

Exhibit E – Public Comments

Kerstin Johnsen, letter dated February 4, 2012

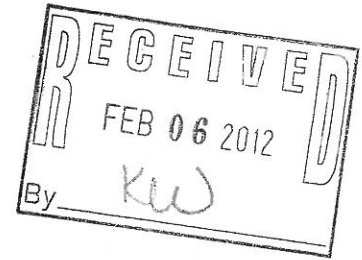
Jane Ashley, letter dated March 1, 2012

Florence Garden Club, submitted by Carol T. Honey, President; letter dated March 14, 2012

JRH, letter attached to email from Larry Reed sent on March 19, 2012

February 4th, 2012

To City manager Jacque Betz
City hall
Florence, Or.



Dear Jacque,

This problem concerns the stretch of Rhododendron Dr. between Greentrees and Wild Winds neighborhoods. Running north on Rhododendron, on the left (west side), meeting the traffic, I have on several occasions had a car passing another car going in the same direction (north) as I am. It is very scary when you hear a car behind you thinking it's on the other side of the road and instead it whizzes by inches from you.

The speed limit is 30 mph at this stretch which is OK since it's a relatively straight part of Rhododendron. Several commuters adhere to the speedlimit. It's the ones who are late or in a hurry who feels they can pass since several parts of this stretch of the road have broken yellow lines in the middle, allowing for passing.

I think the solution would be to make the two yellow lines in the middle of the road solid yellow and that would make it doubly illegal to pass.

I don't know how involved such action would be or who could make this decision, so I'm turning to you.

Thank you for your attention to this matter.

Kerstin Johnsen
dnkgt@darcore.net
1600-414 Rhododendron Dr.
Florence, Or. 97439

Cc: Phil Brubaker, Mayor.

PS. Most of the daily commuters are very polite and careful drivers.

3-1-12

TO: SANDRA BELDON -

I RECENTLY ATTENDED A TRANSPORTATION MEETING AT THE FLORENCE EVENTS CENTER & ASSUME YOU ARE THE PERSON TO ADDRESS RE RHOdy EXPRESS THINGS. HAVING TALKED TO VARIOUS BUS RIDERS, BEING ONE MYSELF, I WANT TO LIST SOME SUGGESTIONS.

1 - A TELEPHONE DIRECTORY LISTING BOTH IN THE WHITE PAGES & IN THE YELLOW PAGES UNDER "BUS" - I DID NOT FIND THE RHOdy EXPRESS # IN EITHER DIRECTORY I HAVE. (NEITHER WAS PORTER STAGE LINE)

2 - PERHAPS A MAP & SCHEDULE ON A WALL AT THE DMV - THE BUS MIGHT BE AN OPTION FOR SOMEONE THAT HAS BEEN DENIED LICENSE RENEWAL - THE BUS ROUTE IS FAIRLY COMPREHENSIVE - COVERS A GOOD PORTION OF THE CITY -

3. SMALL ATTACHED TRASH BINS AT SOME OF THE BUS SHELTERS - ESPECIALLY AT SAFEWAY & GROCERY OUTLET.

4. IT IS ASTONISHING AT HOW MANY CITIZENS ARE NOT AWARE OF ANY BUS SERVICE HERE - ANY FREE PUBLIC SERVICE SPACE ALLOWED BY THE "SUSAN NEWS" ?

5. FROM THE DRIVER OF THE BUS - ALMOST NO RIDERS TO OR FROM THE SENIOR CENTER - MANY MORE AT THE "BUSINESS CENTER ON 12TH & NORAL.

6. ANY LOGICAL REASON FOR DRIVING AROUND THE BLOCK CONTAINING SAFEWAY & FEC SO MANY TIMES - IT SERVES NO PURPOSE OTHER THAN CONSUME FUEL.

THANK YOU FROM AN AVID PUBLIC TRANSPORTATION PERSON.

Ms. Jane Ashley
1492 2nd St. Apt. F
Florence, OR 97439-9784

P.S. I LOVE YOUR NEW CROSSWALKS ON HWY 101 - I FEEL MUCH MORE SECURE USING THEM TO CROSS THE HWY WHEN ON FOOT -

FLORENCE GARDEN CLUB
A Non-Profit Corporation (93-0844209)
89366 Dahlin Road • Florence, OR 97439
Phone & FAX 541/997-8965
E-mail dchoney@oregonfast.net

March 14, 2012

City of Florence
Phil Brubaker, Mayor
Nola Xavier, Council President
Sue Roberts, Council Vice-President
Paul Holman, City Councilor
Brian Jagoe, City Councilor
250 Highway 101
Florence, OR 97439

Dear Mr. Mayor and City Councilors,

We recently became aware that the City of Florence is updating its Transportation Plan.

We have a city business license for our Club, so we were surprised that you did not inform us you were considering destroying Gallagher's Park to install a traffic roundabout at that location. The presentation materials show two aerial photographs of the park: one with an overlay of a grid for a traffic light; the other with an overlay of a roundabout. The illustration seems to suggest that the roundabout is the superior choice since it would enhance the landscape/gateway treatment opportunities as both a "Gateway to Florence" and a "Gateway to Old Town."

Considering the recent publicity regarding the need for volunteers to maintain City parks, you should all be aware of the fact that the Siuslaw Chapter of the Rhododendron Society and the Florence Garden Club have been working long and hard for many years to make and keep Gallagher's Park the beautiful community gateway that it already is. The Rhododendron Society maintains the interior of the park. The Garden Club maintains the perimeter, as a memorial garden for its members. We pay for all of the new plants and fertilizer and the recently installed rock garden. We prune, deadhead, weed and clean up the trash on a regular basis. Some of our 102 members live in the city, but others live in the surrounding areas to the north and south.

We are dismayed that you would consider destroying the park because some hired consultants think a roundabout is the best and only solution for beautification and safety. It seems shortsighted and callous.

We urge you to choose the option that would leave the park intact.

Sincerely,

A handwritten signature in cursive script, reading "Carol T. Honey". The signature is written in dark ink and is positioned above a horizontal line.

Carol T. Honey, President

On behalf of: Florence Garden Club (102 members)

Submission of Letter approved unanimously on 3/14/2012

Copy: ✓ Jan Nieberlein, Chair, Planning Commission
 Jacque Betz, City Manager
 Siuslaw Chapter, American Rhododendron Society



Florence Oregon TSP Update Questions (of March 12th)
(And answers based on a March 16th discussion w/ City Staff)

1. The numbering of tables in the draft Transportation System Plan (TSP) is confusing; multiples of the same table number. There are two Table 3-1; shouldn't the second 3-1 actually be 3-3? There are 7 Table 4-1; couldn't there be the use of a further differentiation such as 4-1-a, 4-1-b, 4-1-c, etc? Suggest looking at this Figure and Table number so future users can make clear references.

My understanding: Staff agrees and is going to fix these tables.

2. The TSP makes reference to ODOT Special Transportation Area (STA) or Urban Business Area (UBA). Does the City have any plans/ desire to use these STA and/or UBA designations to help balance traffic safety and local business access needs? It would be helpful to future TSP users to better explain these terms.

My understanding: City has a STA for Highway 126 south to the bridge. Staff will consider explaining these terms. Also City Public Works staff is checking for any STA north of 126.

3. The TSP references System Development Charges (SDC) however provides no SDC policy guidance or goal insight. How are SDCs calculated? How many parts currently exist?

>>> SDC for amount of traffic generated?

>>> “ “ impervious surface/ storm water?

>>> “ “ waste water/ sewage units?

>>> “ “ recreation /parks?

If there is possibility of making additions to City's SDC formula they should be forecasted in the TSP.

My understanding: City has SDCs for Traffic, stormwater and waste water-sewer but not for parks. There are no plans to expand scope of SDCs.

4. This draft TSP identifies a new –street maintenance fee of \$3.50 per household, how will this be applied/ translated to businesses? Does staff believe this has a chance of passing a community vote?

My understanding: The Household / payment conversion to business unit would be roughly based on a single family house generates approximately 10 vehicle trips per day. The business generated vehicle trips based on the ITE manual for the type of use multiplied by the number of square feet of the business divided by 10 trips provides the conversion. Example if the business generates 100 trips per day this business would pay \$35 (100 trips divided by 10 trips equals 10 equivalent business units multiplied by \$3.50 equals \$ 35. ADDITIONAL QUESTION; IS THE \$3.50 PER YEAR OR ON A PER MONTH BASES?

5. The draft TSP references Local (street) Improvement Districts (LID) as a source of revenue (Assessments equaling \$88,000). Does the City have any LIDs in place; – shouldn't the TSP identify them by name? Also identify them in section 3 and 9 as appropriate or a possibility. (Most people including many developers have no idea that an LID is available; explaining LIDs would generate more interest)

My understanding: The City has only one LID; the Spruce Street area north of Munsel lake road. This LID has not worked out for the best, property owners are not keeping up with the payments. City is also looking at using 'reimbursement District' which would require future developers to reimburse the first developer for the cost of needed public improvements.

6. See Figure 4-2 depicting roadway ownership; the notation at the bottom of this page 25 makes reference to functional street classification and appears to be out of place.

Shouldn't it be on next page referencing Figure 4-3?

My understanding: City staff will make this correction.

7. Listing of Projects;

A. PRJ 2 Munsel Lake Rd Extension-West and PRJ 9 US 101 & Munsel Lake Intersection are identified as overlapping with the signalization coming first. How will the signal work be coordinated to accommodate the future west- street extension?

>>> In PRJ 2 under 'Potential Funding Source' what is meant by 'other Partial'? What does 'other' mean -can examples be provided?

>>> Will all future abutting private development have to help pay for or construct this project?

>>> Will existing development pay help pay for this project? Or can they avoid helping?

>>> Could this street extension –partial funding -be done as an LID? If so is it a project goal?

My understanding: Most of route of Munsel Lake Road west is on land controlled by what is referred to as the "Sand Ranch". The developer(s) in this area will help pay for this street extension. ODOT is aware of the possible land development(s) and will design the intersection and traffic signal accordingly. An LID is possible but not likely.

B. In PRJ 9 US101 and Munsel Lake Road intersection-traffic signal under 'Potential Funding Sources' 'Development Partial' means abutting private development will build or help pay for this project, correct?

>>> Are there any agreements currently in place with surrounding property owners?

>>> According to ODOT records it appears ODOT has approved the signal for this intersection; meets State warrants based on the current zoning and approved development at this location. Can the City verify the scope of the land use and ODOT approval(s)?

My understanding: Yes and Arlie has an agreement (dated March 31, 2010) with City in placed for this signal. ODOT has also approved a signal warrant application for the Cannery Station development.

C. In PRJ 15 US101 Widening to UGB and City project P-8 Sidewalks Along US 101 North To UGB aren't cross referenced/ identified as being related; shouldn't they be?
>>> If private development occurs where there is a missing sidewalk (P-8) is the City required sidewalk construction by the developer eligible for SDC credits (Sidewalk cost reduces SDCs)?

>>> If private development were to construct US 101 widening (PRJ 15) is the street construction including turn lanes eligible for SDC credits?

My understanding: Yes, the 2 projects will be crossed referenced. Developments along Highway 101 required to build public sidewalks and any street widening since there in the area of City project P-8 and /or PRJ 15 are eligible for SDC credit.

D. Since Munsel Lake Road east of US 101 is owned by Lane County there is no identified City Munsel Lake Road East Improvement Project. The City's draft TSP does identify Munsel Lake Road as a 'minor arterial street' per Figure 4-3 therefore it is assumed all new development along Munsel Lake Road will be responsible for the reconstruction to the City's urban minor arterial street standards (Per Figures 9-4 and 9- 5) correct?

>>> How is this design work coordinated with Lane County? Will the City take the lead coordination role?

>>> What portion of the minor arterial street construction eligible to off-set City SDC/ as credits? Is it----

----- Credit cost of everything constructed within the public right of way?

----- OR credit cost of only the portion of work that is beyond what constitutes a 'standard street' based on Figure 9-9 (28 ft paving -5 ft sidewalks w/in a 60 ft ROW)

My understanding: Correct; all future development along east Munsel Lake Road will be required to be built to Figure 9-3 Minor Arterial Street cross section standards or to Figure 9-4 Alternate Section A- use of Multi-use Path standards. Since Munsel Lake Road is a County road and therefore there is not a City street improvement project any future off-site road improvements are not eligible for SDC credits.

E. City bike project B-2 identifies the construction (need for) a 6 ft wide bike lane (w/in paved portion of street) for the entire length of Munsel Lake Road. Is it correct to assume the construction of a 'multi-use path' as shown in Figure 9-4 is only required when the minor arterial street can not be built- as shown in Figure 9-3, correct?

>>> What is the purpose of Figure 9-5 that shows both a bike lane and a multi-use path?

>>> This minor arterial street cross section depicts the 'path' without a sidewalk, therefore can it be assumed if the 'typical' sidewalk can be built, like the bike lane within the paved area, no multi-use path need be built?

My understanding: Figure 9-5 is only for the Cannery Station development; development and multi-use path is on the south side.