

**Report For Validating the  
Transportation Challenges of the  
Citizens of Volusia County**

Submitted To

Volusia County Council

Submitted By

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## Executive Summary

Phase One of the research provided independent validation of the need for transportation improvements in Volusia County. The primary purpose of Phase One was to probe for the underlying perceptions of Volusia County citizens about the impact of transportation on the quality of their lives. This research validated the transportation challenge by quantifying the respondents' opinions about transportation, eliciting salient quotations, and obtaining response options for Phase Two of the research. The research from Phase One was designed to resonate with key stakeholders, thereby convincing them to head off traffic problems by supporting a realistic transportation budget.

Professional telephone interviewers completed in-depth, hour-long interviews with 100 Volusia County citizens to proportionally representative regions of the county. On the east side of the county, 98 qualified respondents generated 68 completes (69% response rate), whereas on the west side, 1438 qualified respondents generated only 32 completes (2% response rate). To validate this low response rate, 1288 qualified respondents (99% response rate) on the west side rated the importance of nine issues and transportation tied for lowest in importance.

In brief, Phase One of the research provided the following insights about transportation issues:

- Only 12% of the west side respondents, but a third (31%) of the overall respondents expressed *transportation concerns (unaided)*, such as congestion and danger.
- Only 4% of the west side respondents were concerned, but a few (19%) overall were concerned about *public transportation*, primarily wanting others to use the bus system. When specially asked, none of the 100 respondents planned to use a light rail system themselves.
- Only 16% of the west side respondents, but a third (32%) overall were concerned about current *travel times*, especially during special events, rush hour, and peak season.
- Throughout the county many (61%) respondents were concerned about *evacuation time*, primarily to escape a hurricane, fearing entrapment on the beachside or congestion on the Interstates and their access roads.
- Only a few (4%) of the west side respondents, but many (61%) overall wanted *traffic signal coordination* where and when travel was delayed.
- Most (92%) of west side respondents, and many (71%) overall did not want the *timing of deliveries* to be regulated on busy roads.
- Most (80%) of the west side respondents, but half (55%) overall preferred *designated business routes*.
- Only a few (4%) of the west side respondents, but almost half (46%) overall were concerned that bridges and overpasses may have structural deficiencies, particularly the bridges on Orange Avenue and Main Street.

- Only 20% of the west side respondents, but many (62%) overall would be concerned *if Volusia County develops at the current rate, but no transportation improvements were made.*
- Only 20% of the west side respondents, but many (57%) overall were *willing to pay for maintenance and repair of the county transportation system.*
- When asked about *improvements of the county transportation system*, most (78%) overall assumed *improvements* referred to *public transportation*. Only some (20%) of the west side respondents, but many (61%) overall would pay for improvements.
- If needed, more overall preferred an increase in *sales tax* (55%) than *gas tax* (33%), but some (28%) of the west side respondents wanted neither.

## **Background**

### **Mission**

The overall mission of the Transportation Task Force is threefold: to provide independent validation of the need for transportation improvements in Volusia County, to gain the political support of the local business community and Volusia County citizens for funding these improvements, and to lead community stakeholders in prioritizing transportation improvements for solving the transportation challenge. The Transportation Task Force assigned the responsibility for validating the transportation challenge with citizens of Volusia County to Dr. Betsy Kruger, Bethune-Cookman University.

### **Previous Research**

Quantitative research in late 2005 by Mid-Florida Research with citizens of Volusia County reported the following results (See Table I). However, these results clearly contradict the facts. Over the last decade, vehicle miles traveled have increased 216%, whereas new lane miles have only increased 8%. Thus, traffic congestion has increased 27 fold in the last ten years. This problem is compounding since Volusia County expects its population to increase by a third in the next twenty years. Although Volusia County currently needs over 1.5 billion dollars for transportation projects, the county has delayed these projects for five years due to insufficient funding. Despite these pressures for improved transportation, revenues collected from the gas tax and impact fees remain flat, construction costs escalate, and opportunities for outside funding have diminished.

Table I: Evaluation of Current Transportation System by Respondents

Areas	Incorporated	Unincorporated
Traffic Congestion	37%	46%

Impacts Activities	12%	25%
Good Repair	81%	66%

## **Purpose**

The primary purpose of this qualitative research project was to probe for the underlying perceptions of Volusia County citizens about the impact of transportation on the quality of their lives. Their responses revealed issues and response options for a follow-up quantitative study, but more importantly, they validated the transportation challenge with Volusia County citizens. Salient quotations resonate with key stakeholders, humanize quantitative logic and, thereby, convince citizens to head off traffic problems by supporting a realistic transportation budget. The scope of the research involved all types of land transportation within Volusia County.

## Methodology

### Initial Sample

The qualitative research collected verbatim quotations through in-depth interviews with a sample of 75 citizens of Volusia County from October 19 through November 1, 2007. Due to the qualitative nature of the research, the initial sample did not represent certain zip codes: 32724, 32720, 32763, 32713, 32130, 32180, 32190, 32102, and 32128 on the west side and 32176, 32127, 32132, 32141, and 32759 on the east side. Each contact was followed up six to eight times to alleviate non-response error. After qualifying the citizens by their zip code, the experienced interviewers explained the scope of the research and probed at least an hour on transportation issues. **Table 2** reports these respondents' gender, age, and income source (working full-time, working part-time, retired or other source of income.)

**Table 2: Demographic Profile of the 75 Respondents**

<b>Employment</b>	<b>Percent</b>	<b>Residence</b>	<b>Percent</b>
Full-Time	57%	Year-round	87%
Part-Time	21%	Part-Time	13%
Retired	11%	<b>Gender</b>	<b>Percent</b>
Other Income	11%	Male	41%
<b>Average Age</b>	47 Years	Female	59%

*Initial Refusals* were not willing to respond to a survey on any topic, whereas *Qualified Refusals* were head of household, but refused to respond to a survey about land transportation concerns. Thus, the respondents were head of household who expressed transportation concerns to the Volusia County Council, as stated in the Interviewer Guide:

May I please speak with the woman or man head of house?

WHEN THAT PERSON COMES TO THE PHONE, SAY Good morning (afternoon) (evening) My name is \_\_\_\_\_ and I am calling on behalf of the Volusia County Council to ask your opinions about transportation issues in the county. We are interested in your concerns about land transportation. This study will only take a limited amount of time and your opinions, together with those of other residents, will assist the county council in making major transportation decisions.

Please note in Table 3 how the percent of *Qualified Refusals* substantially increased on the western side of the county. For example, 98% were *Qualified Refusals* in eastern Deltona, compared to 8% *Qualified Refusals* in central Daytona Beach. On the historic east side 80-98% expressed transportation concerns, compared to only 2-10% on the west side. Moreover, west side respondents consistently reported transportation concerns on the east side of Volusia County.

**Table 3: Zip Code Locations of 75 Respondents**

Area	Zip Code	Estimated Population	Contacts	Initial Refusals	Qualified Refusals	No Trans. Concern	Completes
			<b>A</b>	<b>B</b>	<b>C</b>	<b>C / (A-B)</b>	
<b>Eastern Volusia</b>			<b>188</b>				
Central Daytona Beach	32114	36,587	15	3	1	8%	11
Peninsula	32118	19,857	24	10	2	14%	12
Southern Daytona Beach	32119	42,723	25	12	2	15%	11
Holly Hill and west	32117	26,533	12	1	2	18%	9
Eastern Port Orange area	32,129	45,823	16	6	2	20%	8
Ormond Beach mainland	32,174	43,524	18	7	5	45%	6
West New Smyrna Beach	32168	21,403	30	24	3	50%	3
South New Smyrna Beach	32170	20,048	22	11	6	55%	5
East New Smyrna Beach	32169	11,415	26	16	7	70%	3
<b>Western Volusia</b>			<b>199</b>				
Western Port Orange area	32128	47,325	25	5	18	90%	2
Lake Helen	32744	3,150	14	1	12	92%	1
Area around Osteen	32764	2,616	16	1	14	93%	1
Western Deltona	32738	42,862	70	20	48	96%	2
Eastern Deltona	32725	46,914	74	22	51	98%	1
<b>Total</b>			<b>387</b>	<b>139</b>	<b>173</b>		<b>75</b>

**Validation Sample**

The higher rate of *Qualified Refusals* on the west side than the east side indicated that most citizens of Volusia County perceived that transportation concerns were located on the east side of the county. The researchers validated this finding by contacting 1298 citizens on the west side of the county and obtaining 25 completes. Before asking about their transportation concerns, the interviewers asked them to rate the importance of nine issues, as stated below.

I am going to read you a list of items that may be of importance to Volusia County. Please tell me how important each of them is to you as a resident of Volusia County. Use a scale of 1 to 5 where 1 means the item is very unimportant, a 2 means it is somewhat unimportant, a 3 means it is neither important nor unimportant, 4 means it is somewhat important, and 5 means it is very important.

Of the 1298 qualified respondents on the west, 1288 rated these issues (99% response rate) with the result that transportation tied for lowest in importance (**Table 4**). Once again, only 2% of the qualified respondents on the west side were willing to express their opinions about transportation concerns. Moreover, respondents on the west side usually expressed transportation concerns about the east side of the county.

**Table 4: Mean Rating of Issue Importance on West Side**

Issue	Mean Rating	Issue	Mean Rating
Health care	4.9	Higher education	4.1
Tourism	4.8	Auto racing	4.0
Senior centers	4.6	<b>Transportation</b>	<b>3.2</b>
Play equipment in public parks	4.4	Golf tournaments	3.2

Non-tourist businesses	4.4	<b>Grand mean</b>	<b>4.2</b>
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The zip code locations and demographic profile of the 25 additional respondents on the west side of the county are reported in **Tables 5 & 6**.

**Table5: Zip Code Locations of 25 Additional West Side Respondents**

Area	Zip Code	Estimated Population	Completes
Eastern DeLand area	32720	10,000	4
Western DeLand area	32724	11,000	3
East Deltona	32738	35,000	8
West Deltona	32725	35,000	8
Orange City	32763	7,000	2
<b>Total</b>		<b>98,000</b>	<b>25</b>

**Table 6: Demographic Profile of 25 Additional West Side Respondents**

Employment	Percent	Residence	Percent
Full-Time	72%	Year-round	100%
Part-Time	12%	<b>Age in Years</b>	<b>Percent</b>
Retired	8%	21-34	12%
Other Income	8%	25-44	20%
<b>Gender</b>	<b>Percent</b>	45-54	28%
Male	40%	55-64	32%
Female	60%	65+	8%

In the validation sample on the west side, 1% were *Initial Refusals* and 99% rated the importance of various issues with transportation a point below average, thereby tying with golf tournaments as lowest in importance (**Table 4**). Moreover, 98% refused to express concerns with transportation issues to the Volusia County Council. Furthermore, the 25 additional respondents on the west side expressed fewer transportation concerns than the initial sample (**Table 7**). These findings indicate why individuals on the west side of the county refused to participate in the initial qualitative research.

## Quantitative Results

Although the focus of the research was probing for perceptions about transportation concerns, **Tables 7 and 8** summarize the answers to closed-ended questions by the 100 respondents. Since few people on the west side expressed transportation concerns, most respondents in the initial sample live on the east side of the county

**Table 7: Answers to Closed-Ended Questions  
(Initial Balanced Sample)**

<b>Transportation Issues (n = 75 of 248 qualified contacts)</b>	<b>Yes</b>	<b>No</b>	<b>Other</b>
Concerned about transportation issues in Volusia County	37%	63%	0%
Concerned about public transportation	24%	76%	0%
Concerned about travel times	37%	63%	0%
Concerned if travel times increased by 50%                      35%	Doubled	3%	3%
If in an emergency, concerned about evacuation time	61%	39%	0%
Concerned if evacuation times increased by 50%?              64%	Double	0%	0%
Wants traffic signals coordinated to relieve traffic congestion	61%	27%	12%
Wants the timing of deliveries regulated on busy roads	25%	64%	11%
Wants roads designated as business routes for freight trucks	47%	47%	6%
Concerned about structural deficiencies of bridges/overpasses	60%	40%	0%
Concerned if same growth rate & no improvement for 10 years	81%	19%	0%
Willing to pay for maintenance/repair of county transportation	69%	28%	3%
Willing to pay to improve the county transportation system	75%	22%	3%
Preference for tax increase: gas tax or sales tax              Gas 35%	Sales 59%		6%

**Table 8: Answers to Closed-Ended Questions  
(West Side Validation Sample)**

<b>Transportation Issues (n = 25 of 1288 qualified contacts)</b>	<b>Yes</b>	<b>No</b>
Concerned about transportation issues in Volusia County	12%	88%
Concerned about public transportation	4%	96%
Concerned about travel times	16%	84%
If in an emergency, concerned about evacuation time	61%	39%
Wants traffic signals coordinated to relieve traffic congestion	4%	96%
Wants the timing of deliveries regulated on busy roads	8%	92%
Wants roads designated as business routes for freight trucks	20%	80%
Concerned about structural deficiencies of bridges/overpasses	4%	96%
Concerned if same growth rate & no improvement for 10 years	20%	80%
Willing to pay for maintenance/repair of county transportation	20%	80%
Willing to pay to improve the county transportation system	20%	80%
Preference for tax increase:              Gas tax 28%    Sales tax 44%	Neither 28%	

Please note that eight times more people were contacted on the west side than the east side of the county, but only 32 expressed transportation concerns on the west side

compared to 68 on the east side of Volusia County. When comparing the results, remember that only 2% of those on the west side expressed transportation concerns compared to 69% on the east side. Thus, many people on the east side have transportation concerns compared to few on the west side of Volusia County.

## Qualitative Results

The qualitative results are direct quotations by respondents to open-ended questions. To emphasize their opinions, respondents from the west side of the county are reported in a bold font.

### 1. Transportation Concerns

**First, are you concerned about transportation issues in Volusia County, Please describe the transportation issues that are of concern. What are your concerns? Where in the county do these transportation issues occur? When do they occur? How, if at all, does each issue detract from your quality of life?**

Almost a third of the 100 respondents (31%) were concerned about transportation issues. Unaided, over a third of the respondents complained that congestion wastes both time and gasoline, is dangerous, and wears out roads. The most congestion is near the beaches or on access roads to the Interstates and during rush hour, weekends, and special events. The respondents did not seem aware that improving *concurrency* (traffic capacity) allows developers to build more homes.

#### **Congestion**

Overall: *Too much traffic on the roads causing delays and a deteriorating road system without any plans how to alleviate the situation.*

Eastern Port Orange, male, 29, full-time employment, year-round resident

Too many people: *More and more people are moving into the area. This translates to more and more people on the roads and the roads being busy many more hours a day. Add to that the roadwork that seems to be going on constantly. The traffic is increasing at a pace the roadwork can't keep up with it -- International Speedway Boulevard, I-95, Granada, Nova, Berville, and Ridgewood. . All of the time and anytime during the day . . On weekends, the worst time is Saturday afternoon. Then it is busier than it is on Sunday and you would not believe Sunday. . When there is an accident, everything backs up and you just have to wait. On most streets there is nowhere else to go.*

**Western Deltona, female, 56, full-time employment, year-round resident**

#### **Wastes time and gas**

Long lights: *The lights stay red too long and you wait and wait and waste time and you waste gas and you never get where you are going on time.*

Holly Hill and western Daytona Beach, female, 58, other sources of income, year-round resident

Not economic: *I am very concerned about the increasing traffic loads on the roads and the bridges. . . This is causing increasing numbers of traffic jams and these tie-ups seem to be growing in the number of minutes . . that are eaten up by their occurrences. . . They are economically wasteful. I am paying for gasoline to stand and wait rather than to travel from one place to another. I am late to appointments sometimes, and this costs me time and money.*

Eastern Port Orange, male, 29, full-time job, year-round resident

### **Wears out roads**

*I'm worried that all of the traffic going to Daytona backs up here. We are halfway between Orlando and the beach. We always have traffic that is passing through. They use the main roads which we maintain.*

**Western DeLand area, male, 45-54, full-time job, year-round resident**

### **Dangerous**

*Cautious: It just makes you cautious – and you have to be increasingly cautious because the traffic gets heavier and heavier. As it does, the danger in driving increases.*

Beachside of New Smyrna Beach , female, 55, full-time job, resident

*Disabled: These are at least four people who are confined to electric wheel chairs in this area. The street is an accident, a tragic accident waiting to happen.*

Eastern Port Orange, male, 58, other sources of income, year-round resident

### **Quality of life issues**

*Pre-plan errands: The longer drive times are not good. They stress me out. I have neighbors that plot out when to go and how to get there so they avoid the hassle. But that it too much effort. You shouldn't have to do that.*

Holly Hill and western Daytona Beach, female, 28, full-time job, year-round resident

*Effects work schedule: During bike week, I am landlocked. There are two or three races a year. . You can hardly get out of your garage, let alone drive anywhere. They would as soon run you off the road if you aren't going fast enough as they are to smile at you. People become uncivil when they are in a strange place and want to get somewhere. We make children walk to school and there are no sidewalks so they walk in the streets . . . It is dangerous. We have to make sure they are driven too school and are picked up so they don't get hurt. That need effects our work schedule.*

Holly Hill and western Daytona Beach, female, 40, full-time job, year-round resident

*Bleak future: This town is no longer a sleepy Florida county seat. It will become a Daytona suburb and that won't be good*

**Western DeLand area, female, 45-54, full-time job, year-round resident**

Fear: *It does detract from my quality of life and the quality of life of everyone around here. I'm constantly afraid that someone could get killed or maimed.*  
Beachside south to Port Orange, female, 72, retired, year-round resident

Defensive driving: *Driving has become a defensive sport. You have to be overly defensive in order to survive.*  
Southern Daytona Beach & South DB, male, 55, full-time job, part-time resident

Improvements bring crowds: *I am concerned that the county is going to improve the bridges and widen the roads . . . that will result in a better infrastructure. If that will happen, and it will, then the character of this place will be lost forever. The cars on the roads will increase to equal and surpass the new capacity and the same will be true of the bridges. That will bring even more people than are currently here. . . It is already too crowded here.*  
Ormond Beach mainland, female, 41, full-time job, year-round resident

### **Locations**

Locations in descending priority: International Speedway, Atlantic (beachside), I-4, Granada, Nova, Ridgewood (US1), Dunlawton, I-95, LPGA, Mason, Beville, Riverside, Ballough, Beach, Clyde-Morris, by retail stores, by race track, Pioneer Trail

Intersections in descending priority: Nova at Ridgewood, LPGA, Dunkin Donuts near Granada, Beville, Big Tree, Walker, and Carriage Cove; every intersection along International Speedway; Williamson at Indigo, Dunn, International, and getting from the side roads; Third, New York and Woodland in De Land.

Overall: *Traffic is usually very slow on each of the access roads leading to the Interstate. Then the traffic becomes even denser when you get closer to the beach.*  
Ormond Beach mainland, male, 33, full-time job, year-round resident

Self-interested: *I live here so I worry about this town. The beaches are their own place.*  
**Eastern DeLand area, female, 45-54, full-time job, year-round resident**

Example: *Dunlawton is a constant madhouse, an insane asylum from early morning until about 7:00 p.m.. It's a zoo during daylight hours.*  
Eastern Port Orange, male, 58, other sources of income, year-round resident

### **Timing**

Locations and times: *First, Port Orange at Dunlawton gets crowded during the evening rush hour. Second would be I-4 during rush hour and when special events occur. Third is center of DeLand between three p.m. and six p.m. Monday through Friday. Fourth, International Speedway Boulevard during the times*

*when special event are occurring. Fifth is Ormond Beach on Granada. It is very crowded there all day long, Monday through Saturday.*

Beachside south to Port Orange, male, 54, full-time job, year-round resident

*Events: In the mornings and evenings during the week. But also, on weekends all day long. I should also mention race week and any other time during the year when something is happening that brings other people to Daytona Beach or close in town. . The roads get tied in knots. . So many roads are not wide enough to bypass the congestion.*

Eastern Port Orange, male, 29, full-time job, year-round resident

Children: *When the children are outside, I worry.*

**Eastern DeLand area, female, 35-44, part-time job, year-round resident**

## **2. Public Transportation Concerns**

**What public transportation needs do you have? Is a bus or light rail system needed in the county? Where in the county is public transportation service needed? When? How, if at all, does the current public transportation system detract from your quality of life?**

Almost a fifth (19%) of the 100 respondents were concerned about public transportation and primarily, the need for a better bus system for older people. A few mentioned that others need a light rail system or a better bus system, but none of the respondents planned to use the light rail system themselves.

*User: We only have one car in our family, and while I work, it is in the neighborhood. . I do everything on the bus. . I think a more inclusive bus system and a light rail system are definitely needed. It would tie the county together. . Maybe more people will leave their cars at home, the tourists will get out of their cars, leave them at their hotel, and use the buses to travel on the strip and along the beaches. If the system were a good system, it would run seven days a week and it would run all hours of the day and evening with a good schedule. I would like to see buses being no more than 30 minutes apart in most of the county and 15 minutes apart along the beach and by the Speedway. And, they should run every day of the year except Christmas and Easter.*

Southern Daytona Beach & South DB, female, 36, full-time job, year-round resident

*Potential user: I . . was thinking that I could use the buses to get around some, rather than taking the car out of its space. The problem though is getting a bus. There are so few of them and they are so far apart. We could use a better public bus system in the area. Buses to go to shopping centers and buses to go to the beach and the senior centers . . . I prefer not to compete for road space. We should have service whenever people need to get places. Even if it costs a little more for a service that you could call on demand to go to the mall or to the*

*grocery store would be nice. It doesn't allow me to go where I want to go when I need to get there. And there is no certainty that there is a bus that will be around to take you back home.*

Southern Daytona Beach & South DB, female, 71, retired, year-round resident

Possible user: *I would like to take a bus to work if I could. It would do a lot of things – save on gas. It would be one less car on the road and there would be less wear and tear on the roads and bridges.*

Holly Hill and western Daytona Beach, female, 40, full-time job, year-round resident

Other people: *I suppose that there are enough folks living in this area that a bus or rail system is needed. But that doesn't include me.*

Southern Daytona Beach & South DB, male, 50, full-time job, year-round resident

Extensive bus system. *I think we should have good bus service all over the built-up areas of the county. We have a lot of older people who need public transportation.*

**Western DeLand area, female, 45-54, full-time job, year-round resident**

Ideal bus system: *The buses should have a stop in every small town in the county. What they should have is smaller buses for smaller routes. Such buses would be more fuel efficient . . . Service should be all over at least every one-half hour from the edges of the county to one of the two hubs – DeLand and Daytona Beach. They should have buses every 15 minutes between DeLand and Daytona Beach. Their routes should run early morning and during the later morning and mid-afternoon through the end of rush hour. As I said, the service should be every 15 minutes from DeLand to Seminole Mall. Then it could hook up with the Lynx-Orlando bus services until they get light rail service.*

Beachside south to Port Orange, male, 54, full-time job, year-round resident

### **3. Travel Time Concerns**

**Do travel times (the time it takes for you to get from one place to another in Volusia County) concern you? Where in the county do travel times concern you? At what times of the day and on what days of the week do travel times concern you? Are there particular seasons of the year or events when travel times concern you? When? How, if at all, does travel time detract from your quality of life? Would travel times in the county concern you if they increased 50%?**

Travel time in Volusia County concerned almost a third (32%) of the 100 respondents. If travel times increased 50%, a third additional respondents (26%) would be concerned, while if travel times doubled, 2% additional respondents would be concerned. Thus, a total of three-fifths of the 100 respondents (60%) could be concerned about travel times. In particular, they were concerned about travel times during special

events and getting near the beach. However, one reported that traffic congestion here is relatively better than up north.

### **Travel times**

DeLand: *Whenever I go to the beaches. The closer you get, the busier the roads, and the slower the traffic moves.*

**Western DeLand area, female, 45-54, full-time job, year-round**

Deltona: *Going into Clyde Morris and Hand Avenue. Also, International Speedway any time of the day or night and every day of the week. Rush hour on Mondays through Fridays and whenever there is a special activity or event. Anytime I have to sit and wait in traffic, I think that I could be doing this or that and instead I am sitting here doing nothing I want to do. That really stresses me out.*

**Western Deltona, female, 56, full-time job, year-round resident**

Beachside: *Daytona Beach. Even Ormond Beach is getting congested, and that means there are longer travel times from point to point. There is so much to see and do in this area; we have visitors all of the time and then there are the people who winter in the area. That means more cars and travel RVs. All of these cars and other vehicles take up road space and the result is increased times to get around.*

Holly Hill and western Daytona Beach, male, 32, full-time job, year-round resident

Edgewater: *Going to Edgewater. There are just so many stops. First I take Nova to US-1 and then going south to Roberts Road in Edgewater. It takes me 45 minutes or longer to get there.*

Holly Hill and western Daytona Beach, female, 58, other sources of income, year-round resident

Daytona Beach: *Daytona Beach is the worst. It is the largest town area in the county and it has the most cars and trucks. During events like Oktoberfest, Race Week, Bike Week, Spring Break -- any time there is something special happening.*

Beachside south to Port Orange, male, 70, full-time job, year-round resident

### **Not Concerned**

No impact on quality of life: *It doesn't.*

**Eastern DeLand area, male, 45-54, full-time job, year-round resident**

Events generate money: *I am not concerned about the roads in the west side of the county like Deltona. There is not that much traffic and it is under control. The developers don't really own the county off of the beaches and the beach communities. Events bring money. I don't let it really bother me. Live and let live is my motto. The merchants make money off of these events and they bring people here and that is good.*

Western Port Orange area, male, 50, full-time job, year-round resident

Less congestion than up north: *Compared to other places I lived in, driving in this area is easy. Sure, the traffic gets to be stop and go around the beach areas. Also the traffic issues are becoming more noticeable, but it still is a piece of cake compared to up north.*

Central Daytona Beach, male, 58, retired, year-round resident

#### **4. Evacuation Time Concerns**

**If you were in an emergency, would evacuation time concern you? Where in the county do you believe would be the worst place to be involved in an emergency because of evacuation time issues? Why there?**

In an emergency, three-fifths of the respondents (61%) on both sides of the county would be concerned about evacuation time. A few respondents expressed concern with reaching the Halifax Hospital or evacuation from a forest fire, overwhelmingly, the respondents were concerned about escaping a hurricane. Many were concerned about crossing the bridges from the peninsula to the mainland, but some were concerned about gridlock on the Interstates and roads to the Interstates.

#### **Bridges**

Bridges in descending priority: Orange Avenue Bridge, Main Street Bridge, Dunlawton Bridge, and International Speedway Bridge

Overall: *Beach side. Everyone would be trying to get across the few bridges.*

**Rural area off Route 415 near Osteen, male, 50, full-time job, year-round resident**

Crowded: *We only have five bridges to get off beachside. The more people we put beachside in condominiums – 22-story condos – the more people we have to get off the same bridges we built for less people.*

Beachside south to Port Orange, male, 58, full-time job, year-round resident

Fear: *If I am at the beach and a storm is brewing, I go home as fast as I can. I do not want to be caught with just a few flimsy bridges between me and safety.*

Mainland of New Smyrna Beach, female, 36, full-time job, year-round resident

#### **Roads**

Roads in descending priority: Beachside, I-4, I-95, Roads to I-4 and I-95, International Speedway, Nova, Granada, LPGA, Mason, US 1, A1A,

Roads to Interstate-95: *If you take Sea Breeze bridge and continue out west, it doesn't go directly to I-95. Because it doesn't, it would cause a bottleneck.*

Beachside of New Smyrna Beach, male, 31, full-time job, year-round resident

Interstate-4: *The Interstate should flow fast and easy, but it doesn't. It is so crowded with tourist traffic so much of the year that if you have an emergency vehicle, they are going to be stuck. . In an emergency with everyone gravitating to that road to get out, the tie-up would be even worse. It would be paralysis and no one would get anywhere.*

**Western Deltona, female, 56, full-time job, year-round resident**

Other Interstates: *Recently I wanted to go to Gainesville with my wife and kids and it took us 6 hours. Gainesville is not that far. It's just that there is so much traffic on the Interstates.*

Mainland of New Smyrna Beach, male, 50, full-time job, year-round resident

### **Evacuation from a fire**

Blockage elsewhere: *My mother and father had to evacuate during the fires and it was horrible. You could not drive forever and you couldn't stay anywhere. They turned around and just went home.*

Holly Hill and western Daytona Beach, female, 55, other source of income, year-round resident

## **5. Traffic Signal Coordination**

**Should traffic signals be coordinated to relieve traffic congestion? At which intersections in the county should traffic signals be coordinated? Are there particular times of the day, days of the week, seasons, or events when traffic signals should be coordinated to relieve traffic congestion? How, if at all, does traffic congestion detract from your quality of life?**

Almost half of the respondents favored coordinating traffic signals (47% versus 44% against and 9% unsure) and they recommended coordinating traffic signals for all major intersections at all times. Particular problems were during rush hour, when children are going to and from school, during special events, and in the winter and spring. People developed coping strategies to avoid stress.

### **Locations**

Intersections in descending priority: International Speedway, Nova, Ridgewood (US 1), Atlantic (A1A), LPGA, Beach, Williamson, Granada, Dunlawton, Clyde Morris, Main, Beville, Mason, Bill France, Sea Breeze, Carol Lee, Pelican Bay, Halifax, Walker, and every road that accesses Interstate highways

Overall: *All of the main intersections in these towns where there are two or more signal lights in a row in any direction. This is particularly true on any road that leads to an Interstate and the busy streets that go north and south along the coast.*  
Southern Daytona Beach & South DB, male, 55, full-time job, part-time resident

East side: *Not around here. They should coordinate the lights on the streets leading to the beach and all along where people go to play or be entertained.*

**Western DeLand area, female, 21-34, full-time job, year-round resident**

Timing

Difficult times in descending priority: Major events, rush hour, 7:00-10:00 a.m., 2:00-8:00 p.m., before and after school, Friday through Monday, winter, spring, and summer, weekends near the beach

Overall: *The hours I would choose are those when the most cars are on the road – 7:00 am to 10:00 am and 4:00 pm to 8:00 pm. The worst days are Sunday, Saturday, Monday, and Friday. So those are the times and days for coordination. This most certainly occur during the winter and spring and secondarily in the summer.*

Ormond Beach mainland, male, 33, full-time job, year-round resident

Special Events: *All over the county there should be coordinated traffic signals. This is most especially true going up Clyde Morris towards Daytona Beach and US 1 . . The traffic consultants or the police traffic patrol should plan so that the lights are coordinated starting the weekend before each major event that occurs in and around the county. During race week and when the bikers are here, and when the Spring Break crowd comes, the program should be in place. They should keep the coordination going until the weekend following the event.*

**Eastern Deltona, female, 47, other sources of income, year-round resident**

Impact on Quality of Life

Waste time and money: *All of the waiting at the red lights causes me to burn gas that is unneeded. That costs money I don't need to spend. Less immediate than burning gas unnecessarily is the cost in my time.*

Holly Hill and western Daytona Beach, female, 58, other sources of income, year-round resident

Shortcuts: *I have to find shortcuts or alternate routes to get around. That is very difficult and everyone else who lives around here is trying to do the same thing.*

Beachside south to Port Orange, male, 54, full-time job, year-round resident

Road rage: *I get very upset because of all of the congestion. People, so many people, and so many cars, and it seems every driver is honking his horn. I'm scared of road rage. I'm just scared of these crazy people in their cars.*

Beachside south to Port Orange, female, 72, retired, year-round resident

Not concerned: *I will tell you I have been smarter so the situation has not affected me. I have strategies how to avoid the congestion and keep my sanity.*

Beachside south to Port Orange, female, 45, other sources of income, year-round resident

## **6. Timing of Deliveries**

**Should the county regulate the timing of deliveries on busy roads? Where would you want the timing of deliveries regulated? Are there particular times (days of the week, hours of the day, seasons, or events) when deliveries should be regulated on busy roads? How would regulating the timing of delivery on busy roads improve your quality of life?**

Although a fifth of the 100 respondents (21%) thought that the county should regulate the timing of deliveries on busy roads, many disagreed (71%), but some (8%) were not sure. Some wanted regulations for retailers in congested areas or school routes, but most respondents felt it would harm retailers.

Locations in descending priority: International Speedway, Mason, Nova, US 1, Granada, Beach, LPGA, Bellvue, Atlantic (A1A), and Dunlawton

*Overall: In the eastern part of the county along the beaches and in the beach towns, every major street should have delivery limited to before 7 am and after 8 pm during busy times of work days. I hate the big trucks and truckers. They just plow through and don't care about the people in their cars.*

**Western DeLand area, female, 35-44, part-time job, year-round resident**

*School children: This is especially necessary when school is starting and ending each day. . On school days mostly. My major concern is tractor trailers in school zones. I don't think the drivers can actually see kids darting out between cars or running after balls or walking home down the side of the streets because there are no sidewalks.*

Holly Hill and western Daytona Beach, female, 40, full-time job, year-round resident

*Against regulation of deliveries: Every business depends on those deliveries. It would be counterproductive. . That would be before and after hours of operation.*  
Eastern Port Orange, male, 29, full-time job, year-round resident

*Overall: That's like coordinating the lights. It's a little fix of a major problem and it's an isolated approach. The county should hire professionals to look at the situation and plan a course of action that would be effective today, in five years, in ten years, and twenty-five years.*

Holly Hill and western Daytona Beach, female, 38, full-time job, year-round resident

## **7. Business Routes for Freight Trucks**

**Should the county designate certain roads as business routes for freight trucks? Where would you want business routes for freight trucks? How does designating business routes for freight trucks improve your quality of life?**

The 100 respondents were mixed on whether the county should designate certain roads as business routes for freight trucks (40% favorable versus 55% against and 5% unsure). The respondents were concerned about the danger, noise, and pollution from freight trucks. Respondents noted that business routes would keep freight trucks away from tourist and residential areas.

Proposed business routes in descending priority: I-95, Nova (US 5), Ridgewood (US 1), Beville, Dunlawton, Williamson, Clyde-Morris, Mason, Big Tree, LPGA, Sea Breeze, International Speedway, Granada, and Atlantic (A1A)

Commercial streets: *On major commercial streets only. No residential streets.*  
**Eastern DeLand area, male, 45-54, full-time job, year-round resident**

Proposed non-business routes in descending priority: Main, Orange, beachside, tourist areas

Not by beaches: *Not by the beaches or in neighborhoods where there are children and older people.*  
**Western DeLand area, female, 21-34, full-time job, year-round resident**

#### Benefits

Passing lanes: *It will keep the trucks off smaller streets, out of the neighborhoods and main thoroughfares. You have a lane to pass there, while on smaller streets, you don't.*

Beachside south to Port Orange, male, 58, full-time job, year-round resident

Tourist areas: *People living in this town and the other towns in the county thrive on the tourist traffic. We do not want to do anything that will sour tourists from wanting to come to this area to spend their recreation dollars. . We don't ever want that to stop and so we need to control things like truck traffic.*

Beachside south to Port Orange, female, 45, other sources of income, year-round resident

Sightseeing by truckers: *It would eliminate a lot of traffic and would restrict tourist roads to the tourists and keep the truckers away from the beaches. I think that a lot of truckers go sightseeing in Daytona Beach. They want to see the Speedway and so they go out of their way to go there instead of staying on the Interstate or other major roads.*

Mainland of New Smyrna Beach, male, 50, full-time job, year-round resident

#### Quality of life issues

Smog: *I would want trucks to go around the populated areas rather than right through them. Now they drive right through Daytona, Port Orange, DeLand, New Smyrna, and Ormond. It would ease all of the traffic congestion and reduce*

*the smog. On a day when the wind is not blowing in off the ocean, it gets very smoggy all over the county. I think a lot of that has to do with the truck exhausts.*  
New Smyrna Beach (P.O. Box), female, 48, other sources of income, resident

Noise and danger: *The noise level would decrease and you could hear yourself think again. And, it would be safer for the elderly, children, and pets. And, we can't forget the handicapped people. If there is a truck coming down the road too fast, they have little chance of clearing out of the way.*  
Eastern Port Orange, disabled male, 58, other sources of income, year-round resident

## **8. Structural Deficiencies in Bridges and Overpasses**

**Are you concerned that bridges and/or overpasses may have structural deficiencies? Which bridges and/or overpasses are you concerned about? If bridges and/or overpasses had structural deficiencies, how might that detract from your quality of life?**

Almost half of the 100 respondents (46%) were concerned that bridges and/or overpasses may have structural deficiencies, particularly the bridges on Orange Avenue, Main Street, and Dunlawton. Many felt these bridges were dangerous, and some avoided using them. Possible options are regulating freight truck usage and limiting condominium development on beachside.

### **Bridges**

Bridges and/or overpasses in descending priority: Orange, Main, Dunlawton, International Speedway, and I-95 going at Port Orange

International Speedway: *All of the bridges are of concern to me. The only one that I consider safe is the new one on International Speedway. The rest of them are old and they have rust and who knows if they are safe and function correctly.*  
Holly Hill and western Daytona Beach, female, 40, full-time job, year-round resident

Orange Avenue Bridge: *There are four bridges in Daytona Beach and not one of them is safe. Orange Avenue Bridge is so old that if it stopped working in the up position, then it would have to be torn down. They don't make gears like that anymore.*  
Central Daytona Beach, male, 45, full-time job, year-round resident

Main Street Bridge: *I am concerned that the Main Street Bridge will collapse someday. From my observation, it is the weakest bridge that goes to the beach. . . This will place undue loads on the other bridges and it will be like a house of cards. In a short time, they all will go down.*

Holly Hill and western Daytona Beach, female, 38, full-time job, year-round resident

Dunlawton Bridge: *Dunlawton has always concerned me. It does not look structurally substantial. I think some engineers should test it out – look it over to make sure that it is safe.*

Eastern Port Orange, male, 46, full-time job, year-round resident

### **Quality of life issues**

Avoids old bridges: *I would avoid them. There are other ways to get places and even if it takes longer, that would be time well spent. The equation there is time versus losing your life.*

**Western Deltona, female, 56, full-time job, year-round resident**

Feels trapped: *Quite a bit, I would think. I live on the beachside and bridges are the only avenue of exit. A bridge disaster means that I am trapped.*

Beachside south to Port Orange, female, 29, full-time job, year-round resident

Stay away from coast: *I wouldn't be caught dead in the beach towns if there was an emergency.*

**Eastern DeLand area, male, 35-44, full-time job, year-round resident**

### **Possible solutions**

Regulate truck usage: *It would make good sense to control the weight of the trucks who use a particular bridge. That's not because of a structural deficiency they might have, but to keep them operational longer.*

Eastern Port Orange, male, 29, full-time job, year-round resident

Limit condominiums on beachside: *I do not believe that any of the bridges in the county are really safe. The county spends all of its money making nice with the people building all of the high rise buildings along the beach. They don't spend any money on roads or bridges and their heavy materials trucks grind the roads to dust along the beaches and all over towns like Daytona Beach, Ormond Beach, and New Smyrna Beach. The thing is, the developers will move on when there is no room for any more high-rise condos, apartments, and hotels. They will move to the next hot spot. What they will leave are broken bridges and roads, and a lot of unhappy people who will have to pay to put the public infrastructure back together. We will be the ones stuck building the roads and bridges .*

Mainland of New Smyrna Beach, male, 50, full-time job, year-round resident

## **9. Same Growth Rate and No Improvements in 10 Years**

**Please think ahead ten years. If Volusia County develops at the current rate and if no transportation improvements were made, would this cause you concern? Why would this issue detract from your quality of life? Why wouldn't this issue detract from your quality of life?**

Two-thirds of the 100 respondents (66%) reported that they would be concerned if Volusia County develops at the current rate and if no transportation improvements were made. Many were concerned about congestion, pot holes, faster deterioration, wasted time, and road rage. Possible solutions are moving away, remote parking lots, and controlling growth. Several respondents encouraged the County Council to start rectifying the situation now.

### **Overview**

*Congestion: There would be so many cars around here that you would have constant gridlock, especially if you go downtown to Daytona. DeLand will become as bad.*

**Eastern DeLand area, female, 35-44, part-time job, year-round resident**

*Faster deterioration: There would be more cars on the road, more congestion, and more pollution. The roads would deteriorate faster and have to be repaired more often and that would cost more money and this county doesn't have enough revenue the way it is.*

**New Smyrna Beach (P.O. Box), male, 49, full-time job, year-round resident**

*Overpopulation: Ten years from now this will be like Orlando or Jacksonville. Wall-to-wall people and their cars. . This place is so great now. I would hate to see what it is going to be like ten years from now.*

**Beachside south to Port Orange, male, 46, full-time job, year-round resident**

### **Quality of life issues**

*Heaven becomes Hell: Too many people, too many cars, and everyone trying to go the same place at the same time. This place would turn from being a little bit or heaven into a lot of hell.*

**Eastern DeLand, male, 45-54, full-time job, year-round resident**

*Pot holes: The roads in the residential areas will be the most adversely affected by the population growth across the next ten years. Right now it is one pot hole after another. The street that I live on has not been resurfaced in thirty years, and think what it will be like if it isn't resurfaced in the next ten. . The only roads they care about in the county are the roads around the new developments.*

**New Smyrna Beach (P.O. Box), female, 40, full-time job, year-round resident**

*Wasted time: Think of the increasing amount of time that a person, myself included, would waste by being captive in their car.*

**Holly Hill and western Daytona Beach, male, 45, full-time job, year-round resident**

*Road rage: I think that every year more people more frequently exhibit their driving frustration by acting out against others, whether it is honking their horns, making gestures, or worse.*

Beachside (P.O. Box), female, 33, full-time job, year-round resident

*Ruined ecology: In an area like this that has as fragile an ecosystem as is found along this coast, a thinking person has to be concerned that overpopulation will destroy that system and have a negative effect on the ecology and as a result on the quality of life. . . If this means a moratorium on population growth or some radical laws governing vehicles and their pollution, . then so be it.*

Central Daytona Beach, male, 33, full-time job, year-round resident

## **Solutions**

*Move away: In ten years, I will probably be thinking of moving somewhere else if the volume of traffic continues to increase in the way that your question suggests . . Maybe I should start looking now!*

Southern Daytona Beach & South DB, female, 62, other sources of income, resident

*Overview: With all of the traffic situations mentioned above there is going to have to be planning and then construction going on to prepare the area for the increased population and vehicle density. Roads will need to be upgraded and widened, traffic controls will have to be installed, and perhaps pedestrian bridges erected by the beach. There will need to be more places to park and transportation from those places to the beaches and attractions. That is the only way it is going to work.*

Eastern Port Orange, male, 42, full-time job, year-round resident

*Control growth: They are building too many condos. It's hard now to get around. They're not repairing the roads and not widening them. With more people, it will be worse.*

Southern Daytona Beach & South DB, female, 50, full-time job, year-round resident

## **Advice to County Council**

*Improvements retain tourists: We must do something about the transportation problems in Volusia county. This is especially true of Daytona Beach. Unless we do something, we will be killing the goose that laid the golden egg. The county depends on tourists and winter season residents. Unless we do something about the roads and the bridges and the overpasses and controlling the traffic and pollution on those roads, we will find the tourists stop coming and winter people will find other places to be.*

Beachside south to Port Orange, male, 43, full-time job, year-round resident

*This survey: We have major traffic problems that are not being addressed. . What it really is, is an absence of planning. I hope that you are taking this survey because the council has finally come awake and is looking at the situation.*

Eastern Port Orange, male, 25, full-time job, year-round resident

The County Council must be responsible: *The job of the County Council is to make sure that we are adequately prepared for such an eventuality. They need to do the planning and figuring out how to pay for it and then let the contracts to ensure that what they have planned for becomes a reality.*

Southern Daytona Beach & South DB, male, 50, full-time job, year-round resident

Prepare for the future: *The reason is that there would be more and more people and they wouldn't be able to change things around fast enough -- things like improved streets and traffic signals and new bus routes.*

Central Daytona Beach, female, 31, other sources of income, year-round resident

Raise money now: *They cannot wait ten years to solve the problem. That will be too late. The recognition must be now and the planning must be next year and the construction and rebuilding right after that. We are going to have to raise money now.*

Beachside south to Port Orange, male, 54, full-time job, year-round resident

## **10. Pay for Maintenance and Repair**

**Are you willing to pay for maintenance and repair of the county transportation system? Why are you willing to pay for its maintenance and repair? Why are you not willing to pay more for its maintenance and repair?**

### **Reasons to pay**

Almost three-fifths of the 100 respondents (57%) were willing to pay for maintenance and repair of the county transportation system. Many were willing to pay taxes to maintain the transportation infrastructure. The payment is necessary to maintain commerce, attract tourists, save money in the long-term, retain the quality of life, and improve future driving conditions. All should accept this civic responsibility or leave the area, and the county should designate a tax increase for this purpose.

Good purpose: *You have to pay taxes anyway and it might as well be for maintenance and repair of the transportation infrastructure.*

Holly Hill and western Daytona Beach, female, 55, other sources of income, year-round resident

Needed: *We have cars and live in DeLand and if we take the kids to the beach or Orlando, we need good roads. We need the roads to get to work. It only makes sense.*

**Eastern DeLand area, male, 45-54, full-time job, year-round resident**

Required for commerce: *If the roads fall apart, I won't be able to get to work. There actually won't be anyplace to work because without transportation for workers and roads for deliveries and pickups, there can be no work. I don't want that to happen. I will pay my share.*

Holly Hill, male, 32, full-time job, year-round resident

Attracts tourists: *If we don't pay, the roads will crumble and the bridges will be out of working order and you won't be able to get anywhere around here. That would destroy the economy and the tourists wouldn't come and hotels like where I work wouldn't be able to stay in business. We have to pay to keep things in shape so we can attract tourists.*

Beachside south to Port Orange, male, 46, full-time job, year-round resident

Saves money: *I will pay because I plan to live in this area for a long time, if not forever, and I will pay so that the infrastructure won't get run down. In the long run, maintenance saves the taxpayer money.*

Beachside (P.O. Box), female, 33, full-time job, year-round resident

Retains quality of life: *I happen to like the quality of life here. I moved here in an upscale area. I don't want to see it go down hill.*

Southern Daytona Beach & South DB, male, 55, full-time job, part-time resident

Future benefits: *It would be to our benefit. The increase in taxes would fund traffic improvements that would allow us to get around much better than we are now, and think what it will be like in the future.*

Western Port Orange area, female, 47, full-time job, year-round resident

Civic Responsibility: *It is part and parcel of being a good citizen. As a citizen you are equally responsible for the upkeep and rebuilding of the roadways. Whether you drive or not, you are deriving benefit from all of the roads in the county and that means paying one's fair share for their upkeep.*

Central Daytona Beach, male, 58, retired, year-round resident

Leave if not willing: *As someone who lives here, I am one of those who have to pay for upkeep. If I didn't want that burden, I shouldn't live here.*

Holly Hill and western Daytona Beach, female, 38, full-time job, year-round resident

### **Mixed feelings**

A few (2%) respondents would pay higher taxes if the money were designated for maintenance and repair of roads in their neighborhoods.

Designated purpose: *I'd even be willing to have new taxes for that purpose if they used the money to pave my road and the roads in the neighborhoods. But, they have to use the money to upgrade the roads. If you are asking about new road construction and road repaving and maintenance by paying for it through taxes, I am all for it. It would help the value of our property and it would be easier on our cars. But they have to come out to the neighborhoods and do repaving, not just where the new condos and the hotels are.*

New Smyrna Beach (P.O. Box), female, 40, full-time job, year-round resident

## **Reasons not to pay**

The other respondents (41%) were against paying to maintain and repair the county transportation system. Several respondents on the west side felt that the heavily trafficked areas should pay more for road maintenance and repair. Others either lacked the money, felt they already paid enough, were concerned about waste in government, or protested excess residential growth. Possible solutions were collecting more money from developers, tourists, part-time residents, and other governmental sources.

West side opinion: *The people who use the roads that are especially heavily trafficked are the ones who should pay for their upkeep.*

### **Several respondents on the west side of the county**

Lack money: *I can't afford to pay for road maintenance. I can't even afford to pay for my medicines.*

Beachside south to Port Orange, female, 72, retired, year-round resident

Already pay: *I am already paying. I pay through taxes on everything – real estate, gasoline, cigarettes, sales—that is how I am paying for the roads.*

Holly Hill and western Daytona Beach, female, 50, full-time job, year-round resident

Waste in government: *"I pay enough taxes already. Instead of wasting money, they should use it for maintenance and repair.*

Eastern Port Orange, female, 57, other sources of income, year-round resident

Excess residential growth: *If they are stupid enough to allow all the residential growth, they should plan for it better. Instead they will put the burden on the present residents.*

Ormond Beach mainland, female, 40, full-time job, year-round resident

## **Proposed solutions**

Many respondents felt that developers should pay more impact fees and that tourists and government sources of money should be tapped.

Developers: *I think that the first group that should pay and pay a lot are the developers. They should pay substantial fees for road and bridge maintenance and repair if they are going to build. This money should be put into an account to be used for the roads and bridges that access their development.*

Mainland of New Smyrna Beach, male, 50, full-time job, year-round resident

Share burden: *The tax burden should be spread around. People who drive should be taxed to keep the roads in repair. High rise condo and hotel builders should be assessed large sums of money to pay for the public roads around their property and leading to their property. The Snow Birds should be asked to chip in more and the vacationers should be charged for using the beaches and all*

*other public facilities. There should be county taxes like the state tax on tourists. All the money collected should be used to keep the roads and bridges that are used by the transient people who come to Volusia County for only part of the year.*

Mainland of New Smyrna Beach, female, 36, full-time job, year-round resident

Tap other governments: *The Federal Government and the State should pay for repairing the main roads. I make only so much money and I pay enough taxes as it is. Let them take my share out of the taxes I already pay.*

**Lake Helen, female, 60, part-time job, year-round resident**

## **11. Pay for Improvements**

**Are you willing to pay to improve the county transportation system? Why do you say that?**

### **Public transportation**

Almost four-fifths of the 100 respondents (78%) incorrectly assumed that improving the county transportation system referred to public transportation, rather than to improving roads and bridges. Many (80%) on the west side said that riders should pay for improving the county transportation system through fares.

### **For public transportation**

Pay as you go: *Buying equipment that is of a size that is economic to buy and use based on the number of people who need public transportation along various routes. It all means paying for these things, but it also means structuring the system so that it is pay as you go.*

Central Daytona Beach, male, 58, retired, year-round resident

Help non-drivers: *Not everyone drives, and this means there should be public transportation to the shopping areas and to the beach. I would help pay for it.*  
Southern Daytona Beach & South DB, female, 62, other sources of income, resident

### **Mixed feelings**

Buses are for others: *It might take some people off of the roads. A place like this really needs a public transportation network. . It would be well worth the tax money if the buses make the roads free of excess auto traffic.*

Central Daytona Beach, female, 31, other sources of income, year-round resident

### **Against Public Transportation**

Not used: *I never use public transportation . . I can't afford to accommodate other people's transportation needs. If they don't have cars, they should set up car pools.*

Holly Hill and western Daytona Beach, female, 58, other sources of income, year-round resident

### **Reasons to pay**

Over three-fifths of the 100 respondents (61% favorable versus 37% with 2% unsure) were willing to pay for improvements, especially if necessary and/or self-sufficient. They realized the need for improvements in the transportation system and its benefits relative to quality of life and increased property values.

### **Reasons to pay**

Costly: *Nothing comes for free. We need to pay for every improvement that comes.*

Eastern Port Orange, male, 22, full-time job, year-round resident

Civic responsibility: *It is only the right thing to do. There has to be money spent on the roads and on busses to move people over those roads. Both have to be paid for by those who enjoy this place.*

Ormond Beach mainland, female, 41, full-time job, year-round resident

### **Mixed feelings**

Excessive residential growth: *I don't want to promote or support the residential growth at the rate at which they are doing it. I would support it if it were industrial growth to bring more money in . . . Residential growth just adds to our burden of roads and increases taxing to provide money to build the roads.*

Ormond Beach mainland, female, 40, full-time job, year-round resident

### **Reasons to not pay**

However, some respondents protest more taxes due to inadequate income, government waste, and bias in favor of residential developers. Respondents state that residential development overloads the transportation infrastructure, whereas industrial growth improves the economy.

Tight budget: *Because I have mouths to feed and bodies to cloth and a mortgage to pay, I am on a real tight budget. I don't know where I would find the extra money.*

**Eastern Deltona, female, 47, other sources of income, year-round resident.**

Waste in government: *I already pay enough in taxes. Enough is enough. If they didn't spend the taxes on the special projects, they would have enough money for the transportation system. They spend too much money attracting people to the area and for beautification projects that make the Council look good and get re-elected.*

Eastern Port Orange, female, 57, other sources of income, year-round resident

Research is needed: *First they have to demonstrate that there is a need in this county for an elaborate public transportation system. I would want to know what the users would pay in fares to offset the tax dollars used to establish it. After*

*that, if I were satisfied the system were needed, I would be OK about tax dollars going to build the transportation system.*

Central Daytona Beach, male, 45, full-time job, year-round resident

## **12. Increase Gas Tax or Sales Tax**

**There are only two feasible long-term options for funding the county transportation system: increase gas tax or increase the sales tax. If an increase were needed, which funding source do you prefer? Why do you say, “increase the gas tax”? Why do you say, “increase the sales tax”? Why do you say, “increase both taxes”?**

Over half (55%) of the 100 respondents preferred an increase in sales tax whereas a third (33%) preferred an increase in gas tax. In the initial sample, 6% preferred both taxes or were undecided, whereas in the west side validation sample, 28% preferred neither tax increase. Respondents who preferred increasing the sales tax reasoned that it would be broad based, would generate more money, would tax discretionary spending, is low compared to other states, and less dramatic than increasing the gas tax. They did not want to increase the gas tax because it seemed expensive, discriminates against drivers, and tourists buy relatively less gas than residents. Respondents who preferred increasing the gas tax reasoned that it is based on road usage and that a sales tax is regressive. Some respondents preferred increasing both taxes because of the critical need to generate money to pay for transportation improvements.

### **Increase sales tax**

*Broad-based: Building and rebuilding roads and bridges are everyone’s responsibilities . . . Everyone pays sales tax, so it is the best way to pay for the work.*

**Western Deltona, female, 56, full-time job, year-round resident**

*More revenue: Sales taxes are taxes on everything you buy. That can’t help but raise more money than a gasoline tax. They should also have a tax on tourist attractions, hotels, and motels, and restaurants.*

Holly Hill and western Daytona Beach, female, 44, full-time job, year-round resident

*Relatively low sales tax: The sales taxes in Florida are lower than they are in any other state. That gives us room to have higher taxes to take care of transportation and infrastructure.*

Beachside south to Port Orange, female, 49, full-time job, year-round resident

*Discretionary: If I have to pay more taxes, I’d rather it came out of things I bought, not gas. Gas is a necessity. The sales tax isn’t because you choose what you want to buy. If you want to cut down on the sales tax you pay, you just cut out unnecessary items.*

Eastern Port Orange, female, 57, other sources of income

Less dramatic: *If they increase the sales tax, it wouldn't be as dramatic and it would be spread out more.*

Holly Hill and western Daytona Beach, female, 55, other sources of income, year-round resident

Gas is expensive: *The gas tax is high now. It is already so high it is going out of reason.*

**Eastern Deltona, female, 47, other sources of income, year-round resident**

Tourists buy little gas: *An increased gas tax wouldn't be right because most tourists come here with a full tank of gas and don't use much while they are here.*

Beachside (P.O. Box), male, full-time employed, 52, year-round resident

Gas tax discriminates: *Gas taxes discriminate against people who drive cars. Sales taxes discriminate against no one.*

Beachside south to Port Orange, male, 43, full-time job, year-round resident

### **Increase gas tax**

Based on usage: *People who use the roads should pay for their upkeep, and people who don't use the roads should not be penalized. Pay as you go – pay as you use.*

Southern Daytona Beach & South DB, male, 55, full-time job, resident

Avoid sales tax: *I don't want everything I buy to be taxed to keep the roads in repair.*

**Eastern DeLand area, male, 35-44, full-time job, year-round resident**

### **Increase both gas tax and sales tax**

Weather damage: *It is very expensive to keep the roads in good repair. This is particularly true in a climate like this where it is so hot and moist that metal rusts and concrete tends to crumble. Add to that the sometimes ferocious tropical storms and hurricanes. They hit the roads and bridges with such strength that they do damage. . And so, it is everyone's problem. . Everyone should pay for that. That is true whether you buy gasoline or not.*

Holly Hill and western Daytona Beach, female, 38, full-time job, year-round resident

Build for the future: *We should double the sales tax and double the county's share of the gasoline tax and what the utilities are taxed. That would raise the money we need to build intelligently all of the infrastructure we need. We will need every cent that can be had to pay to build for the future and do it with concern for the environment. This means both a gasoline tax and a sales tax. Increase both and we may be able to do something.*

Central Daytona Beach, male, 33, full-time job, year-round resident