

Stone Wharf Meeting Summary: April 7, 2022
Points of Agreement/Holding Tank

REMINDER: *Final solutions for Stone Wharf design will be subject to regulatory approval and cost considerations.*

POINTS OF AGREEMENT (Jointly held by all three groups)

- Circular vehicle flow on wharf with two lanes as in airports without blocking the barge ramp. This is critical and should happen even if wharf needs to be expanded.
- Minimize backing on the pier
- Mixing vehicles and peds not good – create walkway perhaps outside of vehicle loop
- Parking should be considered for reduction or elimination (except for HC) on the wharf
- Handicapped spaces are needed on the wharf
- Move CTC ramp to the wider part of the wharf so disembarking is convenient to new vehicle flow for baggage pickup
- Reserve northern side of outer wharf for fishermen and gear
- Barge ramp is good where it is
- Tee is good where it is

HOLDING TANK IDEAS PERTINENT TO BOATING ACCESS MEETING (ideas agreed upon within one or two groups)

Physical Structure

- Widen CTC gangway to facilitate freight and two-way pedestrian traffic
- Add more floats on southeast side between barge ramp and golf tee?
- “Greeting or congregation” area? Possibly in expanded ramp overlook area.

AREAS OF DISAGREEMENT (Ideas with no agreement as of yet)

Physical Structure

- Shed on wharf, where to put it, and if so, for what?

Operations

How to regulate vehicles on the outer wharf – ideally none, but realistically people may have to in order to load skiffs, transient boats, etc. – or provide access via cart from specified location off wharf