

BUCKSPORT INFRASTRUCTURE & PROPERTY COMMITTEE MEETING
6:00 P.M., THURSDAY, SEPTEMBER 6, 2018
BUCKSPORT TOWN OFFICE

- 1. Call meeting to order**
- 2. Roll Call**
- 3. Camera Project Discussion**
- 4. Request to purchase Map 33 Lots 66 & 67 David Carlow**
- 5. Town Dock accessibility proposal – CEO Jeff Hammond**
- 6. Proposed Changes to Town Sign allowing Banners**
- 7. Adjournment**

Committee Members:
Robert Carmichael Jr.
David Keene, Mayor
Peter Steward

Waterfront Camera System Upgrade

September 2018

I. Current System:

Current camera system is a mix of Air Gap Access Points transmitting surveillance data over the existing network. Existing cameras are analog and low resolution. Conversion of the analog signal to digital signal over our network has proven unreliable and has caused most cameras along waterfront to be ineffective. Recent incidents, such as theft from vendor at the Bay Festival, and recent agreement with the Knox Inn, have increased the awareness of the camera system inefficiency.

While evaluating the current system, I found the Air Gap Access Points reliable and functioning properly. However, the amount of data being transmitted over the system and the questionable performance of the analog to digital converter. Also, while reviewing recording for Bucksport Police Department, I found the video poor and of questionable usefulness after nightfall. There are also several areas along the waterfront not under surveillance. Examples of this lack of coverage include Flag Point, Marina parking lot, Marina docks, and central walkways.

II. System Considerations:

A. Network Throughput:

1. Modern network cameras use more network resources based on its megapixels and framerate.

Framerate reference:

<https://www.youtube.com/watch?v=W7LYhTPc-Nw>

B. Data Storage:

1. Data being received from the cameras needs to be centrally stored with redundancy. Hard drives will be raided for duplication, which will reduce storage by one-half.

C. Cameras:

1. Usable cameras that produce identifiable images of persons and vehicles. This will lead us to cameras of 4 megapixels and higher. Minimizing the quantity of cameras, but maintaining or improving viewable coverages is an expectation.

III. Proposed Solution:

A. Complete New System:

The primary response to resolving the issues with the current system is to replace the entire system, top-to-bottom. This is the most expensive route, however offers the best opportunity to not just become current, but

open us to future planning for this system. Attached is the breakdown of the project sections and the costs. Below is the synopsis:

Recording	\$ 9,463.80
Cameras	9,771.00
Network	3,040.00
Other	<u>330.00</u>
Est. Total:	\$22,604.80

B. New System highlights:

1. 30 Days of video storage
2. Better camera coverage
3. Expandability: Can link multiple recording devices into one software.
4. Exceptional video & image clarity.

Waterfront Camera System

Recording	\$ 9,463.80
Cameras	9,771.00
Network	3,040.00
Other	<u>330.00</u>
Est. Total:	\$ 22,604.80



Lessard, Susan <slessard@bucksportmaine.gov>

Bid on tax foreclosed properties

2 messages

David Carlow <1954dcsr@gmail.com>
To: slessard@bucksportmaine.gov

Sun, Aug 12, 2018 at 1:45 PM

I'm sorry if you have been getting my emails from my other address , I'm not sure if they have gotten through so I'm trying to reach you again , As to my bid on the properties on Central street map lot numbers M33L67 and M33 L66 I'm offering \$750.00 and to add them to my tax responsibility after this by adding them to my property on 71 Central street . Thank You for Your help on this and I'm looking forward to hearing from you .

Susan Lessard <slessard@bucksportmaine.gov>
To: David Carlow <1954dcsr@gmail.com>

Sun, Aug 12, 2018 at 3:12 PM

I will put your offer on the next council agenda.
Thank you for your offer.
Sue Lessard
Sent from my iPhone
[Quoted text hidden]

**RE Account 1988 Detail
as of 09/05/2018**

Name: UPTA ME ASSETS LLC TIP & Tenant in Possession

Land: 4,080

Location: CENTRAL LANE-abandoned '98

Building: 0

Acreage: 0.13 Map/Lot: 33-67

Exempt 0

Book Page: B5251P229

Total: 4,080

2019-1 Period Due:

1) 33.27

2) 33.25

Ref1: CK ON NEW LIENS JULY

Mailing 135 Pomeroy Road

Address: Athens OH 45701

Year	Date	Reference	P	C	Principal	Interest	Costs	Total
2019-1	R				66.50	0.02	0.00	66.52
2018-1	L *				64.12	1.88	67.34	133.34
2017-1	L *				64.52	4.50	67.12	136.14
2016-1	L *				68.40	7.56	76.50	152.46
2015-1	L *				55.14	14.58	76.68	146.40
2014-1	L *				53.02	17.78	64.70	135.50
2013-1	L *				50.47	20.50	69.70	140.67
2012-1	L *				48.83	23.31	68.61	140.75
2011-1	L *				48.83	26.79	67.88	143.50
2010-1	R				0.00	0.00	0.00	0.00
2009-1	R				0.00	0.00	0.00	0.00
2008-1	L *				0.00	0.00	0.00	0.00
2007-1	L *				0.00	0.00	0.00	0.00
2006-1	R				0.00	0.00	0.00	0.00
Account Totals as of 09/05/2018					519.83	116.92	558.53	1,195.28

Per Diem

2019-1	0.0037
2018-1	0.0071
2017-1	0.0072
2016-1	0.0076
2015-1	0.0107
2014-1	0.0103
2013-1	0.0098
2012-1	0.0095
2011-1	0.0095
Total	0.0754

Note: Payments will be reflected as positive values and charges to the account will be represented as negative values.

**RE Account 1243 Detail
as of 09/04/2018**

Name: UPTA ME ASSETS LLC TIP & Tenant in Possession

Land: 9,160

Location: CENTRAL LANE-abandoned '98

Building: 0

Acreage: 0.31 Map/Lot: 33-66

Exempt 0

Book Page: B5251P227

Total: 9,160

2019-1 Period Due:

1) 74.69

2) 74.65

Ref1: TAX SALE BY TOWN

Mailing 135 Pomeroy Road

Address: Athens OH 45701

Year	Date	Reference	P	C	Principal	Interest	Costs	Total
2019-1	R				149.31	0.03	0.00	149.34
2018-1	L *				148.42	4.34	67.34	220.10
2017-1	L *				149.33	10.42	67.12	226.87
2016-1	L *				153.90	16.98	76.50	247.38
2015-1	L *				127.74	33.76	76.68	238.18
2014-1	L *				122.72	41.13	64.70	228.55
2013-1	L *				117.75	47.83	69.70	235.28
2012-1	L *				113.93	54.38	68.61	236.92
2011-1	L *				113.93	62.46	67.88	244.27
2010-1	R				0.00	0.00	0.00	0.00
2009-1	R				0.00	0.00	0.00	0.00
2008-1	L *				0.00	0.00	0.00	0.00
2007-1	L *				0.00	0.00	0.00	0.00
2006-1	R				0.00	0.00	0.00	0.00
Account Totals as of 09/04/2018					1,197.03	271.33	558.53	2,026.89

Per Diem

2019-1	0.0083
2018-1	0.0165
2017-1	0.0166
2016-1	0.0171
2015-1	0.0248
2014-1	0.0239
2013-1	0.0229
2012-1	0.0222
2011-1	0.0222
Total	0.1744

Note: Payments will be reflected as positive values and charges to the account will be represented as negative values.

Memorandum

To: Susan Lessard, Town Manager
From: Jeff Hammond, Code Enforcement Officer
Date: August 8, 2018
Re: Town Dock Gangway

Sue,

While reviewing the town's application for permits to replace the pier at the town dock, I looked at whether or not a solution could be found for the problem with the existing gangway, which is that it is difficult to traverse for several hours each day, especially for those who have limited mobility or are in a wheelchair. During those hours, it is impossible for unassisted wheelchair use and it is difficult to transport a patient on a stretcher. The worst time is at low tide when there is an approximately 13 foot difference in elevation between the deck of the pier and the top of the floating docks. The planned pier replacement will bring that difference to about 14 feet. This means that the slope of the gangway at low tide will be close to 40%. A ramp that is ADA-compliant has an 8.3% slope.

Under ADA regulations, the town is not obligated to make any changes to the gangway to make the facility accessible due to an exception that applies to small boating facilities. Nevertheless, I think a safer way to go to and from the floating docks should be provided, if it is technically feasible and it makes financial sense. Addressing this issue is especially important now that the town dock is seeing more cruise ship use. Each ship brings over 100 passengers to town, and those passengers who debark will use the gangway to reach land. The passengers are typically retirees and other seniors, and navigating up or down a steep gangway could be a challenge for people in this age group, if not a safety risk.

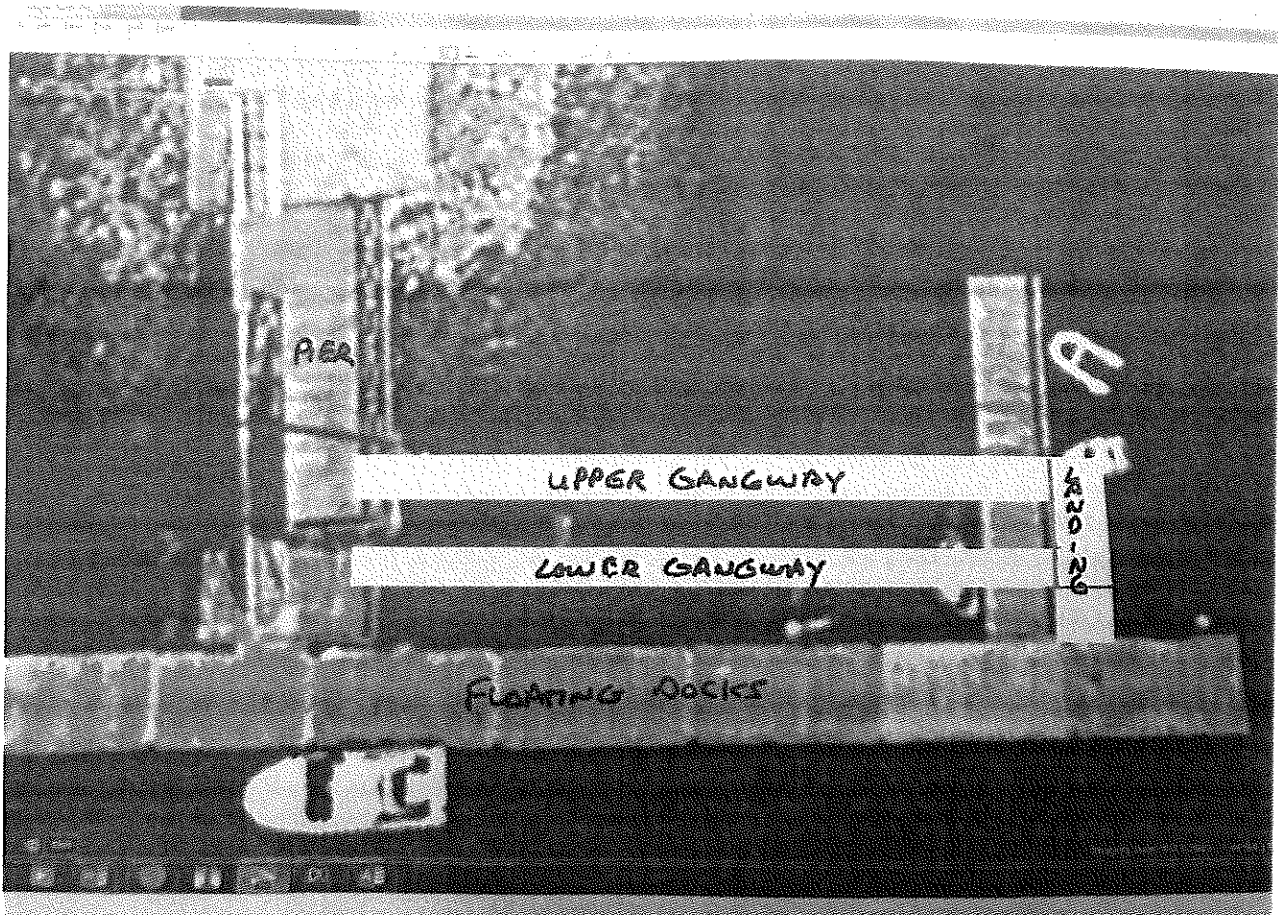
I did some research to see what other boating facilities are doing for accessible gangways, and found a design approach that might work. The enclosed Google satellite view of the town dock shows the location of a proposed gangway installation that includes two sections that span 70 feet and meet on a floating landing. The landing would have a height of half the total difference in tide elevations, or 7 feet. With a 70 foot span, the slope of both gangways would be about 10%. The lower gangway slope would be fixed because the supports at each end would rise and fall together with the tide. The upper gangway, which connects the floating landing to the fixed pier, would reverse its slope as the tide rises and falls, but it would not exceed a 10% slope either way with typical tides. At high tide, you would actually walk up the gangway from the pier to reach the floating landing and then descend the lower gangway to the dock. At low tide, both gangways would slope the same way. A third gangway might be possible to provide an accessible route to the marina from the town dock. (The marina has the same steep gangway issue at low tide) Additional floating docks would need to be added at the westerly end of the marina to reach the gangway. The third gangway for the marina is not shown on the enclosed illustration.

The proposed location of these gangways will need investigation. The upper gangway would have no obstructions to interfere with its up and down movement, but a nearby steel dolphin might be a factor in locating the lower gangway. A nearby unused wood dolphin might need to be trimmed if it also is identified as an obstruction for the lower gangway. These design questions should be answered early on in the review to help determine if this location can provide enough space. The float that currently supports the existing gangway will also need to be evaluated to determine if it is large enough and strong enough to carry the weight of another gangway.

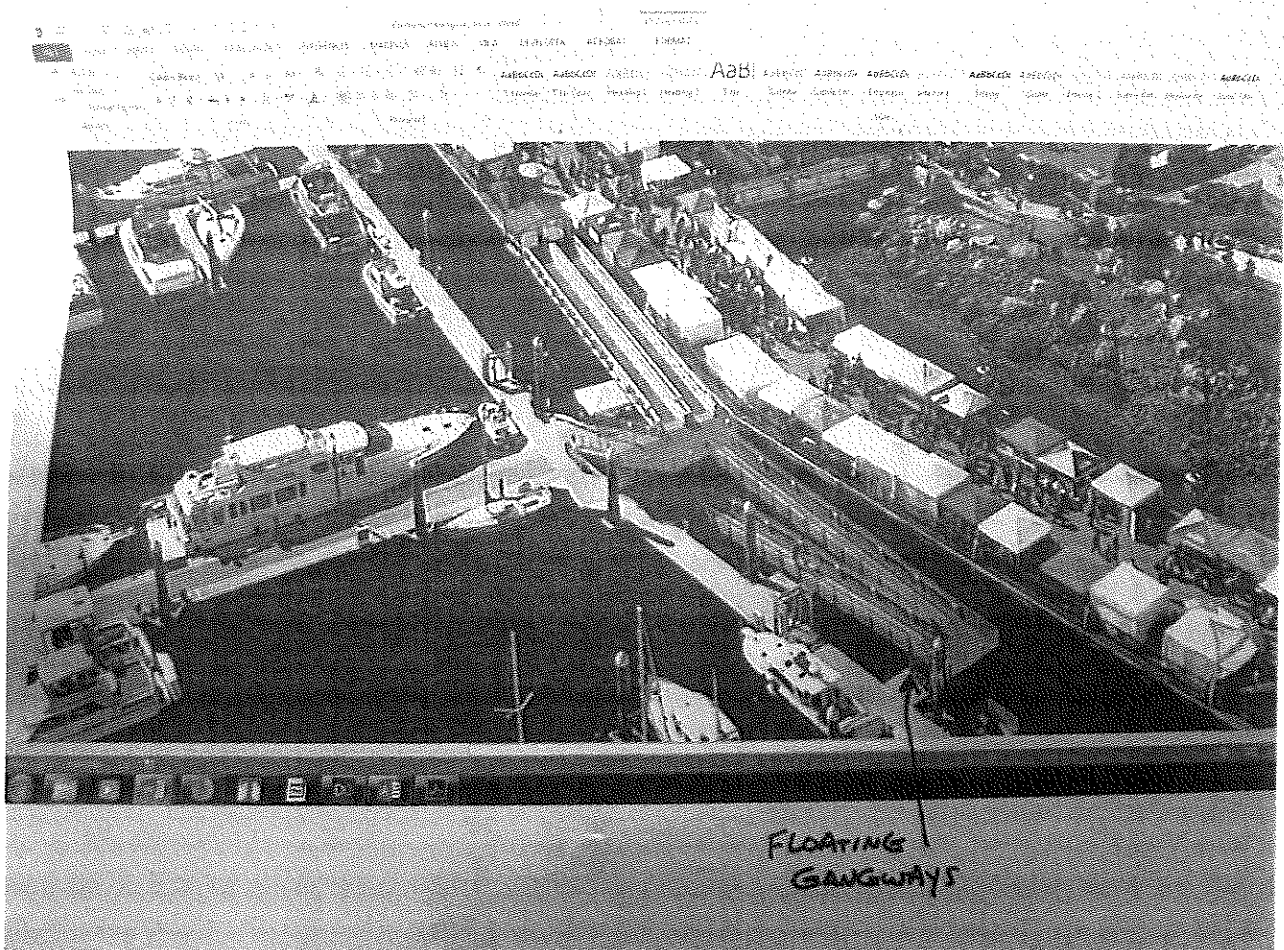
If this gangway installation is possible, the only change needed for the pier is an opening in the guardrail for the upper gangway and perhaps some additional wood framing to provide support and proper attachment of the gangway hardware to the pier. The existing slip shown in the Google photo next to the proposed floating landing would need to be relocated because there would not be enough headroom under the gangways to safely walk on the slip.

The existing gangway can remain in use to provide a shorter route to the docks when it is manageable. I'm not sure if MMA Risk Management has made any recommendation for this gangway. If not, it may be a good idea to have them look at it to see if caution signs should be installed.

Please let me know if you have any questions. The following photos show the proposed gangways, a similar installation at a marina in Washington State, and the dolphins that may present an obstacle in locating the lower gangway.



Proposed location of accessible gangways at the town dock



Bremerton Washington Marina



Photograph shows a Port of Bremerton gangway that is fully accessible at all tides.





PHOTO # 1

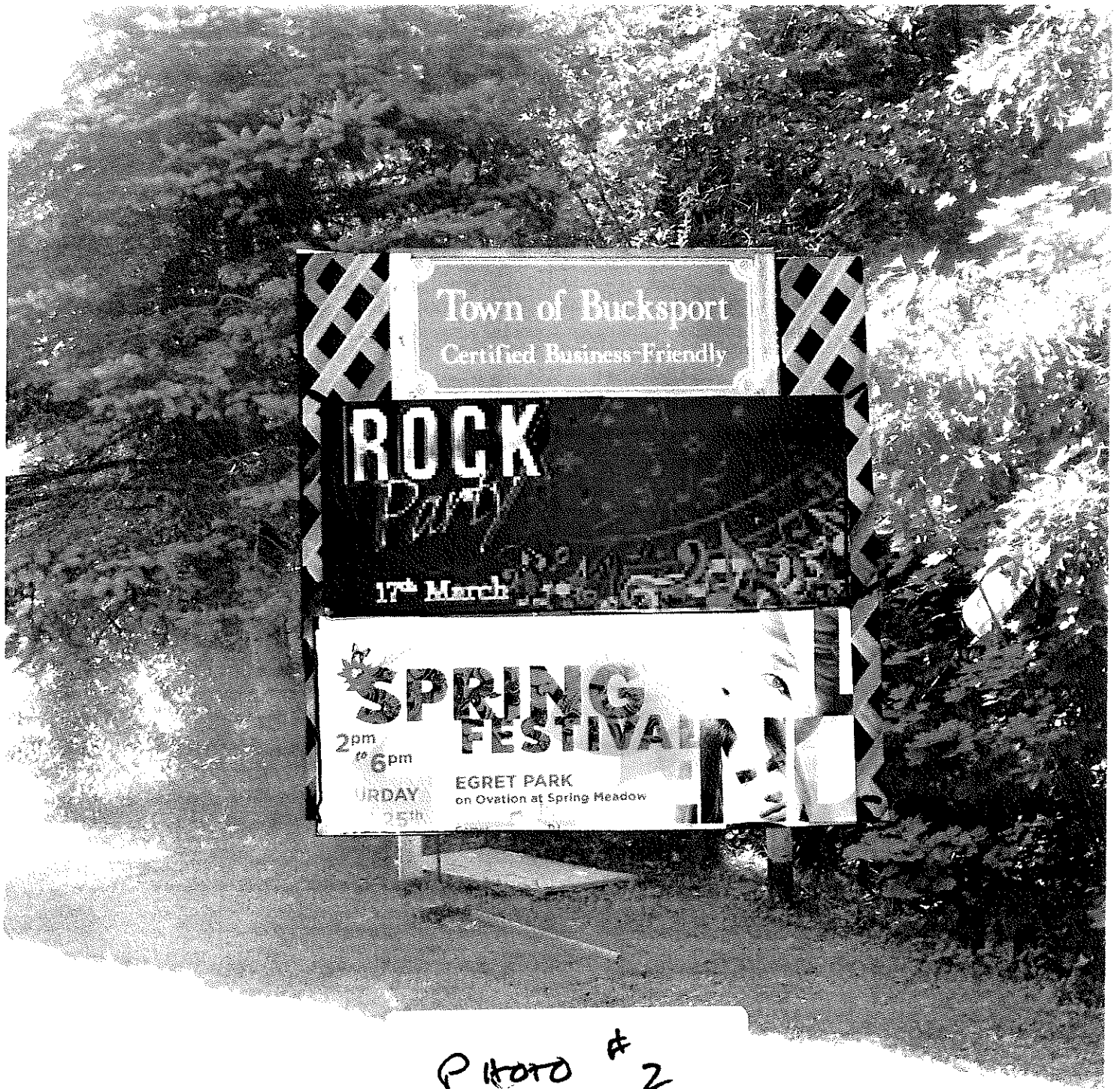


Photo # 2