

Chebeague Island Stone Wharf Public Meeting

June 29, 2022

Carol Morris, Morris Communications, reviewed the process to-date to get to the initial concept plan, reminding participants of the survey/comments, the four previous meetings and the materials (including the concept plan) posted on the town website.

Jason Gallant, Wright-Pierce, explained the principles behind a “concept-level” plan is, what kind of grant funding the Town might be able to obtain to help cover the cost of the pier upgrades, and a general idea of the cost of the concept plan presented.

Barney Baker, GEI Consultants, provided details on the concept plan provided to the community on June 24.

A series of clarifying questions were asked regarding the design, after which participants broke into smaller groups to make specific comments and suggestions. Those are detailed below.

Small Group Reports/Suggestions on Initial Concept Drawing

Table 1: Jason Gallant, Moderator

- Questions on why is the through-lane in the middle of the pier? Can it be on the outside? The reasoning was to minimize the amount of expansion into the natural resource area (cove) and allow the outer lane to be designed for larger, longer vehicles that can't handle a tighter curve.
- Barge Ramp: It is necessary to be able to launch a 35'-40' boat on a trailer from the barge ramp. The ADA parking in the middle blocks this non-boat time access to the ramp. Can parking layout or loop road alignment be revised to allow to be similar to present access to the Barge Ramp?
- Create an active pedestrian corridor to the south as well as the indicated corridor to the north.
- The design should have minimal curbs as this impedes snow removal and other maintenance.
- A suggestion was made to locate bike storage at the top of the parking area since bikes do not typically carry much in the way of luggage/gear/shopping.
- The B1-B2 Floats as located on the on plan are not very useful due to lack of all-tide access.
- The June-November “usable for fishing” area on the north side of the pier should be looked at more carefully in terms of what should be raised and what shouldn't. Part of this section needs to stay low for fishing boat access.
- Look at perimeter improvements around the finger of the pier – perhaps cantilever to maximize width?
- There was a discussion about the barge ramp being longer, and that it would be an all-water ramp.

Table 2: Barney Baker, Moderator

- Bikes and Scooters need to be accommodated on the plan and this type of transportation should be encouraged.
- The proposed loop system was discussed at length. Would it be better to switch 'Stacking' and the 'Main line' to avoid pedestrians crossing moving traffic? Barney explained that cars should be moving slowly and that the outside wider radius 'main' lane was needed for trucks and buses

that required more room to turn. The design team will look at switching the lanes with the understanding that it will likely increase the footprint of the pier expansion and thus the cost of the project.

- It was generally felt that a wider pedestrian walkway area was needed adjacent to the pickup/drop-off lanes to accommodate the large amount of luggage/grocery piles and pedestrian activity along the pickup/drop off area.
- Fisherman at the table were concerned with the relocation of the B1-B2 floats and the C & D floats.
 - B1-B2 floats would move into shallower water because they were displaced by the double gangway/ramp to the ferry.
 - C&D floats were incorporated into the Basin floats and would not be 'separated' from other areas. These floats are there only deep-water access
- Fishermen suggested deep-water access could be obtained by a pier expansion towards the ACOE deep-water dredge channel from the working waterfront location.
 - Show Limits of Channel on the plan
 - B1-B2 floats are still desired.
 - Pier alignment could increase available berthing but will need to consider Barge Ramp access and grading.
 - A separate pier will need to be at the elevation of the main pier which is being raised to accommodate sea level rise. The fisherman would be willing to consider a hoist in this area.
 - The pier might serve as a temporary landing for the ferry when the main pier was under construction.
- The fisherman thought that non-commercial vehicle access for folks using the basin floats could be accommodated in the plan.

Table 3 – Carol Morris, Moderator

- There was concern that the pier is the gateway to Chebeague and as such should be attractive and the viewshed was continued. It was recommended that landscaping (benches, greenery) be included in the design.
- Right now the parking in the middle of the pier for ADA requires pedestrians to walk across traffic to access the ferry and the rest of the pier. An ADA-accessible walkway across traffic should be provided.
- Not enough room has been allocated at the top of the new ferry ramp for the large amount of luggage and unloading that takes place in this location.
- More bike storage is needed and space should be allocated.
- It was suggested to turn the pier expansion sideways for better traffic flow and possibly less environmental impacts as a result. (It was noted that ACOE is responsible for changes to tidal areas and DEP is responsible for changes above high tide – and they have different rules and priorities.)
- Floats B-1 and B-2 will not work where they are relocated as there is not enough water.
- The design should include railings where all grade changes occur (south dock by barge ramp).
- It was suggested that in general, a way to minimize vehicles on the island should be explored. It was noted that this came up during the earlier meetings, and discussions of some sort of public transit to the pier would be worth having.

In closing, Carol noted that the next steps would be to revise the concept plan and the cost estimates and meet back with the Board of Selectmen committee members and town administrator to determine how and when to bring a revised plan back to the community.