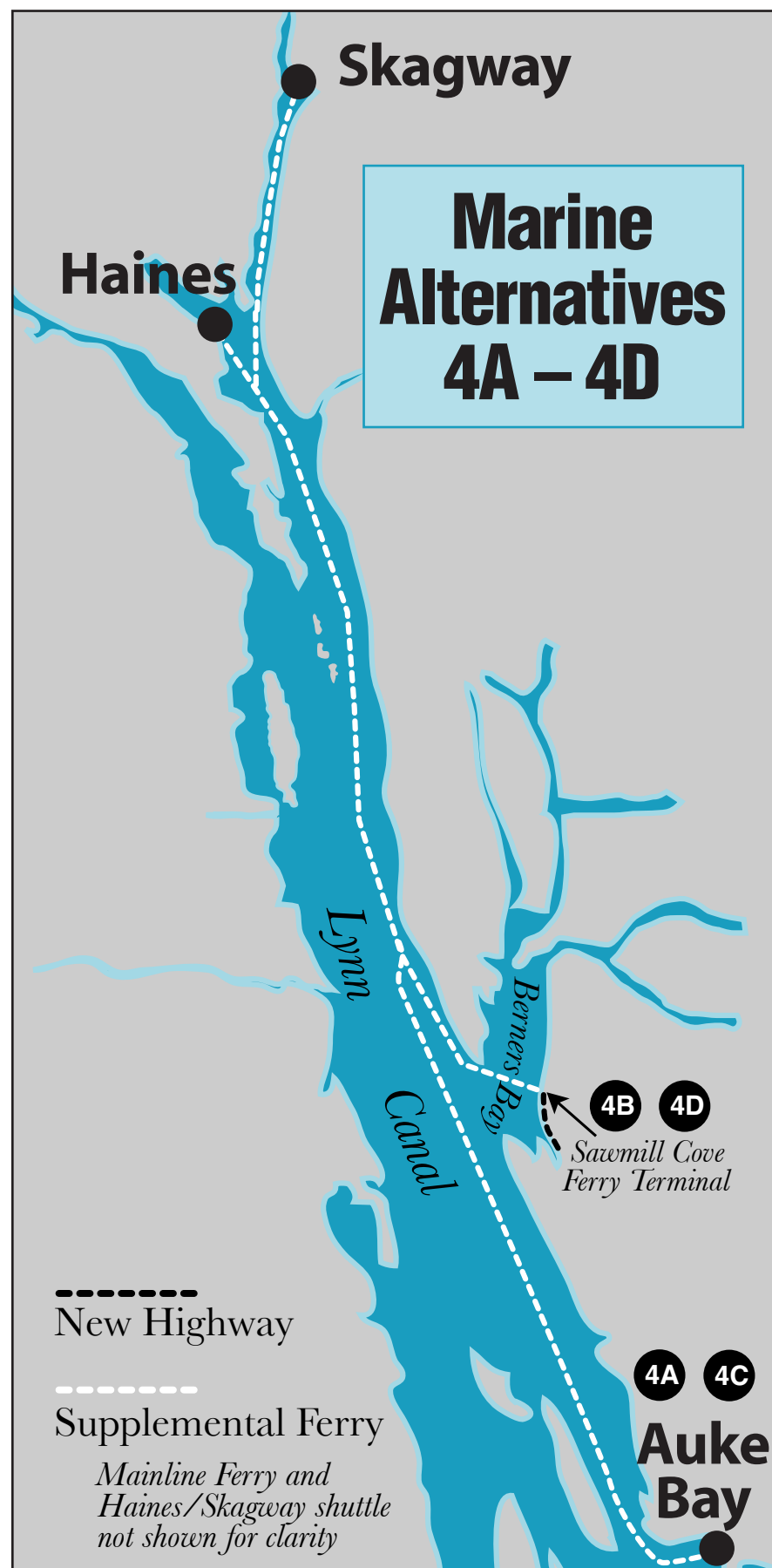
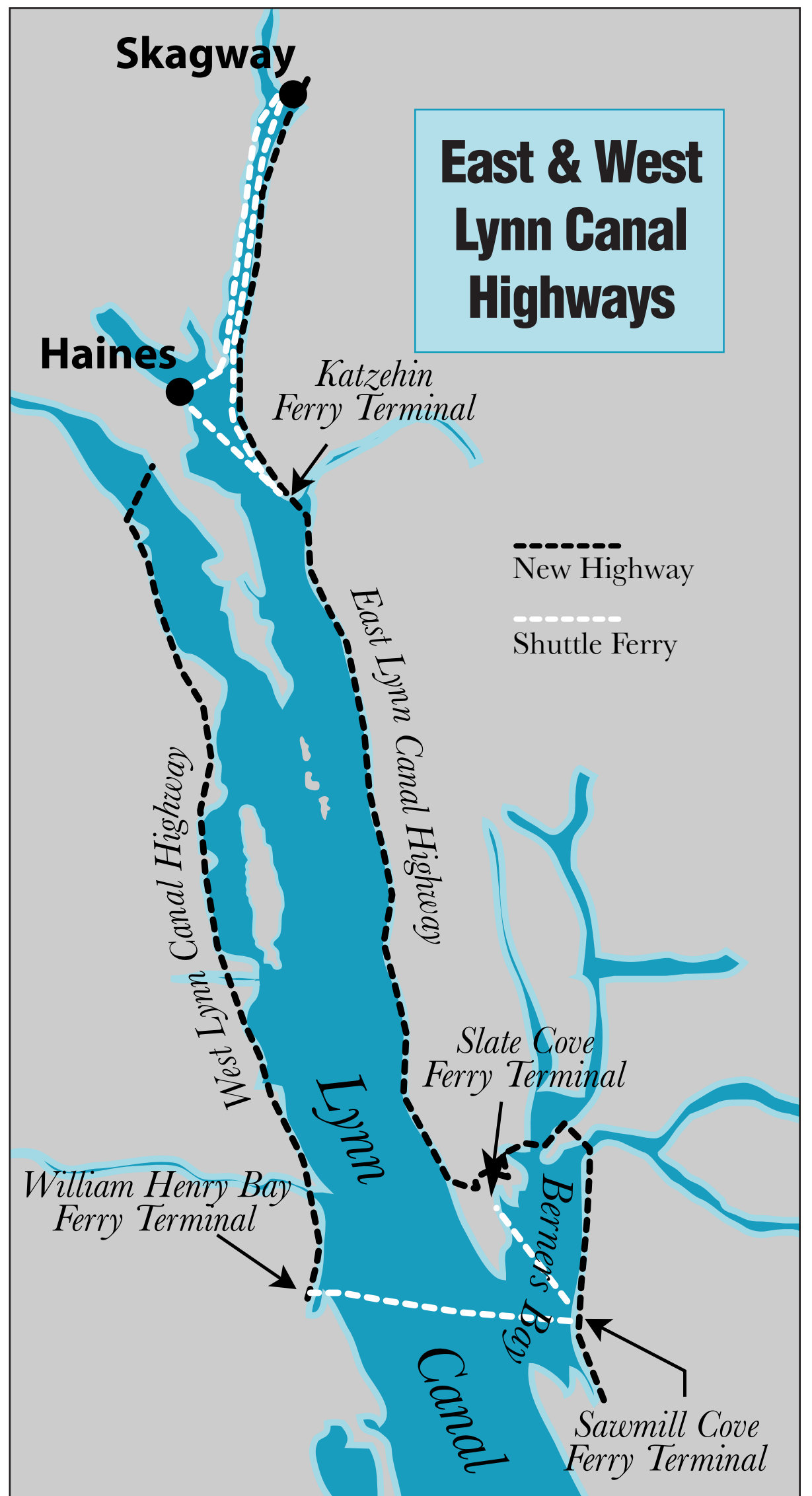
The screening process identified the following alternatives for analysis in the SDEIS.

Alternative 1 – No Build. The No Build Alternative includes a minimum of three mainline vessel round trips per week through Lynn Canal year round. It also includes a shuttle ferry operating year round between Haines and Skagway. The No Build Alternative is based on the new Fast Vehicle Ferry (FVF) Fairweather operating between Juneau and Haines/Skogway five days per week in summer, two days per week in winter.

Alternative 2 – East Lynn Canal Highway with Katzeihin Terminal. This alternative would construct the East Lynn Canal Highway to Skogway with a shuttle ferry from Katzeihin Delta to Haines. The shuttle ferry would be the vessel identified in the No Build alternative. Mainline ferry service would end at Auke Bay.

Alternative 2A – East Lynn Canal Highway with Berners Bay Shuttle. This alternative is the same as Alternative 2 with the exception that shuttle ferries would cross Berners Bay from Sawmill Cove to Slate Cove rather than constructing a highway around the Bay. A shuttle ferry would operate from Katzeihin Delta to Haines. As in Alternative 2, the Katzeihin to Haines shuttle ferry would be the vessel identified in the No Build alternative. Mainline ferry service would end at Auke Bay.

Alternative 2B – East Lynn Canal Highway to Katzeihin, Shuttles to Haines and Skogway. This alternative would construct the East Lynn Canal Highway from Echo Cove to the Katzeihin Delta, with shuttle ferries providing service from Katzeihin to both Haines and Skogway. Shuttle service from Katzeihin would include the Haines-Skogway shuttle identified in the No Build alternative. Mainline ferry service would end at Auke Bay.



Alternative 2C – East Lynn Canal Highway with Shuttle to Haines from Skogway. This alternative would construct the East Lynn Canal Highway from Echo Cove to Skogway with shuttle ferry service from Haines to Skogway. This alternative deletes the Katzeihin ferry terminal; service to and from Haines would be via Skogway using the shuttle vessel identified in the No Build alternative. Mainline ferry service would end at Auke Bay.

Alternative 3 – West Lynn Canal Highway. This alternative would extend Glacier Highway to Sawmill Cove; shuttle ferries (to be determined by a new Marine Segments Report) from Sawmill Cove would run to William Henry Bay. A highway would be constructed from William Henry Bay to Haines via Pyramid Island, connecting to Mud Bay Road. The Haines-Skogway shuttle identified in the No Build Alternative would provide service to and from Skogway. Mainline ferry service would end at Auke Bay.

Marine Alternatives

The four marine options would all provide supplemental ferry service in Lynn Canal. They are based on a minimum of two mainline vessel round trips per week, year round, and continuation of the Haines-Skogway shuttle ferry identified in the No Build (Alternative 1). All options would require construction of a new double stern berth at Auke Bay.

Alternative 4A - FVF Service from Auke Bay. This option would construct one or more FVFs to provide daily service from Auke Bay to Haines and to Skogway.

Alternative 4B - FVF Service from Berners Bay. This option would extend Glacier Highway from Echo Cove to Sawmill Cove in Berners Bay. A ferry terminal would be constructed at Sawmill Cove. One or more FVFs would be constructed to provide daily service from Sawmill Cove in Berners Bay to Haines and to Skogway in the summer and from Auke Bay to Haines and to Skogway in the winter.

Alternative 4C – Dayboat Service from Auke Bay. This option would construct one or more dayboats to provide daily service from Auke Bay to Haines and to Skogway.

Alternative 4D – Dayboat Service from Berners Bay. This option would extend Glacier Highway from Echo Cove to Sawmill Cove in Berners Bay. A ferry terminal would be constructed in Sawmill Cove. One or more dayboats would be constructed to provide service from Sawmill Cove in Berners Bay to Haines and to Skogway in the summer and from Auke Bay to Haines and to Skogway in the winter.

NOTE: The dayboat and FVF vessel size, trip frequency, and number of boats will be identified in the new Marine Segments Report.

East & West Lynn Canal Highways

Project Information

The Juneau Access project website, at <http://juneauaccess.alaska.gov>

has up-to-date project information, project history, maps and photos. New PDF files available on the website include:

- Comment Analysis Report cataloguing substantive 1997 comments and 2003 scoping comments
- 2003 Household Survey Results
- Alternative Screening Report

For more information, contact Reuben Yost, Juneau Access Project Manager, at reuben_yost@dot.state.ak.us or (907) 465-1828.