

Chebeague Stone Wharf Survey Responses
Morris Communications
April 2022

I would hate to see one or both of the pretty coves covered over or altered in any way to accommodate parking. I would rather live with the unfortunate situation in place. I would not object to a jitney proposal for consideration.

4/3/2022 3:47 PM

- longer CCT ramp would lessen steep angle at low tides - no shelters on the wharf - current traffic flow not optimal but proven successful over many years - parking stripes and pedestrian walkway stripes should be kept up to date - buy golf club land, better than filling in cove, walking to car is good exercise - raise wharf 6", worry years later about another raising due to climate change, do not do it all at once - some people need handicapped parking but when they get well they should stop using it, seems if a person can walk up the hill at Cousins they don't need handicap privilege

4/3/2022 3:36 PM

I would also like to see barriers are parking spots to keep cars from rolling over the edge by accident.

4/3/2022 3:07 PM

it sounds like the wharf, with some repairs, is stable enough. So, parking major focus. With limited space and coastal restrictions, likely off site parking is a solution. The CTC has vast experience with this. It also provides parking for seasonal people to leave vehicles during the weeks (revenue).

4/2/2022 7:50 AM

-get permits to fill in the NE cove. If it can be done at Cousins for the turnaround, then it can happen at the Stone Pier. Start now. -work with the Golf Club to get the land they offered before. Let them keep the tee on the end of the pier. -create a circular vehicle pattern with one way traffic -move the CTC boat access point to somewhere on the circular drive -create angled parking all the way up the Wharf Road, on the right side as you exit the area -create a pedestrian walkway on the same side as the parked cars that goes all the way down the south side of the pier, around to the CTC boat access -set aside the entire extended portion of the pier for fishermen. In exchange, eliminate the parking restrictions for the two months of the year that don't work anyway -make the punt float for island residents, contractors and transient visitors can get a mooring and row ashore -make all parking on the pier for island residents -all barge traffic should be driven on the the owner of the vehicle at time of service. No leaving unattended vehicles for the deckhand to try to find and load onboard -all barge traffic arriving on island should be immediately removed/driven away from the Stone Pier -the Stone Pier is a public asset, not an extension of the Inn or any other private business on the island -all decisions on conflicting demands should be prioritized by user group. For instance, EMS rescue service first, ferry traffic second, access to fishermen ...

4/1/2022 2:53 PM

Golf club offered property for parking lot. Clear it and add pier over part of cove and make big parking lot.

4/1/2022 2:39 PM

The Great Chebeague Golf Club offered to work with the Town to offer some land to expand wharf parking in exchange for restricting the parking along Wharf Road adjacent to the course. Recommend re-engaging in that conversation.

4/1/2022 2:27 PM

Parking, flow of traffic, access to ferry. I don't think we need the Stone Pier to focus being accessible to other boats and be a private docking service for the inn. Also, parking is important to address the amount off island contractors. As these numbers and vehicles increase it becomes increasingly hard to park for commuters and islanders needing to go to town.

4/1/2022 2:22 PM

There are too many user groups, too many activities, and not enough space at the Stone Pier. Tough decisions have to be made. To increase space and make it a safer place it is important to fill in the NE cove. Pursue permitting for this as a priority. Creating a circular, one way vehicular traffic flow will improve things. Deal with the golf club to get the land that they offered to the Town before. That way, traffic could go to the wharf, out over the area of the NE cove, cue up for CTC activities, then leave the wharf, or park and walk back. Create a separate pedestrian flow path. Use the extended portion of the wharf for commercial fishing and pedestrian access to recreational boats. Eliminate the seasonal parking restrictions for handling gear. Let them figure out how to use the entire end of the wharf all year long instead. Stop the abuse of the parking area by CTC barge customers. All customers should wait in their vehicles to board the barge, just like CBL, Maine State Ferry and other similar services. Vehicles arriving on island should be driven off and away from the Stone Pier immediately. Honor the needs of the handicapped with spaces near a relocated CTC boarding area. Make all parking spaces on the wharf itself available only to island residents. All commercial vehicles and mainland reverse commuters should have to park well away from the wharf. There is limited space on the punt float. No stickers or tie up access should be granted to anyone except island residents. For sea level rise, start by leveling off the entire pier at the same elevation. Install a concrete curb around the whole surface and start by raising it all one foot. Fishermen will still be able to use it to handle gear and it is possible that this may keep the surface from being overtopped during storm events that occur at the same time as big tides.

4/1/2022 2:17 PM

Widen wharf road all the way up enough on both sides to add diagonal parking spots except for an area for golfers to play through/over the road. Would require purchasing an easement roughly 15 to 20 feet on each side and adding road base to park on.

4/1/2022 1:33 PM

A parking circle- move all the parking from the waterside out to make room for a drop off circle; have a structure with shelves to leave bags/carts Work on the traffic and pedestrian flow of people and cars and raise and pave the roads with high quality materials, better signage; change

user behavior Ban large vehicles from the end of the pier (INN) Make a pedestrian path along the golf course Make Diagonal parking spots Add a boat launch (high tide) on the south east beach Build a wharf with a 15 year lifespan; renewable materials; then assess sea level rise before a major stone wharf investment Use the commercial float as the main float, like we did during the dredging, add the long ramp there Invest in an electric shuttle to pick people up at the 8 and 5pm boats

4/1/2022 1:10 PM

My suggestions are as follows: 1. Cove on northern side of Stone Pier should be filled in and paved over to provide a more than adequate parking area and prevent multiple existing issues such as: vehicles parked on a road bisecting a golf course, senseless traffic patterns on the wharf due to cars waiting for passengers between the barge ramp and park existing handicap spaces. With cars not parked “on the wharf” traffic coming to the pier could be directed in a such a way that allows for a pick-up area, as well as looks out for pedestrian safety. There would be no need for turning around or backing a vehicle down the wharf, which seems to be an inconvenience for many and thus the cause of bottlenecked traffic on the Stone Pier. 2. Lengthen and widen end of pier and dedicate the that portion to commercial fishing activities with float space for resident skiff tie up. Removes need for seasonal parking ban during gear transfer periods. More important focus than raising the entire wharf to combat sea level rise, an endeavor that could very well compromise the structural integrity of the entire wharf. 3. Employ the use of sheet pile for the construction of retainer walls and reinforcement of structure during the elongation and widening of the end of the Stone Pier.

4/1/2022 12:57 PM

Commercial fishing access is a priority as is ferry service. Access to outboards (punts, tenders, row boats, skiffs etc.) also important. Some sort of ability to load and unload freight (personal belongings etc) from ferry and personal/ commercial fishing boats without such a cluster mess.

4/1/2022 12:57 PM

I feel that moorings should be used for people going to hotel and hotel should supply a way for visitors to get to hotel . Or they should have their own wharf so others can get on and off boats. Seems like there was never room to unload boat or pick up people due to people going to hotel and boats parked for long periods of time. The beach area could be a place to look into building.

4/1/2022 12:47 PM

We have talked for years about building a new wharf at the 'Sunset' location. Let's build a wharf there or elsewhere for commercial use-lobster/fishing boats AND the CTC barge while keeping the Stone Wharf for the ferry, small boats and skiffs and parking for them. ALSO, provide a remote long-term parking lot with town permits issued for parking longer than 24 hours. Re design the Stone Wharf parking with all head-in parking spaces. No more parallel parking on the road! Moving the barge and golf tee will free up about 12 more spaces. In other words, split the commercial and non commercial facilities into 2 separate wharves.

4/1/2022 12:40 PM

TOC needs to change the maintenance structure of Town Administration & Public works so that existing stone wharf is maintained in timely manner thru weeks months semi annually and

annually. If the stone wharf were maintained like the roads & ditches - there would be less costly repairs going forward. Should sub-contractors be utilized to make repairs to stone wharf if Public Works cannot keep up with the maintenance? Why invest in a "new" design for the stone wharf if it is not currently being maintained? Any new design and upgrades to stone wharf need to include a MAINTENANCE SCHEDULE. The Coastal Waters Committee & Harbor Master make monthly reports of needed maintenance on stone wharf that are consistently ignored since 2007. This is not how a town community is supposed to work. The stone wharf should not be used as a parking area. The long term parking along the perimeter is what has loosened up the top granite blocks and side walls. Parking should be located inshore of the corner telephone pole by the NE beach ledge - not on the wharf. The ditch along the 6th green should be lined with drainage pipe/fabric & filled with appropriate stone to allow drainage (reducing erosion of top soil that currently occurs in most town ditches dug at too steep of an angle) so that cars can park diagonally along wharf road in greater numbers. This was suggested at town meeting by Joe Ballard 4 years ago. If it's possible to utilize golf course property to expand parking that would certainly help. The main area of the wharf should be used for "circular flow" of dropping off & picking up passengers & freight on & off the ferry (in the area between the June -November No Parking signs). Commercial fishing activity should relocate with discussion with commercial fishermen - to the outer NE side of stone wharf towards the outer end of the wharf. This would keep trap storage & commercial activity out of pedestrian pathways and allow improved traffic flow thru the wharf (less disturbance to commercial activities) - increasing public safety. Barge ramp access and recreational boating tie up would remain along existing wave break, ramp & float setup. As the Army Corps dredge project proceeds - new areas of the stone wharf are becoming accessible on all tides. Depending on ledge perimeter new ADA ferry floats can be located between June - November parking signs (where "Stone Wharf Variety" used to exist - so that freight can be located proximate to circular traffic flow pattern. This larger area allows longer ramps and larger floats for passenger access on and off the ferry. To make allowable under keel clearance a wood or steel wharf extension may be needed to reach adequate channel depth. This is in the best interest of enhancing traffic flow thru the stone wharf. Circular flow reduces existing summer traffic congestion where cars picking up passengers & freight back into each other in current location. CTC can build its own waiting/ticket/office float - the wharf has multiple uses and should not lose usable space by adding a building on the wharf (CTC passenger waiting area has always been its ferry boats between trips. The wheel house is locked and an active video system exists onboard the ferry. The furnace and radiators have always existed for passenger comfort. Having children running around the wharf on school field trip days because CTC policy prohibits passengers on the ferry between trips is a tragic accident waiting to happen. Passengers should be able to remain on the ferry between trips with coordinated breaks to accommodate peak service from slow times of the day. CTC allowing passengers aboard the ferry between trips enhances the public safety of the stone wharf. A fiberglass boat cockpit 6' x6' with fiberglass roof & window can be located either top of wave break ramp or down on wave break floats for Harbor Master radio VHF communications (solar panel & battery), AED, first aid & fire extinguisher etc. These are available on EBay & thru government auctions at affordable prices. Army Corps dredged channel allows more punt floats along perimeter of stone wharf - reducing the congestion & destruction of punts due to wave activity off wave break area. More punt floats could be located in the "cove" by 7th tee and along face of 7th tee (pinned granite block area). In the future an inner cove or outer "L" float walk could be located to reach the deep channel water on the south western side of Army Corps

channel. The granite stone wharf structure provides natural wave break protection. The more dredging of the cove & inner cove provides more access and natural protection from sea & swell activity. This is the best bang for the buck compared to building more outer wave breaks that are not maintained by the TOC. The existing wave break needs another layer of outer planks to enhance its function and strengthen its long term existence. A set of wave dampers outside the wave break to the east would help, as would cement floats. Replacing wave break floats with cement floats would also help reduce sea/swell activity and boat protection. Four Points Marina in Portland & Blue Dolphin Marina in Harpswell utilize cement floats with excellent wave mitigation results. Another method to protect stone wharf floats from seasonal SW winds, sets of triple telephone pole wave dampers should be set out to dampen sea/swell activity. This could easily be accomplished thru Coastal Waters Committee. A larger float with larger cleats needs to be located along wave break area - so CTC ferry's and larger vessels have an adequate place to tie up when needed. This was dramatically apparent during the Army Corps dredging process. A working dredge has navigational right of way over all other vessels. The Independence had the option of tying up over night at Cousins or laying on a mooring or along wave break floats. When building a house you don't park your new truck right next to the excavator digging the foundation and assume your at a safe distance. The seasonal June & November "No Parking" signs on the stone wharf indicate the need to keep clear during the fishing season. The same applies to a working dredge proximal to a 1.5 million dollar ferry - with the back-up ferry up on the blocks at the Royal River Boat Yard. Safety first. Existing wave break float cleats are very loose and need tightening. All the existing wave break floats were built in 2007 and need maintenance and repair. It would be prudent to replace a float every 1-3 years to avoid large budget expenses for multiple float replacement. Long term DEP permits for dredging under stone wharf floats (separate from Army Corps channel dredging) needs to be completed. Currently the outer wave break float has approximately 3.5 feet at low water - will update with sounding line shortly. As word of the Army Corps Chebeague Island Stone Wharf dredge project spreads to the surrounding communities, larger yachts & commercial vessels may ground out along wave break floats creating problems. Tide boards (red & white) should be made up and located around stone wharf (especially at outer wave break pilings) to indicate proximate depths. A red/green centerline channel buoy with solar light should mark the channel for visiting boat traffic. Since 2012 the KomLosy family has offered to lease property that could be used as a satellite parking lot for summer season. The TOC or CTC or private individual could operate a shuttle service to reduce parking congestion of stone wharf. Shuttle service reduces island traffic noise & congestion - this is the most efficient, least expensive way to reduce the traffic congestion and damage occurring to the stone wharf. This is way way way less expensive than spending town money to park cars on the stone wharf. The next CTC ferry will be a car ferry (with limits on visiting cars) that eliminates the freight congestion and parking issues currently manifested by the float service break bulk - hand loading of freight. The BARGE RAMP is the most important access point of the stone wharf. The old cement planks need to be removed and the entire ramp extended and graded to meet the new Army Corps dredged channel. Cement repairs and corner fenders upgraded. This will allow 24 hour access for boat launching and barging activity. It would be prudent to allow the Army Corps dredging project to finish before rendering engineer designs - water depth defines the use of the stone wharf. Lighting: solar flood lights pointing down need to be installed along the wave break & punt access areas. This needs to be done ASAP. Punt access areas need solid float ladders & life rings in times of emergency. It would be sensible to start with ditch drainage and diagonal parking, and stage stone wharf repairs to see

what works best. A master plan guides the repairs. Engineers did not build the stone wharf, ISLANDERS built the stone wharf. So far the stone wharf has survived all the “engineered” repairs despite the lack of maintenance. Look forward to community discussions, that include CTC representation.

4/1/2022 12:02 PM

It is clear that one critical element of any solution needs to be improving pedestrian access and traffic flow. Maybe there needs to be a section of the wharf closest to the CTC where it is only for pedestrians. So from the point where parking is allowed, require that section to be for pedestrians only. The single exception for Handicap usage (and hopefully the Town should make it clear that is for the folks who need it and not their family members who are not impaired). Then change the traffic flow at the larger section. Note that it is also unfair to ask the local sheriff to be the arbiter when in reality that person is only on call in summer. The island (all residents whether year round and/or seasonal) must follow the new parking and traffic flow guidelines.

4/1/2022 8:48 AM

I don't want to see it raised too much at a time because of the needs of the lobstermen to get gear and equipment onto boats. I have always felt that a structure over the cove to the north should be built.

3/31/2022 9:06 PM

Sell passes to non-island commercial vehicles from the mainland that park overnight for workers that do not pay taxes here and who commute from somewhere on the mainland to work here on island. These companies are using and damaging our piers, roads, ditches, and infrastructure and should have some kind of road tax from the town. Please work with the golf course to use the vacant land they own to build a grass/gravel parking lot.

3/31/2022 11:21 AM

suggestion: For vehicle access close to the boat ramp, consider only diagonal parking on the right side of the wharf (usual June/November consideration of fishermen space needs for 'top third' of 'that' space). figures 1 & 2: The 'wooded areas' presented on the figures are inaccurately indicated ... in the cove and on the golf course. I was unable to enter comments in the text area of fig 1.

Trying to draw an accurate line was nearly impossible, with no option to 'undo'

3/31/2022 6:54 AM

The parking and traffic congestion on the wharf are our primary concerns. To have an actual parking lot would be a huge improvement in accessibility and safety.

3/30/2022 9:27 AM

Need boat launch capability at all tides. Need better/deeper access to the south cove by the golf course for protecting our skiffs in bad weather. We do not need a shed on the wharf, it will be unused and in the way. We need to keep loading and unloading access for skiffs clear of transients who tie up disregarding the signs.

3/29/2022 8:26 PM

How about weekend parking for year round islanders who live here and like to go away for a weekend. Not everyone has a family member living on CH who can easily move a car. There should be a designated space for more than 24 hr parking. Issue parking stickers to keep track of those who live here. Try to include a space like this in a comprehensive plan moving forward. Deck-over or fill in the north cove for parking and safe pedestrian flow. When our child was about 9 years old someone almost backed into him when we were dropping someone off for the 10am boat the day after the 4th of July.....it can be mayhem down there at certain times. I am less concerned with raising the wharf unless we tackle the entire area and address the parking shortage and traffic pattern. It might also be nice to provide some additional skiff dockage on the north cove as well as more parking options.

3/29/2022 7:25 PM

Fill In the cove on the easterly side as suggested in the Study in 2017-18 Two way traffic and angle parking move commercial fisherman to the head of the pier

3/29/2022 4:59 PM

* This is the hub of our community . Considered as our most important point of travel both off and on island . *Widen road for two lanes * Angle parking for efficiency * East cove should be parking allowing filled in or piling and deck configuration

3/29/2022 2:59 PM

It needs to be leveled off. I've seen so many elderly stumble or fall because it's so uneven.

Thank you

3/29/2022 2:36 PM

The stone wharf is a critical link in the chain to attracting young families to Chebeague to keep the school open. Currently, in the winter, there isn't enough parking to accommodate all the folks who use the wharf to get to work on a daily basis. If getting to work every day is a pain, and you have to put food on the table for your family, no amount of other value provided by living on Chebeague is going to mitigate that hurdle. Modern families just don't need, and won't accept, that level of headache in their lives. Until there are enough jobs on Chebeague to support young families, the Town's survival is dependent upon finding ways to accommodate the very specific needs of young families. There are two fundamental problems with the Wharf. One is parking (which is going to be a disaster in the summer months) and the second is safety. If the number of parking spots cannot be increased through the addition of additional adjacent property / landfill (a clear case for the use of eminent domain if I've ever seen one), or relocating the wharf to a location where sufficient parking will exist, the town should seriously investigate the feasibility of floating a bond to pay for a two story parking facility by the wharf (with spots allocated to year-round residents on a permit-fee basis to subsidize it's construction). While this may have an impact (if designed insensitively) on the Inn's bucolic sight lines, the needs of year round residents to get to work safely on the mainland should be the first priority for any changes to Stone Wharf. Secondly, regarding safety, the wharf is inherently dangerous for pedestrians during peak boats (especially in summer), and critically unsafe for children during these hours. It is just a matter of time before someone is critically injured embarking or disembarking. Any future action regarding the wharf should include clearly demarcated pedestrian only zones (spanning the entire distance of the furthest parking space to the gangway), and clearly enforced

zones for idling / waiting for drop-offs and pickups. Furthermore, the lobstermen have every right to use the wharf. However, they should not be allowed to leave their gear out for days on end. Doing so interferes with School bus operations, and the number of cars that can idle waiting for elderly or other folks with special disembarking needs (luggage, kids, equipment, etc.). Leaving lobstering equipment on the wharf should be allowed by permit only, and only for a defined period of time. Lastly, the demand for skiff parking is enormously high. Most would agree that it's incredibly wasteful to have a skiff whose sole design feature is just that it can depreciate while surviving the abuse that it will endure bumping into other skiffs at the wharf. Sufficient demand exists for increasing permit costs to accommodate the expense (when amortized over ten years) of constructing additional skiff parking access. No one would tolerate that level of personal property destruction if it was happening to their car. Also, many residents struggle to understand why some year round citizens (namely lobstermen / fishermen) don't have to have permits on their skiff, but other year round residents must. If this is an "informal" consideration provided by the harbor master, it should be codified in the Town's ordinances. Otherwise, it is discrimination at best, and defrauding the islands taxpayers of revenue, at worst. Know the above is allot, but your time and consideration is deeply appreciated. Thanks!

3/29/2022 11:14 AM

As a seasonal resident, I want the wharf to FIRST attend to the needs of the year round islanders (working and non working). As a seasonal resident, I can catch rides to and from the wharf so I don't HAVE to have a parking spot. I think there are so many wonderful places to swim that swimming is not a priority.

3/29/2022 8:34 AM

Not an idea, but a concern I can't find another place for: The NE end of the wharf, on the "back" side (opposite from the CTC and Commercial floats) is very important for large boats to load and unload, including but not limited to fishermen. There is nowhere else suitable except on the very top of the tide.

3/27/2022 7:04 PM

Will drop off.

3/27/2022 1:28 PM

I suggest building a wooden dock (similar to that on Cousins) from land just to the west of the house near the current dock. The new dock would be high enough to withstand rising sea levels for a number of years. The Independence would be tied to a float at the end of the dock. CTC would use the new dock for passengers, while the old Stone Pier and ramp would be left alone. They would be used by CTC for barging, for the launching and removal of private boats, for lobstermen, and for private outboards. Those groups could work around rising sea levels by primarily using the dock when the tide was low enough. I am assuming that leaving the old Stone Pier alone would reduce the cost of the budget below that of any competing ideas. I will drop off a sketch of this idea at the Town Office.

3/27/2022 9:17 AM

1. Since the wharf needs to be raised higher to accommodate rising sea levels, make access at low tide easier for fishermen by designing in a "low tide ramp" like at the Chandler dock. 2. Expand the pier to include as much of the cove as possible to allow for parking and pedestrian traffic. 3. Design so that the ferry lands at the end of the pier, and travels in one direction, from arriving to leaving, so that it does not need to turn around.

3/26/2022 1:57 PM

This concerns preservation and restoration of the Stone Wharf, the principal, historic and park-like waterfront entrance to Chebeague Island. Great Chebeague Golf Course, over 100 years old, with an historic tee on the Stone Wharf itself, is on the National Register of Historic Places. The only federally recognized historic site on the island, though many individual historic buildings have been preserved. Also at this waterfront gateway is the almost equally old Chebeague Island Inn, also declared "eligible" by Maine for the National Register, but not yet on it. Next to them is the island's oldest graveyard, tended by the golf course, beside golf club house, one of the oldest in America. Then hidden behind trees and shrubbery on the shore, is one of Chebeague's oldest houses. Between these, along the Wharf Road, is land owned by the golf course and recently offered as a gift to the town to become a landscaped Stone Wharf Park and tree-lined parking lot. It would be large enough, with some 40 spaces, to hold more than all the cars that sometimes daily clog both the Wharf Road and the Wharf. The town has so far rejected the Golf Course donation (why they look this gift horse in the mouth is unknown). But landscaped with trees and picnic benches, which an island fund drive could easily help create, it would be the island's first, its only, waterfront park, set in Chebeague's only large, historic open space and principal harbor. This postcard site is what visitors see as they leave Cousins and admire on their 15-minute ferry boat ride. The narrow, crowded Wharf Road mix of cars, small and large trucks, bicycles and pedestrians, with no designated walking space, is dangerous as everyone knows. A parking lot would create a virtually open and safe Wharf Road. A tree- and flower-filled lot with picnic tables and benches would also provide visitors and residents an island place overlooking Casco Bay, by a wharf that now has one bench. This waterfront entrance, Chebeague Island's front door, is a hallowed, historic, scenic harbor and island place. A rebuilt and enlarged historic dock should respect and enhance it.

3/25/2022 7:47 PM

-Handicapped parking is required and should not be included as a survey question. -Access for commercial fishing is required and should not be included as a survey question. Asking for opinions on items that are required is divisive. Limit the number of cars allowed on the island, encouraging a taxi service. Provide a separate parking area for commercial trucks/cars if parking for more than 24 hours. Provide a way/place for residents to be able to park if they need to be off island for more than 24 hours. Expand the parking area.

3/25/2022 12:32 PM

During the afternoon hours when ferry has more trips, there is always a conflicting traffic pattern of those leaving leaving the ferry, packing up their vehicle and leaving the wharf area and those coming to take the next ferry and unloading their vehicle. This is generally the ferry that leaves Cousins Island at a 4 and if it is late, the above happens daily as people arrive for the 4:45 ferry to the mainland. This past summer there was an additional problem as the Otto Piazza delivery

came on the 4 PM ferry from the mainland and people just picking up their piazzas were added to the general coming and going. Can the Town in any way suggest that the 4PM ferry from the mainland and the 5PM ferry from the mainland have a wider spread of time between their trips. Another point is that there should be directions for leaving passengers and freight at the ferry and picking up passengers and freight from the ferry. Everyone right now has their own idea of driving in, backing out, turning , etc. There should be if possible a one way entrance, turn around and going out passage. Loading or unloading your vehicle at the ferry entry and then backing out should not be allowed, it causes too many almost accidents.

3/25/2022 11:06 AM

I'm a summer resident and believe that the priority for any improvements to the wharf should be supporting people that depend the wharf for commercial fishing or commuting for work (via ferry or skiff), as well as encouraging recreational use by pedestrians and cyclists. Recreational use does not mean we need more parking. We should discourage people from parking at the wharf by maintaining the 24 hour limit. I'd hate to see the wharf clogged by more cars or expanded to accommodate them. More parking would only discourage cycling, carpooling or being dropped off - all of which are fine options, especially in the warmer months, for those that do not depend on the ferry for commuting to jobs. We might want to consider adding more handicap spots for those that depend on their cars for transportation.

3/25/2022 8:11 AM

I would like to see a sheltered waiting area, preferable with benches. Similar to the State pier.

3/24/2022 11:03 AM

There should be a traffic turn-around similar to the one they have at Portland Head Light. It could have short term parking spaces for drop off and pickup as well as a few handicap spaces. The barge access is tricky in all conditions and needs to be improved. The height of the stone wharf needs to be raised significantly.

3/24/2022 9:25 AM

I have been a seasonal commuter for 70 years. The wharf has been in need of additional parking since I have been coming to the island in 1946. The sea rise and storm surges have made trips at low and some high tide hazardous to seniors and young families. The design of the wharf in the 1800's was for commercial and horse and buggy use. The wharf in the 100 days of summer is congested and when you add a barge full of vehicles it is stressfull. Finding the right balance of use and cost is the key. Peaks Island has a wonderful pier and car ferry which addresses many of the needs of the community. If we had a good car ferry it would resolve most of the issues of parking on both the mainland and Island. Either way the Wharf is presently dysfunctional during high and low tide events. Wish I had a suggestion on design. I believe both the stone wharf and casco bay pier are poorly designed for commercial and pleasure craft when at its peak use in the 100 days of summer.

3/24/2022 8:07 AM

CTC access with adequate ramps is critical.

3/24/2022 8:02 AM

I believe no cars should be allowed to enter the narrow straight part of the wharf that aligns with the ramps, floats, and ferry tie up. Only the ambulance should be allowed on the narrow straight of the wharf. A circular lane or traffic circle for drop off and searching for/pulling into parking spaces should be established and enforced to prevent a "parking lot" of waiting cars that create extremely dangerous traffic congestion. People needing to be picked up at the circular lane/traffic circle by a driver should wait on the ferry until traffic has dissipated. A staging area for personal freight should be established at the head of the traffic circle, near where the yellow cross walk is currently painted.

3/23/2022 7:43 PM

Increase # of handicapped parking spaces on a seasonal basis during summer, to revert to standard use after summer

3/23/2022 6:13 PM

A no parking /standing zone in front of the barge ramp (during barge times) would be helpful, This is a bottleneck, and quick on/off for barging is essential. Also only one lane of parking/standing on the part of the pier near the CTC ramp, with a well marked pedestrian lane would be helpful.

3/23/2022 5:48 PM

During peak months (June - September), I think there should be at least 5 more handicapped spaces made available. I often see elderly people walking further than they are physically able as all handicapped spots are usually taken fairly early in the morning.

3/23/2022 5:33 PM

Buy the land offered by the Golf Course to expand available parking.

3/23/2022 2:47 PM

If only the island offered a taxi or bus-like service. There is no reason my car needs to be taking up a space all day--I just need a ride to and from. Especially May-Oct. It requires a vehicle, a few drivers, and a commitment from the town. Not door to door service but key stops throughout the main roads. Look into what other places use to move people- like the trollies of Key West. With the Federal dollars this could leverage dollars and benefit the pier and islanders/visitors.

3/23/2022 10:35 AM

I'm wondering what creative solutions exist for parking/vehicle congestion. Can we implement a satellite parking lot? Can we sponsor a shuttle with several convenient pick up stops around the island? Can we implement a car sharing or Uber model to assist with providing transport?

Interested in hearing other ideas.

3/23/2022 9:56 AM

Wharf should be expanded over the cove to the north to accommodate parking & circular dropoff. Current wharf is too narrow to properly handle pedestrian and vehicle needs. Remote parking and a shuttle bus have been given short shrift in the planning and visioning and should be more thoroughly investigated. The future is at our doorstep, and we are only considering short-term needs and solutions. Do it once, do it right.

3/23/2022 9:14 AM

Why isn't the town looking at Sunset Landing?

3/23/2022 8:13 AM

I hope that the structural integrity of the massive stones creating the wharf will remain intact for future generations. We use the CTC less often the past few summers, instead parking in Portland and riding the CBL. However, we barge on and off several times over the course of the spring/summer/fall seasons. And we are often involved in meeting the CTC boat to help friends and family members get a ride for themselves and their gear, so we do pull onto the wharf to load our car. Preservation of the original is most important to me. I miss the old steps down from the wharf that were blocked in the last time major changes were made to the wharf. And I understand from overhearing local fishermen, that the wind break built out from the head of the wharf does not take into consideration the prevailing winds and knowledge of wind and water that they have. Please plan with preservation in mind.

3/23/2022 8:01 AM

Find satellite parking on the island for the vehicles of workers who commute from the mainland
Create a jitney for them + perhaps for other island residents. (driving a jitney could also provide employment for an island resident)

3/22/2022 9:20 PM

Obviously the current facilities aren't sufficient for current needs. But for future facilities (be it sunset landing or an expanded stone wharf) I propose a compromise between space for lobsterman and parking. The concept is that a section of non handicapped parking be designated for fishing gear storage at the beginning and end of the lobster season, then returned to parking for the summer season. That way lobstermen have a sizable convenient area for transferring gear, while maintaining parking capacity during the peak months.

3/22/2022 7:53 PM

Perhaps one parking permit for every island residence can be allotted like many other parking areas with limited space. Commercial workers should be asked to park in a satellite parking area.

3/22/2022 5:22 PM

I think the stone wharf needs to have sheet pile used all around it, including expanding parking to the north facing cove. It will then be able to have fill put in to stabilize it all and paved over. This will help with the main problem of pedestrian safety and traffic flow by adding designated paths for walking and parking spaces not to mention drainage. It should not be raised more than 1 to 2 feet at this time for the simple fact that the predictions, and they are only predictions, of sea level rise are not as detrimental to the continued existence of this wharf. If we do something that lasts 30 to 50 years, that seems very reasonable and completely in the best interests of the whole town. The very few times that the wharf has washed over have been in a storm, on a very high tide. This happens at best, two times a year. And very few people come and go in a storm. Move the CTC landing back by where the parking begins so that the end of the wharf is strictly for

fishermen and people in their own boats. With the widening of the Wharf Road and using the cove for expanding parking it should be a much safer place for all that use it. Thank you
3/22/2022 12:57 PM