

**Bar Harbor Ferry Terminal Advisory Committee**  
**Public Meeting**  
**September 11, 2017**  
**5:30 p.m.**

**Attending:** Ruth Eveland (Chair), Tom Crikelair, Anna Durand, Scott Hammond, Ted Koffman, Kristy Losquadro, Joe Minutolo, and Heather Sorokin. Also: Elizabeth Swain and Kathy Garrard, Facilitators from POWER Engineers and Cornell Knight, Town Manager

**Opening Remarks:**

The meeting began at 5:31 p.m. with a welcome from Ruth. The purpose of the meeting is to gather information and respond to questions from the public.

The committee members introduced themselves. Elizabeth Swain introduced herself and Kathy Garrard as the consultants from POWER Engineers, engaged to assist with facilitation and documentation.

Ruth explained that four subcommittees have been formed to look at options for the terminal. All subcommittee and advisory committee meetings are posted and open to the public. The four subcommittees will meet next the week of Sept. 18 in the Council Chambers. Committee assignments are “happenstance.” The final decision will likely be a hybrid and the result of merging the different perspectives.

The four subcommittees are looking at ferry terminal reuse options:

1. Cruise ship with berthing
2. Cruise ship with tendering
3. Various maritime uses
4. Other uses (non-maritime; “pie-in-the-sky”; purchase property outright and use for other things)

Attendees were advised to sign in if they wished to make remarks. Speakers will be taken in the order of sign-in and were asked to keep remarks to three minutes and to state their name and address.

**Public Comments:**

1. **Gary Conrad, Bar Harbor.** Ex-biologist. Frenchman Bay Atlas is a valuable source of information. The largest identified area of sea scallops is in front of the ferry terminal. Likely suggestion of a mega pier does not seem to improve the habitat. Will there be an economic impact statement as well as a biological impact statement?
2. **Abigail Conrad, Bar Harbor.** Cruise ship desirability is growing quickly without investment in mega piers. Key West opened the gates to cruise ships and found that hotel and restaurant business fell off, and they reverted to limited cruise ship arrivals. What evidence is there to make this change? If we build a big pier, how could we go backwards from that?
3. **Lauren Donnelly, Bar Harbor.** Opportunities: marina for kayaks and private boats, ferry service, parking. Problems: sightseeing could be moved with parking, uses could be included. Prefer no commercial uses other than the maritime uses. No banks, restaurants, gift shops.

Northeast Harbor – enjoy harbor and see stars. Would like to see restrooms with showers, bus stop with shelter and parking. Financial info, impact environmental, visual impacts in all directions and impact of noise, light and air quality are all important considerations.

4. **Tom Burton, Bar Harbor.** Excited to see 40+ people work on this project. Another \$3.5 million might sell us this site with no strings attached. Is the MDOT offer formalized? MDOT has final say on two things: maritime transportation and if the project is viable. Need some guidance. Need to involve Acadia National Park. Example: We could propose a \$40 million facility and they could enact bus restrictions. The town used to do the tendering; would like to see tendering come back for revenue stream.
5. **Jeff Miller, Bar Harbor:** Neither for or against anything at this point. Questions for berthing committee: A. If we have two-ship berthing, has consideration been given to resulting emissions? B. If we build a 1,600-ft. long pier, part of it may be in the waters of Gouldsboro. Has that town been considered? They need to be involved. Right now we get ships in – if they decided not to come here anymore, we're out nothing. If we build it, we've got quite an obligation and at the mercy of the cruise ship industry. A marina would be great, as there is a long waiting list for mooring spots.
6. **Paul Paradis, Bar Harbor:** Town Council Chair. When you evaluate various options, look at evaluation work from 2012. The process leading up to 2012 report evaluated similar scenarios and the consultant used an intricate financial model. Understand some have disagreed with this work and the people who have done it, but ask that people find it in their heart to take a second look. There is tremendous potential value to the town to solve a lot of problems. Also has the potential to be a huge financial burden. Simple development could cost as much or more than acquisition. Stay focused on options and uses that make financial sense.
7. **Ken Coburn, Bar Harbor:** Thanked all for serving. Shared w/ Gary Friedman. General thinking is that something should be done w/ the property. Former air regulator. Main concern is in the Islander article. Questions seem pretty one-sided. Need to be set of corresponding questions: What problems could be created? Transportation impacts? Impact on Acadia? Environmental impacts? Brownfield cleanup? What specific costs – direct and indirect – would accrue to town? Rational and balanced assessment means looking at how bad it could be.
8. **Michael Good, Bar Harbor.** We have been an economic hub since the 1800s. Growing need to use this economic development wisely. We could also be revitalizing our marine fisheries, making it part of environmental reward. Fisherman/lobsterman facilities to benefit jobs and the fishing industry. Good venue to do this.
9. **Carol Chappel, Bar Harbor.** Tendering subcommittee member but speaking as resident. If the town receives tendered passengers, how would that play out for us? Might that revenue be used for the bond? What would need to be put in place if town ran tendering? Why did the town stop tendering?
10. **John Dargis, Bar Harbor.** Plea for public access to the water, including small boat access (kayakers). For a shorefront community, there is inadequate public access to water. Have to go to town pier and tough in summer with parking and difficulties with ramp.

- 11. Ed Damm, Bar Harbor:** Thanked Paul for his efforts. Good access to the water is important. Concerned about safety: if you've ever transferred from boat to boat, it can be done but there are incidents (bumping into each other and the docks). Are there other poison pills (MDOT revision clause) that we need to know? Support small boats, boat-related business, boaters' restroom with shower and a boat ramp that is easy to get up and down. If ships berth, can they shut off their engines? Maybe work with Emera to get power to them. Could have somebody holding line instead. Smoky diesel. If we bring in more people, we've got to move them around. How do we get them out of there? Doesn't want a boat operating as a B&B tied to any hotel. Would like the subcommittees to allow public comment.
- 12. Dennis Bracale, Bar Harbor.** Economy of this area is the most important. Natural environment drives this. Our children are going to be in a world that is much more degraded and has less natural area. Bring in giant ships but strengthen community by doing something small-scale. One possibility is not having big ships, but have boutique ships instead. Let's not go so fast that we spend so much money. Keeping the site is important –what would it cost per person if we did nothing and developed plan?
- 13. Aaron Dority, Executive Director, Frenchman Bay Conservancy.** Wants assurance that whatever outcome is selected does not have a negative environmental impact on Frenchman Bay. Would like Environmental Impact Statement prepared that includes opportunity for public input.
- 14. James Patterson, Hancock.** Fiduciary responsibilities – trying to make revenue to pay for cost. Have you considered or sought private support? Significant private money may be available as alternative to building pier. Other ideas to pie-in-the-sky committee: old blue nose terminal is intro to entire state of Maine. Opportunity to create exposition to tell story about Maine-Jackson Lab, MDI, COA, UMaine. He talked to an attorney with port authority experience, who said that once a port authority is proposed, it is never turned down even in the face of public opposition. Electrical hookup for the ships could be several million dollars. Emissions would go directly into Bar Harbor.
- 15. Anne Damm, Bar Harbor.** Traffic and congestion is very noticeable. Would love to see ferry terminal be developed so most of bigger cruise ships could be berthed and not all the tendering and the busses on West and Main Sts. Quality of visitor experience would be much improved. Would like to go back to days when there was less congestion. Coordinating transportation flow into Acadia needs to be compatible. Maybe have smaller day tour busses to reduce congestion. Watched a lot of near misses by cruise ship tenders. Encourage more berthing. Is a ferry to Nova Scotia being considered?
- 16. Bo Green, Bar Harbor.** Does not want a berthing pier for many reasons including air and light pollution. Having big boats so close to land is undesirable. If this means great, big giant ships don't come – great. Hoping everybody considers the legacy we leave. People come for the natural environment. If we alter the natural experience dramatically, the desire to have more people is disturbing. Don't get to abuse this natural place.
- 17. Jeff Miller, Bar Harbor.** Neither for nor against. Heard idea of marina there. We have a long waiting list for moorings in harbor. Not quite as protected as Southwest or Northeast.

- 18. Deborah Page, Bar Harbor.** Asked for clarification of process timeline. How many meetings and what is process of those committees coming together to report back? Can we extend that?

*Ruth Eveland: The deadline fits in with the town's deadline. The lead group meets every other week and subcommittees meetings are on the alternate week. Goal is to meet four times.*

*Cornell Knight: Committee recommendation is due to the Town Council by mid-November for 11/21 vote on whether to purchase, which would be put out to the voters on June 18, 2018. The Town needs to let DOT know by 11/30.*

- 19. Martha Searchfield, Bar Harbor.** FEMA added a "rumors" page on their webpage Maybe Bar Harbor could have the same, with people posting sources of information so others could see.

- 20. Dan Gregory (residence not given).** Where are our state representatives? (Rep. raised hand in the audience). Feels the state is inflexible in giving a November 30 deadline.

- 21. Dessa Dancy, Bar Harbor.** Tendering subcommittee. Would the Town Council choose a difference recommendation than the committee offers?

*Dennis Bracale suggested the committee make a presentation about findings and recommendation with opportunity for public input.*

*Laureen Donnelly asked if the state is planning to develop a pier for mega cruise ships.*

*Scott Hammond asked for a definition of "mega cruise ship." Gary Conrad responded that a Google search produced a definition of ships that are more than 1,000 feet in length capable of carrying 6,000 passengers and 2,000 crew members.*

- 22. Craig Waldron, Bar Harbor.** Chemist at Jackson Lab. Diesel will cost enviro footprint, as will the paint on the bottom of the cruise ships. The paint leeches biocide when the ship is in the water for that long. It has a negative effect on marine life like crabs.

*Scott Hammond asked Mr. Waldron to send links with this information to the town office.*

- 23. Matthew Hochman, Bar Harbor.** Encourage the committee to reach out to Dr. Jane Disney who did water quality study for the town and did not find anything from cruise ships. Also, the newer ships are more environmentally friendly than the smaller, older ships that we currently get due to improved manufacturing practices.

There being no further comments from the public, the meeting was adjourned at 6:49 p.m.