

Ginger Blaisdell

From: Shawn Eisele <shawneisele@gmail.com>
Sent: Tuesday, February 10, 2015 11:05 PM
To: Ginger Blaisdell; Graham Judson
Subject: Juneau Access testimony

Hello, I attended the House Transportation Committee's hearing today on the Juneau Access project. Although I intended to provide testimony, I was not able to stay until my name was called. Accordingly, please add the following written comments to the Juneau Access hearing record:

I support Governor Walker's action suspending funding for the "Juneau Access Project." I used quotes for that term because Juneau is quite accessible now, and the project would make access more difficult.

The project would make transportation difficult, lacks local support, and is more expensive than better options. Too often I hear it framed as ferry v. road. However, instead of replacing ferry service the project would only extend the drive to the ferry terminal and make that drive more dangerous.

At an exorbitant price tag, it would make travel much less convenient.

The proposal makes things worse for families who would have to drive hours on a dangerous road with no services, to get to a further away ferry terminal. It would make things worse for impoverished residents who do not have a reliable vehicle. It would make things worse for seniors or others who simply are not comfortable driving. Indeed, the project dismisses almost half of current users: Forty five percent of local ferry users walk on, either getting a ride to the ferry terminal or leaving their car at the parking lot there. Yet the proposed terminal would require a long, dangerous, and often prohibitive ride to the terminal and is not planned to have extensive parking.

If it's going to make travel so much more difficult, the project should save a lot of money--but instead the proposed road would have been more expensive than simply relying on ferries.

I have heard several legislators suggest that ferries are more expensive based on their cost per mile compared to roads. That's comparing apples to oranges. Routes traversed by the ferry are those that would be most expensive to build a road upon. Further, much of the ferry cost is overhead for the entire system. Moving Juneau's ferry terminal to a less accessible location would not reduce those overhead costs, and the result instead could be higher per mile costs for the ferry. Comparing apples to apples, the proposed Juneau Access project would have cost more than simply relying on ferries.

It would have also had a much larger impact on Alaska's natural resources and wild areas.

Finally, the project is not strongly supported locally. Juneau voted against a road when the issue was on the ballot. And in my experience, local hearings on the project have had speakers four to one against the road.

I support the Governor's action suspending funding for this project.

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