

CITY OF ORMOND BEACH

THE OB LIFE COMMUNITY CONVERSATION SERIES

TRANSPORTATION AND LIVABLE COMMUNITIES

July 24, 2018

MEETING SUMMARY

Meeting facilitated and report prepared by
The Florida Institute of Government at UCF

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BACKGROUND

On July 24, 2018 the City of Ormond Beach hosted the second in a series of community conversations intended to provide input to the City Commission's update of the Ormond Beach Strategic Plan in the spring of 2019. The topic of the second community conversation was livable communities and transportation. The specific objectives of the workshop were to:

- Review transportation patterns and challenges in Ormond Beach
- Explore how transportation can best contribute to livability in Ormond Beach
- Identify transportation-related measures that would contribute most to livability in Ormond Beach

Over 115 residents of Ormond Beach and the immediately surrounding communities attended the workshop.

The agenda as adjusted in the course of the session was as follows:

- 6:15 Welcome and introductions
- The OB Life community conversations series – *Joyce Shanahan, City Manager*
 - Tonight's agenda and discussion guidelines – *Rafael Montalvo, Facilitator*
 - Who is in the room tonight?
- 6:30 What does "Livable Community" mean in Ormond Beach
Transportation Planning in Ormond Beach
- *Shawn Finley, Deputy City Engineer, City of Ormond Beach*
 - *Maryam Ghyabi, Ghyabi Consulting and Management*
- 7:10 Questions and answers
- 7:30 Discussion
- Polling questions
- Overall, what is your perception of traffic in Ormond Beach?
 - How long have you had your connection to Ormond Beach?
 - How does transportation in Ormond Beach today compare to when your connection began?
- Table Discussions (use attached worksheets)
- What transportation-related measures would contribute most to livability in Ormond Beach? Which is most important?
- Wrap-up polling
- Which transportation-related measure from the list on the slide comes closest to the measure you chose as most important?
- Next steps
- 8:00 Adjourn

WELCOME AND AGENDA REVIEW

Mayor Partington welcomed participants and thanked them for taking the time to attend and offer their input. He emphasized the importance of engagement by residents in updating the city’s strategic plan. He then recognized other elected officials in attendance. City Manager Joyce Shanahan added her thanks and reviewed the topic for this second workshop and subsequent workshops in the series.

Rafael Montalvo, facilitator with the Florida Institute of Government at the University of Central Florida then reviewed the agenda, guidelines for the evening, and instructions for each activity. (The complete agenda packet is provided in Appendix B of this summary.) To provide a sense of who would be participating in the meeting, the participants answered a set of initial questions using polling devices at their tables. The questions and the percentages of participants who chose each of the possible answers offered are included below.

Where do you reside?

Ormond Beach	85%
Ormond by the Sea	5%
Holly Hill	2%
Unincorporated Volusia County	4%
Other	5%

What do you feel is your strongest connection to Ormond Beach?

As a resident	82%
As a business owner	7%
I work in the city	4%
Other	7%

The facilitator noted that the next question was being posed because of the close connection between age and transportation needs and preferences. He noted that the question would not be asked at any of the other workshops in the series.

Which of the following best describes your age?

Under 20	2%
20-24	0%
25-34	7%
35-54	14%
55-64	23%
65-75	44%
Over 75	10%

PRESENTATIONS

Livability and Transportation

Shawn Finely, Deputy City Engineer for the City of Ormond Beach, provided an overview of the components of livability, as the term is usually employed, and of its connection to transportation. Components covered as part of livability included: housing, environment, planning and zoning, leisure and culture, safety and preparedness, transportation, and community engagement. A complete set of presentation slides and video of the presentation are available on the City’s website at www.ormondbeach.org under The OB Life. Video of the presentation begins after minute 17 of the complete meeting video.

Transportation Issues in Ormond Beach

Sean Finely and Maryam Ghyabi then reviewed transportation issues facing the City of Ormond Beach, planning processes and considerations, and the City’s transportation priorities. Categories of priorities included safety, capacity and efficiency. The full presentation is available on the City’s website at www.ormondbeach.org under The OB Life. A complete set of presentation slides and video of the presentation are both available on the City’s website at www.ormondbeach.org under The OB Life. Video of the presentation begins after minute 23 of the complete meeting video.

During the presentation, the presenters posed several questions that participants answered with the polling devices. The questions and the percentages of participants who chose each of the possible answers offered are included below.

I arrived here today . . .	
Own personal vehicle	83%
Carpooled, someone else drove	14%
Taxi	0%
Votran (Bus)	0%
Uber/Lyft (Rideshare)	0%
Walked	0%
Biked	0%
Roller-skate	2%
Other	1%

On a typical day, how many miles do you drive in Ormond Beach?

Less than 1	3%
1-3	13%
4-10	41%
11-20	34%
More than 20	9%

What time do you primarily drive in Ormond Beach?

Early Morning (6 a.m. – 9 a.m.)	6%
Mid-Day (9 a.m. – 4 p.m.)	57%
Evening (4 p.m. – 7 p.m.)	6%
Peak hours (6 a.m. – 9 a.m. & 4 p.m. – 6 p.m.)	30%

Typically, how often do you drive S.R. 40 (Granada Blvd.)?

Never/Less than once per week	3%
Weekly, but less than one per day	24%
One-to-two times per day	34%
Three to six times per day	31%
Seven or more times per day	8%

Which road do you travel most frequently?

S.R. A1A	19%
U.S. Highway 1	21%
Nova Road	24%
Clyde Morris Boulevard	20%
Williamson Boulevard	15%

Questions and Answers

Before the presentation, the facilitator asked participants to write down any questions they have on cards provided at each table. He asked participants to place their cards in bowls in the center of each table. After the presentation, co-facilitator Hal Beardall went to each table in turn, and pulled a card at random from the bowl and read the question aloud. The appropriate presenter then answered the question. One question was read and answered from each of the twenty-one tables in the room.

Because of the limited time available, the facilitators emphasized that any remaining questions from the bowls not answered during the meeting would be answered on-line by staff within 10 business days of the workshop.

All questions submitted during the meeting, together with the written answers provided by staff are provided in Appendix C of this report, and also separately at www.ormondbeach.org under The OB Life. A video recording of the meeting, including the questions and shorter responses as offered during the meeting, may also be viewed and listened to at www.ormondbeach.org beginning after minute 62 of the recording.

POLLING QUESTIONS

To provide context for the subsequent table discussions, participants individually answered questions, posed by the facilitators, using polling devices placed at each seat. The questions, and the percentage of respondents answering each, are presented below. *Please note, due to computer rounding some values may exceed 100%.*

Overall, what is your perception of traffic in Ormond Beach?

1	Great, easy to get where you want to go	8%
2		16%
3		20%
4		13%
5		10%
6		11%
7		13%
8		2%
9	Terrible, hard to get where you want to go	7%

Overall, how long have you had your connection to Ormond Beach?

5 years or less	11%
6-10 years	2%
11-15 years	14%
16-20 years	5%
More than 20 years	65%

How does transportation in Ormond Beach today compare to when your connection began?

1.	Much better	1%
2		0%
3		1%
4		3%
5	About the same	33%
6		13%
7		10%
8		8%
9.	Much worse	26%

TABLE DISCUSSIONS

Participants next engaged in discussions at each table to answer the following questions.

- *What transportation-related measures would contribute most to livability in Ormond Beach?*
- *Chose the one most important answer*

The facilitators asked each table group to allow all of its members to answer the question before any of its members spoke a second time. The facilitators also emphasized that the discussion was for purposes of helping participants understand the perspectives of fellow residents, and perhaps expand their own as a result. They would be asked to answer the question individually, writing the answers on post-its and placing those on easel paper: they were not being asked to agree on a single answer for each table. (The detailed instructions for this activity can be found in the agenda packet in Appendix B.)

The compiled individual answers to each question appear on the pages that follow. All category labels and groupings were provided by the facilitators after the meeting, and are intended only to make it easier to understand the range of topics addressed in the post-its. Numbers in parentheses following the categories indicate the number of items in that category. Please note that while all tables answered at least one of the questions, eight of the twenty-one tables did not distinguish between “transportation-related measures that would contribute most to livability” and the “single most important measure”, offering all of their answers under one or the other question. The answers for each of these groups have been transcribed after the question under which the group chose to place their post-its.

What transportation-related measures would contribute most to livability in Ormond Beach?

Total Responses: 84

Public Transportation (22) 26.19%

- Bus system to support aging community
- Covered bus stops
- Weather shelters/benches for mass transit
- Indent sidewalks for Votran bus pick up
- Votran cutouts very disruptive
- Have places on Granada where buses can pull over to let people off and on
- Smaller Votran busses
- Shuttle service
- Better forms of mass transit along Granada (circulator or free shuttle concept)
- Granada trolley mid day
- Trolley?

- Trolley in downtown across bridge
- Beach trolley runs Bellair to Publix Ormond-by-the-Sea and up SR-40
- Freebee transportation (free pickup and drop off)
- Consider setting up a "dedicated shuttle" (other than the bus) to various businesses and local attractions (i.e., the beach, the Volusia Mall, grocery shopping). This will take cars off the road and increase customer base
- Pedi cabs to take citizens to places on main street Granada
- Have alternatives to driving for those citizens who cannot drive but can get around by other modes (i.e., disables, older adults)
- Ferry transportation from beachside to Cassen Park
- Will the City of Ormond Beach provide transportation to places that Votran does make a stop or pick-up? An example is the Tanger Mall (outlet)
- Shuttle on Granada and maybe A1A, or some sort of public mass transportation option that is reliable and comfortable
- Smaller, more frequent public transportation going into more areas - maybe passenger vans - wheel chair adaptive and more fuel efficient
- Need to have Votran do a usage study within OB for route improvement and time for schedules to better serve the citizens

Bicycle/Pedestrian/Walkability (15) 17.86%

- Bike trail and paths like Palm Coast
- Bike friendly
- Pedestrian safety
- More multi-use trails
- More walking trails and sidewalks
- More bike lanes
- No safe bike routes
- There seems to be a total lack of safe bike routes planning
- Trails and bike paths
- Bike sharing
- Separate and safer bike lanes
- More bicycle lanes on connectors
- Widen sidewalks on Granada
- Need sidewalks in downtown Ormond historic district
- Shade on Granada

Adaptive Signalization/Signal Timing (12) 14.29%

- Adaptive signalization
- Time the traffic
- Smart signaling
- Time traffic lights
- Stop adding traffic lights

- Remove the traffic light at Tomoka Ave and Granada near the WAWA
- Reduce time @ US1 and Granada light
- Synchronization of traffic lights
- Traffic signals to last longer
- Traffic light flow for left hand turns - missing the signal cycle
- Please consider improving signal timing for side streets on Division and Hand Avenues for crossing or entering US1 (Young Street)
- Research signal timing

Traffic Management (12) 14.29%

- Roads need to be aesthetically pleasing and accommodating to multi-modes of transportation
- If the roadways are essentially built out and can't be modified, livability might be enhanced by better bus stops and beautification of existing roadways
- Take down E-W stop signs at Division and Old Kings Rd
- Divert through traffic off of I-95 onto Granada - keep Granada more local (as on LPGA) - signage to Williamson.
- Add roundabout for East Granada
- Need roundabouts to help flow of traffic
- Certain hours of the day one-way traffic
- Waste Pro need more east-west options
- Traffic calming measures on OB connectors: planters in the middle of the road and speed bumps
- Why is the speed limit on Beach Street 35 mph when Holly Hill is 25 mph?
- Remove the medians downtown
- Take median decorations down - dangerous

New Roads and Bridges (7) 8.33%

- Complete Tymber Creek Road north to U.S. 1
- Complete Tomoka Farms Road to S.R. 40
- Public/private toll bridge north of Granada
- New bridge in OBTS - make it a toll bridge Airport Rd to A1A
- Hand Avenue flyover
- Hand Avenue extension
- Hand Ave./interstate overpass and widening

Funding (5) 5.95%

- 1/2 cent sales tax
- Updated impact fees
- Political activism for increased funding from state and county
- Increase the gas tax
- Minimum gas tax to stay in county

Parking (5) 5.95%

- More parking downtown
- New parking spaces somewhere else for city workers other than library
- Signs for parking
- Take control of blighted properties on A1A, construct off beach parking on walkovers to the east side of A1A

Other (6) 7.14%

- Study other communities' solutions for varied forms of transportation
- Evacuation route should not be a scenic drive with slower traffic
- Teach people to drive - move forward at a stop light so people can get into the left turn lane
- Legal golf carts on low speed streets
- Add electric vehicle chargers
- Safety and preparedness

Of the measures you identified, which is the single most important?

Total Responses: 51

Bicycle/Pedestrian/Walkability (10) 19.61%

- Improve walkability
- Walking and biking conditions need improvement. Too many drivers are distracted
- Bike lanes and trails
- Trails - elevate biking on busy roads
- A trail or certain streets for legal golf carts
- More multi-use trails
- What about bike lanes on side streets to make those quieter and slow down traffic?
- Pedestrian education for safety as a fast/bike pedestrian
- Install leading pedestrian signal on North Beach and Granada
- A1A pedestrian crossing at Ann Rustin Dr.

Public Transportation (10) 19.61%

- Alternatives to driving
- Better public transportation options
- Improve and make public transportation "cool" - not just for disabled
- Reduce traffic flow on Highway 40/Granada Blvd.
- Public transportation schedules and routes that make sense and have reasonable frequencies
- Construct pull-ins for bus stops so bus doesn't block traffic lane
- Better bus system with shelters @ stops and sidewalks to stops
- Public transportation - fast, frequent, useable/reasonable hours
- Clean and efficient public transportation
- We need more bus stops to accommodate an aging population

New Bridges (6) 11.76%

- Build another bridge/toll bridge Airport Road to A1A
- Another bridge to beach
- Bridge at LPGA
- Have a bridge from Nona/US1 extended over the river to afford emergency vehicles better response time and lessen traffic on Granada bridge
- US1 to bridge a major issue for emergency vehicles to get through
- Signal optimization

Managing Traffic on/Providing Alternatives to Granada (5) 9.80%

- Create other routes to beachside - not just Granada Blvd

- Minimize traffic to Granada Blvd. - Hand Ave. extension still spills traffic onto Granada
- Divert out of area traffic off Granada (that traffic which neither begins or ends in the city)
- Complete Hand Avenue. flyover
- Complete Hand Avenue to Tymber Creek to I-95

Parking Garage (3) 5.88%

- Parking garage at City Hall for more walkability
- Parking garage in downtown
- Controlled (planned) growth

Adaptive Signalization/Signal Timing (4) 7.84%

- Signal timing
- Improve signal timing
- Synchronization of traffic lights
- Signal timing is great at most intersections - don't screw them up

Other (12) 25.49%

- Safety and sharing the road for all
- Granada commercial development = service vehicle congestion
- Police enforcement/lane closures/signaling/speeding
- 1/2 cent sales tax
- Updated impact fees
- Remove medians and add lanes
- Stop the rezoning that adds to traffic woes!
- More green spaces - more redevelopment
- Less retail - commercial with drive-throughs
- Address pedestrian and vehicle safety on N. Nova Rd. in stretch by Trails Shopping Center
- What about roundabouts?
- What about stop signs on corners in neighborhoods to slow down traffic?

WRAP-UP POLLING

Participants individually answered the following question, posed by the facilitators, using polling devices placed at each seat.

Which transportation-related measure from the list on the slide comes closest to the measure you chose as most important?

Improving walking conditions	17%
Improving bicycle conditions	14%
Roadway resurfacing	3%
Hand Avenue Extension	14%
Adding lanes to existing roads	8%
Improving signal timing	30%
Multi-use trails	13%

COMMENTS

Throughout the meeting, a “Comment Wall” was available on both sides of the meeting hall. This consisted of paper on which participants could write or post (using post-its) more extensive additional comments than were appropriate as part of the table discussions. No additional comments were received.

NEXT STEPS

City Manager Joyce Shanahan again thanked participants for attending and offering their perspectives, and noted that the next workshop in the Community Conversations series would take place on August 30, 2018 and address the topics related to environmental issues. Facilitator Rafael Montalvo emphasized again that all questions and input received in the course of the workshop, whether read aloud or submitted in writing would be included in the meeting summary.

APPENDIX A: WORKSHOP EVALUATION

CITY OF ORMOND BEACH OB LIFE COMMUNITY CONVERSATION SERIES TRANSPORTATION AND LIVABLE COMMUNITIES July 24, 2018

The ratings and comments below are based on responses received from 52 of the participants at the OB Livability and Transportation meeting. The following statements were rated on a scale of 1 to 5, where 1 means totally disagree and 5 means totally agree.

	Disagree				Agree	
	1	2	3	4	5	Avg
1. Please assess the following aspects of the meeting.						
The agenda packet was very useful.	0	2	10	23	14	= 4.00
The presentations were clear and informative.	0	1	10	17	22	= 4.20
The objectives for the meeting were made clear at the outset.	1	1	6	14	28	= 4.34
Overall, I am very satisfied with the meeting.	1	4	10	10	25	= 4.08
2. Do you agree that each of the following meeting objectives was achieved?						
Review transportation patterns and challenges in Ormond Beach	1	2	9	19	18	= 4.04
Explore how transportation can best contribute to livability in Ormond Beach	2	3	13	17	13	= 3.75
Identify transportation-related measures that would contribute most to livability in Ormond Beach	2	4	15	13	15	= 3.714
3. Please tell us how well the facilitators helped the participants engage in the retreat.						
The facilitators made sure all perspectives were heard and respected.	1	1	6	12	29	= 4.37
The facilitators helped us arrange our time well.	0	1	5	17	25	= 4.38
4. What did you like best about tonight's meeting?						
<ul style="list-style-type: none"> • The clear structure, explanation and facilitation • Presenters were well prepared • Well prepared • Table talk • Presentation by Sean and Maryam • Sean's explanation of the process • The ability to help prioritize our next steps • Dialogue • Was informative • Well organized 						

- Information
- Information
- All
- Presenters were knowledgeable and well prepared.
- The organization and the venue
- The speakers were well with information.
- Explained the scope of problem and time it takes to work through all the state and county and local agencies
- The people at the table
- My table mates
- Informative and being able to make suggestions
- Started on time and ended close to stated time
- Discussion with others
- To the point
- Nothing
- Organized, well run, on time
- Learning the funding process
- Explanation of funding process
- The topics
- Explanation of processes involved in planning for future road consideration
- Perspective from the others from the table
- A very thorough review of the road system and the issues with those
- Meeting new people
- Very informative on the process of transportation improvement – complex
- Polling
- Break down of miles in Ormond Beach

5. How could the meeting have been improved?

- ?
- More input from the group
- Not having a current Commission contributor running a portion of the discussion
- N/A
- Quicker polling
- More funding – sales tax
- Pick questions from the bowl related to the evening's topic.
- Specific topics
- Pens not markers
- N/A
- More audience engagement
- It was good.
- More direct Q&A time
- Diverse conversation on different types of transportation, not just cars
- Don't read the slides to us. If we are too stupid to read then we are not able to form an informed decision.

- Have the main speakers/facilitators speak from the stage – better to see who is speaking and hear what they’re saying.
- Better answers to questions – more thorough
- More visual material
- None
- Discussion of public transit
- Shorter
- Have facilitator cut down on intro so more time for presenters.
- Can’t say that there could be improvements
- Alternatives to driving did not get addressed as much as I would’ve liked.
- Too much explanation on how to use the polling device
- Wished they had talked about OB connector road and future traffic vs. just the big roads

6. Do you have any other comments that you would like to add?

- It was obvious from the get to that the entire meeting was designed to set an agenda for widening and extending Hand Avenue.
- The City allowed a major contributor (M. Ghyabi) to lead a portion of the discussion. Why? And why was this not disclosed?
- More vision of what City would do
- We didn’t address root problems:
 - Increased development
 - Increased population
 - Increased service vehicle traffic
 - *Adherence to traffic laws
- Turn-about at Tymber Creek and Airport would help alleviate some of traffic there.
- Need parking garage (3) levels behind City Hall
- Indicate where restrooms are when starting the meeting and providing meeting guidelines.
- We need more time at the beginning to collaborate before asking questions.
- Too controlled – not what I anticipated. Wanted more a two-hour Q&A with audience participation!
- Appreciated historical perspective and education on current and future state for transportation issues.
- None
- We still have a problem with major congestion in future onto Granada Blvd. going east across bridge with all arterial roads melding onto this major road (Granada) to beach.
- Funding is not available to solve most problems! Where to get the dollars for the wish list?
- The City does a fabulous job putting these meetings together.
- Great event!

APPENDIX B: WORKSHOP PACKET
CITY OF ORMOND BEACH
TRANSPORTATION AND LIVABLE COMMUNITIES

Calvary Christian Academy Kids Center
1687 West Granada Blvd.
Ormond Beach, Florida
July 24, 2018

Objectives

- Review transportation patterns and challenges in Ormond Beach
- Explore how transportation can best contribute to livability in Ormond Beach
- Identify transportation-related measures that would contribute most to livability in Ormond Beach

6:00 Welcome and introductions

- The OB Life community conversations series – *Joyce Shanahan, City Manager*
- Tonight’s agenda and discussion guidelines – *Rafael Montalvo, Facilitator*
- Who is in the room tonight?

6:10 What does “Livable Community” mean in Ormond Beach
Transportation Planning in Ormond Beach

- *Shawn Finley, Deputy City Engineer, City of Ormond Beach*
- *Maryam Ghyabi, Ghyabi Consulting and Management*

6:50 Questions and answers

7:10 Discussion

Polling questions

- Overall, what is your perception of traffic in Ormond Beach?
- How long have you had your connection to Ormond Beach?
- How does transportation in Ormond Beach today compare to when your connection began?

Table Discussions (use attached worksheets)

- What transportation-related measures would contribute most to livability in Ormond Beach? Which is most important?

Wrap-up polling

- Which transportation-related measure from the list on the slide comes closest to the measure you chose as most important?

Next steps

8:00 Adjourn

DISCUSSION GUIDELINES

Expect and respect perspectives different from your own

Speak to be understood, not to persuade

Explain your assumptions

Ask questions to understand

Focus on issues, not individuals

To be heard, be willing to listen

Share the airtime !!!

INSTRUCTIONS FOR QUESTION AND ANSWER SESSION

Please write your questions on the cards provided, and place the cards in the bowl on your table. We will take one card at a time, at random, from each table in turn and answer the question on it. We will repeat this as many times as the available time allows.

Any questions not answered during the meeting tonight will be answered and posted on the City's website after the meeting.

POLLING INSTRUCTIONS

Please follow the facilitator's instructions for the use of the polling devices at your table. Polling may be conducted before and after the table discussions.

TABLE DISCUSSION INSTRUCTIONS

During this part of the agenda, you will be asked to discuss two questions with others at your table before sharing your individual answers with the room as a whole. Please follow the steps outlined below for this discussion.

You will have about 30 minutes for the table discussion.

What transportation-related measures would contribute most to livability in Ormond Beach?

1. Find the person at your table with the birthday closest to July 24. They will speak first. If two or more people have the same birthday, the one who traveled farthest to the meeting tonight goes first.
2. Go around the table and allow everyone to offer an answer in turn. Please allow everyone to speak before anyone takes a second turn.
3. Listen for the facilitator's announcement that it is time to move on to the next steps. (You don't have to wait for the announcement before moving on if your group is ready to do so.)
4. Write your answers to the question using the post-its and markers at your table, and place your post-its below the line drawn on the easel-pad by your table. You may write as many answers and use as many post-its as you like.
5. Choose the ONE most important answer to the question, write it on a clean post-it, and place it above the line drawn on the easel-pad. Each table may ONLY have as many post-its above the line as people at the table, and each of these posts-its may have ONLY one issue on it.

All answers will be transcribed and included in the report of tonight's meeting.

The OB Life TRANSPORTATION AND LIVABLE COMMUNITIES July 24, 2018

MEETING EVALUATION

See Appendix A.

APPENDIX C: QUESTIONS AND ANSWERS

OB Life Transportation and Livable Communities 7/24/2018 Meeting Questions and Answers

- 1. Given congestion major roads, what can you do to control traffic on OB collector roads as people seek alternative routes.**

The purpose of collector roads is to take travelers from neighborhood streets to their destinations, often leading them to our arterial roads. Controlling traffic on collector roads requires creation of a balanced transportation network that allows travelers to find and use the most efficient route possible.

- 2. Tymber Creek Rd goes into Margaritaville from LPGA. How is extending Hand Ave into South Tymber Creek going to relieve congestion on SR40 & Hand Ave when Margaritaville extends into South Tymber Creek?**

If constructed, the Hand Avenue extension and widening would serve as a parallel route to SR 40 for those traveling east-west throughout the City of Ormond Beach. In addition to relieving traffic along SR 40, a greater benefit would potentially be relief at the three signalized intersections occurring in quick progression to one another (SR 40 at Williamson Blvd. and both I-95 ramps).

- 3. Why is a developer on the planning board? Isn't that a conflict of interest?**

Please refer to question #59 on The OB Life Community Development Workshop Questions and Answers from the 6/28/18 meeting.

- 4. Do we have a # of autos on the road problem as to traffic or just stopped traffic signals? Will we ever replace our old traffic light system with a modern smart like system?**

The smart signals discussed during the workshop are the Adaptive Traffic Control System. The Florida Department of Transportation (FDOT) will begin implementation in FY 2019 along the SR 40 Corridor. Improvements to SR 40 will also benefit those roads that intersect with SR 40 at signalized intersections.

- 5. Why was development approved w/no impact fees or tax revenues to support new roads?**

Traffic impact fees are assessed and collected via a traffic concurrency analysis. In 2009, the Florida Legislature passed Senate Bill 360. Ormond Beach, as a dense urban land areas (DULAs), is automatically designated a Transportation Concurrency Exception Area (TCEA). A designation of a citywide TCEA means that state concurrency no longer applies to development provided the City has a multi-modal strategy approved and adopted in its Comprehensive Plan. However, Ormond Beach elected through its home rule powers to be more stringent and restrict the creation of TCEAs on constrained roadway corridors.

The City adopted a Multi-Modal Strategy to locate three TCEAs along three transit routes which are considered part of Votran' s Eastside spine network, including South Atlantic

Avenue, portions of Granada Boulevard (Ocean to Williamson Boulevard) and U.S. Highway 1. These transit routes are on roadway corridors which the city considers constrained as it relates to capacity improvements. The City adopted the TCEA and multi-modal strategy with the understanding that increasing roadway capacity (building more roadway lanes) is not the sole transportation strategy to address traffic impacts. All development outside of the designated TCEAs shall be required to mitigate their impacts on city, county, and state roads. Improvements within the TCEA are focused on roadway efficiency such as better access management, right-of-way preservation, public transit, sidewalks, signal optimization and coordination and geometric improvements for intersections. In summary, the multi-modal strategy includes reducing vehicle miles traveled, access management, sidewalks and trails, and mass transit operational improvements.

Recent projects, such as Granada Pointe, Ormond Central, and Shoppes on Granada have all provided traffic studies prepared by a Professional Engineer that analyze the approved Level of Service, existing trips, proposed trips and trips generated by the project. The traffic studies have indicated that the Level of Service along West Granada Boulevard is maintained as a Level of Service of C.

Taxes are assessed and collected based on use and property assessments. Once properties are developed, their assessments increase, resulting in increased taxable value and revenues.

6. What will be the future for Tymber Creek – South from SR40 connecting to LPGA?

The road is a county road that goes through the County as well as through the City of Daytona Beach; conversations are ongoing amongst the developer and associated entities along with the development of the LPGA area. It is likely that this connection is 10 – 15 years from completion.

7. How about bus transportation – many riders. Need shelters at stops – protection from sun & rain – also for homeless – be kind to all.

Thank you for your comments.

8. WHY on Earth did OB approve a WaWa STORE at the location on Granada with the traffic congestion we already have – and the additional traffic light with a light so close at Orchard will cause Balking flow of traffic.

A Traffic Impact Analysis was prepared and submitted with this project. The results of the analysis supported the project and its design. The Comprehensive Plan establishes traffic level of services and mobility areas. The project is within a Transportation Concurrency Exception Area (TCEA) as established by the City's Comprehensive Plan. The project reviewed traffic impacts through a traffic study prepared by a professional engineer and a signal warrant study. The impacts were reviewed by the City and the Florida Department of Transportation. West Granada Boulevard is a state roadway and the project impacts were reviewed and permitted by the Florida Department of Transportation. The signal timing of the new traffic light shall be synchronized with the Orchard Street light.

9. Why has OB neglected the safety issues that was brought to you RE: Pineland Trail and its maintenance concerns??

Pineland Trail was, until recently, a Volusia County maintained roadway. The City has evaluated the needs for Pineland Trail and included this roadway in its 2018 Roadway maintenance program.

10. Why not take control of Granada and self-fund Granada?

State Road 40 is a part of the State of Florida's transportation network. Taking control of SR 40 is not an option for the City.

11. Do you plan to cut trees on the loop for proposed bicycle trails?

No impacts to the loop are planned to occur within the City of Ormond Beach as a result of the proposed bicycle trails. Overall Length of the loop is approximately 34 miles; 10.1 of those miles lie within the City and consist of the following:

- a. 2.0 miles – A1A/Atlantic Blvd.
- b. 2.1 miles – John Anderson Dr.
- c. 4.9 miles – North Beach St.
- d. 1.1 miles – SR 40/Granada Blvd.

12. When did the City reverse it's '90s commitment to not have traffic from Wilmette dumping into the Trails? Your map shows Main Trail as a collector road.

Main Trail is classified as a minor collector road by the City of Ormond Beach Code of Ordinances. Through traffic in the form of truck traffic is limited by the weight restrictions on the Main Trail bridge.

13. Why isn't this event being paid out of campaign funds from our current Commissioners (they have clearly been introduced and platform boasted)?

Thank you for your comment.

a. Why was FDOT not invited to a meeting regarding transportation?

This meeting was intended to be a community meeting that fostered community discussion. The purpose was to provide Ormond Beach citizens an overview of City transportation priorities and an opportunity to provide input.

b. Why did Mayor Partington and Commissioner Selby leave immediately after being introduced?

This community engagement series is conducted in the same manner as the Community Conversation Workshops in 2015. At the time, our UCF Institute of Government Facilitator Marilyn Crotty recommended a format to ensure meetings are conducted in an environment where citizens are comfortable sharing their opinions and in an atmosphere as free from politics as possible. We invited our elected officials to welcome and help kick-off the meetings, after which they traditionally leave. This helps create an open and inviting environment. Because we record and share each meeting on-line, the City Commission and the entire community can view the video of the workshops, as well as review the written questions asked and the city responses.

14. Why did Mayor Partington and Commissioner Selby leave right after their introduction? Mayor Partington said he wanted to hear from us and then he leaves.

Please refer to question #13.

15. People pulling out of businesses in Manny’s strip center going South have to dart across 2 busy lanes to get to a left turn lane, since the medians were added.

Thank you for your comment.

16. Why would we want to widen a residential road for the benefit of developments that Ormond Beach citizens do not want? We don’t need Hand Ave with a 50 mph speed limit.

The widening of Hand Avenue would be limited to the section from Williamson Blvd. to Shangri La Drive (west of Nova Road). No widening of the segment of Hand Avenue east of Nova Road would be proposed.

17. Why are we paying so much for upkeep of the Airport, used by so few?

Please refer to question #93 on The OB Life Community Development Workshop Questions and Answers from the 6/28/18 meeting.

18. Can we have more blinking yellow left turn arrows when thru traffic light is green?

Signals are based on signal timing formulas and are different for different roadways. The City continually partners with FDOT to review signals for modification.

19. With the new signalizations, what is the plan for pedestrian safety crossing at Granada and A1A?

The City has made multiple requests to FDOT and met with FDOT to discuss providing crosswalk enhancements. We are pleased to announce that following The OB Life meeting on transportation, the City was notified by FDOT that six locations on the South Peninsula were recommended for funding by FDOT for crosswalk improvements including medians and Rapid Rectangular Flashing Beacons (RRFBs). The proposed crossings are located at the following locations:

- River Beach Drive
- Rockefeller Drive
- Arlington Way
- Seminole Avenue
- Osceola Avenue
- Bosarvey Drive

20. Can the on street parking on Granada be removed to allow for wider sidewalks?

Please refer to question #165 and #168 on The OB Life Community Development Workshop Questions and Answers from the 6/28/18 meeting.

21. How can we reduce traffic in our downtown?

SR 40/Granada is a state roadway. The City’s multimodal plan which includes a parallel bike route to SR 40 along with the use of public transportation can help reduce traffic in the downtown. The constraints of SR 40 and its connection to our lone bridge from beachside to the mainland limit options in the reduction or redistribution of vehicle traffic.

22. Push for a bridge from LPGA to A1A.

Thank you for your comment.

- a. **Why is traffic from Speedway diverted from ISB through OB to US1 to get to I95?**

SR 40 and US 1 are state roadways and are part of an area wide event management plan that helps redistribute traffic during times of high demand from events at the Speedway. By utilizing roads that would otherwise be operating under capacity, the system allows roads to recover following an event that places a high level of strain on their capacity at those select occurrences each year.

- b. **Can bus stops be fixed so buses pull off driving lanes for pick up/drop off. They back up traffic.**

VOTRAN bus routes are determined by Volusia County.

- c. **Need a way for emergency vehicles from beachside (ambulances) to get to hospitals if there is an accident on the bridge.**

Thank you for your comment.

23. Why are store driveways and bus stops permitted so close to intersections?

The City of Ormond Beach, as well as the Florida Department of Transportation and Volusia County, have roadway design criteria that governs the location of driveways relative to intersections, adjacent driveways, and other features. New construction plan submittals are reviewed according to these standards and are required to meet these standards which are consistent with Federal Roadway Standards.

- a. **Extending Hand Ave past I95 will add more traffic on Granada. Traffic can only go on Hand to Nova and go left to Granada to get to beach. Hand Ave is one lane and developed all the way from Nova to Beach St.**

Thank you for your comment.

- b. **Too many crossovers between lights on Granada – safety issue**

Thank you for your comment.

- c. **Commercial development West of I95 (stores) could alleviate some Granada traffic.**

Thank you for your comment.

24. If you lengthen Hand Ave, will there be an entrance/exit to I95?

No, there are minimum distances required for interstate interchange spacing; the distance would not support an interchange and as such the extension of Hand Avenue, if it proceeds, would be an overpass, not an interchange.

25. How can speed limits be enforced in residential neighborhoods?

The City Police Department patrols residential neighborhoods to enforce traffic regulations.

26. Why do we need more Palm trees in medians instead of road maintenance?

Median landscaping is typically installed and paid for through FDOT roadway beautification grants. These monies are only able to be applied to landscaping projects. These same funds cannot be applied to roadway resurfacing which is paid for through separate funds.

27. Who do we need to lobby to move our priorities up?

The City and its citizens should voice their comments and concerns on transportation related issues to The River to Sea TPO.

28. Why are our City collector roads that are supposed to relieve SR40 i.e. Division, Hand and Wilmette, posted at 25mph? This discourages drivers.

The speed limits are set in accordance with state statute and may not be in excess of 25 miles per hour in residential areas.

29. How do we prioritize addition of traffic signals and reduce speeds on A1A (North of Granada) near Rivocean/Bicentennial Park. Dunes diminished not safe for public parking.

This portion of A1A is located in Ormond by the Sea, as such Volusia County would be the best agency to lobby for improvements in this area.

30. Is there any discussion about constructing another bridge?

No, there is currently no discussion related to building another bridge.

31. The new light for the WaWa will presumably hinder traffic flow. Can you prove me wrong?

Thank you for your comment.

32. I've heard some rumors about extending Hand Ave and about building another bridge, are either of these truly being discussed?

There are current discussion regarding Hand Avenue that includes widening the existing Hand Avenue and its extension westward from Nova. No discussions are currently ongoing relative to a new bridge.

33. Why did Mayor Partington and Commissioner Selby leave when we started?

Please refer to question #13.

34. Why did Mayor Partington and Commissioner Selby leave when we started?

Please refer to question #13.

35. In November 2017, the planning board talked about taking out the medians from Orchard to I95. When is that happening?

We are not aware of any proposals to remove medians between Orchard and I-95 along Granada Blvd. other than the modifications approved with the development of turns lanes approved with the Granada Pointe project.

36. Post priority list of road improvements scheduled for City, State & County affecting OB with time table?

Thank you for your comment.

37. Why did the Mayor introduce himself & then leave without staying for the session?

Please refer to question #13.

38. Any thought of the City sponsoring a trolley on Granada during the day?

There are currently no plans for a City sponsored public transportation vehicle.

39. What are the City priorities for transportation if a ½ cent sales tax is passed?

The current half cent sales tax proposal is on hold. The City had prepared the following preliminary list of priorities for consideration at the time that the sales tax was being discussed:

Transportation Category (Roads):

- Hand Avenue Extension
- I-95/US 1 Interchange
- Ormond Crossing Signalization Improvements
- Williamson Blvd. Widening (Hand Ave to LPGA Blvd.)
- Hand Avenue Widening (Shangri La to Williamson Blvd.)
- Tymber Creek Widening (Peruvian Lane to Airport Road)
- Business Drive Extension
- Ormond Crossing Collector Road Improvements
- Pineland Trail Improvement (outside of Ormond Crossing)
- Roadway Resurfacing

Transportation Category (Trails):

- US 1 Shared Use Path
- Tomoka State Path Multi-Use Trail
- Thompson Creek Multi-Use Path
- Sanchez Multi-Use Path

40. Why are not street development not part of cost in impact fee computations?

Please refer to question #5.

41. What are the plans for Tymber Creek Rd? When build?

Please refer to question #2.

42. What does the City expect to happen to all the water that will be displaced by all the new construction that has been approved? Where will the water from rains go?

Stormwater management plans, including flood control, grading, and retention/detention plans, are required of developers when seeking project approval. These plans are also subject to review by the St. Johns River Water Management District.

Each site plan details any floodplain or wetlands on a project. Site plans are prepared by professional engineers and reviewed by the Site Plan Review Committee and in case of wetland impacts for development projects, the St. Johns River Water Management District. Development within the floodplain is required to provide site stormwater and compensating storage (areas for the volume of water displaced in the floodplain).

43. How does the City plan to accommodate the additional traffic that will come from the already approved construction of more than 500 new home sites/apts?

Projects generating significant amounts of traffic are required to conduct traffic impact analyses and submit those for review along with project approval. Any impacts noted by this analysis should provide for solutions that need to be implemented as a condition of project approval.

44. Is there still a quality of life board?

Yes, see the City's website for more information:
<https://www.ormondbeach.org/79/Boards-Committees>

45. How do you plan to provide for safer response of emergency vehicles?

City staff is constantly monitoring traffic operations and our roadways functions.

46. What will happen to islands w/trees when Highway 40 is widened, & the area nearest the Ormond Bridge?

There are currently no plans to widen SR 40 or remove any median landscaping east of Williamson Boulevard.

47. Will there be consideration to adding a bridge at LPGA -> beachside to relieve Granada to beach access?

Please refer to question #30.

48. How can the back-up between US1 – Beach St be relieved and/or re-routed?

Please refer to question #21.

49. What consideration do you give commercial, service & utility vehicles in your traffic planning?

When transportation consultants prepare traffic impact analyses, many different types of vehicles are accounted for in those studies in order to model a scenario that matches the actual operation of a roadway.

50. What can we (citizens) do to expedite a Hand Ave overpass (I95) & widening?

Citizen involvement is important to keep these projects progressing. Citizens can stay aware of this topic and encourage organizations such as the River to Sea TPO to progress this project along.

51. Can cover from weather at bus stops? Also benches?

VOTRAN decisions are determined by Volusia County.

52. What input does the City (OB) have in the process of approving housing development in neighboring communities (Cities & County)?

Ormond Beach can provide input to other jurisdictions as part of the public hearing process and it is up to that jurisdiction to act on a housing development. For example, Ormond Beach staff has met with the City of Daytona Beach and provided input into the Minto, parcel A Comprehensive Plan and Rezoning applications, including attending the Planning Board hearings. Ormond Beach has requested to be copied on all transportation studies of the roadways (Volusia County and Florida Department of transportation roadways) related to the Minto, parcel A application.

53. Need to 4 lane Bal of Tymber Cr. To Airport Rd!! Long range – 4 lane LPGA to A1A and build a new bridge over the river.

Thank you for your comment.

54. Can we speed up 4 lane construction on Airport Rd from US1 to RT40?

There are no current plans for the widening of Airport Road, the portion of Airport Road between US 1 and Tymber Creek Road is maintained by Volusia County who has not included this in its five year work plan.

55. We need round a bouts around the City to save gas, and vehicle back up. Is Ormond going to put in round a bouts?

a. Are there plans to put in round a bouts?

City staff has submitted a project that utilizes roundabouts at two adjacent intersections, the intersection of Fluhart Drive with South Halifax Drive and the intersection of Fluhart Drive with Riverside Drive. This project has been ranked on the River to Sea TPO's priority list and is awaiting funding for design.

56. How do we get Hand Ave extension over I95 back on priority list?

Please refer to question #27.

57. Is it possible to 6 lane RT40? Can we speed up electronic timing of traffic flow lights on RT40?

Please refer to questions #4 and #46.

A Project Development & Environment (PD&E) study was conducted by FDOT in 2014 that recommends widening SR 40 to six lanes west of I-95 (Williamson Blvd. to Breakaway Trail). Engineering for this project has been programmed for 2022/2023. There are currently no plans to widen SR 40 in the segment east of Williamson Blvd.

58. How long before Granada Blvd gets more lanes to alleviate traffic congestion problems?

Please refer to question #57.

59. Granada Blvd extent median turn lanes.

Thank you for your comment.

60. Why can't a private toll bridge be built like the one in Flagler Co?

The toll bridge in Flagler County was constructed through bonds issued by the Dunes Community Development District. A developer electing to propose a bridge such as the Dunes bridge would need to coordinate with the Florida Department of Transportation, and address a number of factors including available right of way on either side of the Inter Coastal Waterway, environmental impacts, and determining a need for such bridge.

61. Is Granada Blvd the “Right road, right place”, several times/day it is backed up at bridge & at Nova.

Thank you for your comment.

62. When will we have another street to the beach so we can get out of our street – which is our only way out?!

Thank you for your comment.

63. How can a citizen help along the Hand Ave extension process?

Please refer to question #27.

64. Can the City get “freebee” transportation at Beachside?

There are currently no plans for a City sponsored public transportation vehicle.

65. Why do we approve new developments when the roads do not support it?

Please refer to question #5.

66. Why those goofy crossings on Granada? (example on card) Why not go straight across?

The geometry of these crosswalks provides two features to aid pedestrians crossing the street. First, the length of the crosswalk running along with the roadway provides additional space for pedestrians to wait (if necessary) between the two crossing segments this allows for larger groups to cross. Second, when walking the long leg of the crosswalk, pedestrians and automobiles are provided with a greater opportunity to see one another.

67. With all the studies, master plans, engineering, how would OB avoid the same screw up as what DB just witnessed (traffic)?

Projects generating significant amounts of traffic are required to conduct traffic impact analyses (TIA) and submit those for review along with project approval. Any impacts

noted by this analysis should provide for solutions that need to be implemented as a condition of project approval. Project approval only follows submittal of a design that satisfactorily addresses any concerns identified in the TIA.

68. How do you propose to put the right roads in the right place?

Putting the right road in the right place is the goal of transportation planning. Doing this involves a multi-modal approach to planning (cars, bike, pedestrians, transit) where included features are placed using context sensitivity.

69. Recently a fatality occurred in Tomoka Oaks, a vehicle struck a walker/runner. What is being done to prevent this?

This was a tragic accident. The City Police Department patrols residential neighborhoods to enforce traffic regulations and takes proactive measures to educate residents on roadway safety.

70. How much is this affair costing the taxpayers?

Please refer to question #92 on The OB Life Community Development Workshop Questions and Answers from the 6/28/18 meeting.

71. Why do we have a Legislative Liaison Person? Who is it & what is he paid? What has he done?

We have utilized legislative liaisons for many years to promote the City's priorities at the state and national level. The City has two contracts for legislative services. The first is with Metz, Husband & Daughton for \$32,000. They have a general legislative focus on such things as economic development and home rule. They've assisted the City with grant applications at the Department of Economic Opportunity for the Florida Jobs Growth Grant and with legislative funding requests for water and sewer projects. They've been successful progressing projects through the legislative process. The second contract is with Alfred Benesch & Company, who contracts services through Capital Cities Consulting (CCC), for \$24,500. Their primary focus is on transportation related issues. Since Alfred Benesch & Company has been engaged, the FDOT has placed I-95 / US 1 interchange on its priority list, and completed the long requested study of A1A access management and pedestrian safety which is currently under consideration for funding.

a. Has a formal request for push buttons been made to FDOT for Amsden, Seminole, Rockefeller and River Beach? When?

Please refer to question #19.

b. Why was FDOT not invited? Make one meeting Budget/Staffing. Why does City Attorney have such a large staff? Why is City Attorney not in City Hall?

Please refer to question #13 above and to question #93 on The OB Life Community Development Workshop Questions and Answers from the 6/28/18 meeting.

c. What is gross income/expense of Airport? How many D.B. Residents use airport?

Please refer to question #93 on The OB Life Community Development Workshop Questions and Answers from the 6/28/18 meeting. There is no residency requirements at the City's airport.

d. How much is unfunded general pension?

\$8.6 million in General Employees' pension.

e. Why are we paying for FEC RR Xings – where is the \$200,000?

The City, as well as all other cities in Volusia County, are required to enter into agreements with the Florida East Coast Railroad to pay for the operation and maintenance of traffic control and safety devices at crossings on roads within City limits. The majority of this expense is paid for through separate agreement with the Florida Department of Transportation who reimburses the City for these expenses.

f. Where can the \$35,000 bridge lighting study on line? Why has no action been taken?

The bridge lighting is the responsibility of the Florida Department of Transportation. The City has directed FDOT to replace the bridge lighting with similar poles and fixtures as were previously installed. FDOT is currently coordinating a schedule to complete this work.

g. Check price to subcontract legal services & sell River office. Deltona is much more economical.

Thank you for your comment.

h. Why are development & planning combined for only 30,000 residents?

Please refer to question #93 on The OB Life Community Development Workshop Questions and Answers from the 6/28/18 meeting.

i. What was Ghyabi paid for the night – paid for this year – what did they do?

Maryam Ghyabi served as a subject matter expert based on her qualifications as engineer, adjunct professor at Embry Riddle, and business owner with extensive experience in transportation planning and engineering. Ms. Ghyabi does not have a current contract with the city and has not received any payment.

j. How many RR Xings? 8 or 10? FEC says 8.

Railroad crossings are located at the following roads within the City.

1. Hand Avenue
2. Division Avenue
3. SR 40
4. Lincoln Avenue
5. Wilmette Avenue
6. Nova Road
7. Airport Road

- 8. – 9.Hull Road (One FEC, One private rail spur)
- 10. Broadway Avenue.

k. How many consultants have we paid in past 5 years? How many consultants on payroll now? Who?

The City utilizes consultants to provide operational and professional services as needed and are funded through the City's budget.

72. Why Hand Ave, not LPGA? (I know, it's not in OB) The major residential developments empty onto SR40 and LPGA.

Although both the proposed Hand Avenue extension and LPGA Boulevard are important east-west roadways, neither are in the City. There is a lack of east-west arterial streets in Ormond Beach and the Hand Avenue extension to West Granada Boulevard would provide an alternative corridor.

73. Doesn't extension of Hand (crossing) the interstate just create new problems?

Thank you for your comment.

74. Have or is the City willing to look at layering infrastructure to improve multi-modal transportation and community connection outside of sidewalks and on road bike lanes? Over utility easements etc.

The City considers options to most efficiently multipurpose and expand the use of publicly available land where possible. As was mentioned in the meeting, we try to do as much as possible specifically with the planning of projects identified in the City's Bike / Ped Plan.

75. How is technology going to affect transportation and traffic in the future?

Please refer to question #4.

76. What type of plan is in place for folks who don't/cannot drive, spec. those with disabilities & those older folks who have stopped driving?

VOTRAN is a County service and has options for older and disabled residents. For further details please visit Votran's website: www.votran.org

77. How can we get bicyclists off busy roads with 30mph + cars, slows down and seems dangerous.

The City has adopted a Master Bicycle Plan which strives to strike a balance in accommodating all populations.

78. Where are the pedestrian accident areas on A1A? Will this be used to prioritize crosswalks?

Over the course of the last five years we've had two pedestrian and/or bicycle related accidents on A1A between Granada Blvd. and Harvard Drive. The pedestrian accident resulted in a fatality, while the bicycle related accident was classified as a non-

incapacitating injury. No other pedestrian and/or bicycle related accidents were identified. Please refer to question #19.

79. How can neighborhoods be preserved as roads are widened? (Speed limits should be preserved along Hand and Division)

Please refer to question #28.

80. How soon could A1A crossings be completed?

Please refer to question #19.

81. Is it true that there are plans on the table to remove the medians on Granada to add driving lane? Why? Any plans of that nature are contrary to the reasons I moved here.

Please refer to question #35.

82. What is the City doing to develop more bicycle trails?

The City has developed a Master Bicycle Plan which outlines a blueprint for future expansion of bicycle and trail facilities throughout the City and can be viewed on the City's website.

83. Where are all those miles & miles of bike trails and I am not talking sidewalks or 2 measley feet next to a busy road with cars whizzing by?

Please refer to question #82.

84. The dangers of high speed traffic threaten walkers and bicyclists. What are the common transportation alternatives in other cities (FL or elsewhere)?

Please refer to question #77.

85. Are there any plans to hone “pedestrian education” to encourage better foot traffic in and around all of Ormond Beach?

Please refer to question #77.

86. Why does it take so long to get crosswalks on A1A and Granada Beachside??

Please refer to question #19.

a. What will we do about fast, high amount traffic in beachside neighborhoods? Help!

Please refer to question #25.

87. Are there any plans to provide transportation beyond the limits of Votran for people without vehicles, but work miles beyond where the stop ends?

Please refer to question #22.

88. You've presented road info in line w/travel by indiv. Cars. What plans are there to improve public transportation?

Please refer to question #22.

- 89. The development for the WaWa had 2 transport studies – FDOT & developer. FDOTs showed for greater congestion. Why was FDOT’s analysis subservient to the developer’s?**

The Florida Department of Transportation did not provide a separate traffic study.

- 90. Plans to improve sidewalk, specifically in Ormond by the Sea?**

Ormond by the Sea is Unincorporated Volusia County, as such Volusia County would be the best agency to lobby for improvements in this area.

- a. Thoughts to dedicate a portion of roadway a greenway?**

Thank you for your comment.

- 91. 2025 Comprehensive Plan – Transportation Element – Updated 2/7/12: Objective 2.2**

The City shall approve development only where it demonstrates that the impacts of such development do not degrade the established level of service standards for public facilities and services below acceptable levels.

Community Planning Act of 2010:

Per the City Planning Staff Report dated 10/12/2017, “...the developer is not responsible for a facility that fails without the project’s traffic. Improvements needed to achieve the level of service standards must be assumed to be in place before project traffic is added, whether funded or not. The developer is only responsible for those improvements that decreases a level of service from acceptable to deficient after the deficient road is brought up to adopted level of service.

Question for OB Life:

Comprehensive Plan Objective 2.2 mandates that the “The City shall approve development only where it demonstrates that the impacts of such development do not degrade the established level of service standards for public facilities and services below acceptable levels.

Yet the City Planning Staff Report, 10/12/2017, cited to Community Planning Act of 2010: “...the developer is not responsible for a facility that fails without the project’s traffic. Improvements needed to achieve the level of service standards must be assumed to be in place before project traffic is added, whether funded or not. The developer is only responsible for those improvements that decreases a level of service from acceptable to deficient after the deficient road is brought up to adopted level of service. This argument was used to support ignoring the already failed LOS of traffic at Nova & Granada Blvd.

Is the Community Planning Act of 2010 in conflict with the 2025 Comprehensive Plan?

The Comprehensive Plan is consistent with the Community Planning Act of 2010, including the implementation of multi-modal strategies. The Comprehensive Plan establishes Concurrency Exception Areas (See Figure 6 of the Land Use Element, Goal 1 of the Transportation Element, and Objectives 1.5, 1.6, 1.7, 1.8 of the Transportation Element). The 10/12/17 staff report (Ormond Central) states: The project area is within a Transportation Concurrency Exception Area (TCEA) as established by the City's Comprehensive Plan. The City adopted the TCEA and multi-modal strategy based on the belief that increasing roadway capacity (building more roadway lanes) cannot be the sole transportation strategy to address traffic impacts. The multi-modal strategy emphasis includes reducing vehicle miles traveled, access management, sidewalks and trails, as well as mass transit operational improvements. Staff recognized and detailed in the staff report that there is an issue with the West Granada Boulevard and Nova Road which is being addressed with the adaptive signalization project.

- 92. Not all development is created equal. Car-centric, car-dependent sprawl development makes people 100% dependent on the automobile; people have to sit in traffic to get anywhere. It also eats up forests and other unspoiled land, and takes up a lot of space and consumes a disproportionately high share of resources**

Meanwhile, compact infill development, where walkability & public transit access are key selling points, uses less space and preserves our natural assets such as forests and wetlands. Compact development also eases the burden on our already-clogged roads.

Compact walkable infill development attracts the kind of residents who prefer to get around by foot or bicycle, and are civically engaged. It creates nicer, safer neighborhoods because more people are out and about and see each other face to face.

If we are really concerned with preserving our beaches, forests, and other scenic lands that remain, we need to plan for the future now by steering all new growth towards a non-car-dependent model.

If we get a critical mass of compact infill development, amenities such as a cute little beach tram might even become commercially viable, promoting a cozy “beach town” atmosphere and reducing the volume of cars backed up going to the beaches.

Thank you for your comment.

- 93. Suzanne asked Tom about him donating, he said no he is not.**

Thank you for your comment.

- 94. Trail plan for Granada? Connection to park trails?**

The City's Master Bicycle Plan details current and future bicycle facilities, although there is not a plan for a bike trail specific to Granada Blvd. Many of the proposed bicycle facilities connect to Granada Blvd. with the future Hand Avenue Multi-Use path provides an east-west route with elements that connect trail users to Granada at multiple locations.

- a. What is the plan for pedestrian safety when crossing Granada or A1A at the beach approach?**

Please refer to question #19.

95. 22 minutes from A1A to Breakaway. What about how long the other way (i.e. going to beach)? How long coming from Breakaway to A1A?

Speed varied during the recent review but were of a similar magnitude at those times recorded.

a. What is the actual 5 year transportation plan for Ormond Beach? (Can we see it on the website?)

Here is the link to the City's Capital Improvement Plan

<https://www.ormondbeach.org/209/Capital-Improvements-Program>

Here is the link to the Long Range Transportation Plan maintained by the River to Sea TPO <https://www.r2ctpo.org/planning-studies/long-range-transportation-plan/>

96. Empty gas station across from Hull's on Granada – going up for rezoning?

The project is undergoing a Special Exception with review by the Planning Board (August 9, 2018) and City Commission (September 19, 2018-tentative date).

a. What is being proposed for that site?

The Special Exception proposes to demolish a former gas station and construct a 1,684+ restaurant at 100 West Granada Boulevard.

97. Your presentation clearly shows how complex the funding process is for new roads. With that in mind, why wasn't OB looking at potential traffic issues yrs ago? Seems like you are totally unprepared.

Transportation needs are addressed annually in the City's Capital Improvement Plan and the River to Sea TPO's Transportation Improvement Program.

98. Why are there no covers to protect residents at bus stops from sun and rain? Horrible.

Please refer to question #51.

99. Covered bus stops.

- a. Smart signaling**
- b. Pedestrian safety**
- c. Bike friendly**
- d. Shutter service**

Thank you for your comment.

100. More mass transit – Buses, trams, trains. Use Europe as a model.

Thank you for your comment.

101. Transportation planning. Too large. Too many entities. How do we streamline?

The City and its counterparts work within the framework that is governed by the state and other agencies.

102. What is the cost to these sessions? Employee – City, Consultants – etc.

Please refer to question #92 on The OB Life Community Development Workshop Questions and Answers from the 6/28/18 meeting.

103. What is Ormond doing about the dangers of dark window tint?

The Police Department addresses illegal window tint in vehicles as defined in Florida State Statutes. The Police Department also offers free window tint checks to anyone that would like their windows checked.

104. Is the concept of concurrency still used when approving future development?

Please refer to question #5.

105. How is OB assured of receiving fair share of tax dollars for road construction?

The River to Sea TPO administers the proceeds from gas taxes.

106. In the presentation, only roads were discussed & the issues of cars on the road. What plans are there to improve public transportation?

See response to Questions #22, #51, and #76.

107. The development on Granada (WaWa) had 2 traffic studies. FDOT's showed greater congestion than the developer's. Why was the developer's study weighted more heavily than the study paid by tax dollars?

Please refer to question #89.

108. Re: how citizens can hasten Hand Ave. overpass, answer did not specify who to contact and/or where to look to stay abreast of progress. What do we do?

Please refer to question #27.