

July 1979

The Assessor has reported that there is no record on two properties, R5-46A and U4-22, as to how they were acquired by the Town, and he identified an additional 10-12 properties that could possibly be considered surplus. The Committee will review the properties for disposition and will recommend that 13 of the present 33 listed properties be declared surplus, plus any additional properties that the Assessor is now checking. The final list will be circulated to Town departments, boards and commissions for their input prior to submission to the Council for approval. He hoped the final, in depth report will be presented no later than the September meeting.

Councilor Feeney suggested that the Surplus Property Committee look into the Underwood School usage. He did not feel it is in the best interest of the Town to let the building set and deteriorate. Councilor Chenell explained that the Underwood School was declared surplus and put out to bid in 1977, but no bids were received. He questioned the disposition of the Brown Property abutting the Underwood School, which the Town proposed to purchase a year ago. George Shur explained that it has been discovered that there is a problem with the title to the Underwood School property relating to miswritten deed descriptions from the 1860 and 1870's.

Chairman Vail asked if it would be appropriate for the Surplus Property Committee to make a recommendation regarding the Underwood School building. Councilor Chenell replied that the Committee will make a recommendation on the Underwood School.

460.

Chairman Vail explained that this is a request from area residents to limit truck traffic on Brook Road from Blackstrap to Mountain Road.

A member from the public explained that she has taken a private survey and found there are times when there is one truck per minute traveling on Brook Road. She pointed out that it is a congested area and there are many children living in the area.

A member from the public questioned how much money is spent on trying to keep Brook Road maintained. She expressed her concerns on the truck traffic and the speeding of the trucks.

Richard Dudley explained that the truck traffic has picked up immensely in the past 5-6 years. He felt most of the truck traffic is using the Leighton-Brook and Blackstrap Road route to get to the industrial park to avoid using Lambert Street, which is very poor condition.

Councilor Harmon explained that Mr. and Mrs. Gribbin of 122 Brook Road were unable to attend the meeting but wished to express their concerns on the truck traffic, which starts early in the morning and goes back and forth all day. There are now 16 small children living on Brook Road between Blackstrap and Leighton Roads.

Councilor Feeney explained that the Ordinance Committee met with the State Highway Department concerning this item and it is the Ordinance Committee's recommendation to close this road to truck traffic according to the proposed ordinance.

104

Acting Manager LeClair explained that there is a problem in that Leighton Road from Gray Road to the bridge is state aid, which means he would have to obtain permission to sign the end of Gray Road so that trucks will not enter Leighton Road and have to turn around at the bridge. The problem with enforcing the ordinance is that truckers essentially could say they are not going through but are going just to Leighton Road.

Councilor Russell suggested adopting the ordinance as presented, proceed to see if there is some way to get the small section of Leighton Road removed from state aid and then extend the ordinance to apply to that section.

Councilor Russell questioned if public safety vehicles and the Greater Portland Regional Transportation busses should be included in the list of exclusions. George Shur explained that the vehicles mentioned by Councilor Russell may be providing services to a resident on Brook Road which would exempt them as well.

Councilor Chenell was concerned that no provision was made for the people living on Brook Road that are in the trucking business. George Shur explained that people living on Brook Road in the trucking business would also be exempt.

George Shur explained, in light of the fact that this could impose criminal penalties to a violator, that the "whereases" must be included as part of the proposed ordinance.

On motion, duly seconded, it was VOTED (7 Yeas) as follows:

BE IT ORDERED BY THE MUNICIPAL OFFICERS OF THE TOWN OF FALMOUTH, MAINE IN TOWN COUNCIL ASSEMBLED:

"To amend Section F of the proposed amendment to Chapter 702, Traffic Ordinance, to also exclude emergency vehicles, and to place the order for adoption of the amendment to the Traffic Ordinance on the agenda for August 27, 1979."

193. Acting Manager LeClair explained the request of Dr. Bidwell to accept ownership and maintenance responsibility of the private sewer system on Casco Terrace was placed on the agenda for discussion only because the request needs further discussion with legal counsel. When the sewer system was constructed in 1970-71, the Town assumed ownership of six private sewer systems, but the Casco Terrace system was not deeded to the Town because it was almost entirely on private property and there was no interest expressed on the part of the owners in turning it over to the Town.

Richard Goodenow, Sewer Superintendent, explained that if the Council accepts the Casco Terrace sewer line, the Association should be made to put in manholes and supply right-of-ways to the area.

Harold Jones clarified that the Casco Terrace Association does not include the sewer and that there is a separate sewer account. He explained that at the time the Town offered to accept the sewer line, the cost was tremendous because of the considerable distance from the houses to the sewer line. The sewer line does not cause continuous trouble except in the spring and the major problem is obtaining the equipment and access to maintain the line.