



MINUTES FOR THE SELECTMEN /EXECUTIVE COMMITTEE PUBLIC HEARING 05/25/2013 TOWN OF FRYE ISLAND

START	END	NEXT MEETING	NEXT TIME	NEXT MEETING LOCATION
0900	1124	N/A	N/A	Frye Island Community Center

ATTENDANCE

EXECUTIVE COMMITTEE:

The following members were present: **Town Manager:** Wayne Fournier

Mark Thomas – Selectman

Treasurer: Joe Potts

Brian Walker – Selectman - Absent

Others in attendance: See Attached Attendance List

John Nun – Selectman

Mark Gray... JAMM engineering services

Dave Bond

Bob Sutherland

Gary Donohue

Tim McCarthy

**The public hearing was opened at 9:00 AM by Town Manager Wayne Fournier
Wayne introduced the Elected Officials that were in attendance**

05/25/2013 **E-911 Street numbering program:**

Wayne presented a map showing the Island Roads and identified the fact that emergency response agencies were having difficulties using the Frye Island lot numbers as Island addresses. Without a thorough knowledge of the Island it can be extremely difficult to find some of the lots. Delays created by these difficulties could prove to be the difference between life and death in some emergency situations. A volunteer member of the Fire Department has been available in the past to guide the emergency vehicle to and from the emergency but changing to a more conventional addressing system must be made to in the event that a guide is not available. Wayne mentioned that the first step in the process was to review all of the streets and roads on the Island, determine which names are similar enough that they could cause confusion, and change those names. This is where we are in the process. In a meeting with the Fire Chief, the Police Chief, and the Public Works Director, the following streets were identified as being similar enough to cause confusion when attempting to find and address. Leisure Lane – north of Sunset Road and Leisure Lane –south of Sunset Road; Birch Circle and Birch Road; Harbor Road and Harbor Lane; Hilltop, and Hillside and Hillcrest; Leap View and Lake View. Wayne has received a number of suggestions from residents and encouraged others that live on these roads to do the same. The suggestions will be provided to the Executive Committee for final determination. It was suggested that when the change is made, it be made in the spring before residents change their addresses to the Island for the season. Wayne didn't see any problems complying with this suggestion.

05/25/2013 **Development of the Willis Property – Ring Road**

Wayne opened the hearing by introducing the members of the Executive Committee that were present. Wayne stated that there were two separate issues identified that needed to be addressed. One is parking on the mainland. We have space for 10 to 12 vehicles on the northerly side of the access road before the overflow gets to the Cape Road. The other is the very serious safety hazard that develops when the vehicle queue waiting to load the ferry extends onto the Cape Road. The frequency of this happening is only expected to increase as we approach full build out of the Island. Wayne then gave a chronological history of the property on the mainland:

- 2002- Purchased a 15 foot strip of land on the northerly side of the pavement on the ferry access road from Carl Bloom for \$10,000. Prior to this purchase Frye Island didn't own the property where the cars were parking. Appropriation approved 10/12/2002
- 2002- We attempted to purchase property in Raymond at the intersection of Wittemore Cove Road and Raymond Cape Road. Frye Island approved the appropriation to purchase the property on 10/12/2002 but Wittemore Cove Association deed restrictions prevented our intended use so the effort was suspended.
- 2004 -Established the Frye Island Transportation Committee to review all aspects of Frye Island transportation, both near term and long term, and make recommendations to the Executive Committee for improvements.
- 2005 - Purchased approximately 25 acres on the Raymond Cape Road from the Willis family for \$275,000. Appropriation approved 10/08/2005. It was determined at this town meeting to borrow the money from the town surplus (Undesignated Fund Balance) rather than from a lending institution to save the interest.
- 2009 - Established the Long Term Transportation Reserve (LTTR) to fund long term transportation projects. This reserve was funded by increasing the property development factor in the real estate program. The contribution to this reserves amounts to approximately \$105,000 annually and we now have about \$400,000 in this reserve.
- 2011 - Provided a warrant article to appropriate \$30,000 to develop final engineering plans for the Ring Road so these plans could be submitted to the Raymond Planning Board and the DEP. Appropriation approved 10/08/2011
- 2012 - The engineering plans were submitted to the Raymond Planning Board for its July meeting.

In addition, Wayne identified a number of potential solutions to the ferry traffic issues that were reviewed by the Transportation Committee. These included the following:

- Third Ferry....This option was dismissed. It was determined that if we operated three ferries they would just get in each others way because of the short distance between the mainland and the Island. 3 ferries would actually reduce the number of cars that could be transported.
- Widening the ferries....This could possibly increase the number of cars on a ferry by 3 but would require widening the slip way and the gantry system.
- Lengthening the ferries....This was dismissed because it is necessary to turn the ferry around when it leaves the mainland and there isn't sufficient room in Rubb's Cove to do this. If the ferry had to back all the way out to the lake it would be dangerous and actually slow down the transit.
- Purchasing a pontoon style passenger ferry....This had some merit because a ferry of this type would not need a gantry system for loading and unloading. A standard dock would be adequate. In addition, a number of docks could be strategically placed around the Island making parking easier and this could help facilitate an Island evacuation if needed. However, this option would require a parking option on the mainland.

After providing this information, Wayne turned the hearing over to Dave Bond to review the conceptual plans for developing the Willis property and the final Ring Road plans that were submitted to the Raymond Planning Board and to the DEP. Dave explained that the Transportation Committee had brainstormed through a number of designs for the development of the property, had reviewed them with the Executive Committee at public meetings, and with input from the Executive Committee had settled on the Ring Road plan. The first plan that Dave shared with the attendees was one of the original concepts that included all of the elements considered to be the ultimate plan. This consisted of paved parking for approximately 150 vehicles, a secured area for golf carts, a building to serve as the winter town office, ferry office and a staging area for store deliveries and for packages for residents, and the appropriate travel lanes for autos, golf carts

and pedestrians from the parking area to the ferry terminal. The Executive Committee asked the TC to get some idea of the magnitude of the costs for this plan so the engineers were asked to professionally guesstimate the cost of this plan. This guesstimate was in the \$1,050,000 range. Dave emphasized that this plan was very unlikely to be built in his lifetime but it was a necessary step in the development process. He also mentioned that it was critical in the design process to insure that whatever was done as part of the initial development of this property wouldn't have to be destroyed or significantly changed in order to expand when and if it happens. Dave then went on to present the "Ring Road" plan that was submitted to the Raymond Planning Board. The Ring Road is basically just that. A road through the property from the Quarry Cove Road back to the Raymond Cape Road which would provide parking for approximately 35 vehicles, an area where stacking of vehicles could take place when necessary to get them off the Cape Road, and a travel lane from this area to the ferry access road. Dave mentioned that we had received a couple of estimates for the installation of the Ring Road, one in the \$150,000 range, the other in the \$225,000. However, until we know the requirements of the Raymond Planning Board and the DEP, we can't get firm cost estimates. Questions were asked about the possible plan to spend some / or all of the LTTR on this project instead of the ferries or the gantries. Wayne mentioned that the gantries were the critical link in the ferry service. We have 2 ferries so even if we loose one for an extended period of time, we still have one available but if we loose the service of one of the gantries we have no way to dock the ferry and load / unload the ferries. That being said, Wayne also told the attendees that we have had a naval architect survey the ferries and the engineer that designed the gantry systems inspect both gantries. In both cases there are mechanical components that could fail but we do preventive maintenance and we have spare components. The failure of a component in these systems could cause one of these systems to be out of service for a short period of time but the probability of a total failure is very remote. As long as we continue our maintenance program, it was the opinion of the engineers that these systems should last a long time to come. There were also some questions about using flashing lights and or a "flagger" to warn vehicles approaching the ferry when the queue extends onto the Cape Road instead of constructing the Ring Road. This approach wouldn't solve the parking problem, and there would be many times when the backup occurs when no-one was scheduled to act as a flagger. There are many unplanned external factors that result in a queue forming on the mainland. Obviously, an issue with one of the ferries can reduce the number of vehicles that can be transported. But a medical or fire emergency can cause the vehicle queue to extend onto the Cape Road as can traffic issues on route 302. Wayne stated that it is important that we are able to get these vehicles off the Cape Road when these issues arise. Both Wayne and Dave assured the attendees that the Ring Road submittal to Raymond and the DEP was one of the first steps in the process. Once Raymond and the DEP have finalized and approved our submittal, we will be able to get proposals to construct the Ring Road project and then the Town will again hold a public hearing to present the final approved plan to the residents. Following a hearing, the BIT / Town voters will be required to approve the appropriation of funds before construction can commence. First selectman, Mark Thomas reiterated this process and assured the attendees that no construction would begin until approval was received from the voters. Once the facts were presented there appeared to be little resistance to seeking approval of the project plan from the Raymond Planning Board and the DEP.

The public hearing was adjourned at 11:24AM