Nor' by East, Spring 1984

Casco Bay Island Development Association

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PARTY FOR CBIDA PERSONNEL

With the celebration of two years' activity of The Casco Bay Island Transit District, Boone's Harborside was a scene that fulfilled dreams that had been held for at least a dozen years. Passengers and crew, staff, managers and directors of Casco Bay Lines were gathered under one roof for a party together.

Peter Murray had been aboard as pilot when the going was really rough during that dozen years. Dick Thurlow had kept the enterprise on even keel and meeting the schedule when everything else was all at sea.

Pamela Plumb, Tim Honey and Tom Valeau represented the City of Portland, that had stood by more than once.

As host, Stuart Laughlin presided, presenting a calligraphy of appreciation contributed by Bill Armstrong of the CBIDA steering committee to Manager Patrick Christian. The citation from the Maine legislature recognizing district employees for their efforts during a recent fire on Custom House Wharf was also in evidence.

Pat Christian passed around cards of appreciation constructed by members of the Peaks Island Girl Scouts under the leadership of Irene Fitzgerald. He also introduced members of staff and crew who were seated at the tables, as well as the president of the transit district, Gerald German.

The CBIDA committee who put the party together included Sister Nola Wells of Little Diamond, Kay Carr of Great Diamond, Warwick Felton of Long Island, Howard Heller and Ann Wise of Peaks, Rev. Neillie Lane of Chebeague, Godin Howard of Cliff, and Carl Hall, chairman.
The Parking Problem and How to Solve It has been given top priority at the August Annual Meeting of CBIDA when the Steering Committee has asked for input from the membership as to projects and goals for the year. In recent years, other unforeseen but vital issues—particularly the matter of boat transportation after parking—have claimed the attention of the Steering Committee.

GOOD NEWS. This year the Transportation Committee, under the chairmanship of Bill Armstrong, Chebeague, has been able to give the Parking Problem serious attention. At the April meeting of Steering Committee, Tom Valleau, City Director of Transportation and Waterfront Facilities was invited to discuss this issue with the members.

BAD NEWS. At the moment, the Parking Problem is not only serious, but stands to get worse. Tom Valleau summarized it as: 1984—acute; 1985—very tough; 1986—nothing great.

GOOD NEWS. City Manager Tim Honey hopes to have 400 new parking meters installed at Maine Medical Center and in the Old Port Area with the profits pledged to the waterfront—hopefully, parking.

BAD NEWS. It is expected that the first year's revenue will have to go towards paying for the meters. The Old Port merchants are expected to oppose the meters in that area. Metered parking is no help to islanders what with the length and wetness of the walk to put in the money for the next hour.

GOOD NEWS. The Urban Mass Transit Authority (UMTA) which is helping to finance the terminal will only consider space for 200 cars. The city would have to pay the entire cost of an additional 200 places. UMTA, convinced that 200 spaces will accommodate regular islanders, is not authorized to provide tourist parking, and cannot be persuaded to change its mind.

GOOD NEWS. Everyone agrees that islanders should have first priority on the available space.

BAD NEWS. No one has figured out how to make islanders instantly recognizable.

GOOD NEWS. Some sort of windshield sticker has worked in other places.

BAD NEWS. When year-round, on-site islanders have been accommodated, there will not be much, if any, room left for out-of-state summer residents, even those of long tax-paying standing, to say nothing of guests and tourists.

GOOD NEWS. The Transit District has a vital interest in making it possible for tourists to park and embark.

BAD NEWS. The Transit District is still absorbed with getting on its own financial sea legs, while wouldbe rivals keep attempting to clip its waterways.

GOOD NEWS. The City is confident that Bath Iron Works will be able to accommodate its workers on its own site, since they are very adept at car pooling.

Please turn to p. 7
COME TO THE ZOO

Travelers on a recent Saturday afternoon trip down the bay were treated to a bit of a zoo experience.

At Peaks Island a family of mallards, an eider duck and—yes, folks, I'm not kidding you, just look at that neck—a swan! Passengers on the upper deck threw food into the water but the swan got his dainties only after fending off an attack of dive-bombing seagulls.

Then at Long Island, the boat was met by a member of the bovine species. A deckhand requested a glass of milk—obviously without looking, as the creature had no udder. A handsome black and white animal, the steer is the property of a Long Island family who found themselves too fond of their pet to use him for the purpose they had originally intended.

Not only did they spare his life, but spared their neighbors the problems of a rambunctious bull by having him become a steer. They are now able to give the best answer when Price Is Right star Bob Barker asks, "Have you had your pet spayed or neutered?"

The problem of solid waste disposal on the islands was the topic of discussion between Mr. George Flaherty, Director of Public Works for the city, and the CBIDA Steering Committee at the March meeting. Before the meeting Steering Committee members had received copies of the Study of Solid Waste Management Alternatives, prepared for the City of Portland by the Council of Governments.

This study showed the summer daily waste load in pounds per day on a 7 day basis to be:

<table>
<thead>
<tr>
<th>Island</th>
<th>Waste Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cliff</td>
<td>630</td>
</tr>
<tr>
<td>Great Diamond</td>
<td>378-420</td>
</tr>
<tr>
<td>Little Diamond</td>
<td>315-36</td>
</tr>
<tr>
<td>Long</td>
<td>2520-3150</td>
</tr>
<tr>
<td>Peaks</td>
<td>9450-12,600</td>
</tr>
</tbody>
</table>

Reports of the sale of Fort McKinley and the offering for sale of the Phoenix property on Long Island, with the potential for developers they represent, Mrs. Longcliff Peaks is most displeased. She's standing in rubbish up to her knees. "Mr. Flaherty, save me, do! "Dear Public Works, it's up to you. "Save me! Save me! Haul this away! "Mr. Flaherty, do it today!"

So Mr. Flaherty went to the truck. "Truck," he said, "help me HAUL AWAY THIS TRASH."

Truck said, "Get me a barge to sail on."

So Mr. Flaherty went to the barge. "Barge," he said, "Carry the truck to the mainland to HAUL AWAY THE TRASH."

Barge said, "Give me a high tide to float on."

So Mr. Flaherty went to the tide. "Tide," he said, "get high to float the barge, to carry the truck to HAUL AWAY THE TRASH."

The Tide said, "O.K., but only at certain hours—not all of them convenient."

Mr. Flaherty went back to the barge "The tide will be high, but only at certain times. Not all of them convenient."

Barge said, "I'll sail at the convenient times."

Mr. Flaherty went back to the truck. "Truck," he said, "barge will sail you when the tide is high. Tide will be high at certain times, not all of them convenient; but we will use the hours that are O.K. so we can HAUL AWAY THE TRASH."

The Truck said, "I can't sit around all night full of trash. I must go to the baler to be emptied."

So Mr. Flaherty went to the baler. "Baler," he said, "be ready to empty truck when the barge has brought it on the convenient tide so we can HAUL AWAY THE TRASH."

The Baler said, "O.K. but I close down at 4 p.m."

So Mr. Flaherty went to truck and said, "Baler will
WASTE IS WHAT WE WANT NOT

make the outlook more ominous.
Landfill dumps take up more room than islands can spare; gravel to cover them is not easy to come by on islands where solid ledge may be four feet or less below the surface, and such dumps are now illegal as is the dumping of cans, bottles, and other waste in the ocean. Dumpsters must be taken away on a regular basis and must have a place to sit and collect—preferably NOT on the wharf to greet visitors, especially in the heat of summer. Balers will not fit the lift bridge to get onto the Rebel even if the Rebel could accommodate them—which it can't.

An incinerator for Peaks would cost $480,000 and the cost of a building to house it is estimated at $66 per square foot—about $20 per square ft. more than a similar building on the mainland. Since there seems no cost effective way to deal with island solid waste disposal, even though the city is expected to give the problem top financial priority, a bit of Yankee ingenuity could prove helpful.

Although the COG study refers to pounds of waste—over two pounds per person per day—Flaherty reports that the real problem for him is bulk. Anything that can be done to reduce the bulk to be removed is a plus.

Recycling is one way to reduce the amount, but unfortunately a recycling dump must have a full-time attendant to control where the different items are placed. Such an attendant should also have the authority to enforce his directions.

Again, cost and red tape have to be considered. It might be feasible for some island organizations to check out the requirements for going into the recycling business with the profits going toward any special projects, not to mention stars-in-the-crown for the public service so rendered.

A $300 trash compactor for the kitchen may not be in everyone's budget but a return to the World War II technique is very cost effective—even producing a reduction in the number of trash bags needed by the individual householder.
A RAY OF HOPE

A doctor will be assigned to the Casco Bay Islands if the Federal Bureau of Health Professions accepts the recommendations of the State Bureau of Health Planning that the islands be designated a "health manpower shortage area".

At a public hearing in February, state officials Sophie Glidden and Mike Beachler told residents of Peaks, Long, Chebeague, and Cliff that the state's recommendations were usually followed, but that such designation did not guarantee a doctor.

Islanders from Peaks, Long, and Cliff took the afternoon boat to Chebeague for a meeting from 4:30 - 6:00 and were able to take the 6:30 p.m. boat home. The guests from the state took the boat too, giving them an opportunity for more conversation with islanders plus a real taste of what island living involves.

Although everyone had an opportunity to be heard, each island had a chief spokesperson to present its story. Peaks Island expressed appreciation for its Family Practice, but pointed out that it did not include the other islands in the bay and since it was a private arrangement, it could end at any time that the doctors' mainland practices might become too demanding.

Doctors assigned by the Bureau of Health Professions have received scholarships for their medical training and are therefore required to practice for three years in a health manpower shortage area. They may, of course, stay on if they wish.

The three specific criteria that must be met to qualify for such a physician are:

1. A rational area with sections relating to each other in some specific way.

2. A doctor-resident ratio of no less than 1-3500 except in extreme cases. However, the summer population on each island can be included.

3. A specified distance in miles from established medical care: 15 miles over secondary roads; 20 miles over primary roads; 25 miles over interstate highways. It was noted that our "roads" to medical service are under water and that the time of traveling to medical care is dependant to a degree on boat schedules.

The presentations included the fact of an increase of elderly in the population as more and more retired people embrace island living--the problem of taking possibly contagious patients--particularly children--on the boats, and (a real Catch 22) the problem of the patient who is too ill or too infirm to travel to the doctor, who was unable to prescribe appropriately without seeing the patient.

Those at the meeting--which qualified as the necessary public hearing before becoming designated--had an opportunity to meet Dr. Charles (Chuck) Rados, a resident in internal medicine at Osteopathic Hospital of Maine, who is interested in the unique problem of health care to a group of islands and would like to receive the appointment.

Dr. Rados, who previously visited the individual islands to learn of their health care concerns.

Chebeaguers were able to point with pride to their state senator, Bill Diamond of District 6, who had read of the meeting in the paper and had come over to be informed and to give help if necessary.

Early in March, islanders were informed by Senator Diamond and Edie Beaulieu that the State had recommended that the islands be designated as an area qualified for the appointment of a National Health Services doctor.

PEAKS ISLAND MAP

There is a new Touring Map of Peaks Island available in some Portland and Peaks stores. It will lead you past 50 sites in 5 miles along the perimeter. Sites are numbered and a complete text on the reverse side provides a bit of information about each one.

Art work was done by Boston/New York artist Ann Sayre Wise. Text was written by Ruth Sargent, Peaks Island author.

Great for hikers, visitors, and residents. 75¢ each.
Islanders were concerned this winter for the future earnings of the Casco Bay Island Transit District, established with such effort and hopes by the people of Casco Bay, when it was learned that the Public Utilities Commission had requested Governor Brennan to submit a bill to the current legislative session asking that the PUC no longer be responsible for regulating the fares and schedules of the Transit District.

The bill would also have removed from CBITD the protection of its present franchise for serving the bay, unchallenged by competitors unless such competitors should receive a special permit from the state, alleging that such service be required for convenience and necessity not met by by the CBITD schedules.

The Steering Committee of CBIDA met in special session to plan an organized opposition to such a bill and were relieved to learn from Rep. Edie Beaulieu that she had been assured--in writing--that the bill would not be submitted at this time.

The letter also noted that the concerns of the islanders would be given every consideration in the future. Steering Committee members were sympathetic with the time-and-money problems the PUC faced with hearings every time any ten persons chose to oppose rate increases that the CBITD Board of Directors felt were necessary to keep the Transit District running efficiently.

Presently pending is a request by Lionel Plante, Peaks Island, to run a water taxi service between the islands and Portland. The Transit District has asked that certain restrictions be placed on such a service to assure that it will not infringe on the operation of CBITD.

The problem seems to be not one of opposing the free enterprise system; but of facing the fact that studies have shown that there is not sufficient business in the Bay to keep several services in business.

While a non-profit organization, the CBITD needs to generate enough financial support to maintain its service and pay off its indebtedness which, as Bay residents may remember, was incurred under circumstances that many considered desperate.

PARKING (cont'd.)

BAD NEWS. Bath Iron Works plans to put on an extra shift and doesn't appear as confident as the City. GOOD NEWS. The Spring Street Garage is open for 8 hours on Sunday. Rufus Deering plans to go into the parking business at their site. Union Wharf, the Fish Pier, and Lion Ferry also have parking spaces available.

BAD NEWS. Prices for parking are about $50 a month and these places are available, but nobody says they are convenient.

GOOD NEWS. For those who have recovered from the Bad News prices--it is quite possible that with such money to be made, other landowners might be lured into the Parking Business as the requirements are minimal.

BAD NEWS. Commercial Street is due for major reconstruction in 1985. The work will take at least all of one construction season--and everyone knows when that is! Old Man Winter, it isn't!

GOOD NEWS. There is a possibility that for this summer, at least, parking may be made available at the site of the old Boston and New York sheds. Also there is a lot of space beyond Lion Ferry, by the gas company and the old railroad yards which might be available. Steering Committee, at its April meeting, added members to the Transportation Committee for the express purpose of exploring some sort of jitney-shuttle to run between outlying parking areas and the wharf.

Tom Valleau invited anyone who saw a likely vacant lot to give the address to City Hall so that the owner might be apprised of the opportunity to make Parking pay.

BAD NEWS. The days of cheap off-street, nearby parking are over.

GOOD NEWS. THE BEST bridge of communication seems to be opening between the islanders and City Hall and the islands and the city are cooperating creatively on a solution to the Parking Problem. Send YOUR ideas to your Steering Committee member.
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1983 - 1984

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