

RESOLUTION OF THE CITY OF KUPREANOF, ALASKA

RESOLUTION NO. 13-4

A RESOLUTION OF THE CITY OF KUPREANOF, ALASKA, opposing the construction of any road through the City of Kupreanof.

Whereas, the City of Kupreanof was founded in 1975 specifically to maintain the character of the community as a roadless, sparsely settled area;

Whereas, the City of Kupreanof has had and continuously enforced since 1977 a municipal ordinance prohibiting the use of motorized land vehicles within city limits and limiting improved surfaces for public easements to six feet wide;

Whereas, the City of Kupreanof Policy Plan, adopted in 1984, endorses a goal of preserving the roadless nature of the City of Kupreanof and a policy of opposing all road construction within its boundaries;

Whereas, the State of Alaska's Department of Transportation has preliminarily identified a northern corridor route on Kupreanof Island, including road construction through the City of Kupreanof, as a preferred alternative for improving Kake's access to lower cost electricity, and access to services in other communities;

Whereas, the Department of Transportation in 2012 estimated a cost of constructing a single lane, unpaved roadway and upgrading existing logging roads of \$40 million;

Whereas, the access project will also require two ferry shuttle terminals at a cost of \$4 to \$14.5 million each and construction or refurbishment of a small shuttle ferry at a minimum cost of \$5 million;

Whereas, the Department of Transportation's long term plan is to construct a paved two lane road and use two shuttle ferries, requiring future unknown costs;

Whereas, Kake is currently connected to Juneau and Sitka through mainline ferry service and regularly scheduled air taxi service and winter road travel in southeast Alaska is less dependable than ferry service;

Whereas, changes to ferry operations, including route and scheduling revisions, can increase Kake's access to Sitka, Juneau and Petersburg without incurring the substantial capital expenditures needed to construct roads and a shuttle system;

Whereas, in addition to the costs, roads and traffic can lead to unwanted development pressures and are incompatible with the lifestyles of Kupreanof residents;

Whereas, road construction and use may compromise Kupreanof Island watersheds by obstructing fish passage and impairing water quality in the numerous salmon streams that are valued for subsistence, commercial and recreational fisheries;

Whereas, local deer populations historically utilized by Kupreanof and Petersburg residents are recovering from long-term declines;

Whereas, road construction may directly lead to declines in wildlife numbers by fragmenting habitat and change existing access patterns, increasing competition between rural and non-rural residents for subsistence wildlife resources;

Whereas, increased road access on Kupreanof Island is not necessary for recreation industry enhancement as commercial recreation businesses and independent visitors rely on marine or air transportation or access road-based recreation in Petersburg;

Whereas, improved southbound ferry service is the most reliable and affordable means of improving Kake's access to Petersburg seafood processors;

Whereas, the City of Kupreanof strongly supports reducing Kake's electricity costs but requests that government agencies pursue cost effective projects that do not require road construction, including small-scale hydropower development near Kake and other practicable energy conservation measures and alternative energy options;

Whereas, improved northbound ferry service can better enable Kake residents to directly access regional transportation hubs, commercial services and more comprehensive medical services in Southeast Alaska Regional Health Consortium facilities in Sitka and Juneau at lower passenger cost;

Whereas, for all of the above reasons, the proposed road has not had local community support and regionally, 90% of the individuals who commented on the 2004 Southeast Alaska Transportation Plan requested improved ferry service transportation alternatives and a survey conducted by the Organized Village of Kake indicated that 95 % of Kake residents preferred improved ferry service;

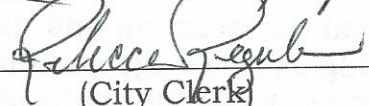
BE IT THEREFORE RESOLVED THAT the City of Kupreanof reaffirms its longstanding opposition to the construction of any roads within its boundaries, and specifically requests that State of Alaska and federal agencies eliminate from consideration any plans for a road linking the City of Petersburg with the City of Kake that would pass through the City of Kupreanof's boundaries;

BE IT FURTHER RESOLVED THAT the City of Kupreanof supports improving Kake's access to services available in other communities and specifically requests that the State of Alaska and federal agencies focus their efforts to improve Kake's access to northbound and southbound ferry service.

PASSED AND APPROVED by a duly constituted quorum of the Kupreanof City

Council on this 4th day of May, 2013.

SIGNED:  (Mayor)

ATTEST: 
(City Clerk)