

The St Johns River to Sea Loop Alliance supports and advocates for active, equitable mobility. We believe that infrastructure and policies that enable safety and convenience for walkers, cyclists, and users of mobility assistance devices is important to everyone in our communities. We sent the following questions to all candidates who will be on the ballot in the primary.

Here are the responses of all who responded to our survey in alpha order by last name under each position. We got some GREAT responses and want to thank each candidate who took the time to respond. We believe responding to our survey means these candidates care deeply, have thought deeply, and have considered solutions to the transportation problems facing our county and communities. We hope their responses will spark some equally thoughtful and civil comments and discussion.

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Volusia County Council

Andy Kelly, Candidate for County Council At Large

If elected, how would you support the Trails program and how would you fund these efforts?

I am proud to have served on the Council as one of the pioneers of our local Volusia “Spring to Spring Trail”, and a staunch supporter of all our County Trails! Volusia County’s trails program has not only been wildly successful and accepted locally but has also proven to be the envy of counties across the nation. They have proven to enhance our local Quality of Life!

I fully support continuing our countywide trails and the SJR2C’s ongoing connectivity to our trails. I will support ongoing funding efforts including use of designated Volusia ECHO funds, and matching state and federal grants. However, I would also like to see more private funding and community involvement/matching funding as we move forward.

Again, first and foremost, I am not only a 100% Trail user, but also 100% in favor of finalizing the River to Sea Loop with full connectivity with our wonderful multi-use trails.

2.What do you think are the top two most pressing transportation issues for our county and/or your city and what would you do to fix them?

First and foremost, the continued runaway/sprawl development without infrastructure in place has created the need for us all to slow down and take control. Now. The county and cities all need to revisit the impacts that development has on us all. Developers aren't required for pay for the needed road network, cities aren't responsible for new roads and both the county and state are overwhelmed just considering the new roads needed... let alone repairing our existing roads. It doesn't matter if you've moved here recently or have lived here your lifetime, such as I have, everyone expects and deserves safe roads and safe transportation.

Increasing impact fees is a minor beginning but overall, the cities and the county need to stop allowing continued runaway growth without first having plans in place. All growth should be held financially accountable.

In 2007 I voted for SunRail supported by rapid Votran bus transport. Unfortunately, both the state and the federal governments failed us extending phase 2 (DeLand extension) and now the cost to tax-payers are more than triple. Given the chance to vote today, I would have held their feet to the fire, making them abide by the original terms of our signed agreement! However, current council voted otherwise, so at this point I think that we must cautiously move forward and always be conscientious about taxpayer's money being used.

There is no easy answer to either of our transportation issues but as always, I will be opened minded in hearing possible solutions. I will not be supportive of any tax increase unless voters

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

Volusia County is a major tourist area and because of that we have a lot of tourists who are unfamiliar with the area both driving and walking as well as our homeless pedestrian traffic. We need to install lights on our dark streets, create more pedestrian safe crossing areas and slow traffic down in those areas with the highest incidents. We need to utilize every resource available to prevent further incidents. All road and improvements should be designed with pedestrian safety #1.

4. FDOT has proposed project (FPID No.: 447105-1) to repave segments of State Road 40, between U.S. 1 and S.R. A1A, a critical part of the Loop. This is being done to promote “enhancements to safety for all road users.” New bicycle lanes next to turn lanes, called keyholes, as well as new pavement markings to create shared vehicle/bicycle lanes are planned. What is your position on this project? Please make your argument to defend your point.

As an avid cyclist as well as a driver, I am for everything that promotes “enhancements to safety for all road users.” I am aware that there will be many opinions on both sides of the argument and as always, I am open to hearing all discussion. But again, everyone’s Quality of Life and safety is my #1 priority.

Doug Pettit Candidate County Council At Large

Responses from Facebook posted on line 8/8/22

1. If elected, how would you support the Trails program and how would you fund these efforts?

I support the creation of a county wide trails plan. Some funding is already available for such a plan and could come from Sunrail, National Scenic Highways, local cities, ECHO and the State Trails Greenways System.

2.What do you think are the top two most pressing transportation issues for our county and/or your city and what would you do to fix them?

A) Public transportation needs to be assessed and strengthened, where necessary, in Volusia County. It is my understanding that, like so many county services, Votran is understaffed at this time. I would be an advocate for working to fix staffing issues to provide better service throughout the county. B) Impact fees should be increased to cover more than three miles of road, which is the current standard. I’m also of the opinion that there could be some exchange of roadways between the state and county to create a more equitable ability to service existing roadways.

3. It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

This is certainly a quality-of-life issue as well as a safety issue. Pedestrian crossings need to be strengthened and modernized using state of the art standards. Better design is needed and that requires funding. Because of high fatality numbers, there is additional safety funding available through FDOT. Local communities need to be applying for these funds. We need cooperation between local municipalities, Volusia County and FDOT to create a master plan for safer urban and highway designs in targeted areas. Otherwise, we will continue to remain at the top of these bicycle/pedestrian fatality lists. Our residents and visitors deserve safe and pleasant facilities.

4. FDOT of Transportation has proposed project (FPID No.: 447105-1) to repave segments of State Road 40, between U.S. 1 and S.R. A1A, a critical part of the Loop. This is being done to promote “enhancements to safety for all road users.” New bicycle lanes next to turn lanes, called keyholes, as well as new pavement markings to create shared vehicle/bicycle lanes are planned. What is your position on this project? Please make your argument to defend your point.

This question is being asked prior to the stakeholders meeting scheduled by FDOT on August 9. I prefer to listen to the FDOT meeting which is open to the public before weighing in on this project. Link here <https://www.cflroads.com/project/447105-1> Due to the horrific fatality numbers in our area, FDOT needs to do a better job designing separation of bicyclists from vehicular traffic with such things as landscaped buffers for the bike lanes. If there are measurement issues, then a single bike lane that is safer would be better than two that are not.

Doug Pettit Candidate County Council At Large
Responses from Facebook posted on line 8/8/22

1. If elected, how would you support the Trails program and how would you fund these efforts?

1. As spoken loudly by the people of Volusia County, ECHO is a great way to fund new trails projects. Also, as an alternate on the R2STPO, I am aware of the opportunities available for funding from that organization.

2. What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

2. The LPGA corridor and the fact that we are ranked 2nd worst in the nation for pedestrian deaths. I would like to see changes in the way we develop so as to encourage more pedestrian friendly activities and lower travel times by car.

3. It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

3. Focus on maintaining the current streets we have in order to make certain they are safe. Furthermore, promote Land Development Code changes to foster recreation inside new developments.

4. FDOT of Transportation has proposed project (FPID No.: 447105-1) to repave segments of State Road 40, between U.S. 1 and S.R. A1A, a critical part of the Loop. This is being done to promote “enhancements to safety for all road users.” New bicycle lanes next to turn lanes, called keyholes, as well as new pavement markings to create shared vehicle/bicycle lanes are planned. What is your position on this project? Please make your argument to defend your point.

4. As the meeting has yet to occur as of this writing, the details are unknown. However, improvements such as raised mid-block crossings, new medians, and new bicycle lanes should help enhance safety which I am definitely in support of.

Sincerely,

Rob Littleton for Volusia County Council, District 4

Mike McLean Volusia County Council District 4

1. If elected, how would you support the Trails program and how would you fund these efforts?

Question 1. My wife and I are avid bikers and walkers- so count me in as a big fan of the LOOP!!! Kudos to those who began this journey here back in the mid 90's -while there's more to be done – so much has been accomplished!! The trails program is composed of many aspects- chief among them being enhanced bicycle and pedestrian trails, basic hiking, biking & equestrian trails and various paddling trails. Coordination with the East Central Florida Rail Trail Mgmt Plan in important areas such as geology, soils and water management makes good sense. Certainly unitizing appropriate Volusia Forever and EHCO funding can help defray some onetime costs...with consideration of our recent allocation of federal COVID funds if eligible for trail expansion. Let's remember that repair and maintenance costs are ongoing. and a dedicated funding source must be examined and found without disputing other vital programs.

2.What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

Question 2 I see two challenging transportation opportunities as (1) traffic/growth/ infrastructure and (2) creating a more stable, active, walkable transportation environment. Now... how do we get there??? In regard to the growth challenges in many parts of Volusia County – we need to realize that good development is not the enemy, but all development may not be in our communities best interest. In my view, the best way to determine the difference is to discuss and agree to that impact as early in the application process as possible. Growth, traffic, infrastructure, land, environment, water, surrounding communities etc must be considered in order to determine in the best way humanly possible the fiscal, emotional, and historic impact that development will have in our community. The earlier agreements can be made in the process- the clearer the picture will be to determine future steps. Regarding a more stable transportation network- you begin with education- drivers, walkers, bicyclists etc. need to accept the fact that in sharing the road we all benefit by more greater transportation options for our daily lives. Health, Wellness and Quality of life can be enhanced by prioritizing an active walkable and safe modal environment.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

Question 3 The fact that Volusia County ranks 2nd worst in the USA for Pedestrian deaths is appalling. The first step in my view would be to determine which intersections in the county statically show the greater potential for harm, critically look at how those intersections was constructed, and proposing solutions of a physical nature. Examples would be creating and/or widening sharable lanes, expanding driving lanes to get greater movability to avoid incidents, and greater amounts of signage and direction to help pedestrians make better decisions. Of course, this approach may not work in many land restricted circumstances- so solutions like driver & pedestrian education, synchronized traffic lights in order to dictate traffic flow to reduce dangerous situations and consistent

enforcement of the laws for drivers and pedestrians on the books currently make sense. While not perfect answers- I believe the preceding would move us a long way from that “ 2nd worst” list to a much better standing .

4. FDOT has proposed project (FPID No.: 447105-1) to repave segments of State Road 40, between U.S. 1 and S.R. A1A, a critical part of the Loop. This is being done to promote “enhancements to safety for all road users.” New bicycle lanes next to turn lanes, called keyholes, as well as new pavement markings to create shared vehicle/bicycle lanes are planned. What is your position on this project? Please make your argument to defend your point.

Question 4 First, I compliment FDOT and their team on their forward-thinking approach to a challenging modal issue on Granada between US 1 & A1A. While my first instinct is to welcome the changes proposed with open arms.- I believe we need to consider both history and reality as we consider this option. This intersection has been flowing as a vast majority vehicle environment for decades – and our citizens have come accustomed to that environment. Introducing keyholes and sharable bike/vehicle lanes will be a distinct change from that areas traffic history – and time may needed to allow bicyclists and pedestrians to adjust – along with the driving public. I would be comfortable with some sort of transition from the current paving to the Project FDOT has proposed – to give all of our citizens- regardless what modal of transportation they prefer- an opportunity to comfortably coexist.

Mike McLean Aug 4, 2022, at 5:11 PM,

Victor M Ramos

Candidate for Volusia County Council District 5

1.If elected, how would you support the Trails program and how would you fund these efforts?

As an avid user of Our Trails, I will continue to support and advocate the importance and benefits of our trails. As for funding, continue to work with our Transportation Planning Organization (TPO) and build coalition with our builders to incorporate trails with future development and share in the cost.

2.What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

Sustainable Infrastructure is important to preserve, restore and integrate our natural environment. Also knowing that our roads and transit system and water are all part of our infrastructure and working to deliver such as clean water and public transportation. As a member of our TPO we are working in solidifying our communication with FDOT District 5 to have a comprehensive approach to work with our transportation challenges.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

As an educator I strongly believe that we must do a better job in educating our residents and working with planners to incorporate pedestrian friendly designs.

4. FDOT of Transportation has proposed project (FPID No.: 447105-1) to repave segments of State Road 40, between U.S. 1 and S.R. A1A, a critical part of the Loop. This is being done to promote “enhancements to safety for all road users.” New bicycle lanes next to turn lanes, called keyholes, as well as new pavement markings to create shared vehicle/bicycle lanes are planned. What is your position on this project? Please make your argument to defend your point.

As mentioned, before I have and will continue to advocate for projects that will enhance all forms of transportation. It's projects like this one that if we are serious about encouraging different means of transportation, we must be willing to promote.

Thanks,
VMRamos
Candidate for Volusia County Council District 5

David Santiago, Volusia County Council District 5

1. If elected, how would you support the Trails program and how would you fund these efforts?

I am very supportive of the trails program and would look for creative ways to continue to fund it. Including State and Federal matching dollars.

2. What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

We have many challenges in our infrastructure. I believe it has not kept up with the pace of growth. We must ensure that continued growth that occurs accurately supports funding needs with the infrastructure.

3. It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

This is a big problem for our count. As a legislature I helped plan and fund safety pedestrian crossing intersections. This is something we should expand throughout the county amongst other safety measures.

4. FDOT has proposed project (FPID No.: 447105-1) to repave segments of State Road 40, between U.S. 1 and S.R. A1A, a critical part of the Loop. This is being done to promote “enhancements to safety for all road users.” New bicycle lanes next to turn lanes, called keyholes, as well as new pavement markings to create shared

vehicle/bicycle lanes are planned. What is your position on this project? Please make your argument to defend your point.

I support the project that is proposed as I believe it's great for our county.

David Santiago

SUBMITTED August 7, 2022

DeBary City Council

Donnie Taylor for DeBary

Candidate for DeBary City Council Seat 3

Community Engagement for Sustainable Solutions

1. If elected, how would you support the Trails program and how would you fund these efforts?

1) As the hub for the three major central Florida trails, DeBary is in a unique position to lead as a trail capital for Florida.

DeBary was recently designated a Trail Town, one of only 12 cities in Florida. The city is in the process of building up a more aggressive trail

program, uniting trail users, businesses, and trail enthusiasts. As a frequent user of the trails, I will continue to ensure these efforts continue, including adding trail amenities such as bike repair stations to provide ease of travel for trail users. DeBary recently partnered with a realtor association to provide amenities and as a Councilmember, I will continue to work to build additional partnerships with businesses and groups to further amenitize the trails.

The city has begun a business trail program, requesting businesses to sign up with discounts for trail users and I will continue to expand that program. The city has rolled out its trail window decals with a QR code that takes users to the city's trail page on the website. That page has maps, information, and discount information for trail users. As a council member, I will ensure staff stays focused on expanding this program and ensuring all our businesses recognize how trails are a vital part of the economic success for DeBary.

2.What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

2) While the City has made great strides in emphasizing multi-modal options, more work needs to be done. Adding sidewalks, slowing traffic, eliminating curbs, improving crossings and signalizations will continue to make DeBary a true multi-modal city with safe options for everyone.

Slowing traffic and improving crossings will go a long way to improving safety for vulnerable road users. I will work with the City Manager to ensure that the city remains focused on these improvements and ensure our strategic plan encompasses bicycle and pedestrian safety improvements.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

3) I recently toured a city in another state that has a complete streets program with a 0 fatality goal. Focused around its public transit system,

that city has closed portions of its downtown to cars, installed bicycle racks and other micro mobility vehicles to reach this goal. In examining other countries with high bike usage, one thing is clear – a vibrant and active public transit system. Currently, for long distance travel, Volusia has little choice but to use their cars. Opening up and expanding SunRail would go a long way to improving safety by removing cars from the road.

4. What is your opinion on existing zoning regulations and their impact on the character, livability, public spaces, and walkability of DeBary and what would you do to improve it?

4) DeBary has done a great job with its focus on multi-modal mobility in new development, including requiring residential developers to install trails that connect to our trail system. It created a transit oriented development that will open up multi-modal public spaces. Wide paver, curbsless roads, wide sidewalks, and planned bicycle amenities will make DeBary Main Street an enviable place to live, work, and play.

In speaking with the city staff, I learned that DeBary recently submitted two appropriation requests to the State - both focus on improving mobility for vulnerable road users. As a Council member, I will work with groups such as the St. Johns River to Sea Loop Alliance for input on continued improvements to work with city staff to seek funding for these improvements.

Looking forward to seeing and meeting everyone on the trails.

DeLand Mayor Candidate Responses

Chris Cloudman, Mayor City of DeLand

1. If elected, how would you support the Trails program and how would you fund these efforts?

As Mayor I will continue to be an advocate for trails, transit and other forms of alternate mobility options, and I will continue to be present and actively participate in events put on by the Alliance. As the 1st Vice Chair of the River to Sea Transportation Planning Organization, I made the motion just

yesterday to recommend the expenditure of \$34,000 for the DeLand West Greenway feasibility study to the full board later this month.

2.What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

Two of the most prohibitive restraints to transportation right now are the rising costs of materials / services coupled with a stagnant, out-of-date funding model. I have been at the table at the local, regional and state-wide level for legislative discussions to address the need of fixing our underfunded transportation infrastructure.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

We have been in discussion at the regional level to identify uniform safety design standards that can be adopted locally for all new construction (ex. the complete streets model). At the city level we have increased our funding over the last few years to add sidewalks into existing areas of town to help make community connections and provide safer walking routes.

4.What is your opinion on existing zoning regulations and their impact on the character, livability, public spaces, and walkability of DeLand and what would you do to improve it?

We are currently working towards revisions to our land development regulations, and I will continue to push to make trails / interconnectivity and better environmental related practices the standard for all future development.

Buzz Nesbit Questionnaire Mayor City of DeLand

1. If elected, how would you support the Trails program and how would you fund these efforts?

As Mayor, I will make the expansion of our paved trail system within the City of DeLand and the connections of our city trails to nearby regional trails a high priority. I will maintain close communication with Volusia County, the River-to-Sea TPO, and FDOT to ensure that DeLand receives as many resources as possible for the planning, building, and maintenance of trails. I will make sure that DeLand's representative on the TPO is proactively advocating for DeLand's interests.

I will also lead the City Commission to include a requirement for trails within the newly revised Land Development Regulations. All new developments should consist of safe trails within the development (paid for by the developer), alongside the perimeter of the development, and where it is feasible to connect to the larger trail network in the area. These paved trails must be wide enough for the two-way passing of bicycles and other micro mobility traffic.

2. What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

With the rapid pace of growth that the current City Commission has approved, traffic congestion within some areas of DeLand has become a growing concern. Providing infrastructure for alternative transportation should be a major part of the solutions (take cars off the road), including asking the County for more user-friendly Votran routes and schedules, building more bike trails (see above), and working with the County and FDOT to prioritize Complete Street designs in areas that should be supporting more pedestrian and rolling options. Every school should have safe, separated, WIDE trails that connect the school to all neighborhoods within a 2-mile radius.

Because the next question is about safety, I will address that below. Here, I will add that establishing short-term and long-term solutions for connections between the city center, north side, and south side depots in DeLand and the SunRail Station is an urgent issue. Trails and shuttles will have to be established ASAP to be ready for the first train. (This would help Amtrak riders, too.). Longer term, the City and County need to continue exploring options and negotiating with SunTrail to bring the train

closer to the City Center, particularly as future extensions toward the east coast are considered.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

First, I would want to understand this statistic more fully. How many of those deaths were in east side cities vs. west side cities, residents vs. tourists? (The east side cities attract a somewhat different demographic slate of tourists than the west side cities.). And are the pedestrian deaths on main thoroughfares or smaller side residential streets? In DeLand, I would continue to prioritize the addition of sidewalks or trails in areas that currently have none; and I would make sure that street striping is bright and send clear messages to drivers about sharing the road with pedestrians and cyclists. For example, at a couple of stop signs in my neighborhood where people love to get out and walk, the crosswalks are painted BEFORE the stop bar at the stop sign. This is a problem!!! We need to do a review of all city streets to identify areas where more appropriate and aggressive striping at intersections could be an “easy” fix. We could also explore the possibility of using diagonal crosswalks at the main intersections downtown (Woodland and Howry, New York, Indiana, and Rich), where pedestrians often cross. Stopping traffic for longer along Woodland might also deter some of the traffic onto other routes. (On that note, I would initiate conversations with FDOT about the possibility of rerouting all commercial truck traffic away from Woodland Blvd. between ISB and Taylor Rd./15A.)

Complete Streets also improve safety for all road users by providing physical separations for vulnerable road users from motorized vehicles and ensuring safe crossings at intersections that delay traffic movements until pedestrians and cyclists have crossed.

4.What is your opinion on existing zoning regulations and their impact on the character, livability, public spaces, and walkability of DeLand, and what would you do to improve it?

Current Euclidian zoning is not working for DeLand. It perpetuates the separation of residential and commercial functions and the separation of cultures. I have been pushing for Form-based zoning, although I recently

learned more about a derivative of that called “Place-based zoning.” The idea for either, though, is to focus on how architecture and urban design create desired private spaces in balance with vibrant public spaces for community gathering. Plazas, promenades, and parks that provide opportunities for community interactions, including informal visits as well as planned artistic, cultural, and economic exchange, would be ideal. Of course, those areas need plenty of trees to provide the shade needed in warmer weather for people to be outside.

I would like to explore ways to enhance the north-south connection between New York Ave. and Voorhis Ave., with the Voorhis corridor creating a distinct cultural hub that connects the African American community and the rest of DeLand. I would also like to see stronger connections between downtown and Earl Brown Park and to make the connections east of Woodland between downtown and Stetson more welcoming. As we move through what I hope will be a LONG process in evaluating and redeveloping (one way or another) the Southridge Golf Course, I will ensure that that redeveloped area is fully connected with trails to the city center schools and other important hubs.

DeLand City Commission

Deirdre Perry DeLand City Commission Seat 3

1.If elected, how would you support the Trails program and how would you fund these efforts?

I would support the trails by making sure it is maintained through Urban beautification projects.

2.What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

For me two of the most pressing transportation issues would be the Sun Rail accessibility into town and the public transportation of the Votran bus system. A fix to this would be to make sure that funding is available expanding access to both, with support from the city county and State.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

Solutions I would support would be accessible crossings in high traffic areas, and bike lanes that would not impede traffic.

4.What is your opinion on existing zoning regulations and their impact on the character, livability, public spaces, and walkability of DeLand and what would you do to improve it?

Existing zones and their impact on residential density, livability, public spaces, and walkability should not have a negative impact on any of these categories. I would support improvement through new regulations or deregulations that would support these criteria. Hopefully this will answer your questions and support your cause.

Thank you for reaching out

Deirdre Perry

Deltona Mayor

Heidi Herzberg Mayor, City of Deltona

1.If elected, how would you support the Trails program and how would you fund these efforts?

In Deltona, we are looking at establishing the Blue Ways Trail- A system of waterway connections between our lakes. We are looking at connectivity with existing trails and creating a new form of recreation within the city that can be expanded to the county and other cities nearby. Regarding funding, we are looking at grants to help fund this project. We also have some grant match funding and, depending on budget, can self-fund some of this.

2.What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

One of the issues that needs to be addressed is the Rhode Island connector and possible interchange on I 4 located between the Saxon and 472 interchanges. With the addition of the Amazon facility and another spec warehouse across from Amazon and the possible development on the other side of the interstate, we will need connectivity on both sides of I-4. We have set aside \$10 million and are working on FDOT for funding etc.

The intersections at Saxon and N Normandy Blvd and Providence and Normandy. With a Providence and Normandy, we have set aside funding for stormwater improvements And have approached the state for funding as well. For Saxon in North Normandy, this is an intersection that will have commercial development at some point, and when that occurs, we need to address the entire configuration of the interchange including lighting, curbs, pedestrian walkways and traffic patterns. We have looked at a pedestrian flyover and other temporary solutions, but until the one corner is developed, we need to continue to look for funding to address this intersection.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

This is a difficult question, because so many of our roads don't have easy pedestrian access for crossing them. They are roads that are designed for commercial use and the lane layouts are not pedestrian friendly.

To redo these roads is cost prohibitive. What we can do is look at how to use traffic patterns and calming devices in future development. Roundabouts, cut ins and proper bright lighting both embedded and poles all will help. We have to also look at pedestrian flyovers if it all possible. There is also a huge cost there, unfortunately. It will be up to all of us to work with development and use innovative new technology to make a road safer.

4.What is your opinion on existing zoning regulations and their impact on the character, livability, public spaces, and walkability of Deltona and what would you do to improve it?

As of July 1, the city has put in place a six month moratorium on RPUDs to gain ground in addressing some of our zoning issues. Our zoning was left over from Volusia County and was never truly changed and upgraded to address the changing times. Many of these parcels have Ag zoning or low density residential but may have a different future land-use designation assigned to it.

The city must address the issues of greenspace, infrastructure, including stormwater, sanitary sewer, sidewalks, roads etc. when looking at future and past development. An RPUD addresses all these issues and is paid by developers, but most of Deltona is not in a planned development and lacks the infrastructure above.

So, Deltona has a twofold problem. The one is how to address new development in terms of RPUDs, which is what we are addressing now. The other challenge is the rest of our city not in a PUD and how it has been developed in the past and the infill lots that are now being built upon. Most of the infill lots don't have sewer, sidewalks, curb and gutter or street lighting. The large parcels that are not RPUDs may not be required to put in any of the infrastructure or green space that a PUD would be required to do. The larger 1 acre lots would be on septic and would have no green restrictions in terms of trees etc.

Thank You,

Heidi Herzberg
Mayor, City of Deltona

Tom Burbank, Candidate Dist. 1, Deltona City Commission

1. If elected, how would you support the Trails program and how would you fund these efforts?

I would view any issues that come before anybody to which I might be elected from a vantage point of environmental awareness and hiking and walkability are both important components. As yet, I have no clue as to how to fund these issues other than to argue, cajole, and/or otherwise attempt to persuade the holders of the purse strings to take a similar position.

2.What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

Transportation issues affecting Volusia County in its entirety are, at present, beyond my ken. I feel that Deltona, (40+/- square miles) however, is woefully short of interconnecting trails and/or bikeways. Deltona was not designed to accommodate such and therefore I cannot, at present, ride my bike from my home, at the NE end of town to the trail network near Lake Monroe without the possibility of an accident. The roads are too narrow and dedicated bikeways are non-existent. When resurfacing or widening an existing road these matters should be incorporated into the design.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

I'll hazard a guess that many of those deaths involve tourists and alcohol. There's an element of stupidity and carelessness that can't be fixed.

4.What is your opinion on existing zoning regulations and their impact on the character, livability, public spaces, and walkability of Deltona and what would you do to improve it?

The existing zoning regulations need to be tuned to allow for more open space, natural preservation (where practical) and interconnectivity. While it may be unlawful to deny a property owner the reasonable use of the property it is not improper, from a legal standpoint, to impose more modern rules that take into account our changing climate and our impacts on the natural world.

Tom Burbank, Candidate Dist. 1, Deltona City commission

Edgewater

Morgan Adams Candidate Edgewater City Council Dist. 3

Candidate Questionnaire

1. If elected, how would you support the Trails program and how would you fund these efforts?

I would listen to the groups that advocate for the trails to tell me how to support them. I don't know exactly what they would need but I'd be behind what I could. I think the Trails are a great addition and one idea for funding, that has worked well for other cities, is bike share programs.

San Antonio did it for their Missions Trail, successfully generating revenue and attracting tourists. I think the uniqueness of our trails and having a safe place to ride would also make it a successful program for us, attracting tourists from adjacent cities to come rent one for the day. I also think something simple like locked donation boxes for people to pay as they use would also be beneficial for creating revenue outside of government funding.

2. What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

I think the top 2 in Edgewater are growing traffic congestion and speeding in residential neighborhoods. For congestion, infrastructure improvements have to be planned and addressed simultaneously with development approval. It takes years to fix infrastructure issues, so it has to grow with the population to stay adequate.

For speeding, I'm not exactly sure what the best & affordable route is but the typical ideas of heavier enforcement and speed bumps wouldn't hurt. I absolutely want to find the best policy on reducing speeding as my kids

can't ride bikes or walk safely to the bike trail because our neighbor drag races himself the one block between his home and the stop sign.

3. It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

It often comes down to a lack of paying attention for both drivers and pedestrians. Pedestrians have the ability to triple check before moving into the roadway, while drivers don't. Pedestrians need to be alert, make sure they are seen, & be on the sidewalk or crosswalk. Drivers need to be alert and keep their eyes open, as well, especially at intersections before pulling into the crosswalk. The flashing lights that attract more attention to pedestrian crosswalks are great and need to be utilized more, especially at traffic lights, where most drivers are only watching for their own lights. No matter how many flashy features we use, if no one is paying attention & doing what they're suppose to, none of it will make a difference.

4.What is your opinion on existing zoning regulations and their impact on the character, livability, public spaces, and walkability of Edgewater and what would you do to improve it?

Zoning regulations are something I'm still learning in preparation for being on council. I know it's something that a lot of businesses are having to work around, as well as homeowners, to use their properties as they want. I know the walkability of Edgewater is decent except for within the Shores. We have the bike path now but it still crosses each individual street and is not very safe.

One of the benefits of being on council is getting the agenda ahead of time and being able to research and coordinate with the correct department to learn about the issue before making a decision. I plan to keep learning on my own, as well as to address individual concerns as they come up from the residents.

Morgan Adams Candidate Edgewater City Council Dist.3

James McGinnis, Edgewater City Council, District 3

Candidate Questionnaire

1. If elected, how would you support the Trails program and how would you fund these efforts?

I support the trails program. It is a wonderful way to preserve nature and yet open it up for people to enjoy. As a disabled veteran it means that I can go to get away from all the noise and hub bub of daily life. It has assisted with the PTSD while also incorporating exercise. With the Alliance being a 501(c)3 organization, I would assist in fund raising and give needed support from the city of Edgewater.

2. What do you think are the top two most pressing transportation issues for our county and/or your city and what would you do to fix them?

The top two would have to be traffic from all the construction and housing boom. We need to shore up our infrastructure first to be able to handle the additional traffic. In Edgewater we have state interstate, county maintain roads and city streets. I would work with the different agencies to secure the funding needed to make improvements.

3. It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

I will work with Florida's Pedestrian and Bicycle Safety Coalition with the Florida Department of Transportation. Trena McPherson has laid out a Strategic safety plan and are working diligently to lower those numbers.

4. What is your opinion on existing zoning regulations and their impact on the character, livability, public spaces, and walkability of Edgewater and what would you do to improve it.?

Edgewater has added sidewalks on both sides of US 1 through out the city and south to Oak Hill. There is current construction on sidewalks to run along 442 (Indian River Blvd.) from US 1 west to I 95. Which will connect to the Trails. In Florida Shores it will be difficult to address the sidewalk issues due to a very small right of way. There have been several suggestions for improvements from lower speeds, better police presence and possibly a one-way street study. Some other issues that the city must deal with is the fact that there are Federal, state and county-maintained roads. Making it difficult to make changes.

James McGinnis, Edgewater City Council, District 3

Linda Mojer Edgewater District 3

1. If elected, how would you support the Trails program and how would you fund these efforts?

Although I am not a firsthand user of the Trails system itself, I am a strong proponent of preserving natural spaces for the enjoyment of those who do. Elected or not, my commitment to a healthy environment includes being able to enjoy safe outdoor spaces, fully and freely. Keeping in mind the far-reaching impacts of greenspace on related groundwater systems, it's important to acknowledge and protect the inter-related nature of ... nature. Beyond its boundaries, the entire footprint of the Trails system plays an important role in the overall health of the Volusia County (and larger Central Florida, and overall State) water supply through runoff, filtration and aquifer re-supply. All municipalities face tight budgets and limited funding options, requiring that every problem, and solution, be carefully considered and prioritized.

2. What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

The continued influx of new full- and part-time residents to the state is guaranteed to bring related complications for transportation systems and

planning. As I learn more about those organizations charged with managing resources and strategic planning, population density drives multiple projects along major corridors, while funding measures are being considered by municipalities across the region. While I'd like to see increased use of public transportation or ride-share options to ease routine traffic congestion, it's difficult to change long-standing mindsets. Continuing to design and develop bicycle and pedestrian thoroughways that are highly visible, safe and attractive is worthwhile in trying to shape the necessary new mindsets to effect change across Volusia County.

3. It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

These disturbing results certainly indicate a pressing need for increased attention to whatever safety measures are best proven to protect pedestrian traffic in congested areas. More and better placed crosswalks, lighting, and traffic signals all seem warranted, along with driver awareness and education programs. All accidents are tragic, but the injury and loss of life by pedestrians or cyclists who go up against vehicles in traffic is extreme. Taking a pro-active approach to the shared, safe use of our roadways is in everyone's best interest.

4. What is your opinion on existing zoning regulations and their impact on the character, livability, public spaces, and walkability of Edgewater and what would you do to improve it?

Within Edgewater's District 3, most existing homes in Florida Shores lack pedestrian walkways or bike paths; however, all new residential development plans incorporate full sidewalks, often connecting sizable homes on small lots. As affordable housing needs become more urgent, it appears that the City of Edgewater is due to re-visit its ordinances governing the minimum size of new homes. From the Planning & Zoning process, through City Council review and approval, it seems important to agree on the type of housing balance needed to best serve our growing communities. Sufficient inventories of apartment, condo, tiny, community,

and starter/medium-sized homes need to be available to support a quality lifestyle for an Edgewater-based workforce. Setting an intention for growth across the full range of needs – and keeping those goals in focus – can only enhance the City’s character and livability.

Orange City

Jeff Allebach, City of Orange City District 2

1. If elected, how would you support the Trails program and how would you fund these efforts?

As a re-elected Councilmember I would continue voting on the TPO to maintain the vehicle, pedestrian and trails allocations to keep planning and construction dollars available. The federal support provides incentives to Orange City to coordinate projects connecting trails.

2. What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

The maintaining of the roads, sidewalks and trails we have and providing new bypass roads so we can create community areas where traffic is less and can go slower to see the businesses to stop at. Orange City has to foster relationships with the County and State to make sure their plans coincide with our vision. I have the experience and connections to work with these folks to have in the works the interchange at 17-92/Enterprise, Graves widening and signal enhancement at Kentucky, Veterans four lanes, and a western beltway.

3. It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

Require new roads to be built with all uses accounted for, a concept known as safestreets. It won't be all about cars in the design therefore by plan its safer. In Orange City we have a lot of these concepts codified to make sure the bike paths are real and sidewalks are built. Even funding these items specifically in the budget.

4. What is your opinion on existing zoning regulations and their impact on the character, livability, public spaces, and walkability of Orange City and what would you do to improve it?

Orange City has planned for twenty-five years how and where new houses would go mixed together with business services to create a connected community. The growth has arrived and is going in those places. No changes in zoning have been made to go against the plan. The best way to make sure it stays on track is to be sure to fund the plan. The culture that has attracted our growth needs to be maintained.

Jeff Allebach Aug 4, 2022, at 11:48 AM

Ormond Beach

Rob Bridger, Candidate for Mayor Ormond Beach

1. If elected, how would you support the Trails program and how would you fund these efforts?

In reviewing the St. Johns River-to-Sea Loop Alliance's website I was dismayed to find that the City or Ormond Beach is not a partnering sponsor. I fully support the Alliance's mission "to advance, advocate, support, promote and protect the St Johns River-to-Sea Loop and connecting multi-use trails and to improve active, equitable mobility for all through positive changes to culture, policy and infrastructure. If elected, the first thing for me to do is get the City of Ormond "on-board" as a partner.

If elected I will endeavor to ensure that the 4.5 miles of the Halifax River Trail (loop segment) through Ormond Beach is maintained. I will work collaboratively with Volusia County to address closing the "Ocean Shore Boulevard / A1A" gap. In addition, there have been recently acquired

parcels for preservation along the Ormond Scenic Loop that would be ideal for a connecting multi-use trail. The City's Leisure Services budget can be explored for the funding to maintain the existing trail segments in Ormond Beach. I would seek ECHO grant funding for closing the "Ocean Shore Boulevard / A1A gap" and a Scenic Loop connecting multi-use trails.

The developer of Plantation Oaks has come time-and-time again to the Commission for approval of changes to his planned development – there has been no real negation heretofore. At the next opportunity for negotiation, I will push for closing access from Plantation Oaks to "The Loop". That developments ingress and egress can be on U.S. 1. I will strive to limit vehicular access from Plantation Oaks to "The Loop" – after all during a hurricane folks won't evacuate Plantation Oaks toward the ocean, and emergency response vehicles will be using U.S. 1 anyway.

2.What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

First, over development of Ormond Beach has resulted in a traffic nightmare on Granada Boulevard. Our incumbent mayor doesn't think there's a traffic problem – obviously he hasn't tried to drive to Wal Mart at 5 p.m. I am campaigning for responsible growth and development that doesn't out pace our infrastructure.

I will work to downsize the proposed Avalon Park development in Daytona Beach – 10,000 homes and 200,000 square feet of retail space – that will dump more traffic onto Granada. Ormond Beach should exhaust every legal means to not be selling water and sewer services to Avalon, facilitating that mega development. I also oppose the extension of Hand Avenue over I-95 and through wetlands to provide a pipeline for traffic from Avalon into Ormond Beach.

1. To improve the traffic flow on Granada Boulevard, if elected, I will ask traffic engineers to obtain the best technology available to synchronize traffic signals along the Boulevard. Secondly, I suggested in writing in 2018 at an OB Life session regarding "transportation", and if elected will follow-up: the city should proceed to acquire easements along Granada Boulevard for bus stop "cut-outs"; so that buses picking up or dropping off passengers aren't blocking the traffic lane flow.

Second, Ormond Beach and Volusia County need to improve public transportation. We need bus routes and schedules that make sense. I fail to understand how Tanger Outlets could have been constructed without consideration of access to public transportation. I fail to understand that new election polling sites can be established west of I-95 where Votran doesn't go – is that “voter suppression” for those depending on public transportation? And, in the “Sunshine State” and thunderstorm capital – we need to have covered bus stop waiting stations. We can do better and as Mayor I will engage in discussion with Votran and others.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

To provide safer streets and prevent pedestrian deaths there are a number of things that I will seek to do if elected Mayor of Ormond Beach.

Many of our City's streets are dark; we need a comprehensive lighting inventory of dark roads. Just last week I emailed our City Public Works director a listing of areas on my neighborhood's streets missing reflectors – that's just my area. Before deciding to run for office I had a candid discussion with now Commissioner elect, Travis Sargent, about Ormond Beach's recycling program. Neither of us could understand why glass wasn't being recycled, pulverized, and added to asphalt to enhance nighttime illumination on dark city streets. If elected, there will be further discussion.

In high pedestrian areas our City needs to increase its number of pedestrian crosswalks with flashing lights and audible signals for the visually impaired.

Enforcement of speed limits is a key factor in safety. Almost everyone knows that you don't speed in Daytona Beach Shores – or you'll get ticketed. I will work to support our City's police with the resources needed.

Our City's over development has resulted in increased traffic on our major arteries, and traffic is now spilling over into / cutting through residential neighborhoods. As President of *The Trails* HOA I met with the City officials in 2014 about the possibility of having speed bumps, traffic tables, or other “traffic calming” installations in our community. At that time the City thought that such measures to control traffic and speed were potential liabilities for

the City. I think our pedestrian and cyclists' fatalities are a liability if we're benignly negligent to address speeding in residential neighborhoods. If elected Mayor of Ormond Beach this issue will be fully addressed.

4. FDOT of Transportation has proposed project (FPID No.: 447105-1) to repave segments of State Road 40, between U.S. 1 and S.R. A1A, a critical part of the Loop. This is being done to promote "enhancements to safety for all road users." New bicycle lanes next to turn lanes, called keyholes, as well as new pavement markings to create shared vehicle/bicycle lanes are planned. What is your position on this project? Please make your argument to defend your point.

I have stood at intersections on Granada Boulevard between U.S. 1 and S.R. A1A sign waving along with my volunteers. I have personally witnessed the reckless vehicular speeds on this street and worried for my safety and the safety of my volunteers. I strongly support any "enhancements to safety for all road users".

On August 9th I will look forward to hearing more of the detailed planning to slow traffic by narrowing lanes, shifting alignments, and other traffic calming measures. From what I've heard thus far there's solid planning. Again, we need improved downtown lighting for visibility of pedestrians that could be funded by our City's downtown CRA grant.

Additional pedestrian crosswalks with flashing lights and audible signals are needed, and I will look forward to the input of our City's transportation consultant on retainer, Miriam Ghyabi, about how we make City sidewalks and bike lanes safer.

Granada Boulevard is one of those streets that are "dangerous by design" in that it's an artery to move traffic as quickly as possible to the beach. Ormond Beach's claim to fame is that it's "The Birthplace of Speed" but that moniker should not apply to our City's streets.

Rob Bridger, Candidate for Mayor Ormond Beach

Bill Partington Mayor Ormond Beach

1. If elected, how would you support the Trails program and how would you fund these efforts?

I would continue Ormond Beach's commitment to trails by pushing for policies enhancing/interconnecting current trails and creating new trails. We have been working hard on our trails and the enhancements to the 30+ miles of the Ormond Scenic Loop and Trail as well as our recent commitment (Feb. 22') of almost \$300 thousand dollars to complete a segment of the Thompson Creek Trail from Division Avenue to Granada. Further evidence of our trails emphasis is the recently opened mountain bike trail in Riverbend Nature Park. In our recent update to the Parks and Recreation Master Plan our residents confirmed that trails are very important to them. For that reason I will also push the Commission to expand the trail system at Riverbend Park to utilize the property on the South side of Airport Road (old golf course) next to the Tomoka River for trails and open space. This is a great opportunity to support trails and working with Volusia County ECHO there may be some other exciting opportunities occurring in the near future...stay tuned. As far as funding there are a variety of methods to accomplish this support. Grants (ECHO, FRDAP, Federal, etc), ad valorem revenue, bonds and even impact fees in some situations can be combined to achieve the desired level of funding.

2. What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

The two most pressing issues for Volusia County and Ormond Beach when it comes to transportation are 1. LPGA from the river to ISB and 2. The U.S. 1 and I-95 Interchange replacement in Ormond Beach. LPGA is and has been a multi-year, colossal failure of epic proportions from a planning, leadership and funding perspective. There are too many broken segments of that roadway to even get into with the space allotted here but suffice to say for the last 30 years the failure of that road segment has been metastasizing and has now come home to roost. It will take many agencies and many dollars to fix LPGA but the time is now. As far as US1 & 95 we

have been working hard to plan/fund/facilitate/implement this multi million dollar project to upgrade this Eisenhower era transportation dinosaur of an interchange. The goal is to have it done contemporaneous with the growth that is occurring in this area (concurrency) as opposed to allowing an LPGA scenario to play itself out at this intersection.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

Safer streets have been a priority in Ormond Beach and partnering with our friends at the Florida Department of Transportation we have been able to plan, design, and fund a number of traffic/pedestrian safety enhancements that include RRFB flashing signalization for pedestrian crosswalks. You see one on Granada in the Downtown and there are 6 more of these coming to A1A in the near future so that our residents and guests can get to the beach and back more safely. Also in the last few years we have installed Accessible Pedestrian Signals (APS) at a few locations on Nova Rd. to assist our hearing impaired residents. The other component of this problem and a major contributor is speed. Traffic enforcement and education campaigns to slow drivers down is a key need and our Police Department is constantly and will continue to constantly work on this. I can't say it any more clearly than this "Speed kills". Finally our City has implemented a traffic calming program in our neighborhoods that has been very successful. Using a variety of traffic calming techniques including speed tables, raised crosswalks, visual calming and radar speed signs we have made significant improvements in response to our residents' concerns.

4. FDOT has proposed project (FPID No.: 447105-1) to repave segments of State Road 40, between U.S. 1 and S.R. A1A, a critical part of the Loop. This is being done to promote "enhancements to safety for all road users." New bicycle lanes next to turn lanes, called keyholes, as well as new pavement markings to create shared vehicle/bicycle lanes are planned. What is your position on this project? Please make your argument to defend your point.

The re-paving of Granada from U.S. 1 to A1A gives Ormond Beach an opportunity to further enhance the safety and walkability of our amazing downtown. The Commission and staff along with Ormond Mainstreet, the Chamber and key business owners and entrepreneurs have worked over the last two decades to create an impressive walkable downtown. Many people who are new to Ormond Beach may not realize all the “blood, sweat and tears” that went into transforming Granada Boulevard in the downtown to create the walkable, vibrant business and restaurant area that it is today. The key to further enhancing this area is to calm traffic and an important component of that (according to transportation engineers) are safety data supported designs like keyholes and pavement markings. Many may not realize that in Florida a bicycle is defined legally as a vehicle and the bicyclist is a driver. Bicyclists have the same rights to the roadways and are required to obey the same traffic laws as other drivers. That being the case it makes sense to provide a lane for them and make it as safe as allowed by law.

Tim Grigsby for Ormond Beach Commission Zone 1

1. If elected, how would you support the Trails program and how would you fund these efforts?

I represent Volusia County District 4 as a voting member of the TPO River to Sea, Bicycle and Pedestrian Advisory Committee (BPAC), which is responsible for reviewing plans, policies, and procedures as they relate to bicycle and pedestrian issues in the TPO planning area. In addition, the BPAC is responsible for the review and ranking of bicycle and pedestrian project applications in Volusia County and Ormond Beach and parts of Flagler County including Bunnell. BPAC

If elected commissioner I will work closely with city and county officials, FDOT, TPO, BPAC, River to Sea Alliance and other parties to support bicycle/pedestrian and multi-use trails in the city and beyond. I understand that connectivity with other trails and communities and that working together with other groups is key to achieving results.

I will work with city staff to apply for grants and funding from federal,

state, regional and private sources and will support the matching of funds by the city where appropriate and needed.

2.What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

1) Growth and development have outpaced construction and maintenance of our roads, sidewalks, public transit, and transportation infrastructure. County and city transportation planners have moved too slowly and often an afterthought and addressed piecemeal, only after congestion becomes a big problem. Just look at the mess around I-95 and LPGA in Daytona Beach where Tangler Mall, Buc-ee's, Margaritaville and other developments were given incentives and allowed to be developed with no plans or infrastructure in place to handle the traffic and the looming traffic congestion and problems that will come with the Amazon distribution center currently being constructed as examples.

To address this problem, we need to increase impact fees on development, require realistic traffic studies that consider future development, existing infrastructure, needed transportation improvements and affordable workforce housing options closer to the workplace, reducing congestion and pollution. Before offering tax breaks and incentives for developments like Amazon we need to ask these businesses what part you will play in solving transportation, workforce housing and pollution caused by your development before they are approved.

2) A lack of suitable alternative transportation modes with too much emphasis put on expanding our traditional roads. We cannot continue to keep adding more lanes to our interstates and streets.

To address these issues, we need to promote alternative transportation methods including walking, biking, bus, rail, carpooling, car sharing and alternative fuel vehicles. Extend passenger rail from Orlando to Daytona Beach and on to Jacksonville and support Votran, Uber and Lyft and other methods for last mile solutions. Modernize our rail systems, modernize Votran, both the routes and bus stops and the vehicles themselves, make them clean, comfortable, dependable, and

safe. Upgrade bus stops to include bike racks, security cameras, waste receptacles and solar powered lighting and USB charging stations. Add more bike racks to buses and consider making it free for Volusia County residents to ride.

3. It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

I have followed Smart Growth America and their Dangerous by Design priorities for some time now and is why I volunteered to be a member of BPAC. The FDOT, Volusia County and others have taken notice of the reports showing the Deltona-Daytona Beach-Ormond Beach Metro as being the most dangerous in the country for pedestrians with the highest death rates in Florida and the nation. The Florida Department of Transportation with the transportation planning groups TPO and BPAC have been working hard to address these fatalities but so far efforts have not paid off in a reduction.

We must continue these efforts for roads and streets to be designed and constructed with pedestrians in mind with less focus on how we can move the motor vehicles through the corridor as fast and efficiently as possible.

By reducing and enforcing speed limits, improving pedestrian safety devices, traffic calming, safer crosswalks, and better lighting I think it will make a real difference, but it will take time. We need better signage and education programs for both drivers and pedestrians and better enforcement when safety rules are broken.

4. FDOT of Transportation has proposed project (FPID No.: 447105-1) to repave segments of State Road 40, between U.S. 1 and S.R. A1A, a critical part of the Loop. This is being done to promote “enhancements to safety for all road users.” New bicycle lanes next to turn lanes, called keyholes, as well as new pavement markings to create shared vehicle/bicycle lanes are planned. What is your position on this project? Please make your argument to defend your point.

I am 100% for this safety improvement project. This section of street has seen multiple pedestrian fatalities and with the opening of more retail businesses and restaurants there are more pedestrians and more traffic than ever before. I argue that any delay in traffic caused by these improvements will be offset by drivers having time to notice the downtown improvements, shops and restaurants and they may consider finding a parking space and stay a while. Since the downtown will be safer, more people will be comfortable visiting and walking in the area so business should improve, and it will be a happier place without traffic speeding by. When asked about the estimated \$4 million costs, I question, how do you put price on a life?

Tim Grigsby for Ormond Beach Commission Zone 1

Lori Tolland, Candidate Ormond Beach Zone 1

1. If elected, how would you support the Trails program and how would you fund these efforts?

The St. John's River to Sea Loop is an amazing concept that embodies a healthy lifestyle, and a healthy community. The loop and it's multi use trails connect people encouraging exploration through community. I would suggest a discussion of funding options be considered at CIP workshops to help complete the trail system that is unfunded in Ormond. I am also a big proponent of public/private partnerships and would suggest a committee be established within the city to research options including grant funding. This would be a long-standing task force that could identify opportunities and obstacles to loop completion.

2. What do you think are the top two most pressing transportation issues for our county and/ or your city and what would you do to fix them?

The top two most pressing transportation issues for county and/or city is the increase of traffic for the average commuter and most definitely the safety of pedestrians and cyclists. Without designated non-motorized trails,

cyclists are at risk when riding. And, without sidewalks, pedestrians are at risk when walking or crossing the roads.

In Ormond Beach, we are beginning to make an effort at traffic calming on cut through neighborhood roads that are narrow. Our downtown has implemented a flashing crosswalk and pedestrian crosswalks. Where possible I would encourage multi-use trails for safety. Traffic congestion would require a collaborative effort to design county wide. Areas of concern presently is the narrow bridge on LPGA and the increase of development.

3.It has been recently reported that Volusia County ranks 2nd worst in the nation for pedestrian deaths. What do you think should be done to provide safer streets for all road users?

Safer streets for all road users would require a concerted effort from city, county, state. Pedestrians, cyclists, sport advocates, motorized vehicles, all share the road at times. A safe road is one that has clearly marked lanes for non-motorized traffic. Roads that are shared with pedestrians and bike riders should be posted at lower speeds as well. Volusia County has additional concerns due to beach access and pedestrians crossing A1A. Crosswalks, and slower speeds can help those crossing to the beach.

4. FDOT of Transportation has proposed project (FPID No.: 447105-1) to repave segments of State Road 40, between U.S. 1 and S.R. A1A, a critical part of the Loop. This is being done to promote “enhancements to safety for all road users.” New bicycle lanes next to turn lanes, called keyholes, as well as new pavement markings to create shared vehicle/bicycle lanes are planned. What is you position be on this project? Please make your argument to defend your point.

I am excited for the presentation of the proposed transportation project between U.S.1 and S.R. A1A on Granada Blvd. We are fortunate to have the opportunity to consider these “enhancements” to safety. There are many folks in Ormond Beach that walk and bicycle for fitness, particularly in this area. This encompasses our downtown main street area as well, where we have been encouraging walkability. This will also assist with the

connection between the mainland and beachside and encourage safer movement of people.

Lori Tolland, Candidate Ormond Beach Zone 1