

STONE WHARF MEETING #4 – PARKING: May 12, 2022

This meeting considered a range of actions to address parking at the Stone Wharf.

FULL GROUP DISCUSSION

ACTION 1: IS IT POSSIBLE TO ADD MORE PARKING AT THE WHARF

- Colin Greenan, Maine representative for the Army Corps of Engineers, spoke about the Army Corps' evaluation process for permitting decisions. He emphasized that the Corps cannot say yes or no to any proposal until they have an actual application in hand. But he indicated that a minor enlargement of the wharf to facilitate safety and access would be much more likely to be approved than any enlargement to provide additional parking, especially if other options for upland or satellite parking are available. He also noted that there is an approximate \$12 per square foot compensatory mitigation fee issued by Maine DEP for both temporary and permanent impacts to the coastal wetland for any enlargement of the stone wharf.

SMALL GROUPS

ACTION 2: HOW TO MANAGE EXISTING PARKING BETTER

Group 1

1. Based on suggestions made at previous meetings, how can you make the most of the parking space you already have?
 - ***Enforcement:*** *In general, what would better enforcement look like in terms of parking? What would be enforced?*
 - This group felt that enforcement on the Stone Wharf is not working well. Enforcement is selective, tickets are often not paid, and there is no access to towing or booting. They unanimously thought that enforcing the current rules was the correct first step.
 - They also suggested creating a more formal way to get a 24-hour+ parking exemption approved should work or a medical emergency (for example) make that necessary.
 - They identified that a barge load/offload at the same time as a ferry arrival/departure is more than can be accommodated at the Stone Wharf. They suggested working with CTC to try to avoid this.
 - It should be required for anyone barging a vehicle in either direction to be with the vehicle when it was loaded or offloaded so it does not sit at the wharf for extended periods of time.
 - They were unsure as to whether the current system (1 hour daily/365 days) was inadequate; they did think that a parking attendant (used in the past) would be very helpful in managing parking issues.
 - ***Contractors:*** *How could contractor parking be accommodated differently?*
 - This group strongly believed that contractors should not be allowed to park at the Stone Wharf. Many of them have large

trailers and take up multiple spaces. The islanders who are hiring the contractors should be responsible for picking them up/bringing them back to the ferry and finding a place for them to leave their vehicles during the week. A satellite contractor lot was discussed; some people did not think island taxpayers should have to pay for a parking lot for contractors' vehicles.

- **Non-resident Islanders:** *Is there any way to reduce the number of vehicles on the island used by non-resident islanders?*
 - This group noted that one reason people bring their cars to the island is that it is depending on the length of the stay, it can be cheaper to barge a car over than pay the daily parking fee. This should be looked at by CTC in terms of a better balance.
 - The group was supportive of the need for cars by non-resident islanders during their stay. They felt the island was too large for other kinds of transportation (bikes, golf carts). There was also some feeling that bikes and golf carts are not driven safely on the roads.
 - However, there was support for islanders who pay taxes having priority in terms of parking at the pier. The group unanimously voted a willingness to EXPLORE the use of parking stickers to provide this benefit for this group. There was concern that it would be a logistical nightmare, but nonetheless they all felt it worth exploring.

- **Other ideas?**
 - The group was unanimous in their willingness to EXPLORE some kind of bus system. It was proposed that since the town already owns the school bus, that could potentially be used during off hours. Another suggestion was to find a grant that would pay for an electric bus. There was discussion as to how often the bus would be necessary – perhaps just for the first (and last?) two boats, and that loading and unloading help might be needed. Possibly only summer, possibly year-round as well. Regardless, this is worth investigation. They all felt that while taxis had been useful in the past, the current insurance situation makes them insupportable from a cost standpoint.

ACTION 3. PROVIDE ALTERNATIVES TO PARKING AT THE WHARF

1. Consider the pros and cons of a **future summer auxiliary lot paired with a shuttle.** What are the pros and cons?
 - The group was open to this idea but felt a shuttle would not be practical and most people could walk. They are open to a lot that is walking distance from the pier, and there was brief discussion of several parcels that could be appropriate.

Group 2

ACTION 1: ADD MORE PARKING AT THE WHARF

- This group focused on parking on the pier, i.e., if the traffic flow on the pier itself is improved by a circular flow, there would remain only a small place in middle, which should either be for handicapped accessible parking or for CTC employees. These spaces would be replaced in two other locations – first the upland area currently owned by the golf course, which could offset parking for 30-35 cars, and second, by widening Wharf Road to two full lanes and putting angled parking on one side.
- The group emphasized that there is a need to look at all three projects (pier, parking lot, widening road) in unison, it is essential to have approval for all three at the same time.
- Similar to Group 1, this group noted that when a barge is loading/unloading at the same time at the ferry, it is as mess, with cars queuing up the hill. Their suggestion is to have cars park up hill in a “cell phone lot” s that each car can be summoned down to the pier in an orderly way as needed.
- The group agreed that rescue and school bus should have priority: rescue for obvious reasons and the school bus because everyone is in agreement that kids’ safety should be paramount.
- Once the new flow is in place – or even before - the group recommends community education and enforcement to move towards a more logical, safer flow. A video or other simulation could be created in advance of the construction and posted to the Town website and social media to help people learn how to operate in the new traffic pattern.
- The group felt that eliminating all backing up on pier would increase safety – but that exceptions would have to be made for certain classes of vehicles – lobstermen when shifting traps, for example. But the goal is to reduce it as much as possible for safety reasons.

ACTION 2: MANAGE EXISTING PARKING BETTER

2. Based on suggestions made at previous meetings, how can you make the most of the parking you already have?
 - **Enforcement:** In general, what would better enforcement look like in terms of parking? What would be enforced?/**Contractors:** How could contractor parking be accommodated differently?
 - This group felt that enforcing the current 24-hour limit would go a long way towards solving the contractor problem. They were concerned that there would be unintended consequences with contractors not being allowed to parking trucks as it is already challenging and expensive to build on the island.
 - The group was interested in discussing the feasibility of a permit system, similar to the sticker discussion at the Group 1 table.

ITEMS TO EXPLORE

- The group talked about the pros and cons of pervious (upaved) pedestrian pathway on Wharf Road in order to minimize having to install an expensive and space consuming stormwater drainage system.
- The group also talked about the benefits of carts for hauling items back and forth from Wharf Road if people were not doing the active drop-off loop and also discussed the possibility of a shed at the Stone Wharf, both for housing the carts in wet weather and to have a dry place to wait for the ferry. Parking along Wharf Road could be supported by cart kiosks mid-way and at the top of the hill to wheel goods to the Stone Wharf.
- Finally, there was a question about winter maintenance of a newly designed pier. Jason noted that the design would take into account the size of the town's plow vehicles, and that the design would delineate traffic patterns and pedestrian areas with painted surfaces or seasonal stanchions that can be removed for winter maintenance purposes.