

FINANCIAL IMPACT STATEMENT For Council Action Items

1841 91

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Andrew Aebi		2. Telephone No. 503-823-5648	3. Bureau/Office/Dept. PBOT/Development & Capital Program
5a. To be filed (hearing date): October 20, 2010 9:30 AM Regular Agenda	5b. Calendar (Check One) Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/>		4. Date Submitted to Commissioner's office and FPD Budget Analyst: October 8, 2010

1) Legislation Title:

Assess benefited properties for street and bridge improvements in the NE 92nd Drive Local Improvement District (Hearing; Ordinance; C-10020)

2) Purpose of the Proposed Legislation:

Imposes final assessment for this LID.

Revenue and/or Expense:

Is ALL the Revenue and/or Expense a part of the current year's budget? Yes _____ No _____
SAP COST OBJECT No(s).: _____ then go to Step #5.
If NO, complete Steps 3 & 4. For modifications to budgets, identify/discuss only the changes to the budget.

3) Revenue:

Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If new revenue is generated please identify the source.

This legislation will recover all direct costs expended on this project in the amount of \$1,964,601.37 including a final reimbursement from the LID Construction Fund in the amount of \$513,884.32. PBOT is absorbing \$350,287.77 in overhead costs

4) Expense:

What are the costs to the City as a result of this legislation? What is the source of funding for the expense? (Please include costs in the current fiscal year as well as costs in future years) (If the action is related to a grant or contract please include the local contribution or match required) ("If there is a project estimate, please identify the level of confidence.")
No costs result from this legislation. The level of confidence is High because this project is complete.

Staffing Requirements:

5) Will any positions be created, eliminated or re-classified in the current year as a result of this legislation? (If new positions are created please include whether they will be part-time, full-time, limited term or permanent positions. If the position is limited term please indicate the end of the term.) No.

6) Will positions be created or eliminated in future years as a result of this legislation? No.

Complete the following section if you are accepting and appropriating a grant via ordinance. This section should only be completed if you are adjusting total appropriations, which currently only applies to grant ordinances.

7) **Change in Appropriations** (If the accompanying ordinance amends the budget, please reflect the dollar amount to be appropriated by this legislation. If the appropriation includes an interagency agreement with another bureau, please include the partner bureau budget adjustments in the table as well. Include the appropriate cost elements that are to be loaded by the Grants Office and/or Financial Planning. Use additional space if needed.)

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 10-08-10

Susan D. Keil

APPROPRIATION UNIT HEAD

SUSAN D. KEIL, Director, Bureau of Transportation

184191

Parsons, Susan

From: Aebi, Andrew
Sent: Tuesday, October 26, 2010 1:06 PM
To: Dillmann, Katja; Petrocine, Sara; Grumm, Matt; Crail, Tim; Sept, Natalie
Cc: Parsons, Susan; Uwagbae, Grace; Layden, Dan
Subject: NE 92nd Drive LID: Agenda Item #1407 on 10/27/10 - Additional Testimony from John Mencl, Controller of Owens Illinois
Attachments: Trees on 92nd Dr LID.doc; LID Administrator's Response to John Mencl E-Mail to Council Members 2010-10-24.doc

Katja et al -

Please note that all property owners in the LID had five weeks instead of the normal three weeks to object to final assessment; Mr. Mencl did not file an objection by the deadline. Since the record is open until the vote tomorrow, I've been advised that Mr. Mencl's e-mail should be entered into the record for this agenda item. I am also attaching a memo from Urban Forestry and my response to the issues raised in the original e-mail below. I've asked Sue to enter both of the attached Word documents into the record as well. If you or the other offices have any questions, please contact me at x3-5648.

Andrew

From: Hintz, Joe
Sent: Tuesday, October 26, 2010 8:04 AM
To: Aebi, Andrew
Subject: RE: Additional testimony - disagreeing with Andrew Aebi

Andrew, see attachment for response

From: Aebi, Andrew
Sent: Monday, October 25, 2010 8:51 AM
To: Hintz, Joe
Subject: FW: Additional testimony - disagreeing with Andrew Aebi

Joe,

In the interest of brevity, I didn't address the tree issue either in the Ordinance or at Council last Wednesday (10/20). However, since the issue has again been raised, I would appreciate your professional opinion on the statement that, "The trees planted on 92nd will entirely prohibit truck traffic in the immediate future."

Thanks,

Andrew

From: Commissioner Fritz
Sent: Sunday, October 24, 2010 10:45 PM
To: 'john.mencl@o-i.com'
Cc: Crail, Tim; Aebi, Andrew
Subject: RE: Additional testimony - disagreeing with Andrew Aebi

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Thank you for your additional comments. I was not on the Council when the LID was initially approved, nor involved in its design. I see my role at this time to be ensuring that what was planned was built, and the assessments are no more than was promised. It is my understanding your company's contribution is less than the estimate. While I understand that you are not pleased with the improvements and did not find them necessary from the start, the record indicates that the City has completed the project as planned. I will therefore vote to approve the assessments as budgeted.

I believe you raise a wider, important issue, desiring that the property owners who benefit most should pay most. I would be interested in a policy-level discussion reviewing the structure, funding, and mechanisms for approval of LIDs with one dominant property owner. In recent months, such LIDs being proposed at Council have either excused dissenting property owners, or the dominant owner has paid the entire cost of the improvements. Perhaps your experience has influenced the direction of LIDs in Portland, even though for your particular project you remain dissatisfied. I appreciate your feedback and involvement.

Sincerely,

Amanda

Amanda Fritz
Commissioner, City of Portland

Please note new e-mail address: **amanda@portlandoregon.gov**

To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-2036, TTY 503-823-6868 with such requests or visit http://www.portlandonline.com/ADA_Forms

From: john.mencl@o-i.com [mailto:john.mencl@o-i.com]
Sent: Wednesday, October 20, 2010 5:36 PM
To: Adams, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman
Cc: Michael.Taylor@o-i.com
Subject: Additional testimony - disagreeing with Andrew Aebi
Importance: High

Dear Honorable Mayor Sam Adams and Commissioners Amada Fritz, Nick Fish, Randy Leonard, and Dan Saltzman:

I would like to address some points made by Andrew Aebi after my testimony.

- The 92nd Drive Street width was compared to the Sellwood bridge road width.
 1. The Sellwood Bridge does not have any trees growing on it that will restrict access.

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2. The trees planted on 92nd will entirely prohibit truck traffic in the immediate future.
- There is only one access to the area before the 92nd Drive Street LID. The businesses south of the LID will benefit if there was every an emergency caused by a hazardous rail road spill.
 1. The O-I Plant had two access points prior to the LID. We have access to traffic coming from I-205 taking the Airport Way exits. The traffic would proceed east to Holman St. and turn west on Alderwood to cross under I-205 and than south on Glass plant road. This will bring traffic to the front of the plant. All loading docks can be accessed from that direction. We have considerable truck traffic using this access.
 2. The other access is the I-205 23B exits that exit onto Killingsworth. Traffic takes Columbia Blvd coming into 92nd a half mile south of the new 92nd Drive Street LID. Our plant entrance is the first entrance on the west of 92nd, about thee tenths of a mile south of the LID.
 3. There is no need or benefit to the O-I plant for any possible emergency as there is adequate access with out the 92nd LID.
- A benefit was calculated for 200 employees by borrowing the money to pay the assessment.
 1. No one would lend anyone any money to pay for a special assessment as the asset is not owned by the party borrowing the money. This was a silly point.
 2. The benefit was inferred as if all 200 employees would use the improvement. There is no benefit to our employees coming that way as it is only 500 feet further east on Alderwood to Glass plant road. The back entrance to the plant on 92nd is only open during the day.
 3. 99% of our employees do not come from that direction to enter the plant.

We opposed the initial LID because of no benefit. The cost of the LID is not material to our objection. The objection is still the same; there is no benefit to O-I. The Port of Portland wanted this access for all of the property they own in the area. They are paying the majority of the special assessment and they are getting all the benefit. The improvement was certainly designed for them. I would, respectfully, ask that our assessment be reduced to zero.

Regards,

John Mencl
Owens Illinois Glass Containers
Portland Plant Controller
503-251-9463
john.mencl@o-i.com

10/26/2010



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

184191

Date: October 26, 2010

To: Andrew Aebi, Local Improvement District Administrator
Portland Bureau of Transportation

From: Joe Hintz, Tree Inspector
City Nature, Urban Forestry
City of Portland

Subject: Response to citizen concern about Street Trees planted on NE
92nd Drive LID

Street trees are a requirement of all Transportation Improvement Projects and are considered an infrastructure component. Urban Forestry specifies species of trees that will meet the requirements of all modes of transportation, including large truck traffic.

The two species of trees that were planted on this improvement are Prairie Spire Ash and a hybrid Oak. The primary species is the Ash tree and it is planted along both sides of the frontage improvements. The Oak's (3 trees) were planted in the center median island. These species of trees will perform well at this site. The Ash tree has an upright canopy form and the Oak is pyramidal to broad form. Both species of trees can be easily pruned, utilizing typical small tree maintenance practices to maintain street clearance requirements.

I did a site inspection yesterday and there are no visibility or clearance issues at this time. These trees are under a two year establishment and warranty agreement which includes watering and young tree maintenance. This work is being performed by Urban Forestry crews.

I see no immediate or long term concerns with the trees planted on this project meeting street clearance requirements.

Urban Forestry Division
10910 N. Denver Ave.
Portland, OR 97217

Tel: (503) 823-4489 Fax: (503) 823-4493

Sustaining a healthy park and recreation system to make Portland a great place to live, work and play.



Administration
1120 S.W. 5th Ave., Suite 1302
Portland, OR 97204

Tel: (503) 823-7529 Fax: (503) 823-6007

Property Owners Participating in the NE 92nd Drive LID

- This project was initiated by property owners south of the Columbia Slough in 2005 and again in 2006, not by the Port of Portland
- The Port in 2006 tendered its petition support for all of its 66 properties north of the Columbia Slough
- Of the 72 properties south of the Columbia Slough, 15 petitioned in favor, 28 were neutral and 29 remonstrated against formation by the 2/21/07 deadline

Trees Blocking Truck Traffic

- See separate attachment, 10/26/10 memo from Parks' Urban Forestry Division

Access to Owens-Illinois

- The trip volume apportionment projects that 6.3% of future trips north of the Columbia Slough use NE 92nd Drive
- The trip volume apportionment projects that 25.0% of future trips south of the Columbia Slough use NE 92nd Drive
- However, the trip volume apportionment takes into account the existence of NE Glass Plant Road, which is immediately adjacent to I-205 and most of which is private and is not public right-of-way
- The trip volume apportionment projects that only 5.1% of Owens-Illinois' trips use NE 92nd Drive, significantly less than its neighbors south of the Columbia Slough; while a reduced level of benefit, a zero assessment would only apply if there were no benefit, which is not the case
- While NE Glass Plant Road serves the east end of the Owens-Illinois property, NE 92nd Drive serves the west end of the Illinois property, shortening travel time for trips to the west
- Owens Illinois regularly used the NE 92nd Drive bridge to access a leased property at 9120 NE Alderwood Road prior to it being closed on November 27, 2007 due to bridge structural issues

Financing Example

- Notwithstanding the statement that "No one would lend anyone any money to pay for a special assessment", the City of Portland will offer 5, 10 and 20 year financing to all property owners participating in the NE 92nd Drive LID, including Owens-Illinois
- As noted in a 10/18/10 Memorandum to Council, the amount of the proposed assessment is \$33,711.30 versus a combined valuation of \$31,040,610 of Owens-Illinois properties to be assessed; if financed over 20 years the annual cost would be \$3,170.28 per year or \$264.19 per month.



Sam
Adams
Mayor

October 18, 2010

Susan D.
Keil
Director

MEMORANDUM TO COUNCIL

Assess benefited properties for street and bridge improvements in the NE 92nd Drive Local Improvement District (Hearing; Ordinance; C-10020)

I. SUMMARY

The deadline to objection to final assessment of the NE 92nd Drive Local Improvement District (LID) was at 5:00 PM on October 13, 2010. The City Auditor mailed notices of the LID Final Assessment Hearing two weeks earlier than required by City Code, on September 15, 2010 instead of on September 29, 2010. Property owners therefore had two additional weeks to submit objections to final assessment. One late objection has been received as of October 18, 2010. Additional late objections received will not be addressed within this Memorandum to Council but will be entered into the Council record if submitted prior to the close of testimony.

The first reading of this nonemergency Ordinance appears on the October 20, 2010 City Council agenda (Agenda Item No. 1370).

II. UNTIMELY OBJECTION FROM PROPERTY OWNER OWENS-BROCKWAY GLASS CONTAINER INC./A.K.A. OWENS-ILLINOIS

An untimely objection was submitted by John Menci, representative of Owens-Illinois' Portland plant to the Council Clerk on October 18, 2010, five days after the filing deadline. Owens-Illinois has six (6) properties included in the NE 92nd Drive LID of which two (2) are proposed for assessment and four (4) are proposed to be exempt from assessment. The combined assessment for all properties is \$33,711.30, which is 23.4% below the combined estimate at LID formation of \$44,000.38. The late objection is attached as Attachment 1.

Property #1 of 6

Owens-Illinois is the owner of the property at 5850 NE 92nd Drive with State ID #1N2E16D 2200, Tax Account #R942160060, Property Identification #R317171, legal description SECTION 16 1N 2E, TL 2200 53.15 ACRES, SPLIT LEVY R536591 (R942161000); pending lien record #141670. The proposed assessment for this property of \$31,167.05 is 23.4% less than the estimate at LID formation of \$40,679.60.

Property #2 of 6

Owens-Illinois is the owner of the property at 5850 NE 92nd Drive with State ID #1N2E16D 2300, Tax Account #R942160290, Property Identification #R317177, legal description SECTION 16 1N 2E, TL 2300 2.68 ACRES; pending lien record #141674. The proposed assessment for this property of \$2,544.25 is 23.4% less than the estimate at LID formation of \$3,320.78.

Property #3 of 6

Owens-Illinois is the owner of the property at 5850 NE 92nd Drive with State ID #1N2E16D 2500, Tax Account #R942160650, Property Identification #R317199, legal description SECTION 16 1N 2E, TL 2500 0.50 ACRES; pending lien record #141691. The proposed assessment for this property is zero.

Property #4 of 6

Owens-Illinois is the owner of the property at 5850 NE 92nd Drive with State ID #1N2E16D 2600, Tax Account #R942160660, Property Identification #R317200, legal description SECTION 16 1N 2E, TL 2600 1.40 ACRES; pending lien record #141692. The proposed assessment for this property is zero.

Property #5 of 6

Owens-Illinois is the owner of the property at 5850 NE 92nd Drive with State ID #1N2E16D 2900, Tax Account #R942161000, Property Identification #R536591, legal description SECTION 16 1N 2E, TL 2900 0.80 ACRES SPLIT LEVY R317171 (R94216-0060); pending lien record #141715. The proposed assessment for this property is zero.

Property #6 of 6

Owens-Illinois is the owner of the property at 5850 NE 92nd Drive with State ID #1N2E16D 3000, Tax Account #R942211180, Property Identification #R318443, legal description SECTION 21 1N 2E, TL 3000 0.06 ACRES; pending lien record #141717. The proposed assessment for this property is zero.

The filing of objections to final assessment is governed by the following:

a) City Charter

The final portion of Section 9-403 of the City Charter states the following:

If an objection, remonstrance or petition is signed by the agent or attorney of any property owner, the agent or attorney's authority to sign shall be filed with the Auditor within the time provided for the remonstrance or petition or the signature shall be disregarded. If objections or remonstrances legally signed by the owners of three-fifths of the property affected are not filed, the Council may order the improvement. [New sec. Nov. 8, 1966; am. Nov. 3, 1992.]

b) City Code

The first portion of Subsection 17.08.130.C.1 of City Code states the following:

Any owner of property proposed to be assessed a share of the cost of a local improvement may file an objection to the proposed final assessment in writing with the City Auditor. The objection must be received by the City Auditor no later than 5:00 PM seven (7) calendar days prior to the hearing by City Council on the proposed final assessment. The City Auditor will forward the objection to the Local Improvement District Administrator for a response. The objection shall be filed in the same manner as set forth in Section 17.08.070.B and shall state the reasons for the objection. However, objections received to final assessment shall not affect Council jurisdiction over final assessment proceedings.

Since these provisions of City Charter and City Charter were not met, Attachment 1 to this Memorandum to Council does not count as an objection to final assessment. However, issues raised by the untimely objection are summarized below.

ISSUES RAISED BY THE UNTIMELY OBJECTION

Issue No. 1: When the plant was built 53 years ago, the area was outside the Portland City limits. We have more than 200 employees working 4 shifts around the clock. We put \$2 million into the economy. We paid \$550K in property tax this past year. Our customer base is large and small bottlers, many of which are located in the Portland metropolitan area and depend on us as their sole supplier.

Findings:

- a. The area surrounding Owens' Illinois plant has seen significant development since it was originally built. The transportation infrastructure in place to serve this facility was inadequate prior to the completion of the NE 92nd Drive project (see Exhibits E and F of this Ordinance).
- b. 200 employees working at this site indicates significant potential benefit for these employees to use the new street connection. Owens Illinois has an existing access from NE 92nd Drive and can easily access and use the connection over the Columbia Slough.
- c. If financed over the maximum 20 year term, the annual payment on the combined assessment is estimated at approximately \$3,170.28 per year versus Owens Illinois' stated \$2 million impact to the Portland economy.
- d. Similarly, if financed over the maximum 20 year term, the annual payment on the combined assessment is estimated at approximately \$3,170.28 per year versus Owens Illinois' stated \$550,000 annual property tax bill.
- e. The additional access to Owens Illinois will offer an additional option for bottlers to access this site, and will reduce risk to both bottlers and the supplier, Owens Illinois, if other means of access are disrupted (see Exhibit F of this Ordinance.)

Issue No. 2: Increased traffic on NE 92nd Drive has a negative impact to truck traffic using our back entrance. The project went overboard with double width sidewalks. The new bridge was a waste of money. There is drainage in the middle of the road making maintenance dangerous and the road even narrower. The design of the project clearly accommodates the Port of Portland and gives access to the property they want to develop.

Findings:

- a. Long-term trip volume crossing the Columbia Slough is estimated at 10,216 trips per day upon full development of properties benefited by the LID. Not all of these trips will pass by Owens Illinois' back entrance. Traffic does not currently queue by Owens Illinois back entrance. Prior to this project, traffic attempted to use NE Glass Plant Road as a cut-through route, which is no longer necessary nor attractive to the general public. The new connection will significantly reduce if not eliminate hazardous U-turns at the back entrance.
- b. NE 92nd Drive is designated as a City Walkway. The multiuse path accommodates both bicyclists and pedestrians, and the wider width reduces the potential for crashes between them. The multiuse path was built in lieu of bike lanes, which would have been considerably more expensive due to the subgrade requirements to accommodate freight traffic. It is much less expensive to build a sidewalk or multiuse path than a roadway.
- c. \$846,726.52 was expended for construction of project work, excluding extra work not being charged to this property owner. Less than one-third of this construction expense was attributable to the companion bridge (\$266,342.64). The remainder was expended for street and vehicle bridge construction. This project was originally petitioned in April 2005. The previous project scope anticipated replacing (in lieu of upgrading) the existing vehicle bridge (and in lieu of constructing the companion pedestrian/bicycle bridge) at an estimated LID cost of \$3,233,571.01 with the combined share for these properties previously estimated at \$64,580.96. The proposed combined assessment of \$33,711.30 is \$30,869.66 or 47.5% less than what was previously petitioned under the prior project scope reflecting value engineering.
- d. Placing the swale in the middle of the road instead of having two swales (one on each side of the road) reduced costs of the project with no compromise to sustainable stormwater management by the project. The center median also acts as a traffic calming device, with the reduced speeds of trucks and other vehicles helping to protect the existing vehicle bridge built in 1961 and upgraded in 2009.
- e. Standard lane widths in the City of Portland are 11 feet outside freight district areas, and 12 feet in freight district areas. The 13 foot width is adequate for NE 92nd Drive, especially considering that there are no turning movements in the area of the center swale; the additional 1 foot width offers additional "shy distance" area. Regional truckways such as I-5, I-84 and I-205 have design standards calling for a minimum 12' lane width with a preferred 13' lane width. The 12' lane width on the existing vehicle bridge is equal to the acceptable lane width of interstate freeways.

- f. Support for the first (unsuccessful) petition for the NE 92nd Drive LID came solely from property owners south of the Columbia Slough. No petition support from property owners north of the Columbia Slough (e.g., the Port of Portland) was received until the second (successful) petition effort. Emergency access is in particular is improved for properties south of the Columbia Slough (see Exhibit F). Routine access is also improved for properties south of the Columbia Slough (see Exhibit G). Properties on both sides of the Columbia Slough benefit from this project, but not all of the benefit is from properties north of the Columbia Slough, nor is there no benefit to properties south of the Columbia Slough.

Issue No. 3: We object to a \$35K assessment for an improvement that provides limit to no benefit to Owens Illinois.

Findings:

- a. See responses for Issue No. 1 and Issue No. 2 in this Memorandum to Council.
- b. The proposed combined final assessment is \$33,711.30 not \$35,000.
- c. According to Multnomah County Assessment & Taxation records, the combined valuation of the Owens Illinois properties proposed for assessment (but excluding the exempted properties) is \$31,040,610. The valuation to assessment ratio is therefore 920.8 to 1, meaning that the proposed assessment is slightly more than one-tenth of one percent of the value of the properties proposed for assessment.

III. RECOMMENDATION

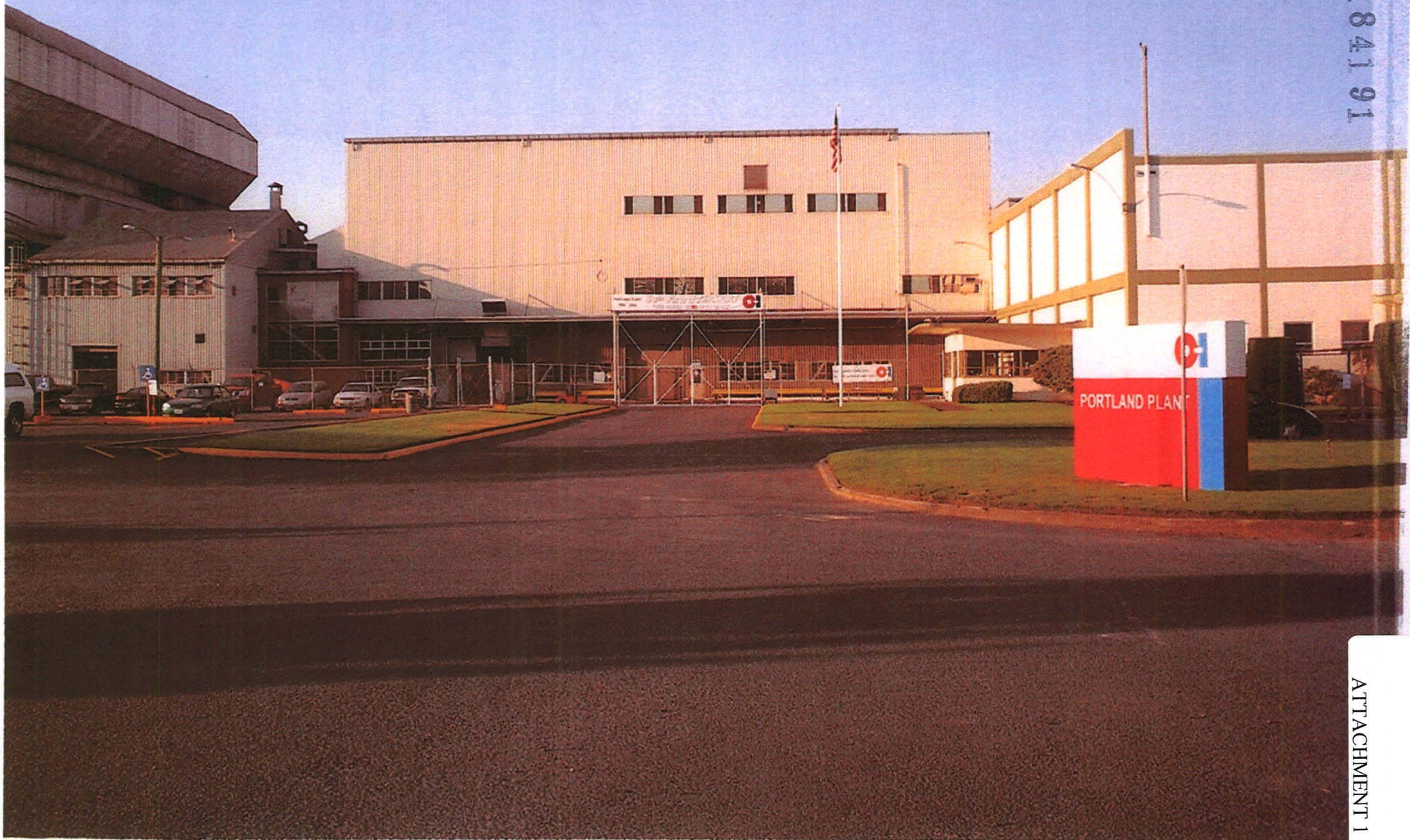
It is the recommendation of the Local Improvement District Administrator that the City Council overrule the untimely Owens Illinois objection and impose assessments for the NE 92nd Drive Local Improvement District at a second reading on October 27, 2010 without modification.

Respectfully submitted,



Andrew H. Aebi
Local Improvement District Administrator

Owens Illinois – Portland, OR Plant



184191

ATTACHMENT 1

O-I Contributions to Portland & Oregon

- The factory has been in its current location 53 years and was one of the first employers in the area. When the plant was built, the area was outside the Portland city limits.
- We have more than 200 employees working 4 shifts around the clock.
- We manufacture glass containers that are 100% recyclable.
- We use 70,000 tons of recycled glass a year from Oregon recyclers putting \$2 million into the economy. O-I is a major contributor in easing the burden on land fills used by Portland and the rest of Oregon.
- We are paid \$550K in property tax this past year.
- Our customer base is large and small bottlers, many of which are located in the Portland metropolitan area and depend on us as their sole supplier.

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O-I Position

- Increased traffic on 92nd has a negative impact to truck traffic using our back entrance.
- The foot bridge has given better access to transients to our property next to Johnson Lake. Property damage and trash brought in by transients is up significantly.
- The project went over board with double wide sidewalks on both sides of 92nd. The road & bridge are too narrow for most trucks servicing our plant.
- The path from the foot bridge dead ends on the south side of the Colombia slough. With limited foot & bicycle traffic, the foot bridge was a waste of money!
- The trees are planted too close to an already narrow road. This will severely limit traffic in the future as the trees grow.
- There is a drainage in the middle of the road making maintenance dangerous and the road even narrower. Adequate room for the drainage was used for sidewalks.
- The design of the project clearly accommodates the Port of Portland and gives access to property they want to develop.

Project NE 92nd Drive Street LID

We object to the proposed assessment

1. We are on record objecting to the formation of the subject Local Improvement District (LID.)
2. We object to a \$35K assessment for an improvement that provides limited to no benefit to O-I.
3. The following pictures demonstrate that the design of the project excludes the O-I Portland Plant from any benefit from truck traffic using that route.

Double Wide Sidewalks on both sides of 92nd Street



Double wide sidewalks on both the west and east side of the 92nd Street improvement unnecessarily limit the width of the road.

184191

Side walks on Alderwood



The sidewalks along Alderwood are on both sides of the road. Both are single width. The sidewalks on 92nd are out of character with the rest of the area land improvements. Clearly the project was designed to limit our access and benefit only the Port.

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Why all the sidewalks and narrow road?



Why build a double wide sidewalk on the east side of 92nd Street that narrows to a small sidewalk across the bridge? The bridge should have been widened. It would have been adequate to have one sidewalk across it without the foot bridge.

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Foot Bridge – Limited / No Value



The pathway that links to the foot bridge dead ends in the road. This is a very expensive bridge that goes nowhere. Current & future foot / bicycle traffic do not justify such a bridge. It is a much improved transient access to our Johnson Lake property!

184191

Trees and Drainage



Why plant trees that already have branches that are flush with the inside of the curb? They will grow and restrict access. Why put in an island for the drainage restricting the width of the road even more?

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Questions?

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Suggestion

Let the Port Authority pay for an improvement that was designed for their needs and severely restricts our access to project improvements!

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