

VCMPO Model Calibration and Home Based Travel Survey

Technical Memorandum Number Four

Household Travel Survey Findings

Prepared for

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November 2002

Introduction

This report summarizes the results of a household travel study conducted by TEI Engineers & Planners with support by Resource Systems Group, Inc. (RSG) in Volusia County, Florida for the Volusia County Metropolitan Planning Organization (VCMPO). A pilot study was conducted in November 2001 and the main study was administered in February of 2002. Data was collected to describe household demographics and travel patterns of household members over the age of 15. The purpose of the study was to better understand the travel habits and patterns of residents within Volusia County in order to both improve future project planning and evaluate the current market for transportation products and services. The study used three different methods to collect survey data:

- Paper-based surveys
- Computer-Aided Telephone Interview (CATI)
- Web-based surveys

TEI Engineers and Planners in Lake Mary, FL conducted the survey administration and trip data entry in combination with Resource Systems Group, Inc. The Research Survey Laboratory at the University of Central Florida, headed by Dr. Randy Fisher, provided the CATI service for the survey. The survey was designed to collect data to:

- enhance the Volusia County Urban Area Transportation Study (VCUATS) Florida Standard Urban Transportation Model Structure (FSUTMS) models;
- develop trip generation rates, trip length determination and distribution patterns;
- obtain statistics necessary to understand the interaction between east and west areas of Volusia County.

It could also be used for other purposes, such as resident demographic profiles, travel characteristic information, and specific origin and destination patterns.

This report describes the design and administration of the household travel survey, presents a summary of the resulting data, and concludes with a description of the coding conventions used.

The appendix contains copies of the correspondence that was sent to all households on the mailing list to introduce the survey and to encourage potential respondents to take part. It also contains transcriptions of written comments from respondents that were taken from either the back page of the survey booklets or from the 'comments' section on the final page of the online version of the survey.

Methodology

Survey Administration Process

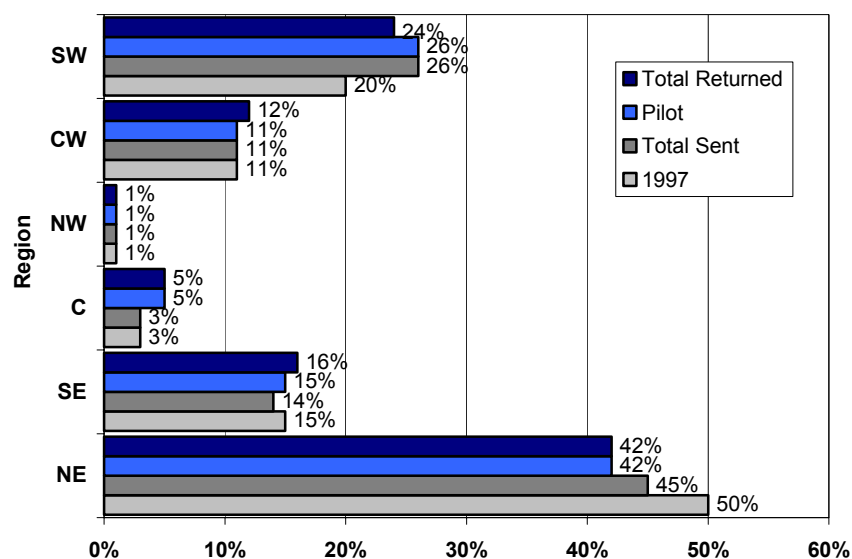
To obtain a respondent pool, an address-based mailing list was purchased that was representative of the population of Volusia County. The mailing list of 6,300 names served as the sample for both the pilot study and the main survey. The pilot study included 630 names, and the balance of respondents was divided into two waves that constituted the respondent pool for the main survey.

In order to ensure complete geographic coverage, the household sample was drawn from geographic sub-areas. Currently the VCMPO has the county divided into six planning regions. These six planning regions are consistent with the Volusia County Comprehensive Plan planning regions.

- North East
- South East
- Central
- North West
- Central West
- South West

Once the survey was conducted, geographical stratification was possible because the households were geocoded by coordinate, allowing them to be “tagged” by any system of zones. The 1997 data was provided by the VCMPO and were then used to ensure that an even distribution of surveys was being completed throughout the county. Figure 4-1 presents the results of this comparison.

Figure 4-1
Household Travel Survey Findings
Geographic Distribution of Survey Completion



In total, two days of travel data were collected from 1,397 households resulting in a sample of 13,408 trips over 2,794 travel days. The project's scope of work specified that the error margin for trip generation rates should be +/- 5% with 95% confidence overall and +/- 10% for selected sub-areas. The target sample size of approximately 1,500 travel days was selected based on an assumption that the coefficient of variation for trip generation rates would be 1.0.

To determine the actual sampling error for the data that were collected, the coefficient of variation for the total trip generation rate was calculated for the sample. The calculated coefficient of variation is 0.954, below the assumed value of 1.0. This means that the sampling error for the trip generation calculated from the sample is +/- 3.5%, which is better than the original target. Similarly, the sample provides lower error margins than the target values for the sub-areas: well below the 10% error level for all but the low-population central and northwest regions.

The survey administration plan consisted of three phases: pre-contact, recruit and retrieval. The sample was split based on whether a phone number was available for a given address and whether Internet access was available to a given respondent. Complete details of the survey administration plan are included in Tech Memo #3.

To encourage respondents to participate in the survey, the VCMPO secured several prizes that were offered as incentives to households that either returned the complete survey forms or completed the survey on-line. Respondents that completed the survey were entered into a drawing and had the chance to win:

- 1 Grand Prize: Two free tickets to the Pepsi 400 at the Daytona Speedway
- 2 First Place Prizes: a two-night stay at the Beachside Hotel; and
- 75 Second Place Prizes: an annual pass to all Volusia County Parks.

Additionally, to ensure a sufficient quantity of complete surveys, potential respondents were contacted several times during the course of survey administration. For both the pilot and main survey, pre-notice letters were first sent to all households on the mailing list, informing members of the purpose of the study and their chance to participate. The pre-notice letters were personalized and printed on specifically designed Volusia Travel Survey letterhead, and included a Spanish translation on the reverse side. The pre-notice letter advised the respondent of their household's assigned travel dates and indicated that the respondent would receive a packet of survey materials about one week later. An example pre-notice letter is included in Appendix 1.

All potential respondents were assigned a password and given the opportunity to complete the survey through RSG's survey website, <http://www.surveycake.com>. The households that accessed the web version of the survey were noted as 'Jumped On-Line' (JOL) respondents and were excluded from the CATI recruitment call list. During the one-week call period for each survey wave, CATI operators attempted to reach as many households as possible for which the Project Team had a contact number. CATI operators encouraged potential respondents to participate and reiterated the option to take the survey on-line. In many instances, CATI operators were able to obtain household demographic data during this pre-survey phone contact with the use of a script and interviewing software. Survey packets arrived at the respondents' homes 2-4 days before the first assigned travel day. Most households received a survey packet that included the following materials:

- Personalized cover letter printed on Volusia Travel Survey letterhead
- Survey booklet for recording household demographic information
- Travel logs for all household members
- Memory joggers for all household members
- Bright yellow postcard reminders with assigned travel dates noted
- Postage-paid (Business Reply Mail) 9” x 12” return envelope.

Households that had already provided demographic information either on-line or to the CATI operators were not mailed a survey booklet.

The letters that accompanied these survey packets and travel logs are included in Appendices 2 through 4. Different versions of the letters were sent to different households, depending on whether household data had already been collected and whether the household had ‘Jumped On-Line’ (JOL).

Respondents who had accessed the web version of the survey were sent an e-mail reminder two days before the first assigned travel day and then again as a follow-up on the second assigned travel day.

In addition, all respondents for whom the Project Team had phone numbers and who had not already accessed the survey on-line received a phone reminder one day before the first assigned travel day. A second reminder call was placed on the second assigned travel day. This second phone call served as a reminder if the respondent had not yet recorded household travel or a thank you if the respondent had already kept track of household travel.

Additionally, all respondents received a postcard reminding them of the assigned travel dates. The postcard was timed to arrive 1-2 days after the assigned travel dates, allowing respondents to complete travel forms from memory.

The travel days for the pilot household survey were November 7 and 8, 2001, and those for the two waves of the main survey were: Wave 1 – February 20 and 21, 2002; Wave 2 – February 27 and 28, 2002. The detailed schedule of mailings and reminders for each group of respondents is presented in Table 4-1. This Table 4-provides an outline of the necessary steps that were taken to complete the surveys and the expected completion dates for each one of the tasks. Please note that the ‘Web (JOL)’ survey method designates those respondents that ‘Jumped On-Line’ after receiving a pre-notice letter and were dropped from the CATI call list.

Table 4-1
Household Travel Survey Findings
Survey Administration Schedule

WAVE #1 MAIN SURVEY - SURVEY DATES ARE 2/20 AND 2/21						
	No Phone Number		Phone Number Available			
Survey Method:	Web (JOL)	Mail	Web (JOL)	Web (CATI call - chose Web)	Mail (CATI call - chose Mail)	Mail (no phone contact)
First Survey Day:	2/20	2/20	2/20	2/20	2/20	2/20
Pre-Notice Letters Mailed	2/4	2/4	2/4	2/4	2/4	2/4
First day of recruit calls (CATI firm)				2/7	2/7	2/7
Check web for numbers of JOLs	2/12		2/12			
Last day of recruit calls (CATI firm)				2/11	2/11	2/11
Survey Packets Mailed		2/13		2/13	2/13	2/13
E-mail Reminder	2/18		2/18	2/18		
Phone Reminder					2/19	2/19
Reminder/Thanks Postcards Mailed	2/20	2/20	2/20	2/20	2/20	2/20
E-mail Reminder/Thanks	2/21		2/21	2/21		
Phone Follow-Ups (Remind/Thanks)					2/21	2/21

WAVE #2 MAIN SURVEY - SURVEY DATES ARE 2/27 AND 2/28						
	No Phone Number		Phone Number Available			
Survey Method:	Web (JOL)	Mail	Web (JOL)	Web (CATI call - chose Web)	Mail (CATI call - chose Mail)	Mail (no phone contact)
First Survey Day:	2/27	2/27	2/27	2/27	2/27	2/27
Pre-Notice Letters Mailed	2/11	2/11	2/11	2/11	2/11	2/11
First day of recruit calls (CATI firm)				2/14	2/14	2/14
Check web for numbers of JOLs	2/19		2/19			
Last day of recruit calls (CATI firm)				2/18	2/18	2/18
Survey Packets Mailed		2/20		2/20	2/20	2/20
E-mail Reminder	2/25		2/25	2/25		
Phone Reminder					2/26	2/26
Reminder/Thanks Postcards Mailed	2/27	2/27	2/27	2/27	2/27	2/27
E-mail Reminder/Thanks	2/28		2/28	2/28		
Phone Follow-Ups (Remind/Thanks)					2/28	2/28

School Program

As part of this study the VCMPO developed an educational program to explain transportation planning. Selected 5th grade classes from 16 different schools throughout Volusia County participated in this program during the week of December 3-7. The school outreach program served to increase survey participation; however, what was more valuable was the opportunity to increase the awareness of 5th graders throughout Volusia County of the MPO's mission and transportation issues at large.

The goal of the MPO was to get children involved in transportation planning in a fun and interactive way. Facilitators presented an overview of transportation and the information that was needed to make informed decisions. Children were asked to take a survey home and complete it along with their parents. The survey required each student to keep a travel diary for their household of where and how they traveled over a typical 48-hour period. The program was

undertaken as part of a study to better understand travel patterns to evaluate future transportation needs within Volusia County.

Assistance was sought from the Volusia County School Board in gaining access to the appropriate teacher at each school. The following provides a list of the schools that participated in the School Outreach Program. The list was prepared based on knowledge of each area with a goal to have the selected schools represent a diverse cross-section.

Table 4-2
Household Travel Survey Findings
Participating Schools

<u>Daytona Beach</u> Turie T. Small Elementary 800 South Street Daytona Beach, FL 32114	<u>DeBary</u> DeBary Elementary 88 West Highbanks Road DeBary, FL 32713
<u>DeLand</u> Woodward Avenue Elementary 1201 South Woodward Avenue DeLand, FL 32720	<u>Deltona</u> Deltona Lakes Elementary 2022 Adelia Boulevard Deltona, FL 32725
<u>Edgewater</u> Edgewater Public Elementary School 500 South Old Country Road Edgewater, FL 32132	<u>Enterprise</u> Enterprise Elementary 211 Main Street Enterprise, FL 32725
<u>Holly Hill</u> Holly Hill Elementary 1500 Center Street Holly Hill, FL 32117	<u>New Smyrna Beach</u> Reed Pattillo Elementary 400 Sixth Street New Smyrna Beach, FL 32168
<u>Oak Hill</u> W.F. Burns-Oak Hill Elementary 160 Ridge Road Oak Hill, FL 32744	<u>Orange City</u> Orange City Elementary 555 East University Avenue Orange City, FL
<u>Ormond Beach</u> Tomoka Elementary 999 Old Tomoka Road Ormond Beach, FL 32174	<u>Osteen</u> Osteen Elementary 500 Doyle Road Osteen, FL 32764
<u>Pierson</u> Pierson Elementary 1 West First Avenue Pierson, FL 32180	<u>Port Orange</u> Port Orange Elementary 402 Dunlawton Avenue Port Orange, FL 32127
<u>DeLand</u> George W. Marks Elementary 1000 North Garfield Avenue DeLand, FL 32724	<u>South Daytona</u> South Daytona Elementary 600 Elizabeth Place South Daytona, FL 32119

Survey Form And Questions

The first part of the survey questionnaire consisted of household information. These data elements are used to classify respondent households as independent variables in travel demand models, and to compare the sampled households with actual study area households for which Census data are available. The number of people in the household is a key consideration in estimating household level trip generation rates. One of the primary challenges for the household travel survey with regard to this data element was to define to the respondent what the term household means. In general, travel survey teams define a household as the total group of people who usually reside at the sample address, regardless of whether they are related to each other. The following household demographic data were collected over the phone by CATI operators, on paper, or on-line:

- Number of adults (aged 16 or older)
- Number of children (aged 15 years or younger)
- Number of cars
- Number of minivans, pickups and sport utility vehicles
- Number of motorcycles
- Home rental or ownership
- Type of home
- Annual household income
- Number of out-of-town visitors on each survey day

The second section of the survey questionnaire concentrated in collecting information about the individuals within the household. The person-based data elements for household travel surveys are often used as explanatory variables in trip distribution and mode choice models. In addition, these data are commonly used to compare the survey respondents to the U.S. Census population for the study area. The data items for person-based data are generally straightforward, and often include questions about jobs and workplaces. Data collected for each household member included:

- First name or initials (for identification purposes)
- Age
- Gender
- Driver's License Status
- Primary employment status
- Primary work style

A third section of the survey questionnaire obtained information on Transportation Priorities for residents of Volusia County. Questions that were asked included the following:


- How often household members take public transportation. If seldom or never, why?
- Percentage of tax dollars household would ideally allocate to:
 - Roads
 - Bike/Walk Paths
 - Buses
 - Rail

Additionally, to allow respondents to address issues that they felt were overlooked, space was provided on the back of the booklet for comments.


Stated Preference Questions

The stated preference portion of the survey was designed to analyze the degree to which differences in travel time, fares, headways and station access affect choice between commuter rail and auto options. These effects can be represented in a set of equations that relate the attributes of the rail service to the probability that a given individual will choose that mode. The equations are referred to as “logit mode choice models.” Logit models calculate the choice probabilities for two or more alternatives based on a “utility function” which includes the factors that influence the desirability of each option.¹ The coefficients that weight each of the factors in the utility function are generally estimated using statistical methods. For this study, a generalized stated preference exercise was included in the survey booklet as shown in Figure 4-2.

Figure 4-2
Household Travel Survey Findings
Stated Preference Scenarios



www.surveycafe.com



Suppose you could use a commuter rail train to make this most recent trip to the Orlando area. The rows below show 8 different possible scenarios for this trip. For EACH ROW, select the choice you would make if you had both the train and a car available to make the trip.

	TIME USING TRAIN	TRAIN FREQUENCY	TOTAL TIME TO & FROM STATION	ONE-WAY TRAIN FARE	WAY TO GET TO STATION	YOUR CHOICE Check ONE in each row	
1	10 minutes faster than car	Every 30 minutes	15 minutes	\$2.00	Drive to and park near rail station	CAR <input type="radio"/>	RAIL <input type="radio"/>
2	5 minutes faster than car	Every 45 minutes	20 minutes	\$3.00	Drive to and park near rail station	CAR <input type="radio"/>	RAIL <input type="radio"/>
3	10 minutes faster than car	Every 30 minutes	20 minutes	\$3.00	Walk to rail station	CAR <input type="radio"/>	RAIL <input type="radio"/>
4	5 minutes faster than car	Every 45 minutes	15 minutes	\$2.00	Walk to rail station	CAR <input type="radio"/>	RAIL <input type="radio"/>
5	10 minutes faster than car	Every 45 minutes	15 minutes	\$3.00	Get dropped off at rail station	CAR <input type="radio"/>	RAIL <input type="radio"/>
6	5 minutes faster than car	Every 30 minutes	20 minutes	\$2.00	Get dropped off at rail station	CAR <input type="radio"/>	RAIL <input type="radio"/>
7	10 minutes faster than car	Every 45 minutes	20 minutes	\$2.00	Walk to rail station	CAR <input type="radio"/>	RAIL <input type="radio"/>
8	5 minutes faster than car	Every 30 minutes	15 minutes	\$3.00	Walk to rail station	CAR <input type="radio"/>	RAIL <input type="radio"/>

NEXT ►

Call toll-free 1-888-774-5983 or email diary@rsginc.com with questions or problems.

¹ The multinomial logit model has the general form, $p(i) = \frac{e^{U_i}}{\sum_{AllModes} e^{U_j}}$, where $p(i)$ is the probability that mode i will be chosen and

U_i is the “utility” of mode i , a function of service and other variables. The binary logit model is a special case where only two alternatives are available. See, for example, M. E. Ben-Akiva and S. R. Lerman, *Discrete Choice Analysis*, MIT Press, 1985 for details on the model structure and statistical estimations procedures.

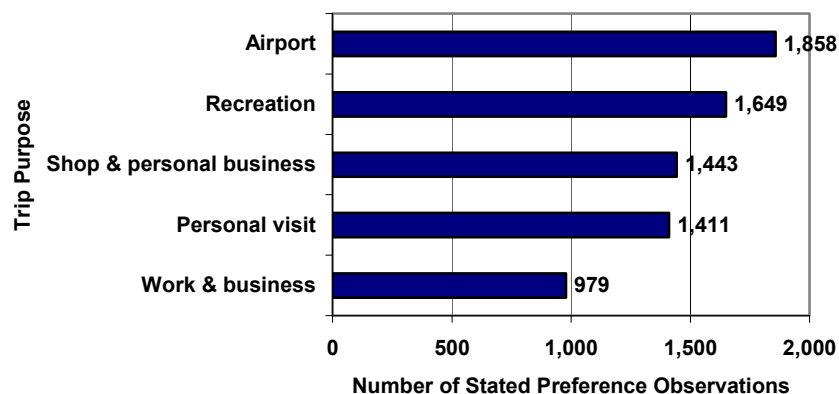
The exercise contained eight hypothetical scenarios for a trip made to the Orlando area and, for each scenario, asked respondents to choose their preferred travel mode under a set of stated conditions. The respondents were asked to choose between car and commuter rail for a recent trip to the Orlando area. The trip was defined through the following series of questions:

- Have household members taken a trip to the Orlando area within the past year? If so:
- What was the purpose of the trip?
- What was the travel time for the trip (hours & minutes)?
- How many people traveled together?

Information from the stated preference scenarios was processed to create a dataset suitable for estimating the utility function coefficients of this type of model. The dataset includes one record for each stated preference scenario, resulting in eight records per respondent. Each record has a field describing which alternative was selected (the dependent variable), the characteristics of the alternatives, and information about the respondent (the independent variables). These data were analyzed using commercial statistical software, ALOGIT, which is designed to estimate coefficients of multinomial logit choice models. The ALOGIT software has features that make it more efficient and capable for this type of modeling than other general statistical software such as SPSS. The estimation procedure used is different from ordinary regression because the model is nonlinear and the dependent variable is discrete.

An initial model of the full sample was estimated and then the stated preference responses were segmented into five trip purpose categories. Categories with smaller sample sizes or similar characteristics were aggregated or omitted resulting in a total of five trip purpose categories. Work commute and business travel were combined into a “work & business” category. Shopping and personal business were combined into a “shop & personal business category”. Personal visit, recreation and airport trips remained in their original categories. Trips described as “other”, when possible, were included with other purpose categories based on the text description provided by the respondents and since only 7 respondents indicated a school or college trip these trips were not modeled. Figure 4-3 shows the sample sizes available for each of these trip purposes.

Figure 4-3
Household Travel Survey Findings
Segment sample sizes



The estimated values of the coefficients for each of the trip purposes are summarized in Table 4-3 below. The Table 4-contains the coefficient estimates for variables in the utility equations, along with their T-statistics. The coefficients are multiplied by the values of each variable to and added together along with the constant value for each mode to give the total utility for that alternative. Negative coefficients indicate that the associated variable (e.g., travel time) has negative utility to the respondents. The mode shares can then be calculated using the logit equation given earlier. Drive access to rail was set as the “base mode” (zero constant) so all other constants are relative to that mode. In the logit model, the difference in utilities between two modes is what affects mode shares, so any mode can be chosen as the "base" mode with a corresponding zero constant. For more information on interpreting stated preference model results, see “Discrete Choice Analysis”, by Ben-Akiva and Lerman, MIT Press, 1985. The T-statistics indicate how precisely the coefficient values are measured – values greater than 1.96 (in absolute value) indicate coefficients that are significant at the 95% level.

Table 4-3
Household Travel Survey Findings
Model Coefficients

	Airport		Work/business		Personal visit		Recreation		Shop/Personal	
	coef.	t-stat	coef.	t-stat	coef.	t-stat	coef.	t-stat	coef.	t-stat
Auto constant	-1.416	-2.8	-1.565	-2.2	-1.202	-2.1	-1.821	-3.4	-1.026	-1.8
Travel time	-0.046	-2.5	-0.044	-1.6	-0.057	-2.6	-0.039	-1.9	-0.040	-1.8
Headway	-0.019	-3.0	-0.027	-3.0	-0.013	-1.9	-0.025	-3.7	-0.022	-3.0
Acc/egress time	-0.034	-1.8	-0.029	-1.1	-0.038	-1.7	-0.039	-2.0	-0.022	-1.0
Rail fare	-0.160	-1.7	-0.327	-2.4	-0.227	-2.1	-0.254	-2.5	-0.224	-2.0
Drive access	0.000	0.0	0.000	0.0	0.000	0.0	0.000	0.0	0.000	0.0
Walk access	-0.292	-2.5	-0.167	-1.0	-0.164	-1.2	-0.143	-0.5	-0.281	-2.1
Drop off access	-0.096	-0.7	-0.253	-1.3	-0.042	-0.3	-0.064	-1.2	-0.093	-0.6

Values of time were calculated for each of the models, for both main mode travel time and access/egress time. Figure 4-4 shows these results for each trip purpose category. Trips to the airport have the highest value of time at \$17.40¹ per hour, while the values for the other trip types all have similar values in the range of \$8 to \$11 per hour.

Figure 4-5 shows a set of example applications of these models. In these examples, a hypothetical trip with a 10-minute time savings, 45-minute headways, 20-minute access/egress time, and \$3 rail fare with drive access to the rail station was used. The percentage shown in the Figure 4-represents the percentage of the trips for each given purpose that would be made by rail under the conditions specified. For example, 23% of recreation trips would be made by rail and 77% would be made by auto.

¹ Value of time for travel time is calculated by dividing the time coefficient by the cost coefficient. Using the Airport model as an example: $0.04647 / 0.1602 \times 60$ (converts minutes to hours) = \$17.40. Value of time for access/egress time is the sum of the value of time for total travel time, which is inclusive of access/egress time, and the value of time for access/egress time. Again, using the Airport model as an example: $0.04647 / 0.1602 \times 60 + 0.03397 / 0.1602 \times 60 = \30.13 .

Figure 4-4
Household Travel Survey Findings
Value of Time by Trip Purpose Category

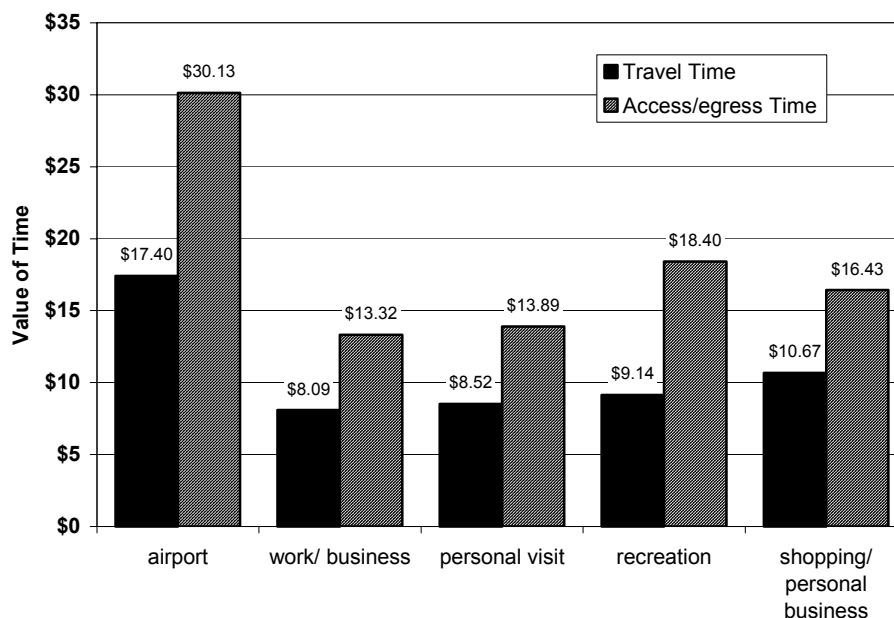
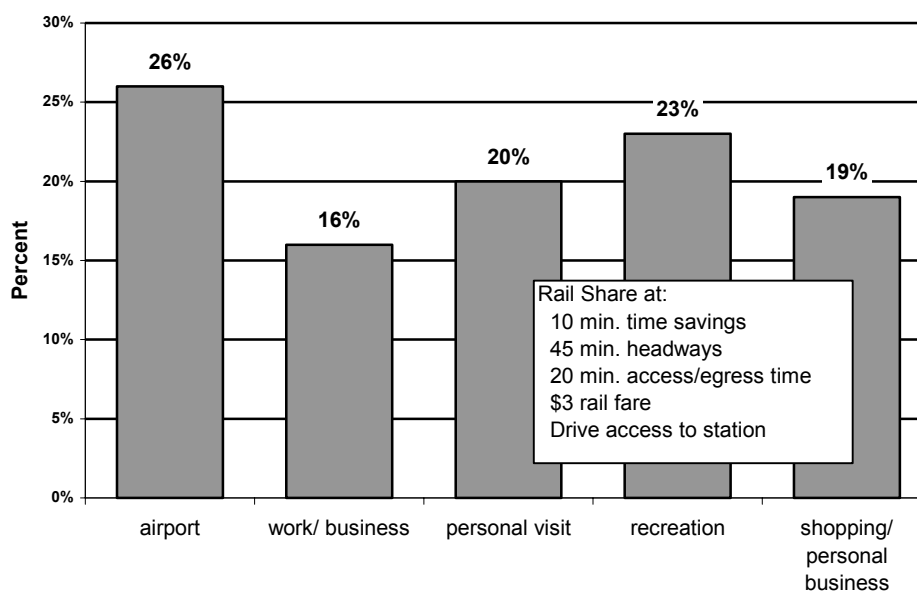


Figure 4-5
Household Travel Survey Findings
Example Rail Shares by Trip Purpose Category



These results indicate reasonably high rail shares under very favorable rail service conditions; these results assume that the rail travel time is shorter than the drive time and the short

access/egress time would apply only to someone who lived very close to the rail station and worked within close walking distance of the Orlando station. Region-wide, the rail shares would be considerably lower given that few residents would experience the levels of service that were tested in this example. However, these results do indicate that residents are receptive to this type of transportation alternative. A more detailed study would be required to estimate the full regional market for a specific rail alternative. A copy of the tables used in the stated preference model can be found in the Appendix to this report.

Travel Diaries

The second component of the Volusia County Travel Survey consisted of a travel diary that provided information on the daily travel characteristics of residents in Volusia County. The travel diary data provides data to describe travel patterns in Volusia County and the travel preferences of its residents. This information includes the time of the trip, the trip purpose, the address of the trip starting and ending place and the mode of travel. This travel diary information provided the data to support the core parts of the travel forecasting model. The trip origin and destination addresses were geocoded to longitudes and latitudes so that they could be used to support the development of trip distribution variables (friction factor curves).

Respondents were asked to record all travel-related activities for each household member for two consecutive 24-hour survey days. Trip recording began at 3:00 AM the morning of the assigned survey day and respondents were asked to note where they began that day. Trips were defined as one-way travel between an origin and a destination other than the origin. In general, respondents began and ended their days at home, though some respondents' days began or ended at work, at school, at a location out of the study area, or at someone else's home.

After assessing response rates and data quality from the pilot survey, the Project Team and the Oversight Steering Committee recognized the need to reduce respondent burden by simplifying the trip reporting. Therefore, trip information for household members under the age of 16 was not requested in the main study, and trip information for household visitors was recorded only if visitors traveled with a household member.

Figure 4-6 shows the Activity and Origin/Destination Time Portion of Trip Diary computer screen used to input the travel diary information using the Internet response method. For each household member, the following information was recorded for each trip:

- Departure and arrival times for each origin, intermediate stop and destination
- Name of business or location description (i.e. Pizza Hut, Home)
- Address or street intersection of each origin, intermediate stop and destination
- Other members of the household in party
- Number of non-household members in party
- Verification of travel time based on origin and destination times
- Trip purpose
- Travel mode

Logic checks related to trip purpose compared to the type of location indicated as the origin and the type of location indicated as the destination to see if these correspond to the trip purpose stated.

Figure 4-6
Household Travel Survey Findings
Activity and Origin/Destination Time Portion of Trip Diary

The screenshot displays the Volusia County Travel Survey web interface. On the left, a sidebar contains 'INSTRUCTIONS' and an 'Example Travel Day' diagram. The main area shows the survey progress for the date 11/1/2001, with a list of trips (1-8) to be recorded. Each trip entry includes fields for start and end times (AM/PM) and a dropdown for the reason for the trip. Navigation buttons 'MORE' and 'DONE' are at the bottom, along with contact information.

INSTRUCTIONS

① For this survey, the day begins at 3:00 AM. Indicate where JEN was at this time.

② List all the trips JEN made that required traveling by car, bus, bicycle, or by walking 5 or more minutes. Stops along the way, such as for gas or to drop off a passenger, should be listed as separate places.

Example Travel Day

Home → Work → Eat Out → Home

ABC → Pick Up Passenger

The survey day is 11/1/2001.

① Where did the day begin for JEN? For this survey, the day begins at 3:00 AM on 11/1/2001. ☐ Check here if JEN made no trips on this date, then click DONE.

② Enter the beginning and ending time of each trip JEN made and indicate the reason for the trip.

Trip	What time did JEN:		Why was this trip made?
	Begin?	Arrive?	
1	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	<input type="text" value="Click arrow to select"/>
2	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	<input type="text" value="Click arrow to select"/>
3	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	<input type="text" value="Click arrow to select"/>
4	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	<input type="text" value="Click arrow to select"/>
5	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	<input type="text" value="Click arrow to select"/>
6	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	<input type="text" value="Click arrow to select"/>
7	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	<input type="text" value="Click arrow to select"/>
8	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	7 : 00 <input type="radio"/> AM <input type="radio"/> PM	<input type="text" value="Click arrow to select"/>

MORE **DONE**

Call toll-free 1-888-774-5983 or email diary@rsginc.com with questions or problems.

Geocoding

An advanced online geocoding system was integrated into the travel survey instrument. Respondents (or telephone operators, for telephone completions) were able to identify a trip end by entering a street address, identifying the nearest intersection, providing the name of a commercial establishment, using a point-and-click map or selecting a previously-identified location. Immediate feedback was given as to whether the location has been correctly identified in the GIS database and, if so, the latitude, longitude and TAZ of the location are recorded and can be used to provide geographic context for subsequent questions. If a named location couldn't be matched in the GIS database, the respondent was prompted for additional information to assist in matching using other criteria. Figure 4-7 shows the Geocoding Options computer screen used to input the travel diary information using the internet response method. Geographic data was entered using the interactive geocoding module that allows respondents to specify locations using any of six options:

- Street address
- Nearest intersection
- Business name
- Map point and click
- Select external location
- Pick from list of previously-identified locations

Figure 4-7
Household Travel Survey Findings
Geocoding–Options

WWW.SURVEYCAFE.COM

INSTRUCTIONS

PART 2 - Locate Places

Choose how you want to identify this location, then click the NEXT button to continue.

JEN's Trip List

- STARTED AT HOME
- 1 7:00 AM: Go to work
- 2 5:00 PM: Go home

The Trip List above shows the beginning time and purpose for JEN's trips.

Volusia County
TRAVEL SURVEY

JEN's start location (Home):

How would you like to identify this location? If it is in one of the counties listed below, click the appropriate button. Otherwise, choose one of the search methods. Click NEXT to continue.

Location is in one of these **counties** outside the Volusia County study area:

<input type="radio"/> Alachua	<input type="radio"/> Hillsborough	<input type="radio"/> Pasco
<input type="radio"/> Citrus	<input type="radio"/> Indian River	<input type="radio"/> Pinellas
<input type="radio"/> Gilchrist	<input type="radio"/> Levy	<input type="radio"/> Putnam
<input type="radio"/> Hardee	<input type="radio"/> Manatee	<input type="radio"/> St. Johns
<input type="radio"/> Hernando	<input type="radio"/> Marion	<input type="radio"/> Sumter
<input type="radio"/> Highlands	<input type="radio"/> Okeechobee	

Location is in this **list**, already identified by your household

☐ Dad's Work

☐ School

☐ Search on an **address**.
(e.g. 123 Main St., Daytona)

☐ Search on a nearby **intersection**.
(e.g. Church and Main, Daytona)

☐ Search on a **business name**.
(e.g. Laundromat, Daytona or Al's Laundromat, Daytona)

☐ Find it on a **map**.
Label this location with a name first.
(e.g. Dad's Work)

NEXT ➡

Call toll-free 1-888-774-5983 or email diary@rsginc.com with questions or problems.

For the address, intersection and business name options, respondents were provided with feedback as to whether the information provided resulted in a successful geocode. The searches were conducted on address range and business name databases and ambiguous matches were presented to the respondent as shown in Figure 4-8.

The on-line respondents who selected “Find it on a map” were presented with a clickable image of Volusia County and the surrounding area. Respondents navigated their way through a series of interactive maps to pinpoint their trip end locations. Figure 4-9 shows the initial map that was presented to respondents. Each successive map click zoomed into more detailed maps.

At the closest zoom level, respondents were shown their precise trip end location by the placement of a red star on the street map as shown in Figure 4-10, and were given the option to further refine their trip end point or to accept the location and continue with the survey. Through the process of geocoding, each address point was assigned:

- Latitude and longitude – Data can be post-processed and tagged to any zonal system
- Transportation Analysis Zone

The address matchable street files were from Geographic Data Technology (GDT Lebanon, NH). The GDT data was supplemented by the US Postal Service (USPS) listings of addresses and zip codes.

Figure 4-8
Household Travel Survey Findings
Example Business Search Results

www.surveycafe.com

INSTRUCTIONS

Enter the location information for the destination of the trip highlighted below, then click NEXT to continue.

JEN's Trip List

✓ **STARTED AT HOME**
▶

1 7:00 AM: Go to work

2 5:00 PM: Go home

The Trip List above shows the beginning time and purpose for JEN's trips.

Volusia County

T R A V E L S U R V E Y

Destination of JEN's trip 1 of 2:
 Go to work
 Began at 7:00 AM

Select the business from the list below. If it is not in the list select "NONE of the above". Click NEXT to continue.

- ☐ Mid West Wholesale Hardware, 997 Kennedy Blvd # A18, Orlando
- ☐ Hardware Systems, 603 W Landstreet Rd, Orlando
- ☐ Ace Hardware, 9689 S Orange Blossom Trl, Orlando
- ☐ NONE of the above

NEXT ▶

Figure 4-9
Household Travel Survey Findings
Clickable Map—Initial Zoom Level


www.surveycafe.com

INSTRUCTIONS

JEN's start location (Home):
 Click on the map near the location where your day started.

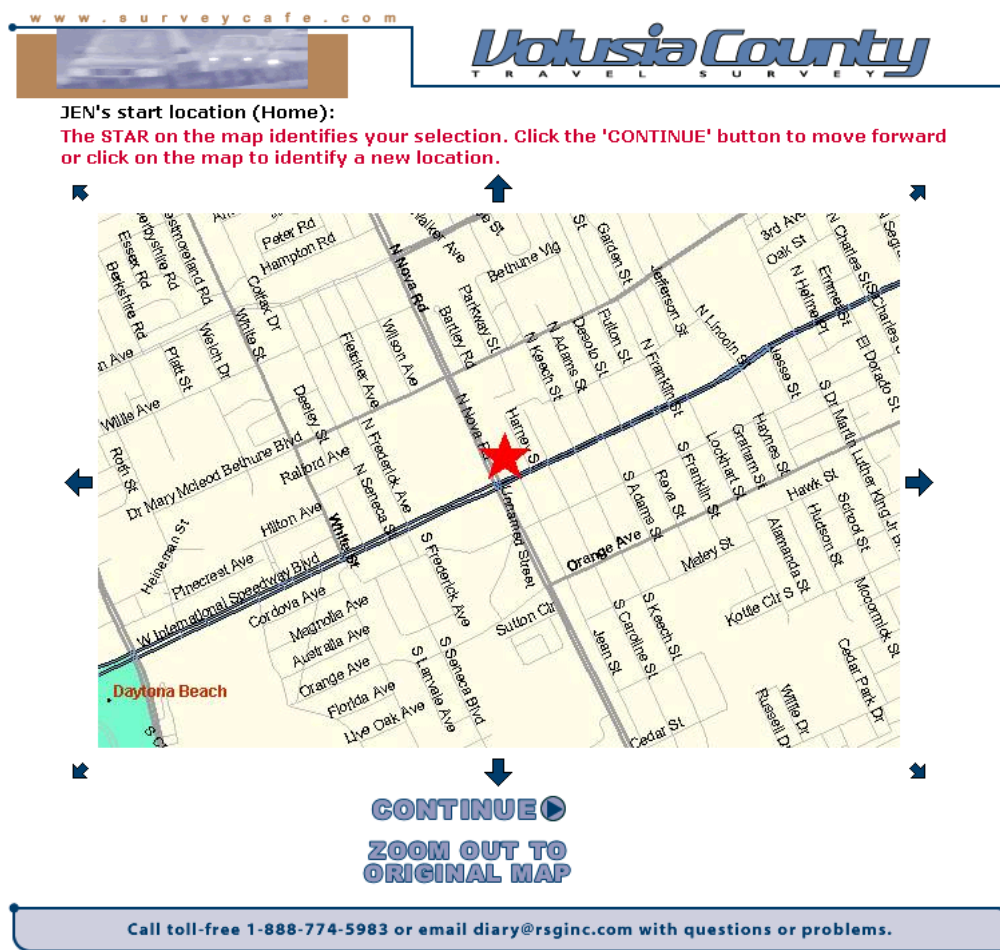
Volusia County

T R A V E L S U R V E Y



Call toll-free 1-888-774-5983 or email diary@rsginc.com with questions or problems.

Figure 4-10
Household Travel Survey Findings
Clickable Map–Final Zoom Level



Results

Weighting Procedure

The survey sample demographics were compared to the 2000 Census data using Chi-squared tests to identify any statistically significant differences. Sample weights were developed for demographic variables whose sample distributions varied significantly from the Census data. To generate the weight, the number of surveys collected in each response category was compared to the number of surveys that would have been collected in each category had the respondent demographics been perfectly aligned with the 2000 Census demographics. The comparison of these two counts is seen in the chart below, in the columns 'Count: Survey' and 'Expected Count: Census'. The value of the chi-squared statistic (16.7 compared to a critical value of 12.6 for 95% confidence) indicates that the sample distribution does not match the 2000 Census distribution. The weights for each income category are calculated as the ratio of the expected 2000 Census count to the survey count. Because the weighting involved two variables (income and age), an iterative procedure was used to develop the final sample weights. The weights were adjusted until the sample distribution was statistically the same as the Census distribution. The weights were calculated using an iterative process, in other words. The information included in the Appendix to this report shows the weights and other relevant information that was used in calculating them.

Table 4-4
Household Travel Survey Findings
Sample Weighting Procedure

	Categories	Count: Survey	Expected Count: Census	Chi- Squared Statistic	Weight
Income	< 15k	129	169	9.609	1.313
	15 - 25k	198	168	5.227	0.850
	25 - 35k	169	159	0.588	0.943
	35 - 50k	188	183	0.117	0.975
	50 - 75k	185	178	0.247	0.964
	75k - 100k	70	71	0.018	1.016
	100k +	63	71	0.932	1.129
	Totals	1002	1001	16.739	

	Categories	Count: Survey	Expected Count: Census	Chi- Squared Statistic	Weight
Age	under 5	96	131	9.227	1.362
	5 to 9	144	152	0.429	1.056
	10 to 14	223	163	22.306	0.730
	15 to 19	83	165	41.063	1.993
	20 to 24	34	149	89.145	4.394
	25 to 34	152	291	66.259	1.913
	35 to 44	273	384	32.181	1.407
	45 to 54	293	355	10.778	1.211
	55 to 59	187	147	11.046	0.785
	60 to 64	215	141	38.304	0.658
	65 to 74	572	301	242.729	0.527
	75 to 84	311	219	38.877	0.703
	85 or over	85	69	3.523	0.816
	Totals	2668	2668	605.867	17.556

Household Demographics

The Southwest planning region of Volusia County reported the largest average household size, with 2.5 members per household. The next largest was the Southeast region, followed by Northwest.

Just under half of the households surveyed had two residents (48%). An additional 27% of households had one resident, and the remaining 25% had 3 people or more. The majority of households reported that they had no children 15 or younger living at home (77%) and 12% had 2 children or more.

Pre-tax annual household incomes were evenly spread among income categories. Over half of the households surveyed reported an annual income under \$50,000, and the greatest number of households earned incomes between \$15,000 and \$24,999. Ten percent of households reported annual incomes that were greater than \$75,000.

In terms of home ownership and type of residence, 8% of households surveyed rent their homes and the remaining 92% are homeowners. Over three-quarters of respondents live in single-family homes. Most respondents are full-time residents of the area: ninety percent live in Volusia County 10 or more months per year.

Over three-quarters of households report that they own one or two vehicles. Nearly all (8%) own at least one car, and nearly half own at least one minivan, pickup truck, or SUV.

On Day 1 of the assigned survey days, the majority of respondents (92%) reported not having visitors from out of town. Of the remaining 8% who reported one or more guests, 3% had one visitor, an equal number reported two, and 2% reported three or more. Results were similar for Day 2 of the assigned survey days, with a slightly greater percentage (93%) of respondents reporting no visitors.

The following figures and tables present a summary of the results to the household information questions of the travel survey. Please note that on Figure 4-13 a “0” on the number of household axis means that household had no members in that category, for example for the northeast region after weighting of the data 80% of the households had no kids.

Figure 4-11
Household Travel Survey Findings
Household Size by Region – Persons per Household

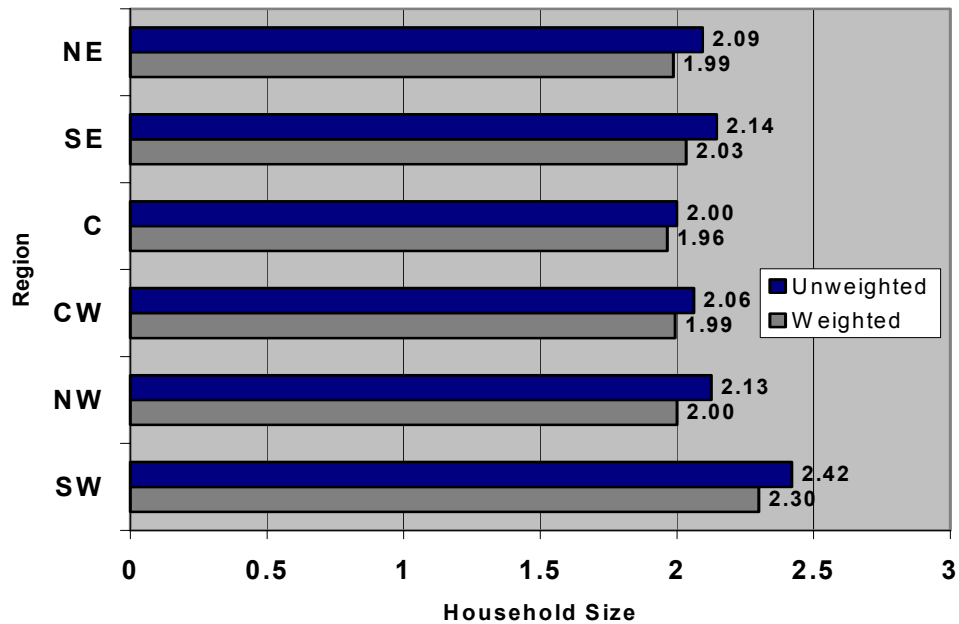


Figure 4-12
Household Travels Survey Findings
Household Size

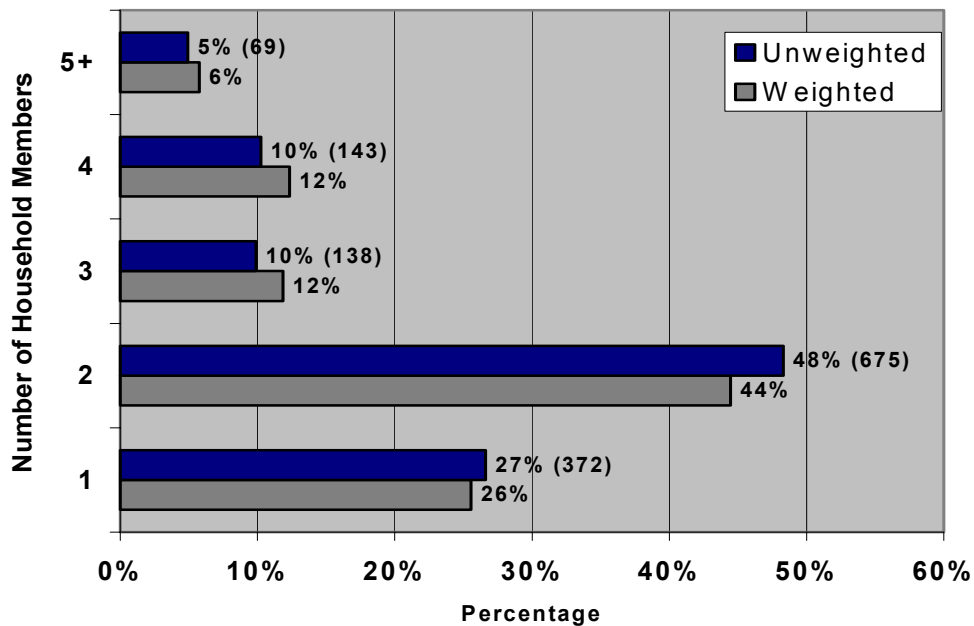


Figure 4-13
Household Travel Survey Findings
Size of Households Completing the Survey, by Region

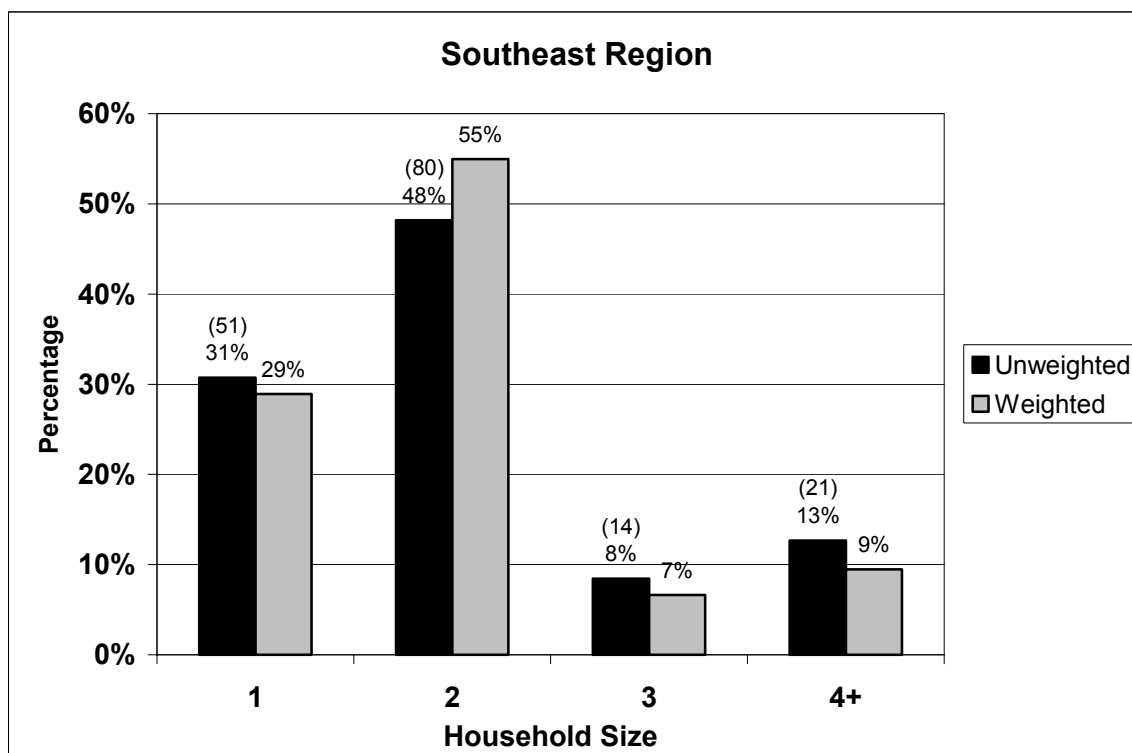
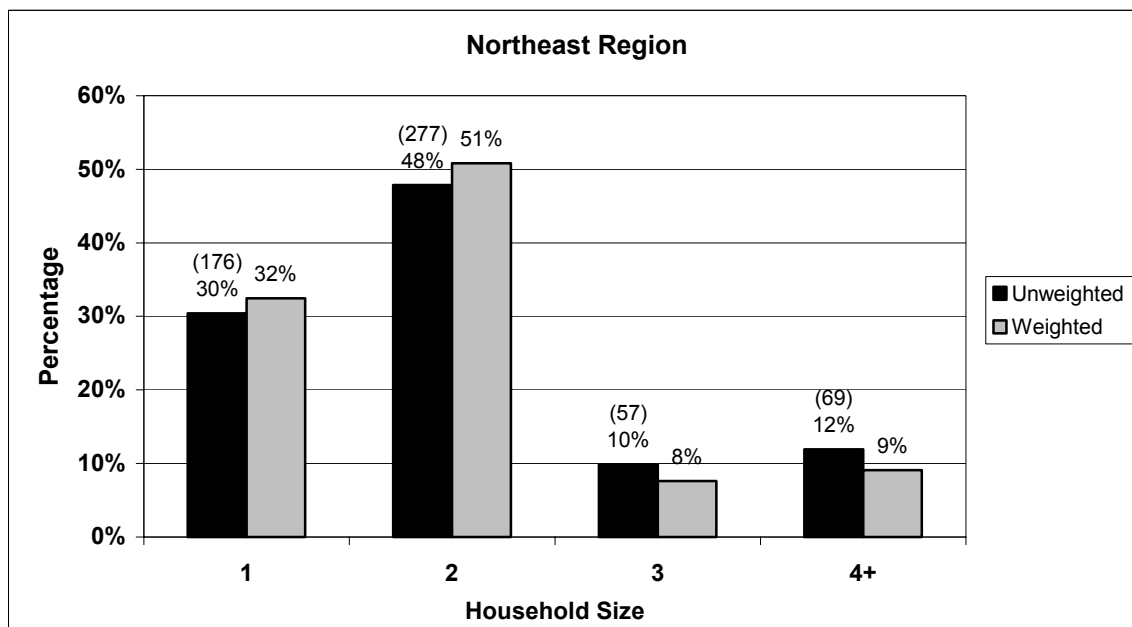


Figure 4-13 (Continued)
Household Travel Survey Findings
Size of Households Completing the Survey, by Region

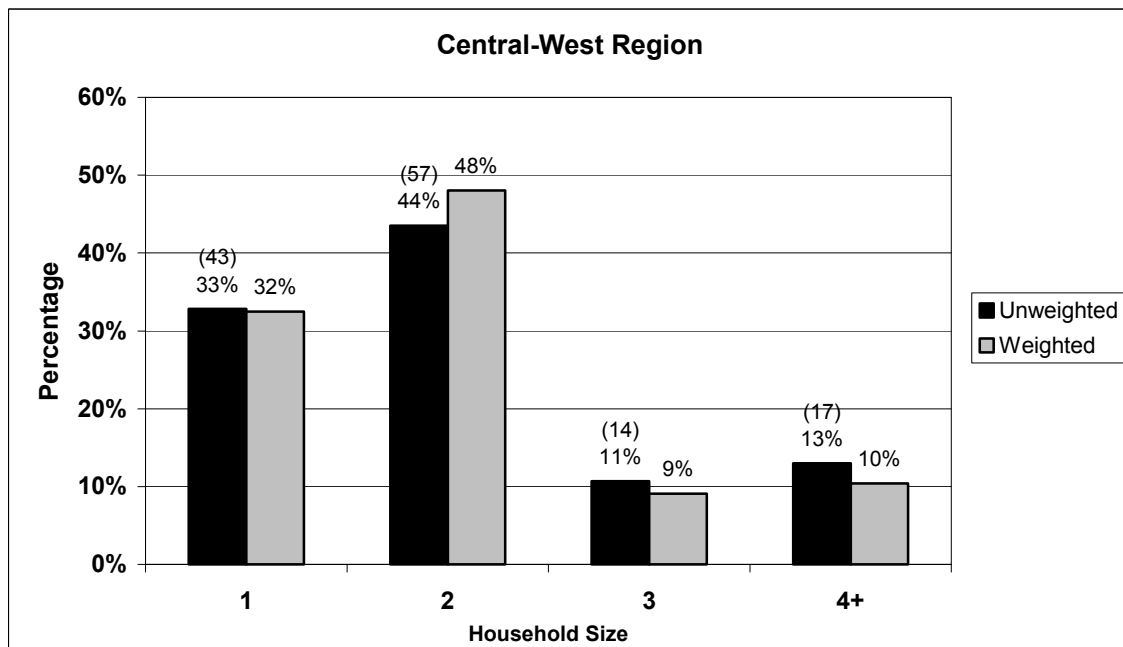
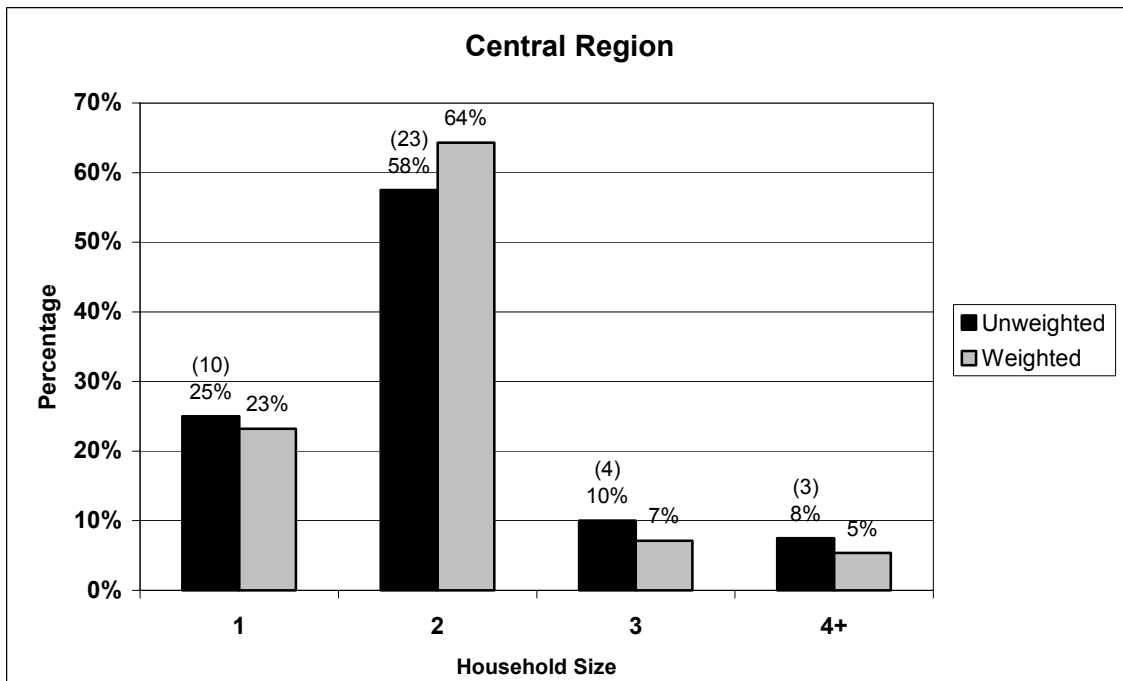


Figure 4-13 (Continued)
Household Travel Survey Findings
Size of Households Completing the Survey, by Region

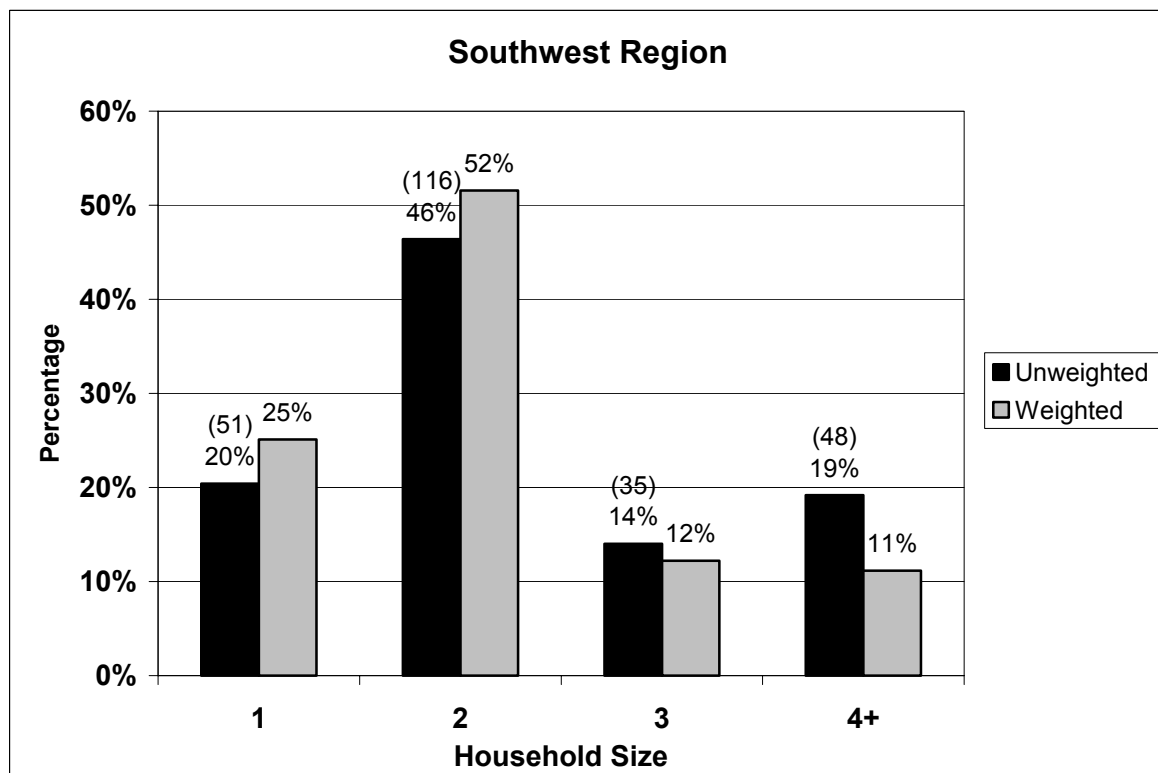
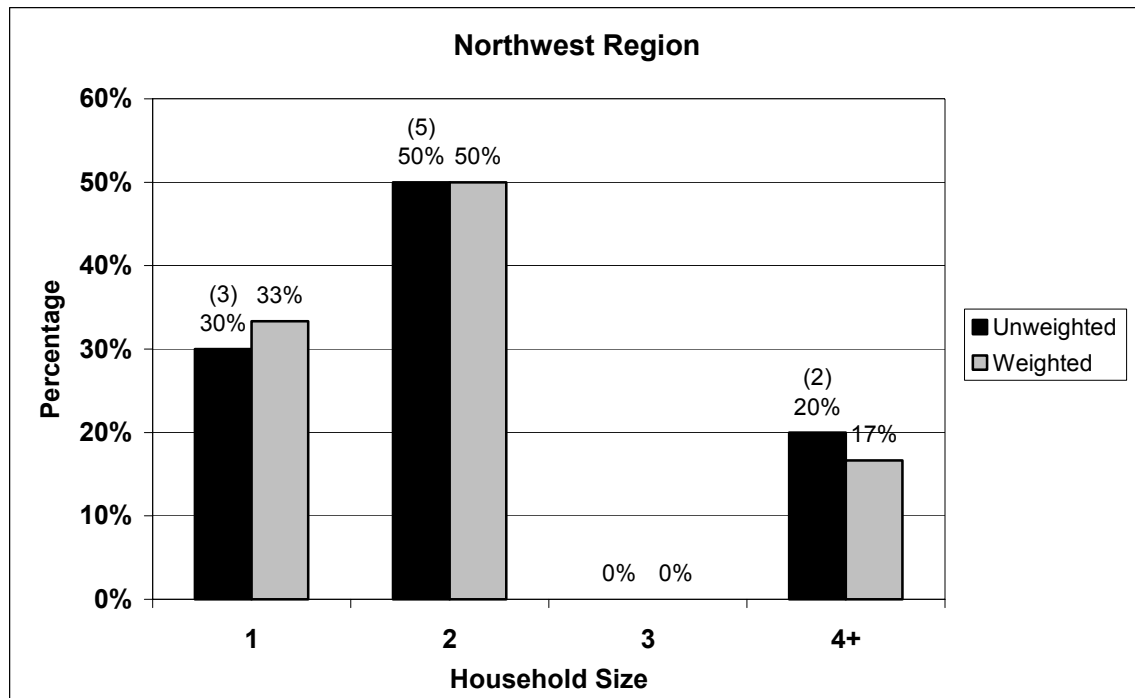


Figure 4-14
Household Travel Survey Findings
Number of Adults

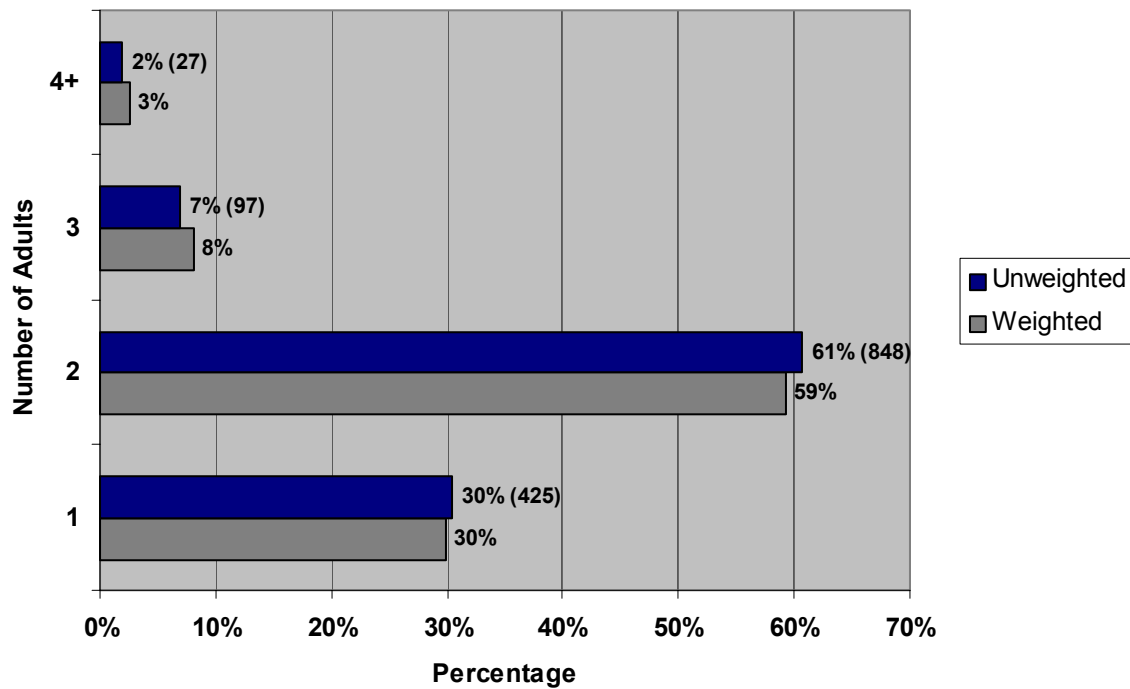


Figure 4-15
Household Travel Survey Findings
Number of Children Under 16

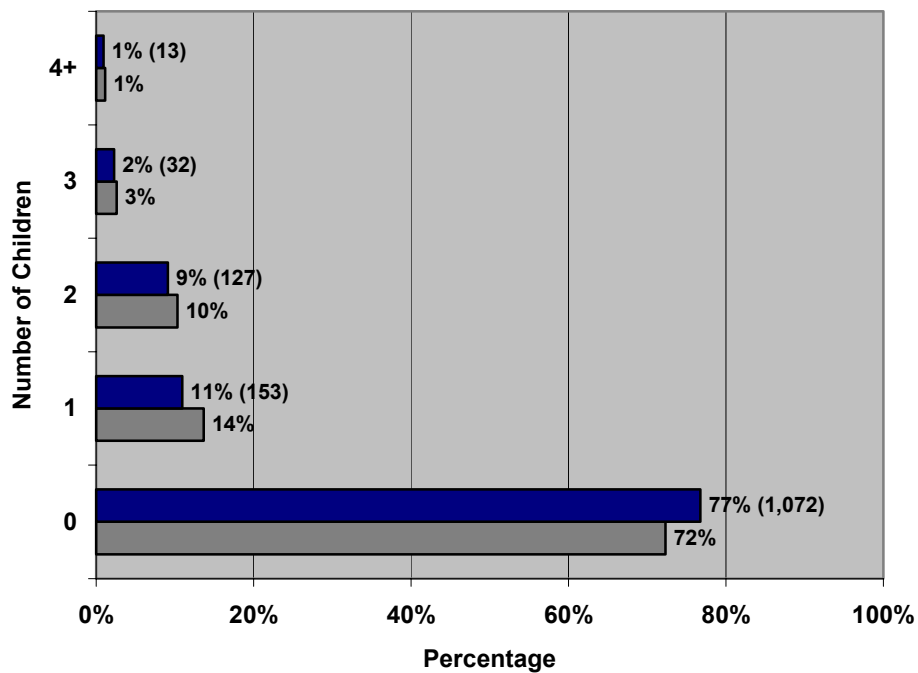


Figure 4-16
Household Travel Survey Findings
Annual Residence

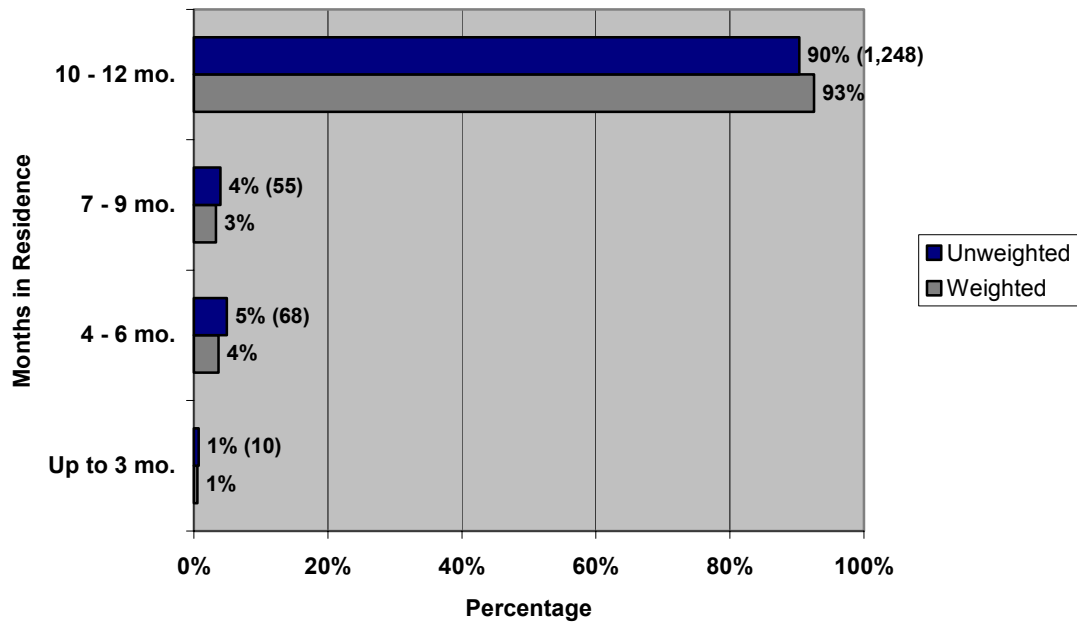


Figure 4-17
Household Travel Survey Findings
Number of Vehicles

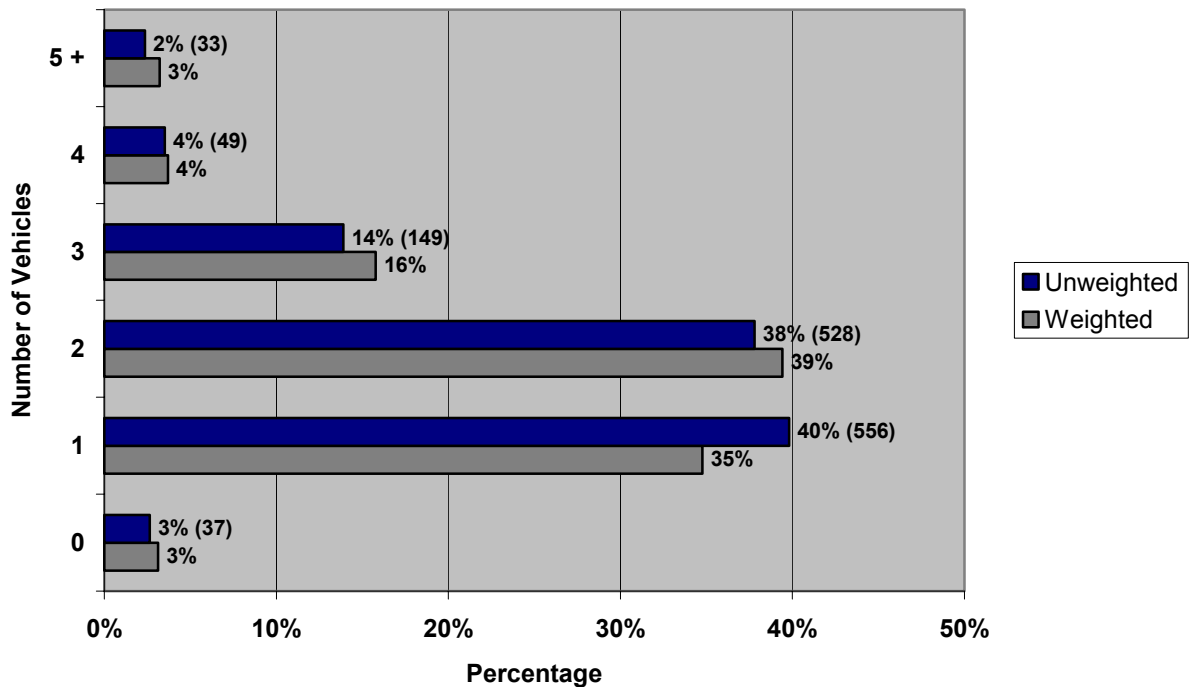


Figure 4-18
Household Travel Survey Findings
Auto Ownership of Households Completing the Survey, by Region

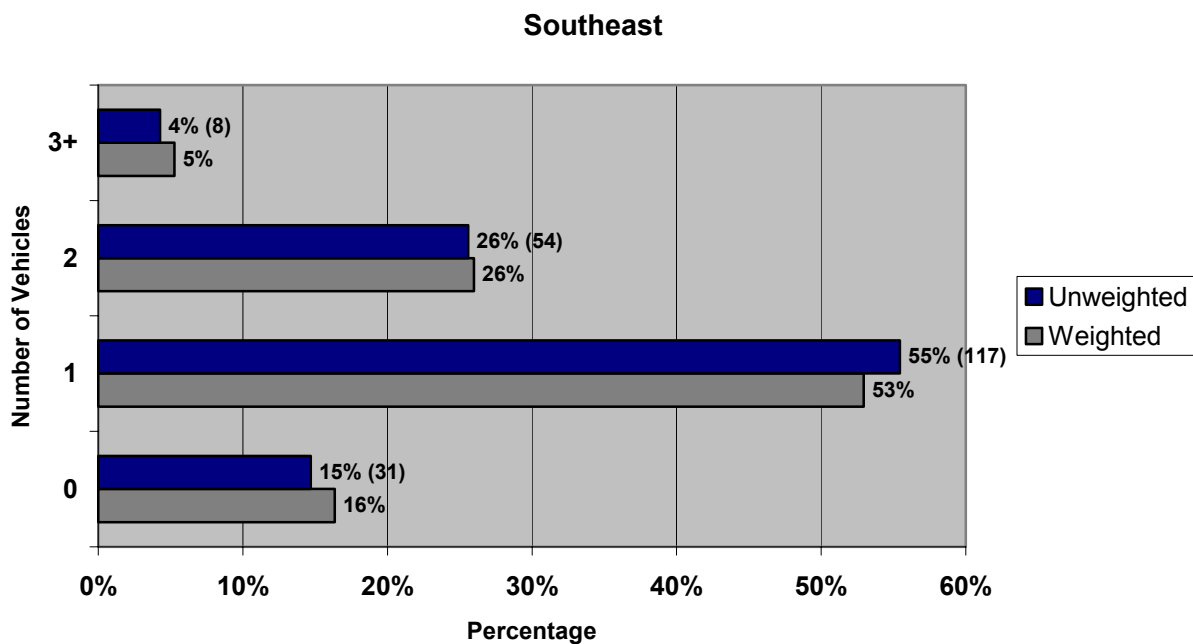
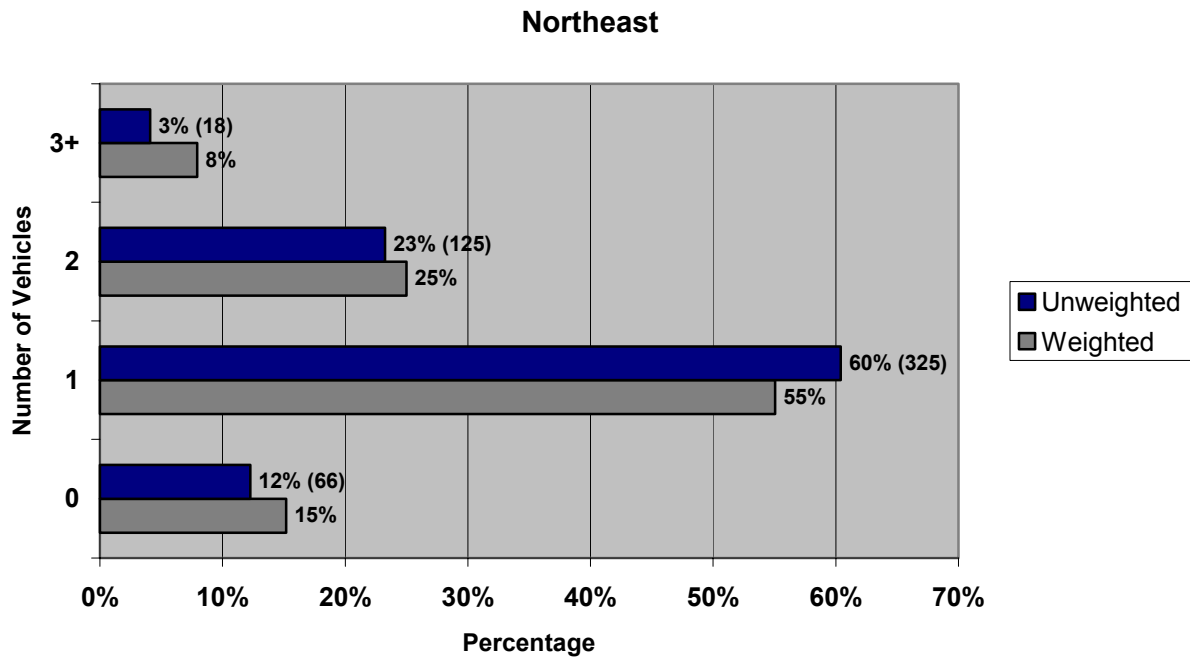


Figure 4-18 (Continued)
Household Travel Survey Findings
Auto Ownership of Households Completing the Survey, by Region

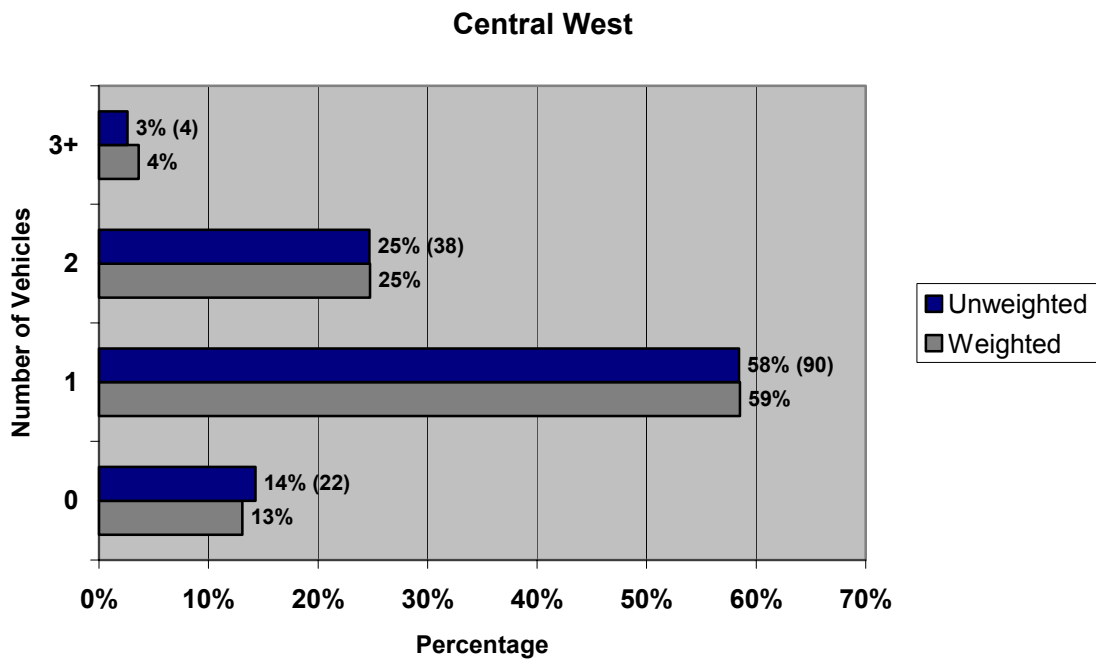
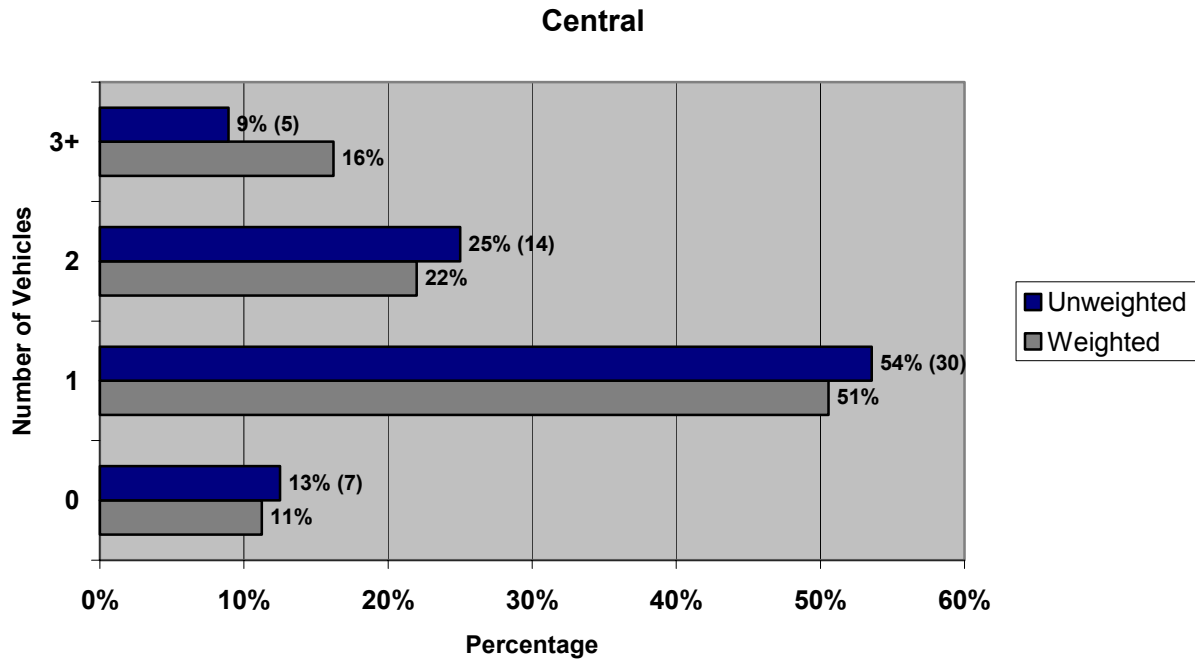


Figure 4-18 (Continued)
Household Travel Survey Findings
Auto Ownership of Households Completing the Survey, by Region

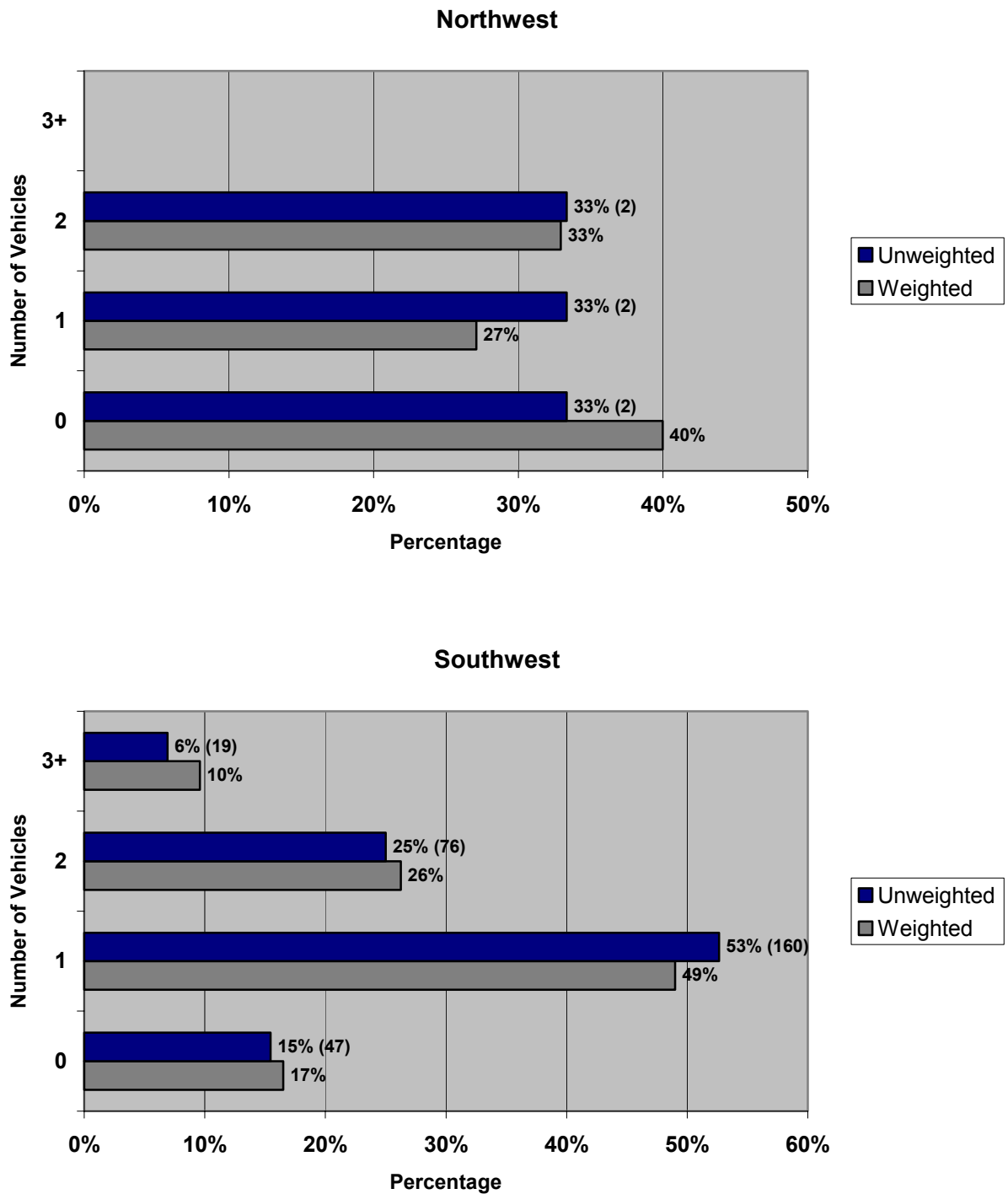


Figure 4-19
Household Travel Survey Findings
Number of Cars

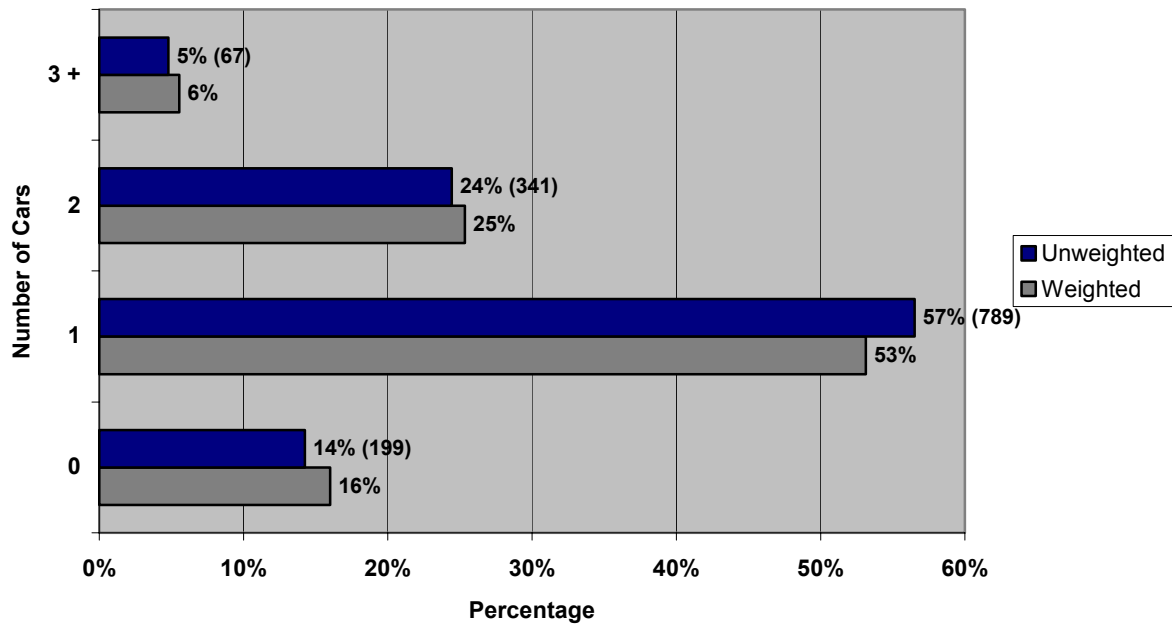


Figure 4-20
Household Travel Survey Findings
Number of Minivans, Pickups and SUVs

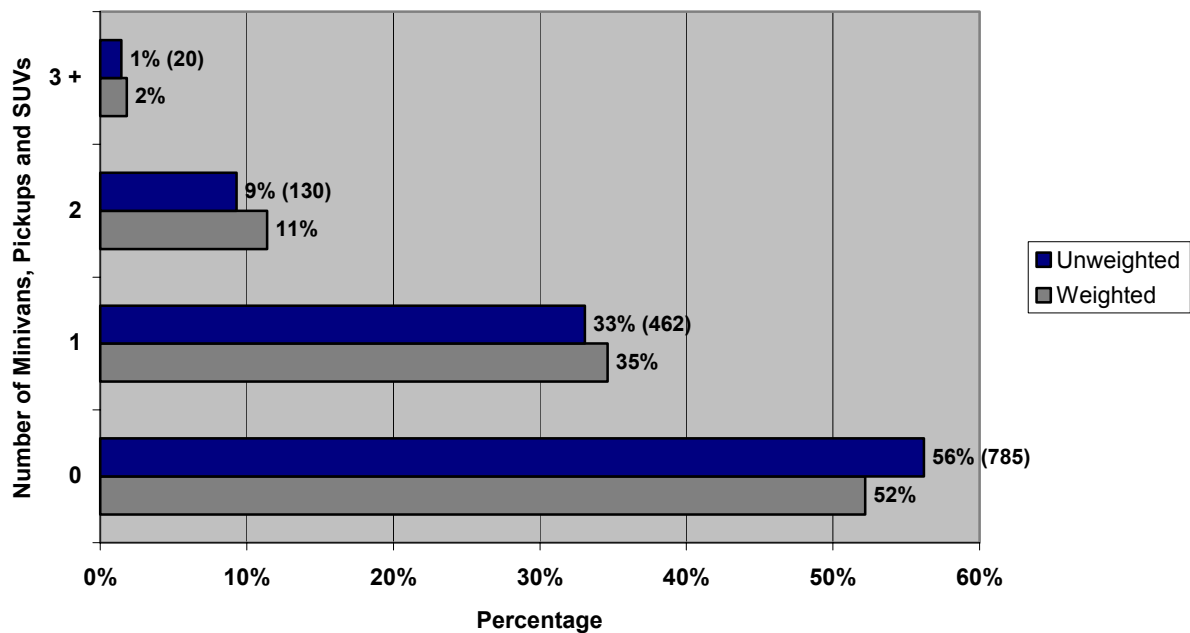


Figure 4-21
Household Travel Survey Findings
Number of Motorcycles

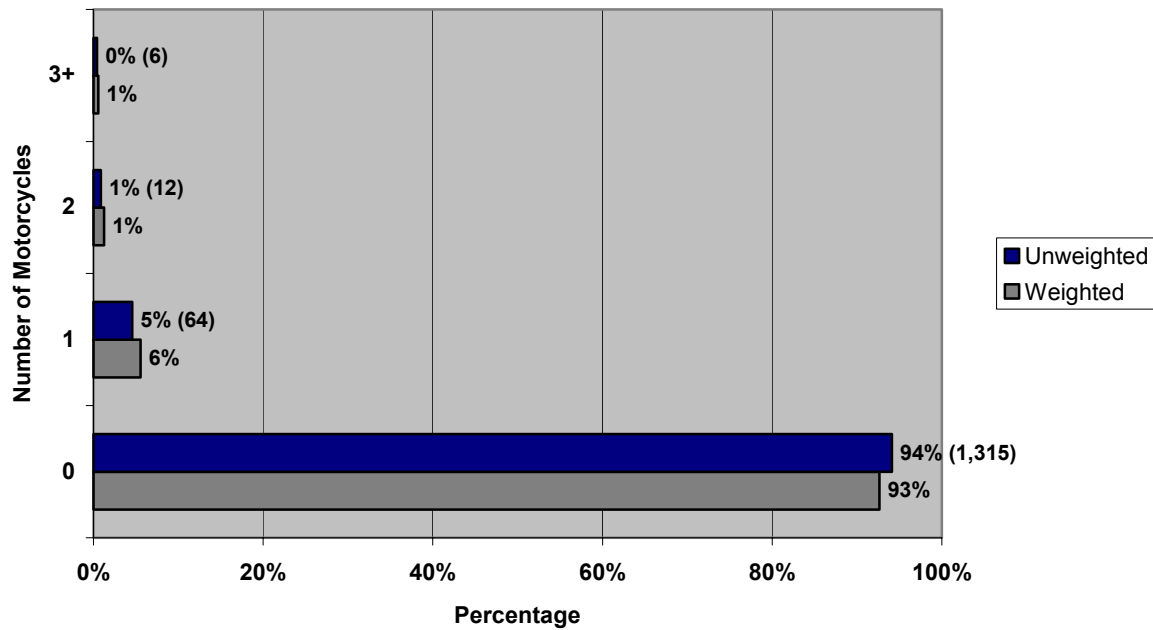


Figure 4-22
Household Travel Survey Findings
Home Ownership

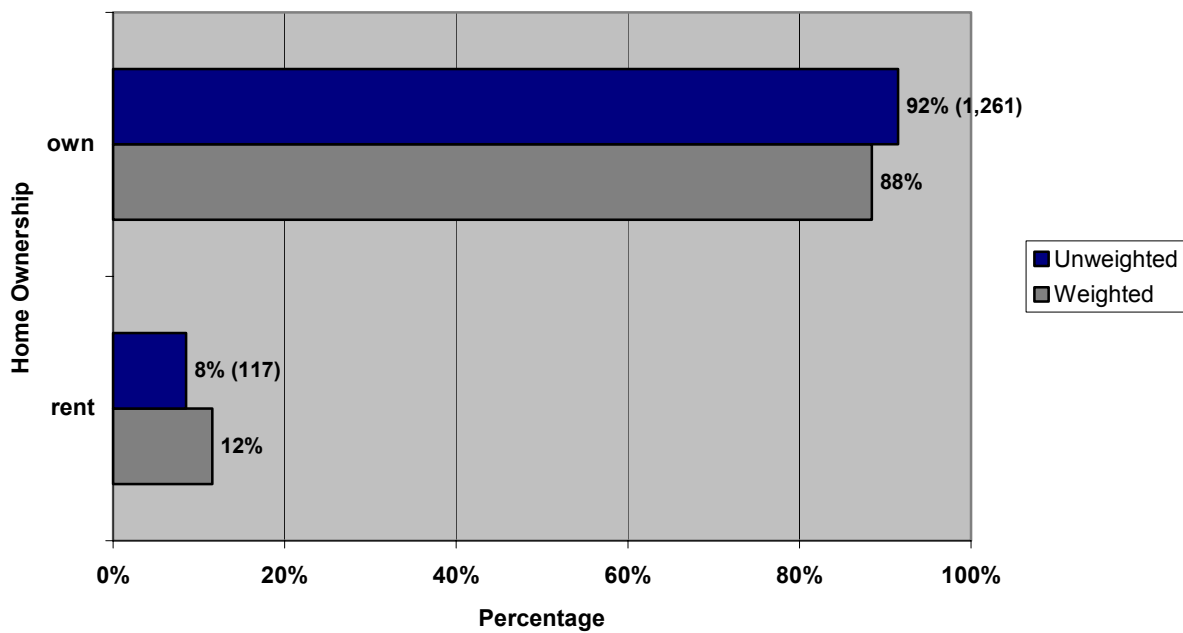


Figure 4-23
Household Travel Survey Findings
Home Type

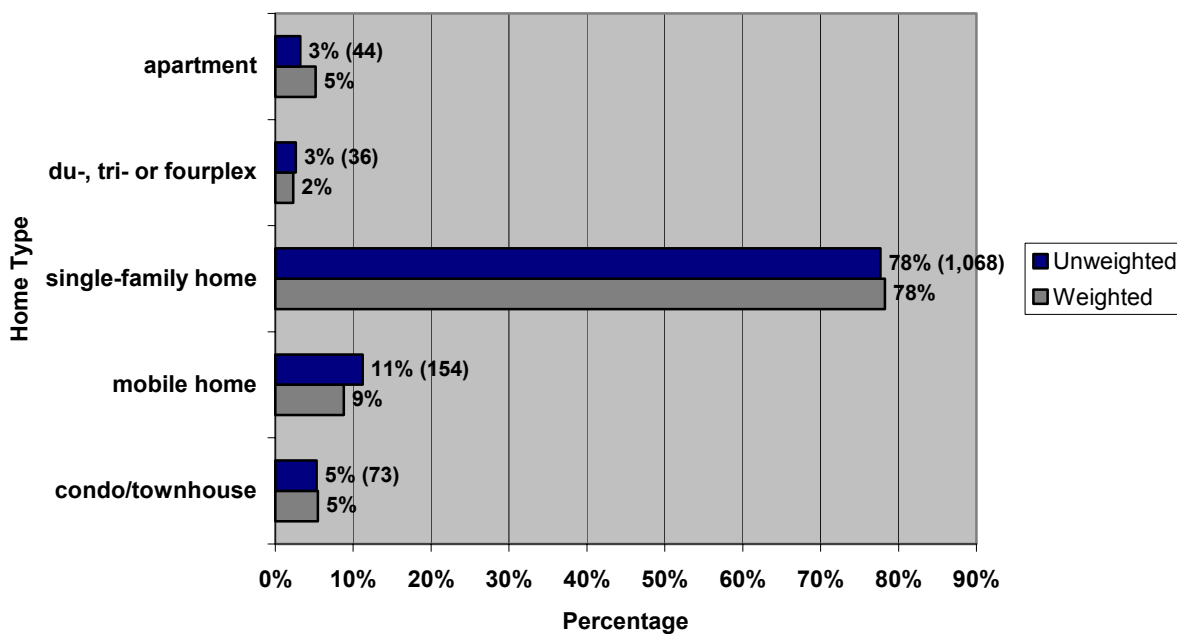


Figure 4-24
Household Travel Survey Findings
Annual Income

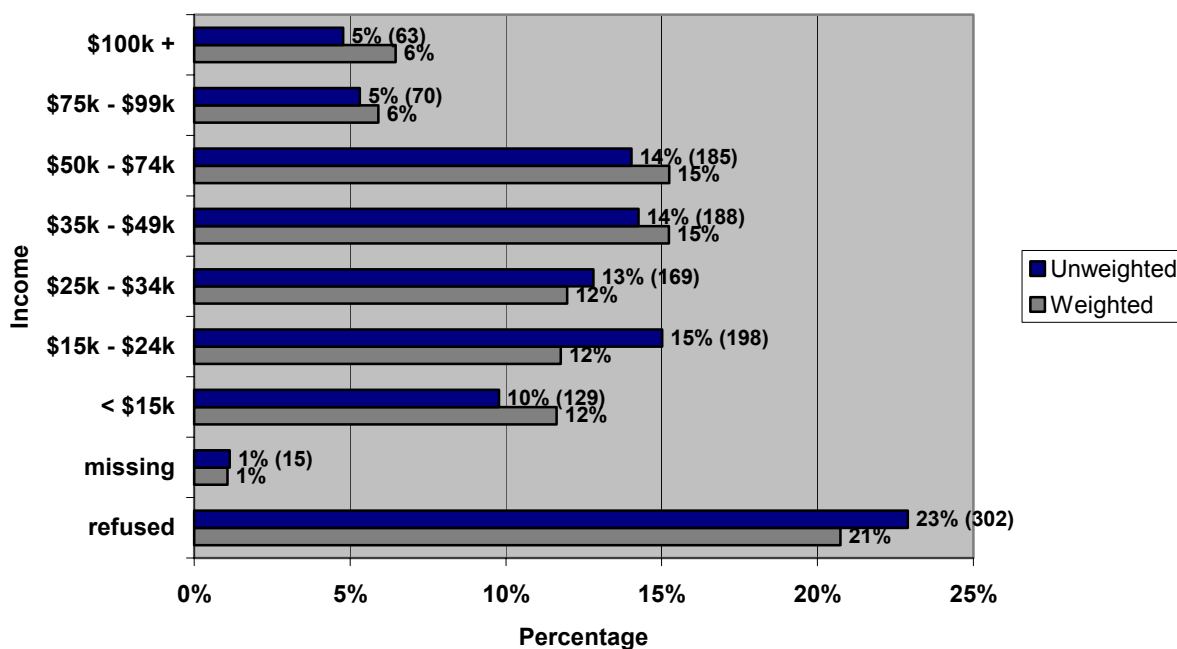


Figure 4-25
Household Travel Survey Findings
Number of Visitors–Day 1

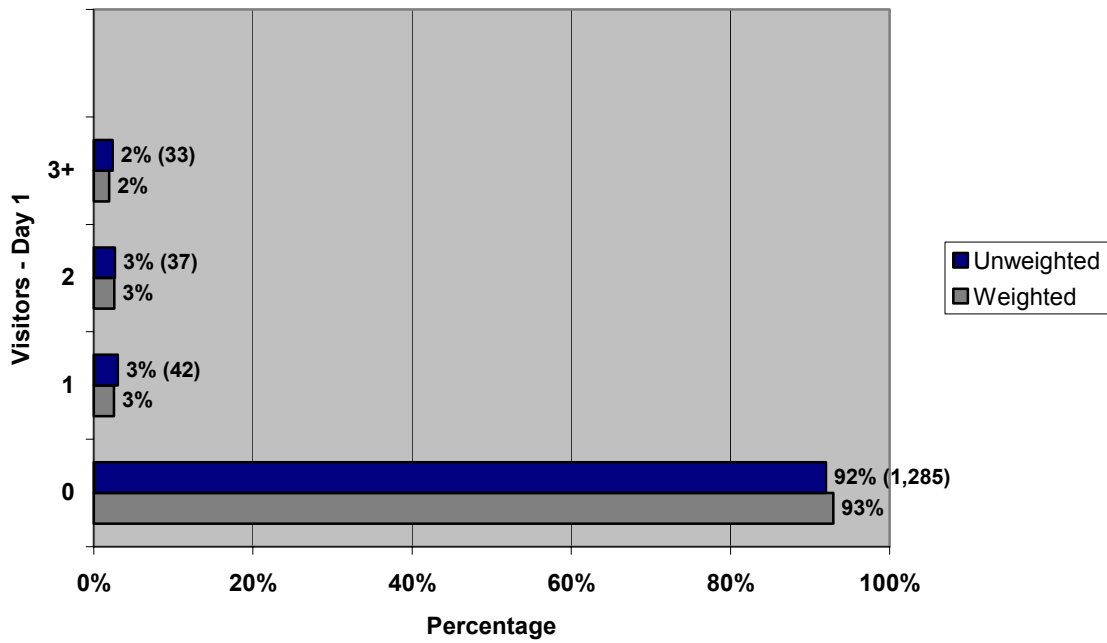
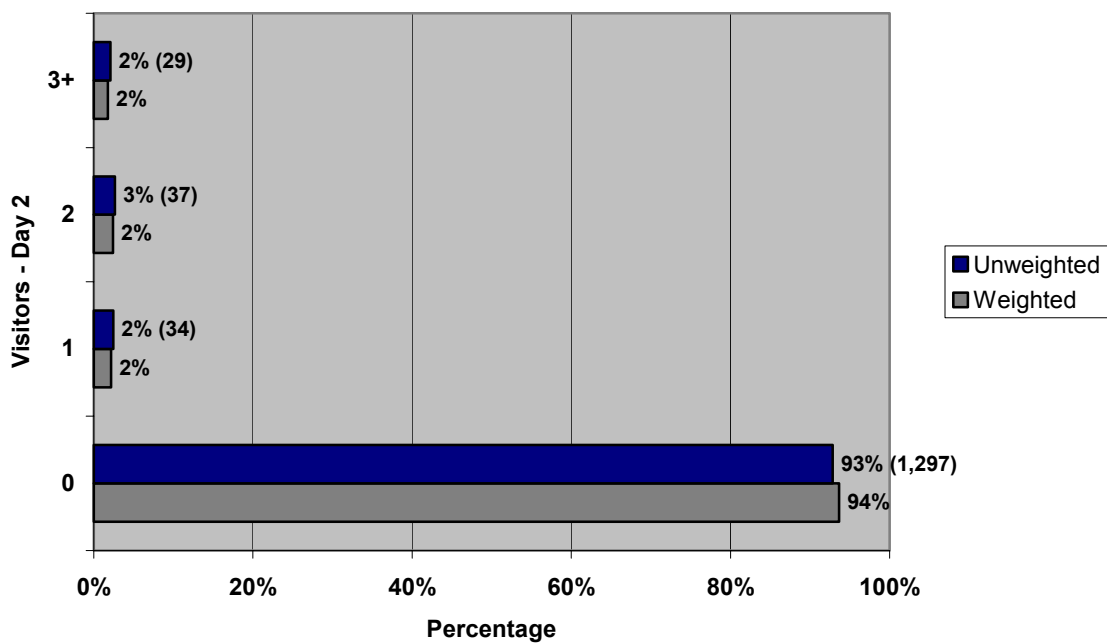


Figure 4-26
Household Travel Survey Findings
Number of Visitors–Day 2



Member Information

Thirty-six percent of respondents were aged 35-64, with an additional 30% under 35 and the remaining 14% older than 74. A large group of the respondents (21%) was aged 65-74 years old.

Males and females were nearly equally represented in the survey, with a slightly higher percentage of females (53%).

Ninety-six percent of respondents 16 years old or older possess a driver's license.

One-third of respondents are employed full-time, and 42% of all respondents are employed at least part-time. Half of all respondents are retired. Of those that are employed at least part-time, over three-quarters work at one location away from home. Figures 4-27 through 4-32 summarize the results of the survey questions regarding member information.

Figure 4-27
Household Travel Survey Findings
Age

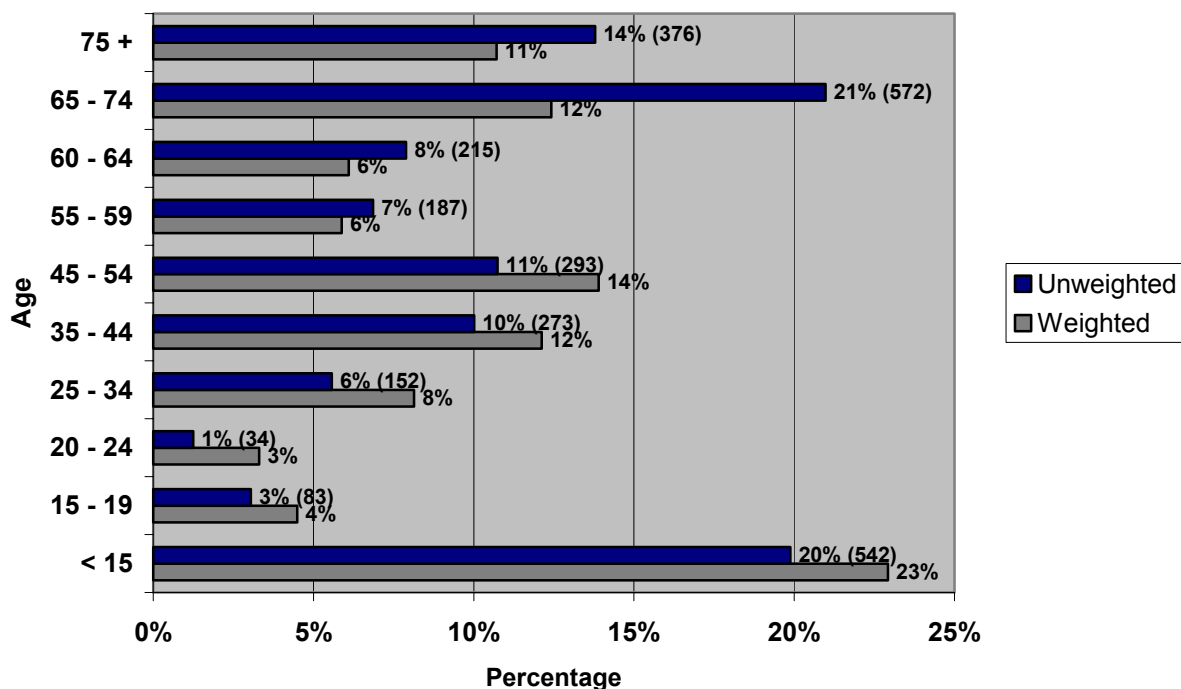


Figure 4-28
Household Travel Survey Findings
Age

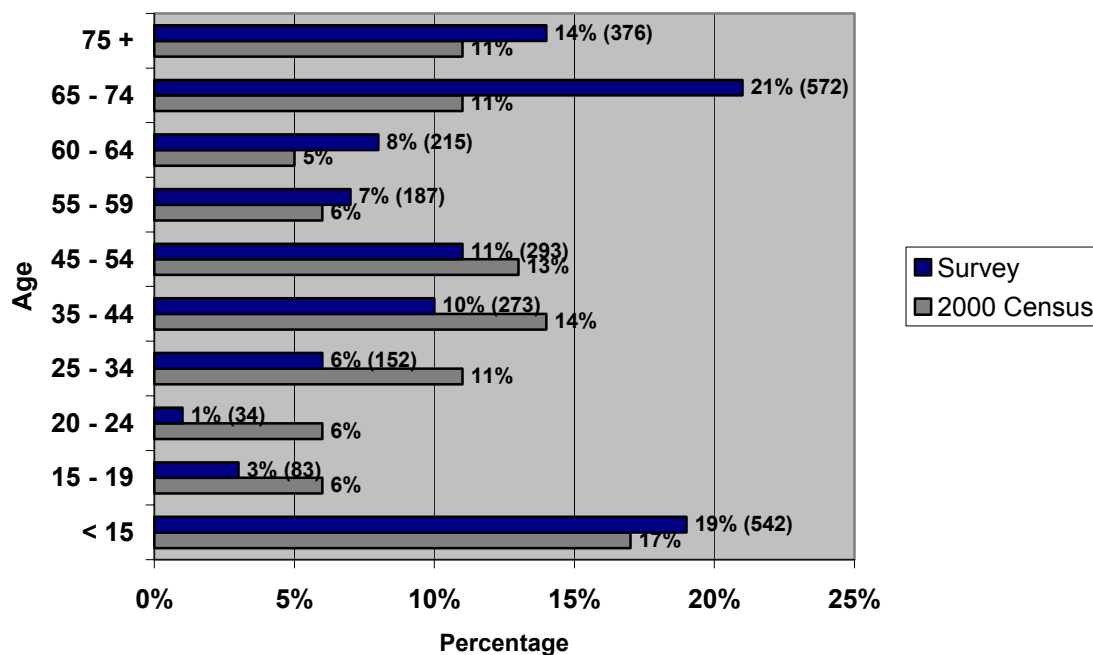


Figure 4-29
Household Travel Survey Findings
Gender

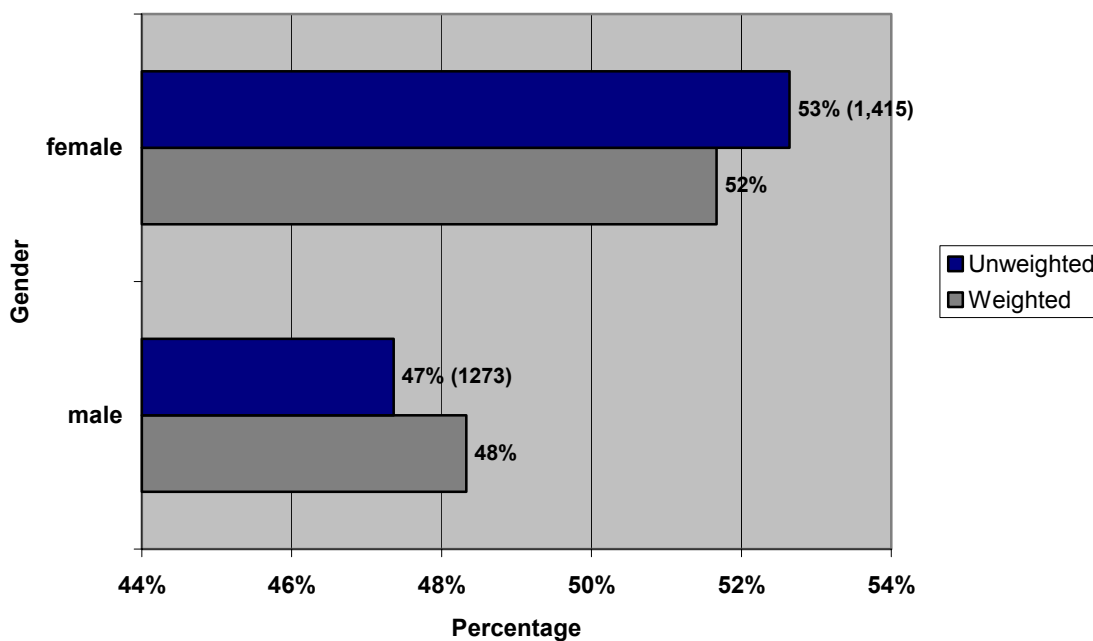


Figure 4-30
Household Travel Survey Findings
Driver's License

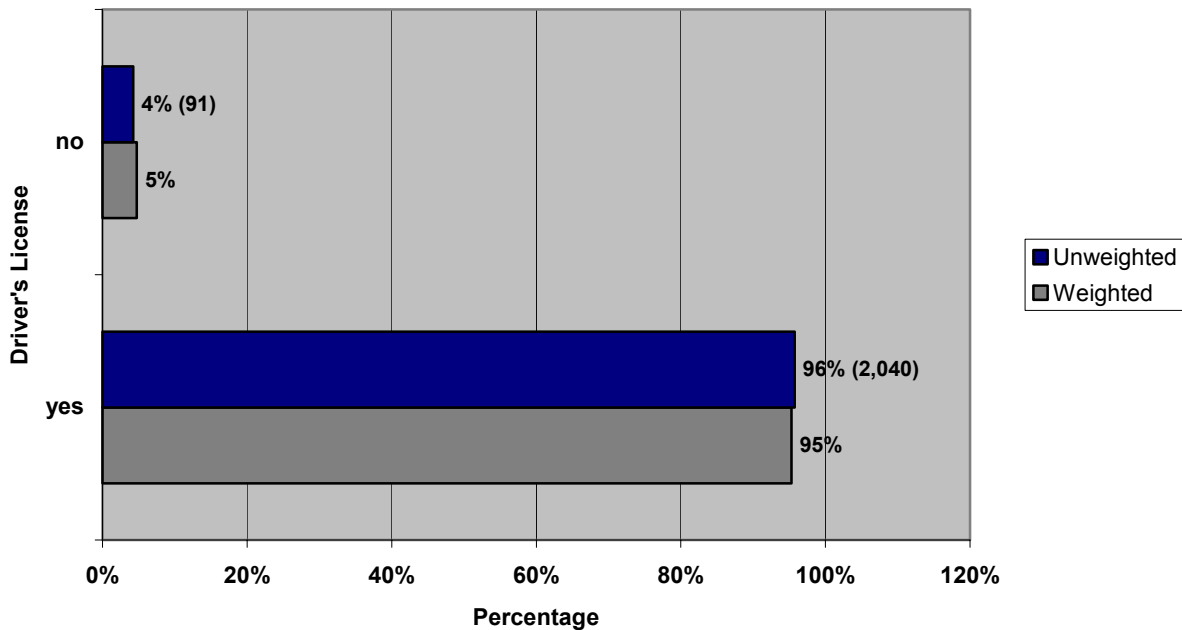


Figure 4-31
Household Travel Survey Findings
Employment Status

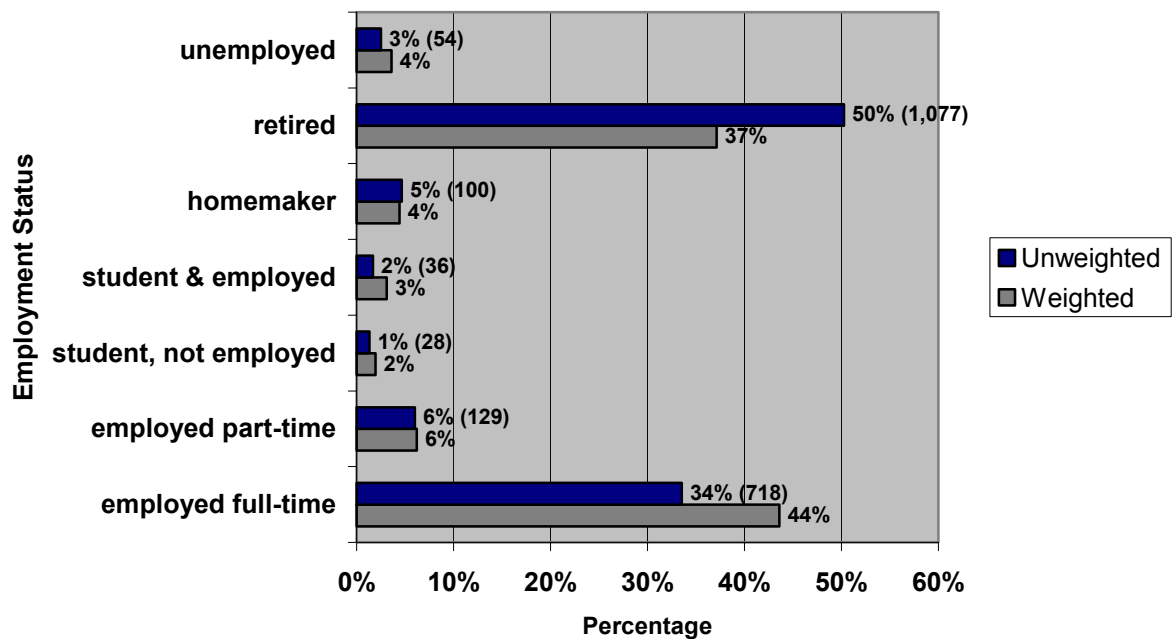
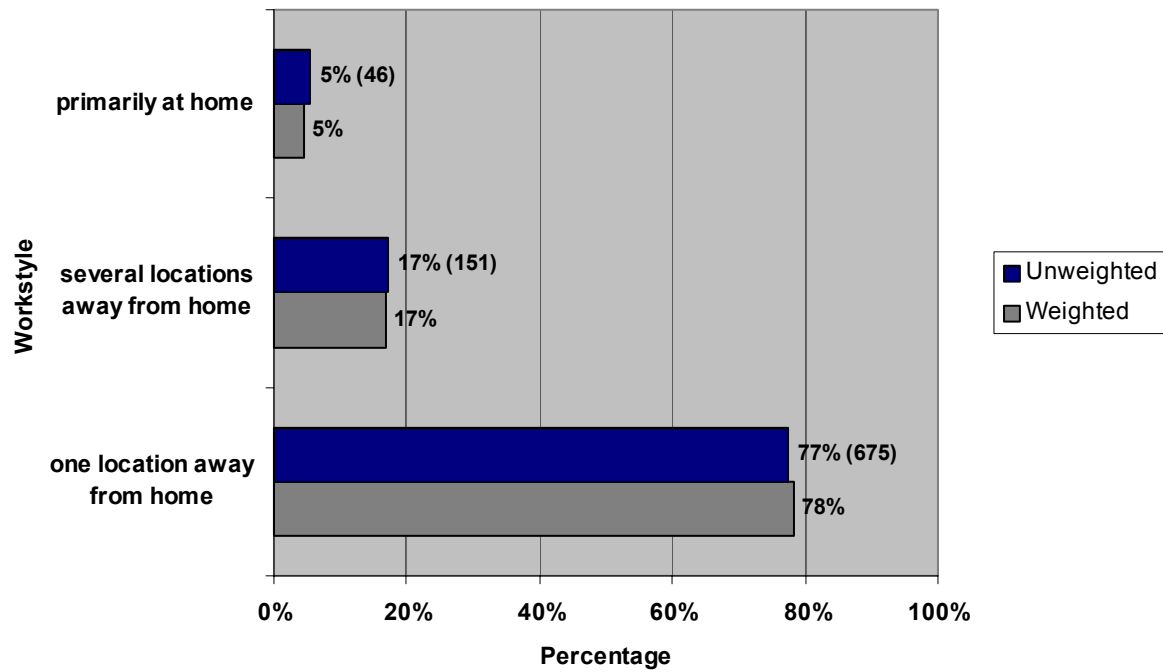


Figure 4-32
Household Travel Survey Findings
Work Style



Transportation Priorities

Almost all respondents reported that members of their households ‘seldom’ or ‘never’ use public transportation to travel in Volusia County (96%). Equal percentages of respondents take public transportation once a month, once a week, twice a week, or daily. This information is presented in Figures 4-33 and 4-34.

Table 4-5 and Figure 4-35 provide an indication of the transportation priorities of Volusia County residents. The survey asked the respondents how they would spend the transportation tax dollars. Over 50% of the respondents said that their tax dollars should be spent improving roadways while only 13% chose improving the bus system as a priority for their tax monies.

Figure 4-33
Household Travel Survey Findings
Public Transportation Use

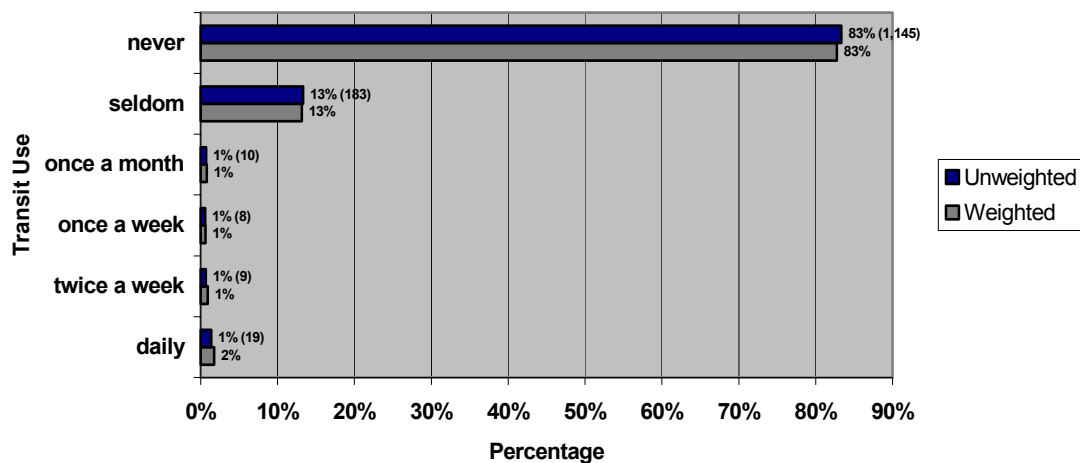


Figure 4-34
Household Travel Survey Findings
Why Respondent Doesn't Use Transit

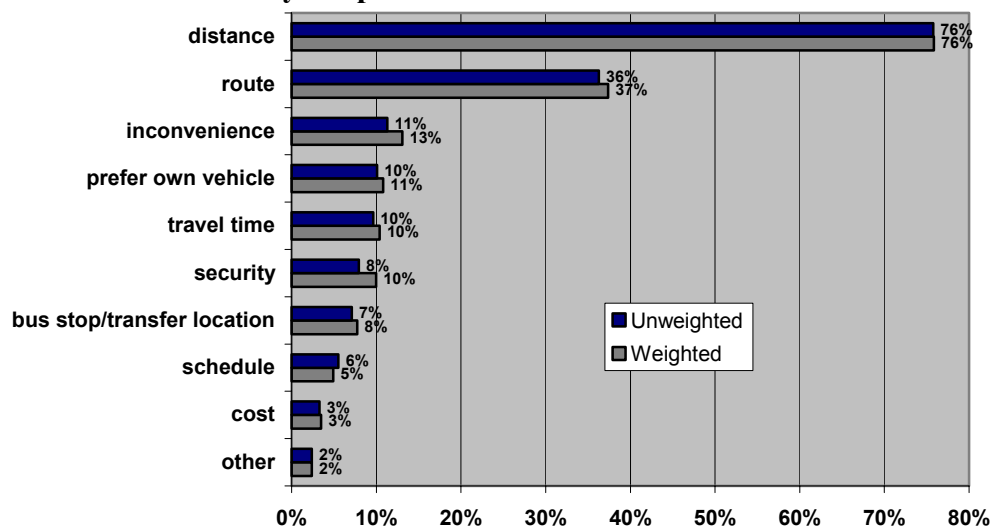
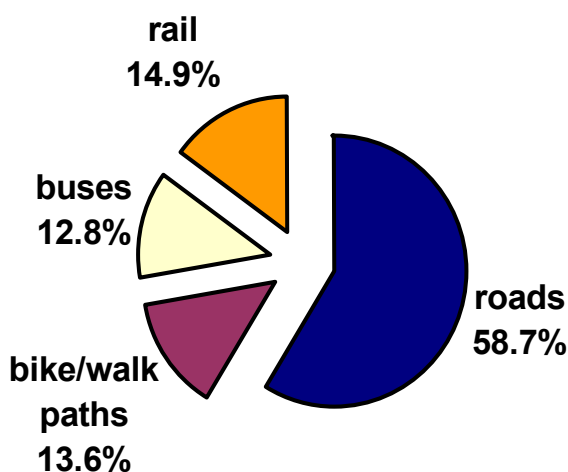


Table 4-5
Household Travel Survey Findings
Transportation Tax Dollars Allocation

	none	< 25 percent	25 - 49 percent	50 - 74 percent	75 - 99 percent	100 percent	Total
	%	%	%	%	%	%	%
roads	4	5	22	35	19	15	100%
bike/walk paths	26	45	25	4	0	0	100%
buses	33	43	21	2	0	1	100%
rail	32	35	25	5	1	2	100%

Figure 4-35
Household Travel Survey Findings
Transportation Tax Dollars Allocation: Average Respondent



Trips Information

An overwhelming majority of survey respondents reported that they made their trips by driving a personal car (95%). The remaining respondents either rode as a passenger in someone else's car or walked to their destinations.

Nearly all respondents began their travel days from home (99%).

Approximately two-thirds of travelers made their trips alone. Roughly one-third made a trip with one other household member or other person.

One-third of reported trips were made with the purpose of going home. Roughly equal percentages of trips were made to go to work, personal business, and to go shopping (12-13% each). The rest of the reported trips were distributed among the various purpose categories.

Figure 4-36
Household Travel Survey Findings
Number of Travelers–Household Members, per Trip

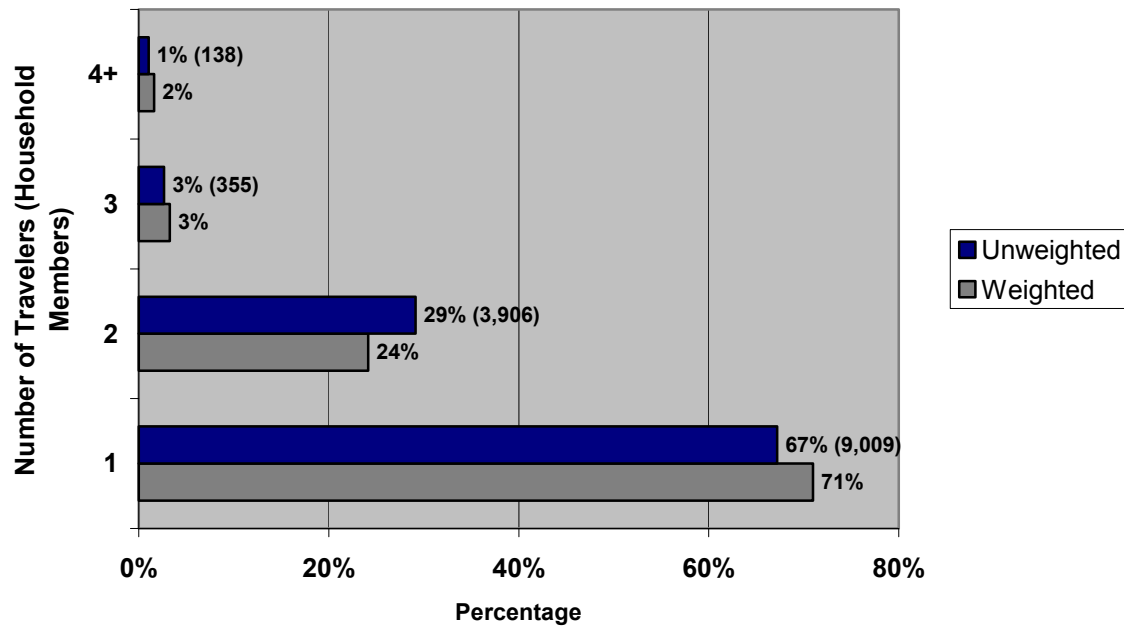


Figure 4-37
Household Travel Survey Findings
Number of Travelers–Others, per Trip

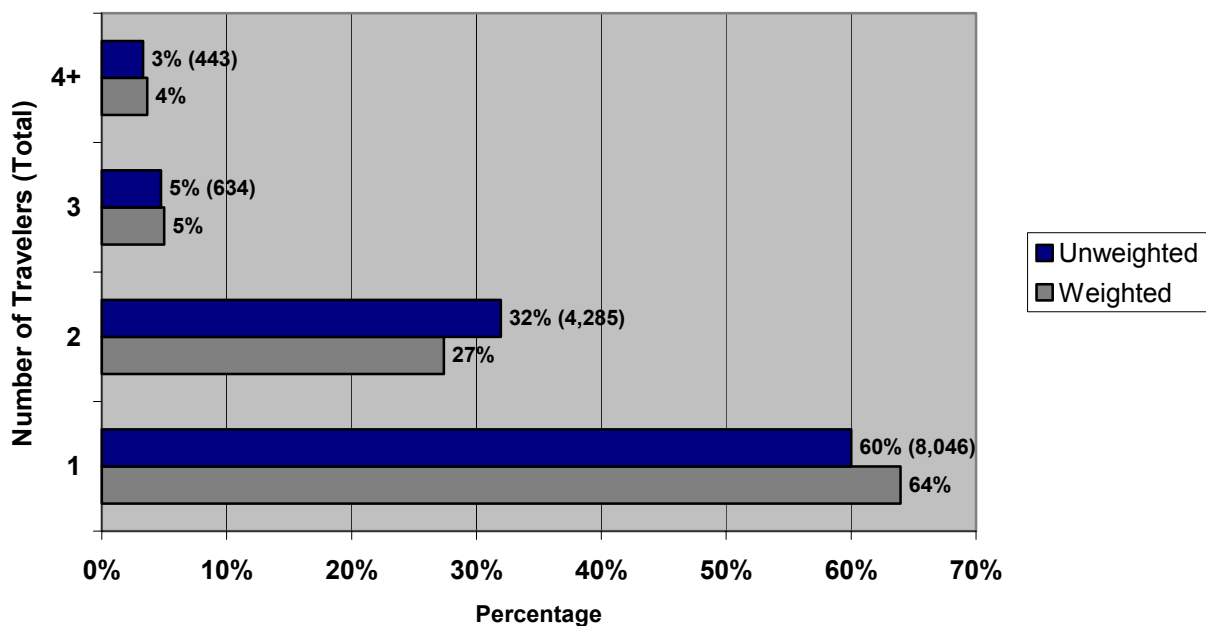


Figure 4-38
Household Travel Survey Findings
Number of Trips by Purpose

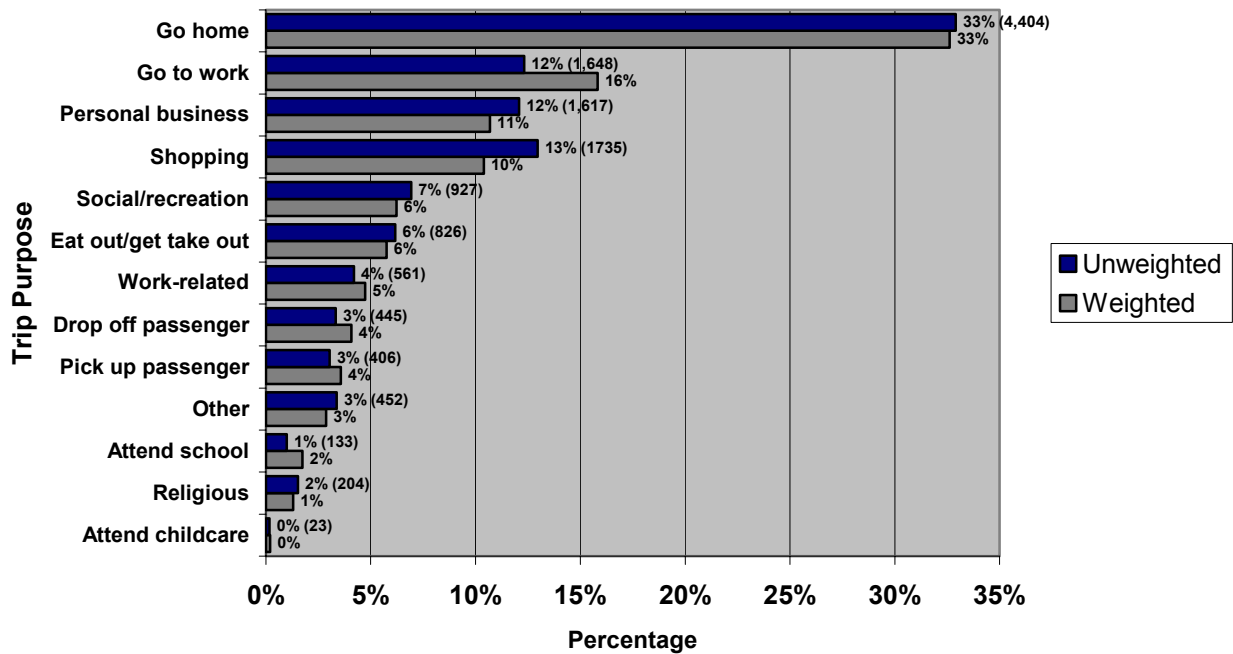


Figure 4-39
Household Travel Survey Findings
Trip Length (in minutes) by Purpose

Volusia County

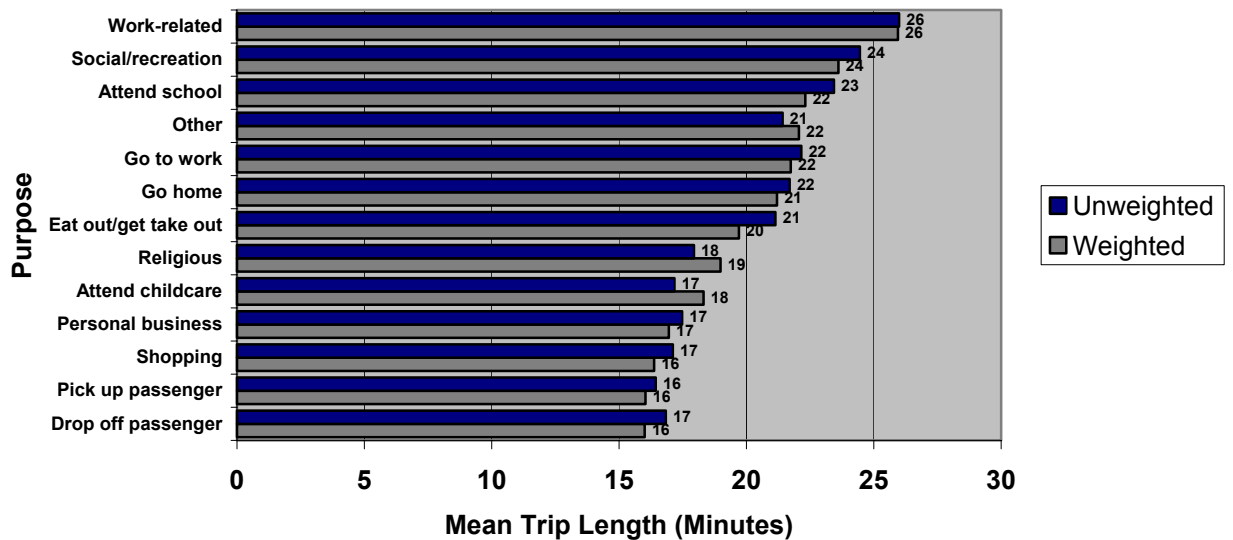


Figure 4-40
Household Travel Survey Findings
Trip Length (in minutes) by Purpose by Region

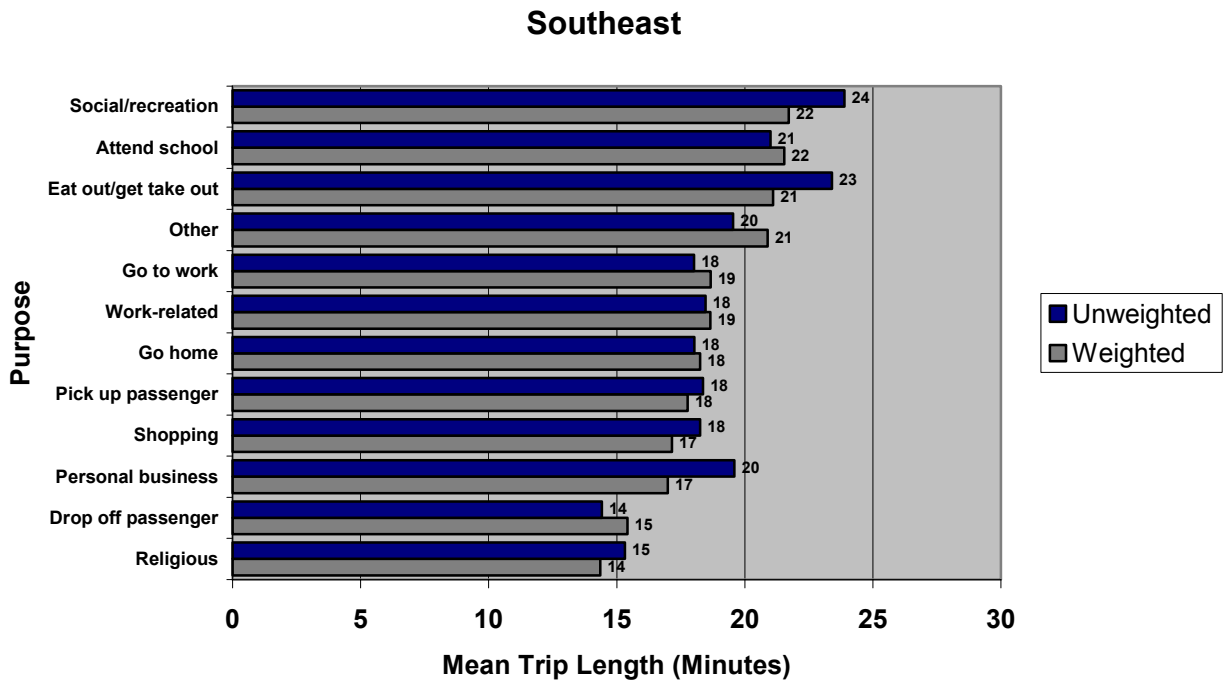
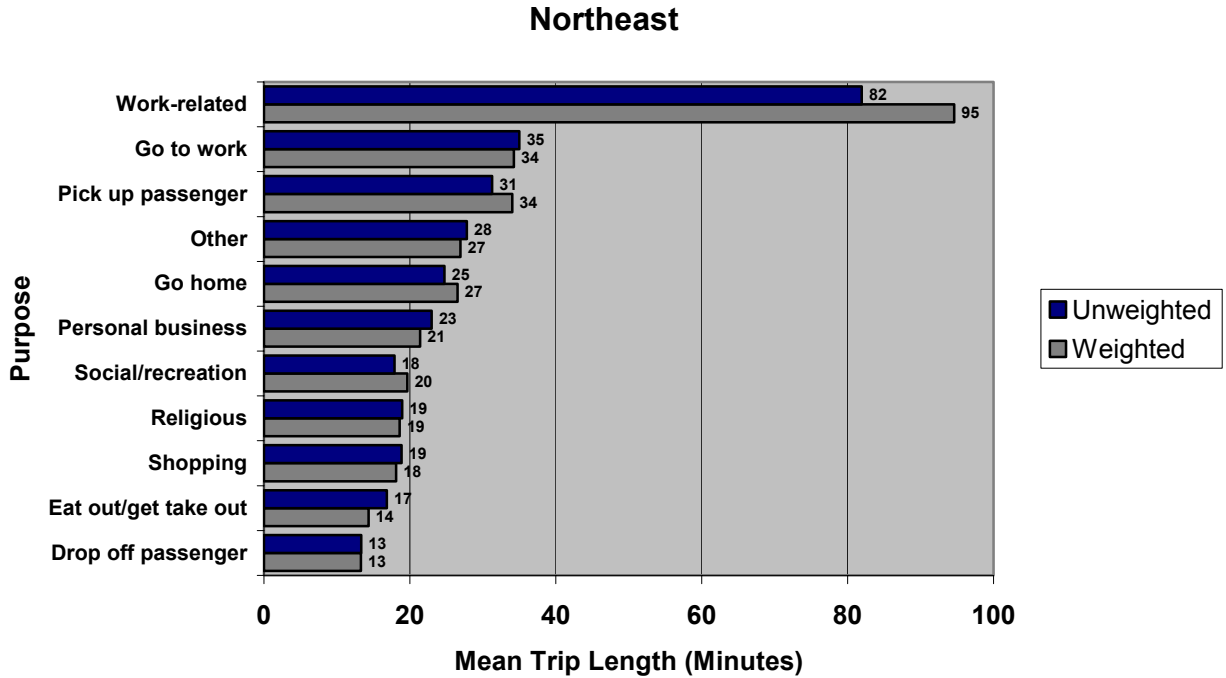


Figure 4-40 (Continued)
Household Travel Survey Findings
Trip Length (in minutes) by Purpose by Region

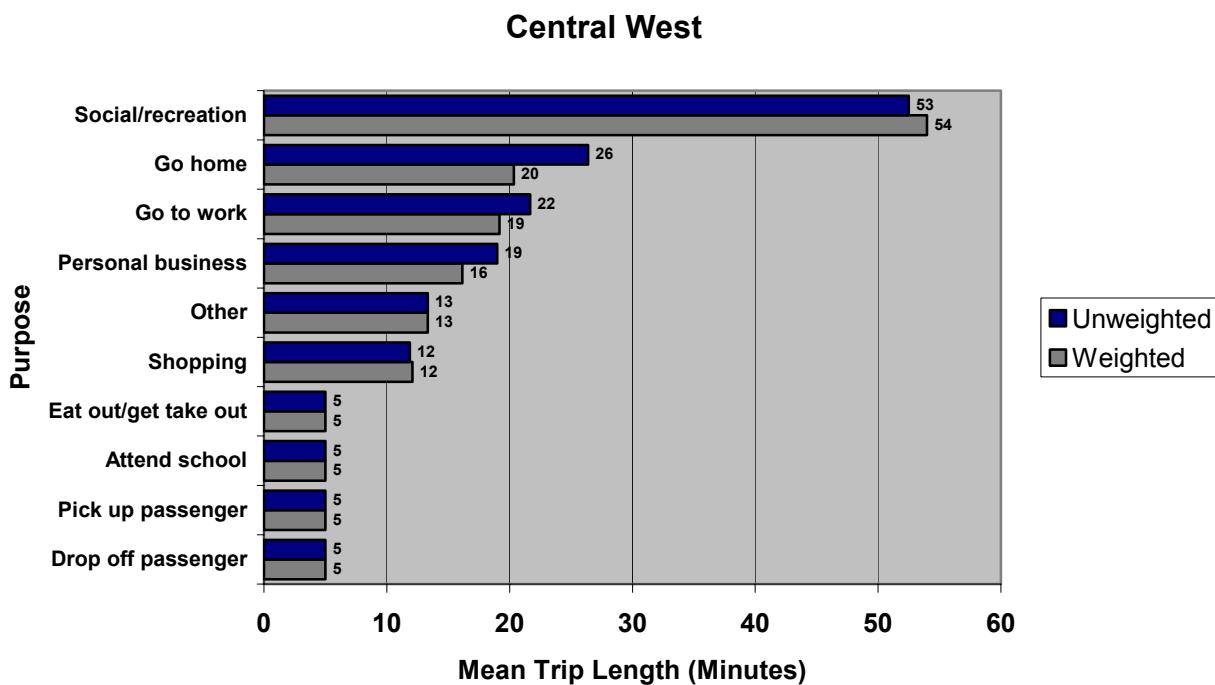
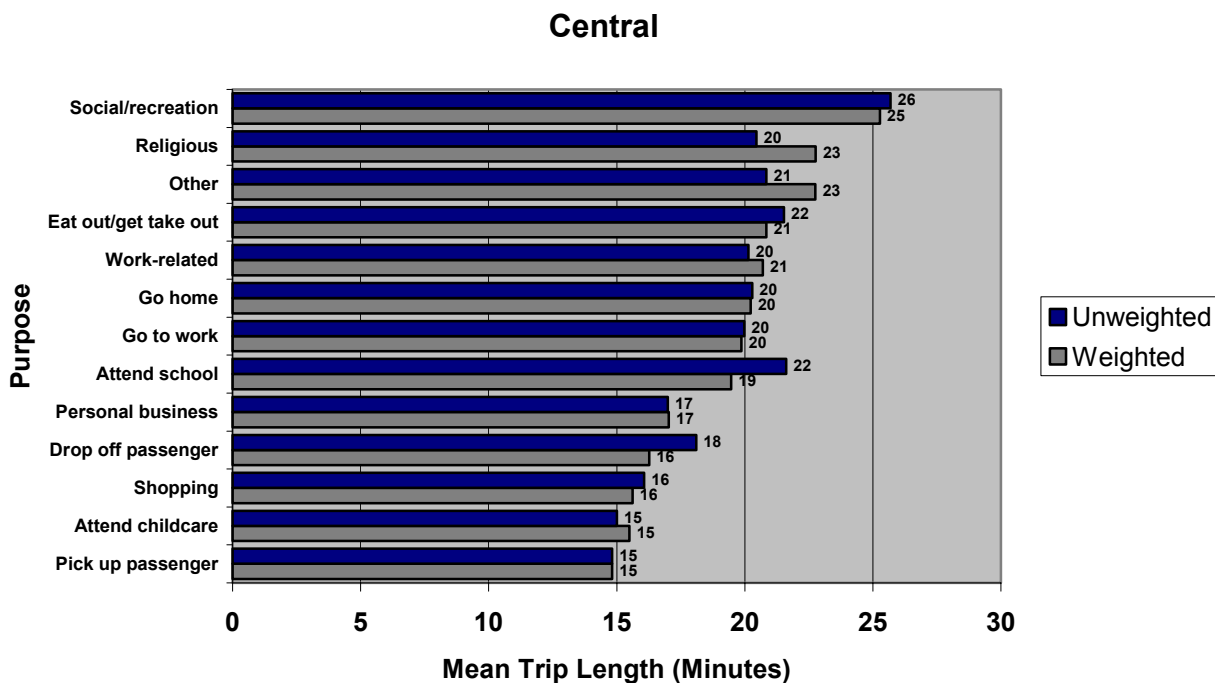
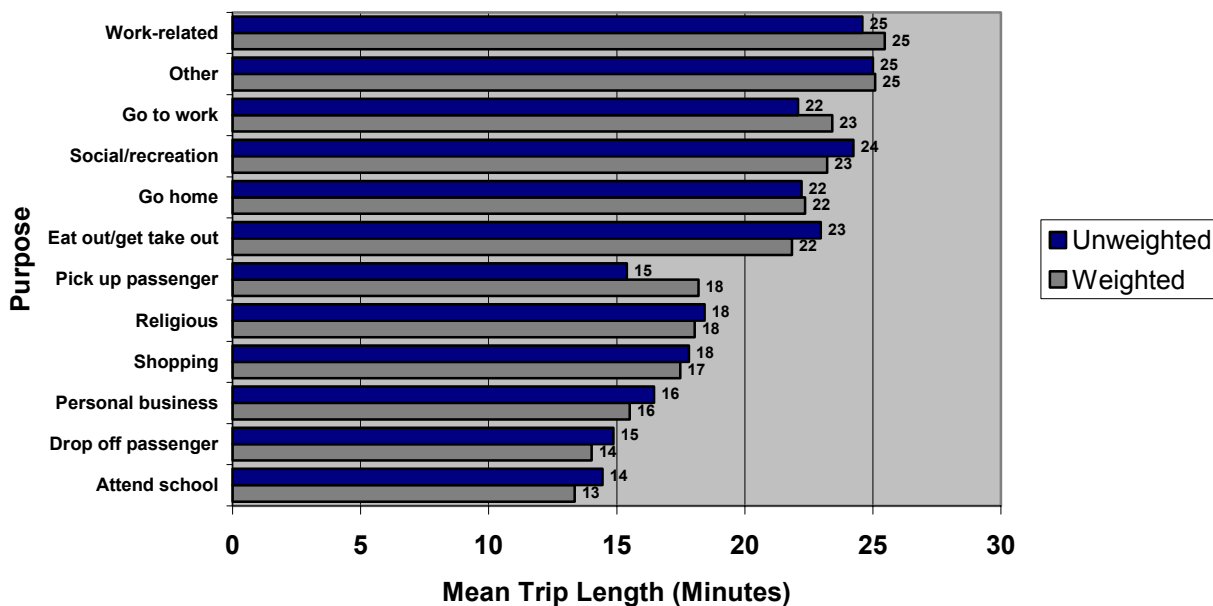


Figure 4-40 (Continued)
Household Travel Survey Findings
Trip Length (in minutes) by Purpose by Region

Northwest



Southwest

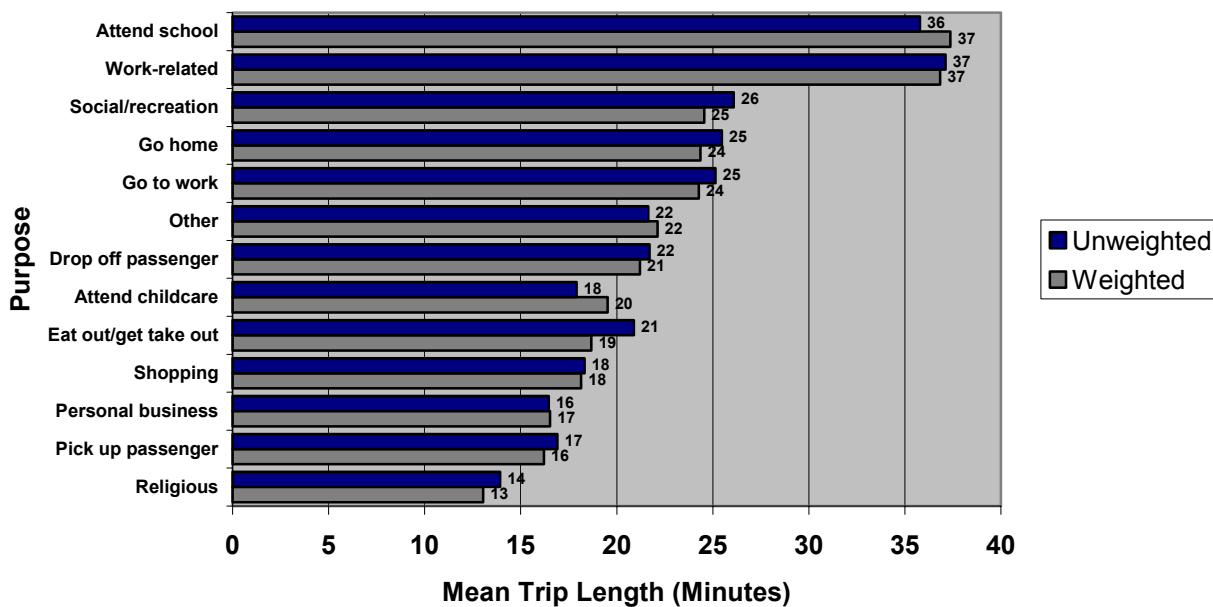


Figure 4-41
Household Travel Survey Findings
Vehicle Occupancy Rates by Trip Purpose

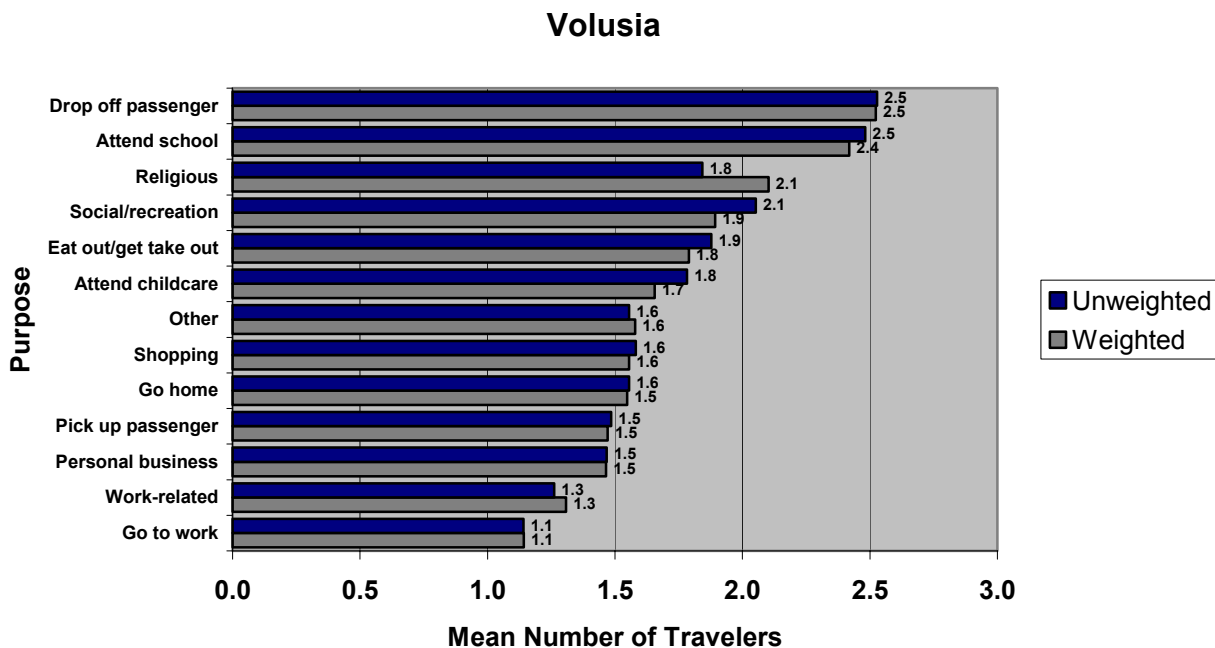


Figure 4-42
Household Travel Survey Findings
Vehicle Occupancy Rates by Trip Purpose by Region

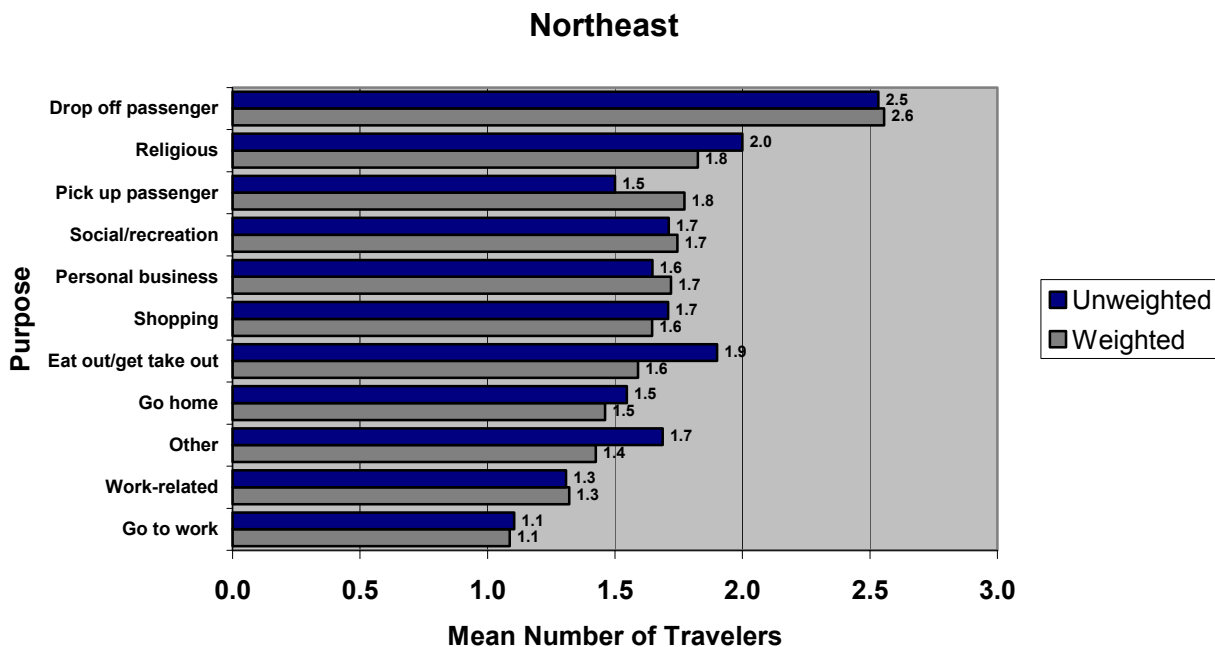


Figure 4-42 (Continued)
Household Travel Survey Findings
Vehicle Occupancy Rates by Trip Purpose by Region

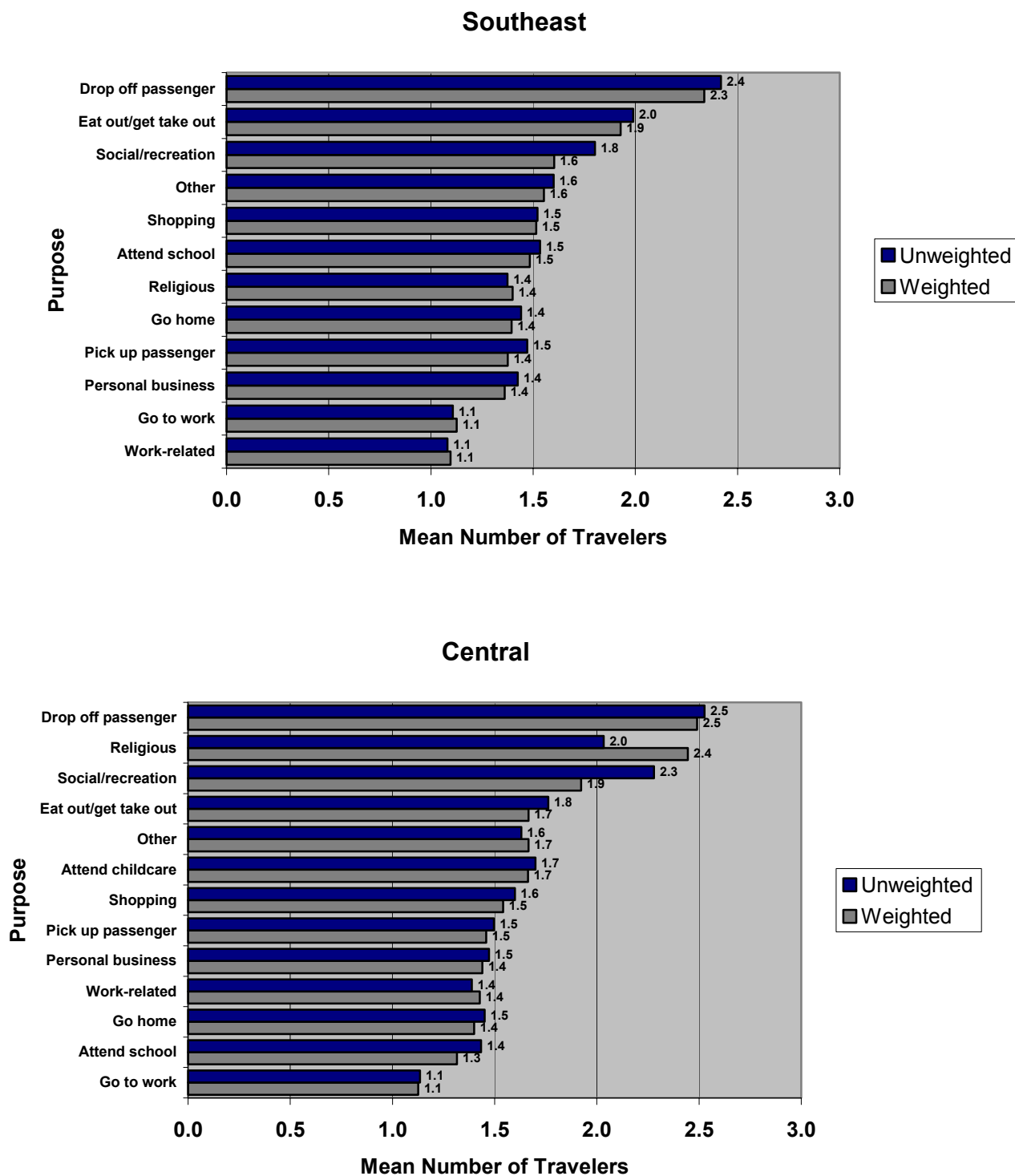


Figure 4-42 (Continued)
Household Travel Survey Findings
Vehicle Occupancy Rates by Trip Purpose by Region

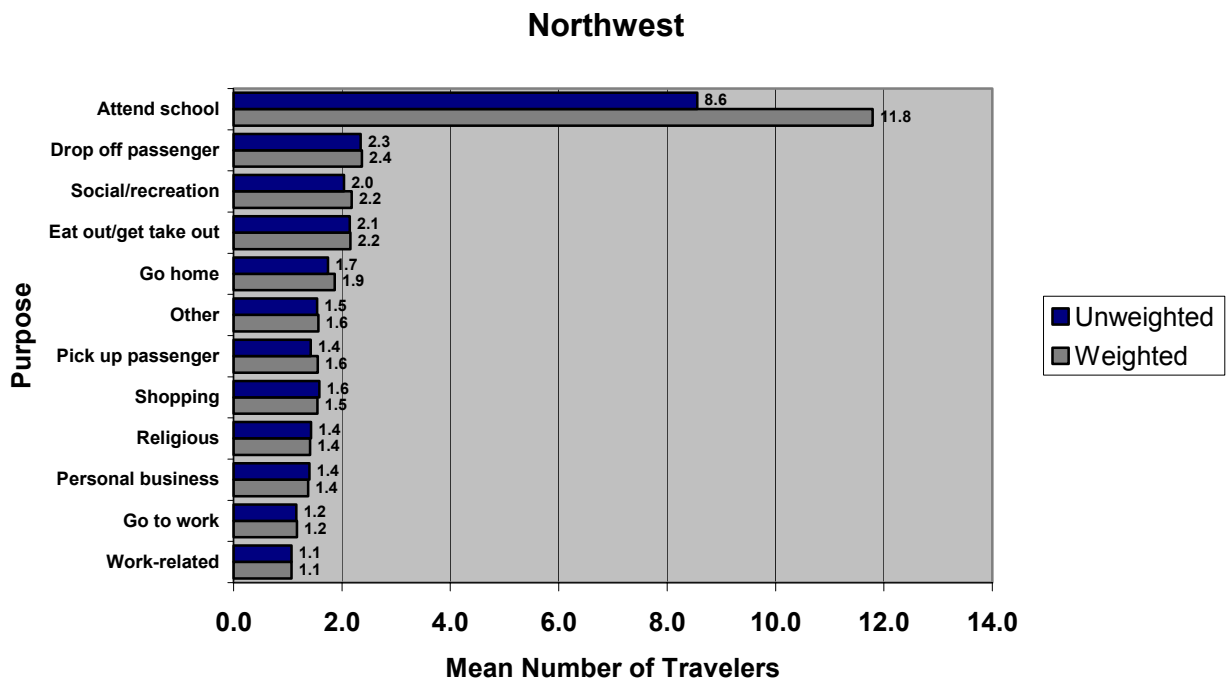
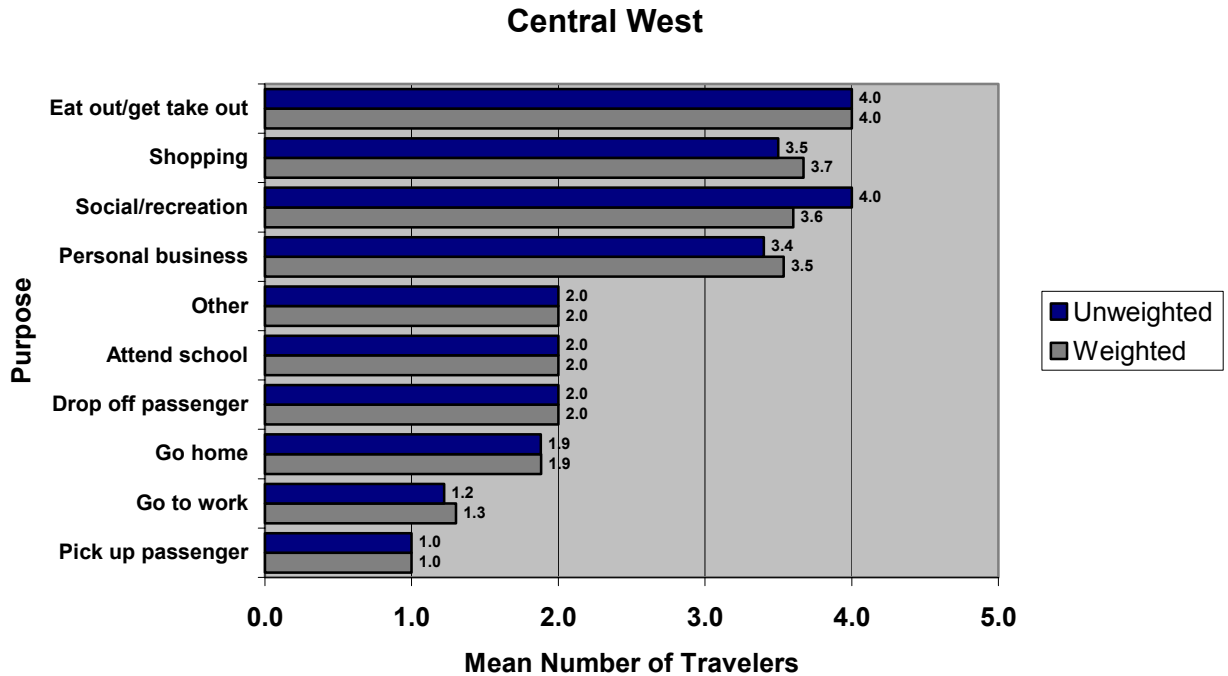
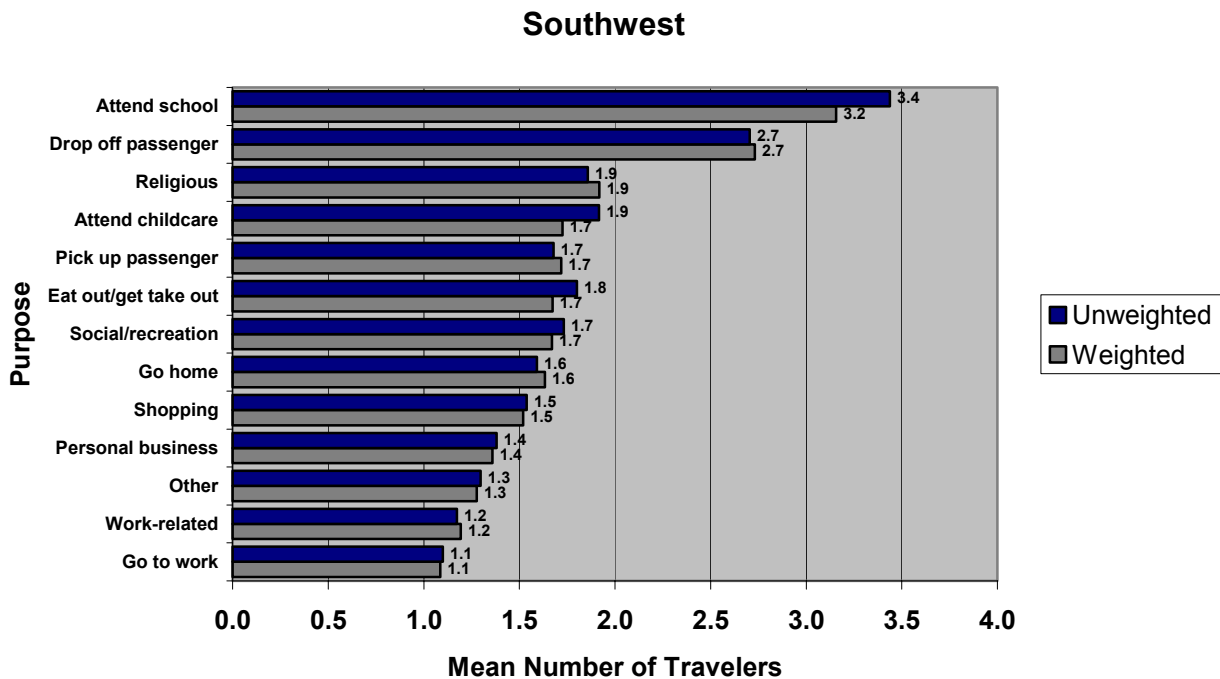


Figure 4-42 (Continued)
Household Travel Survey Findings
Vehicle Occupancy Rates by Trip Purpose by Region



The following maps offer visual illustrations of the percentages of respondents that traveled from region to region within Volusia County and from regions within Volusia County to surrounding counties, given specific areas of origin and destination. Figures 43 and 44 illustrate the distribution of all trips and the distribution of work trips that originate in Southwest Volusia County. Figures 42 and 43 illustrate the distribution of all trips and the distribution of work trips that terminate in Seminole County. The maps were created using data from Table 4-6 through 8 and are included as examples of one way in which those data may be represented visually.

Table 4-6 provides a summary of the trip interaction between the 6 planning areas of Volusia County and the study area. The survey data was reduced and sorted by planning area and is presented in this Table 4-in a format that shows the percentage of trips that go from one planning area to another. This information allows us to better understand the travel characteristics of the residents of Volusia County. Tables 7 and 8 are matrices that show the resulting interaction of the surveyed trips between the different areas.

Figure 4-43
Household Travel Survey Findings
Distribution of Trips Originating in Southwest Volusia County

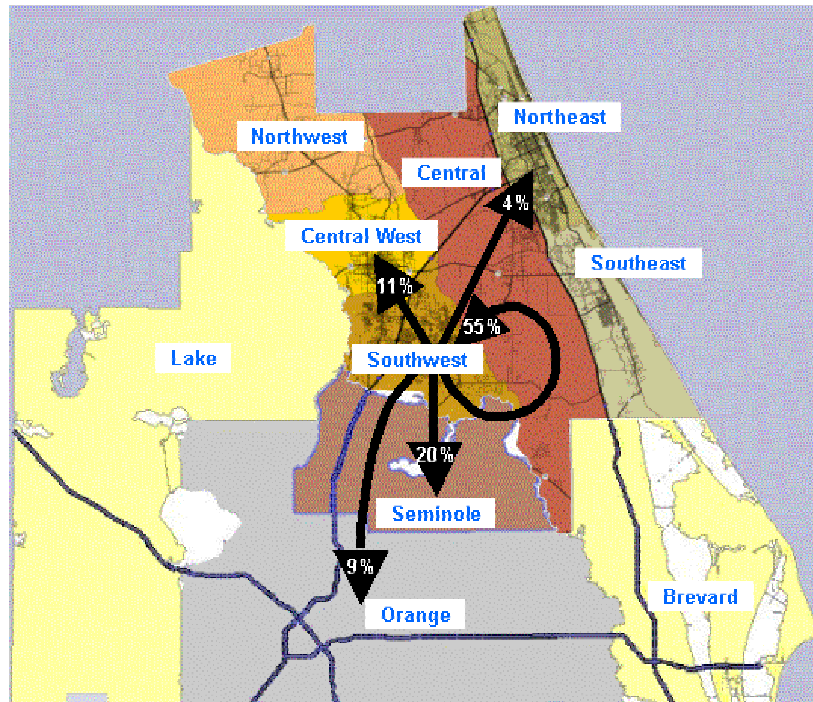


Figure 4-44
Household Travel Survey Findings
Distribution of Work Trips Originating in Southwest Volusia County

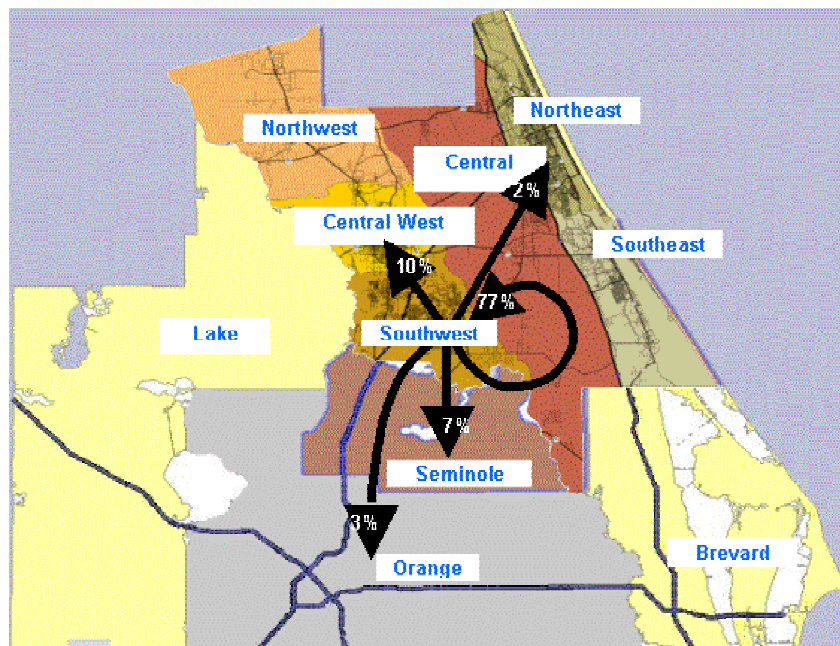


Figure 4-45
Household Travel Survey Findings
Distribution of Trips Ending in Seminole County

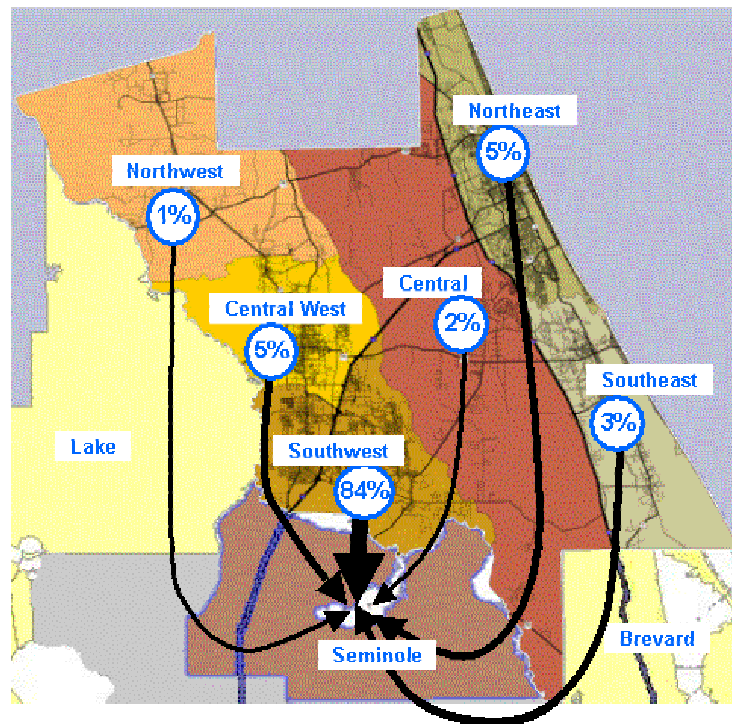


Figure 4-46
Household Travel Survey Findings
Distribution of Work Trips Ending in Seminole County

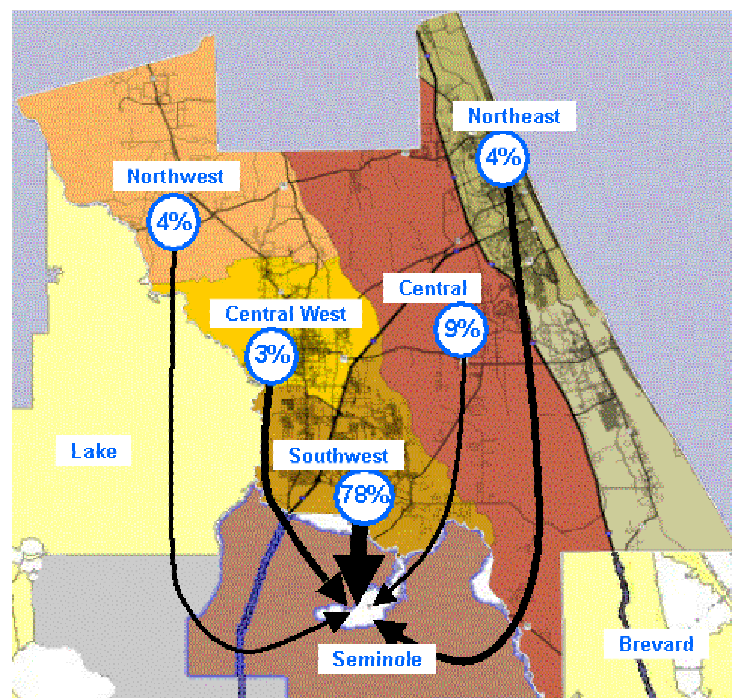


Table 4-6
Household Travel Survey Findings
Destinations, by Percentages, of Trips Originating by Region

From Central Volusia County to:			From Northwest Volusia County to:	
Northeast	68%		Northwest	56%
Central	10%		Central West	26%
Southeast	8%		Seminole	9%
Southwest	6%		Southwest	6%
Orange	3%		Northeast	3%
Central West	2%			
Seminole	2%			
Lake	1%			
From Central West Volusia County to:			From Southeast Volusia County to:	
Central West	76%		Southeast	84%
Southwest	16%		Northeast	12%
Northeast	5%		Brevard	1%
Northwest	1%		Osceola	1%
Southeast	1%			
Seminole	1%			
Lake	1%			
From Northeast Volusia County to:			From Southwest Volusia County to:	
Northeast	94%		Southwest Volusia	77%
Central	3%		Central West Volusia	10%
Central West	1%		Seminole County	7%
Southwest	1%		Orange County	3%
Orange	1%		Northeast Volusia	2%

Table 4-7
Household Travel Survey Findings
Origin Region by Destination Region: All Work Trips, Unweighted

Origin Region	Destination Region													
	Out of Area	Brevard	C	CW	Flagler	Lake	NE	NW	Orange	Osceola	Seminole	SE	SW	Total
Out of Area	9		7	10			56					9	41	132
Brevard			1									1		2
C	12	1	50	1			40		6		8	25	6	149
CW	10		3	142		2	14	5	2		4	1	54	237
Flagler							2							2
Lake				2									1	3
NE	54		33	11	2		626		9		5	22	15	777
NW				6				11			3		2	22
Orange			2	1			6		3				29	41
Osceola														0
Seminole							3				5		83	91
SE	8		25	2			31					46	3	115
SW	37			47			16	2	30		75		204	411
Total	130	1	121	222	2	2	794	18	50	0	100	104	438	1,982

Table 4-8
Household Travel Survey Findings
Origin Region by Destination Region: All Work Trips, Weighted

Origin Region	Destination Region													
	Out of Area	Brevard	C	CW	Flagler	Lake	NE	NW	Orange	Osceola	Seminole	SE	SW	Total
Out of Area	9		7	15			94					12	43	180
Brevard			1									1		2
C	11	1	60	1			45		12		11	31	6	178
CW	15		2	173		3	16	7	3		4	1	65	289
Flagler							1							1
Lake				3									1	4
NE	88		38	10	3		948		12		5	32	20	1,156
NW				8				19			5		4	36
Orange			3	1			5		4				38	51
Osceola														0
Seminole							2				5		96	103
SE	7		33	2			43					42	3	130
SW	37			51			19	4	41		91		252	495
Total	167	1	144	264	3	3	1,173	30	72	0	121	119	528	2,625

Environmental Conditions

Roadway incidents and weather may affect trip making intensity and travel route selection. Therefore, as a part of the Volusia County Travel Survey, this information was collected for the travel days assigned.

Roadway Incidents

Information relating to collision frequencies within Volusia County for the assigned travel days was obtained from the Florida Highway Patrol and the Volusia County Traffic Engineering Department. Based on the data collected, there were eight (8) incidents on Wednesday, February 20, 2002, five (5) on Thursday, February 21, 2002, five (5) on Wednesday, February 27, 2002 and 12 on Thursday, February 28, 2002.

Three of the incidents on the 20th of February, two on the 21st and one on the 28th of February occurred during the Peak travel times. This collision information was summarized and is shown in Table 4-9. As seen in Table 4-9, the collisions were categorized by date and time of occurrence. A review of the collision data collected shows that the predominant collisions reported in Volusia County for the travel days were rear end collisions and collisions with objects other than cars. This information is also presented graphically in Figures 47 through 50.

The incidents that occurred on these four days did not make significant impacts in the travel routes or the travel times.

Weather

Weather data was collected for the four assigned travel days at Daytona Beach, Florida.

On February 20, 2002, the temperatures ranged from a low of 55° F to a high of 77° F. There was no rainfall and the visibility was 9.96 miles. The maximum wind speed was 20.71 miles per hour.

The temperatures on February 21, 2002 ranged from a low of 64° F to a high of 82° F. The maximum wind speed was 7.96 miles per hour with no rain fall. The visibility that day was 9.84 miles.

On February 27, 2002 the temperatures ranged from a low of 37° F to a high of 61° F. The maximum wind speed was 12.52 miles per hour. The visibility was 9.69 miles and there was no rainfall.

The temperatures ranged from a low of 34° F to a high of 52° F on February 28, 2002. The visibility was 10 miles. There was no rainfall and the maximum wind speed was 7.81 miles per hour.

The weather on these days should have no affects on the travel conditions in Volusia County. Figures 51 through 53 summarize the environmental conditions for the travel survey dates.

Table 4-9
Household Travel Survey Findings
Collision Summary

No.	Date	Time of		Location		# of Vehicles	Incident Type	Injuries
		Incident	Arrival	Intersection1	Intersection2			
1	2/20/02	7:10 am	7:48 am	SR 9	SR 400	2	Rear End	No
2	2/20/02	10:30 am	10:54 am	Saxon Blvd	Enterprise Rd	2	Rear End	No
3	2/20/02	11:40 am	11:56 am	SR 415	Doyle Rd	2	Backed Into	No
4	2/20/02	12:24 pm	12:53 pm	CR 415	Pioneer Trail	2	Left Turn	Yes
5	2/20/02	5:05 pm	5:41 pm	US 17-92	Firehouse Road	3	Rear End	No
6	2/20/02	5:15 pm	5:59 pm	Guava Street	Stone Ave	1	Hit Tree/Overtaken	Yes
7	2/20/02	6:30 pm	6:49 pm	CR 415	Bellevue Ave Ext.	2	Overtaken	No
8	2/20/02	8:30 pm	8:58 pm	SR 44	SR 15A	2	Angle	No
9	2/21/02	1:30 pm	2:21 pm	3406 SR 5A		2	Right Turn	No
10	2/21/02	5:30 pm	6:08 pm	Mercers Fernery Rd	Glenwood Rd	2	Left Turn	Yes
11	2/21/02	5:46 pm	5:46 pm	SR 44	Lake Winnemissett	1	N/A	No
12	2/21/02	7:30 pm	8:33 pm	Lake Gertie Road	US 17-92	1	Hit Pole/Barrier/Sign	No
13	2/21/02	11:40 pm	12:03 am	SR 400	Doyle Rd	2	Rear End	No
14	2/27/02	10:59 am	11:16 am	SR 44	Prevatt Rd	3	Rear End	No
15	2/27/02	3:54 pm	4:41 pm	SR 400	SR 600	1	Hit Tree	Yes
16	2/27/02	7:32 pm	8:04 pm	Veterans Memorial Pkwy	Medical Center Drive	2	Left Turn	No
17	2/27/02	8:45 pm	9:06 pm	SR 400	Debary Avenue	2	Rear End	Yes
18	2/27/02	10:50 pm	11:27 pm	10th Street	Vine Street	1	Ran Into Ditch	No
19	2/28/02	4:20 am	4:32 am	US 17-92	West New York Avenue	2	Ran into Ditch/Hit Tree	Yes
20	2/28/02	6:40 am	7:51 am	SR 9	SR 44	2	Collision w Moveable Object	No
21	2/28/02	8:05 am	8:58 am	CR 3	Lake Winona Rd	2	Hit Guardrail	Yes
22	2/28/02	10:36 am	11:16 am	SR 400	Orange Camp Rd	1	Collision w Animal	No
23	2/28/02	11:45 am	1:24 pm	N. Boundary Ave	Wisconsin Ave	2	Angle	Yes
24	2/28/02	1:40 pm	2:03 pm	SR 400	Debary Avenue	3	Rear End	No
25	2/28/02	2:15 pm	2:45 pm	US 17-92	Gardenia Ave	2	Left Turn	Yes
26	2/28/02	2:25 pm	2:47 pm	SR 500	Doyle Rd	2	Rear End	No
27	2/28/02	3:10 pm	3:20 pm	SR 9	SR 5	2	Rear End/Hot Guardrail	No
28	2/28/02	3:45 pm	3:53 pm	SR 9	Williamson Blvd	2	Hit Tree	Yes
29	2/28/02	6:00 pm	6:37 pm	SR 44	SR 415	2	Head-on/Angle	No
30	2/28/02	7:45 pm	8:08 pm	Dawson Brown Rd	Lake Winona Rd	2	Collision w Parked Car	Yes

Figure 4-47
Household Travel Survey Findings
Collision Summary – February 20, 2002

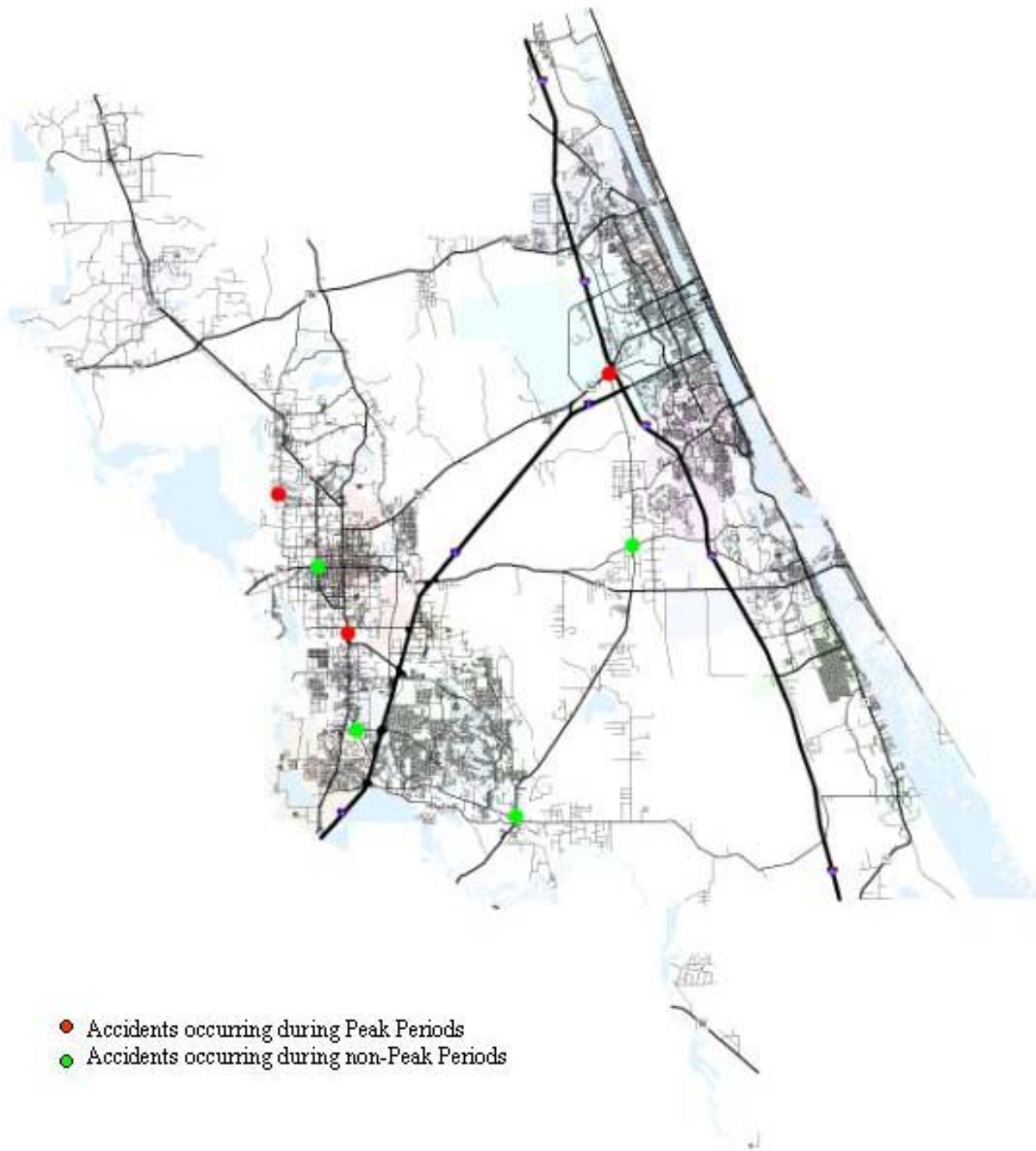


Figure 4-48
Household Travel Survey Findings
Collision Summary – February 21, 2002

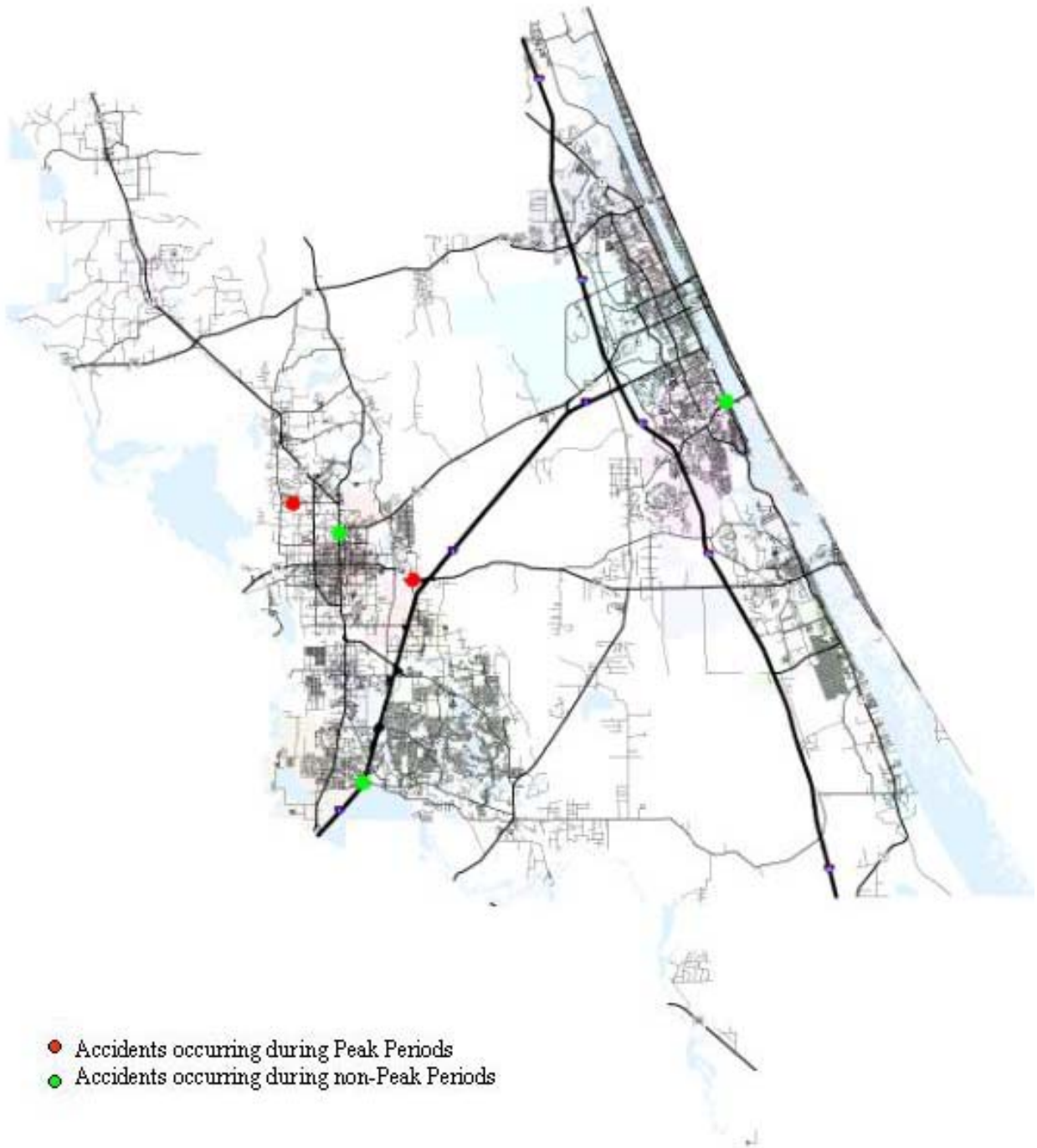


Figure 4-49
Household Travel Survey Findings
Collision Summary – February 27, 2002

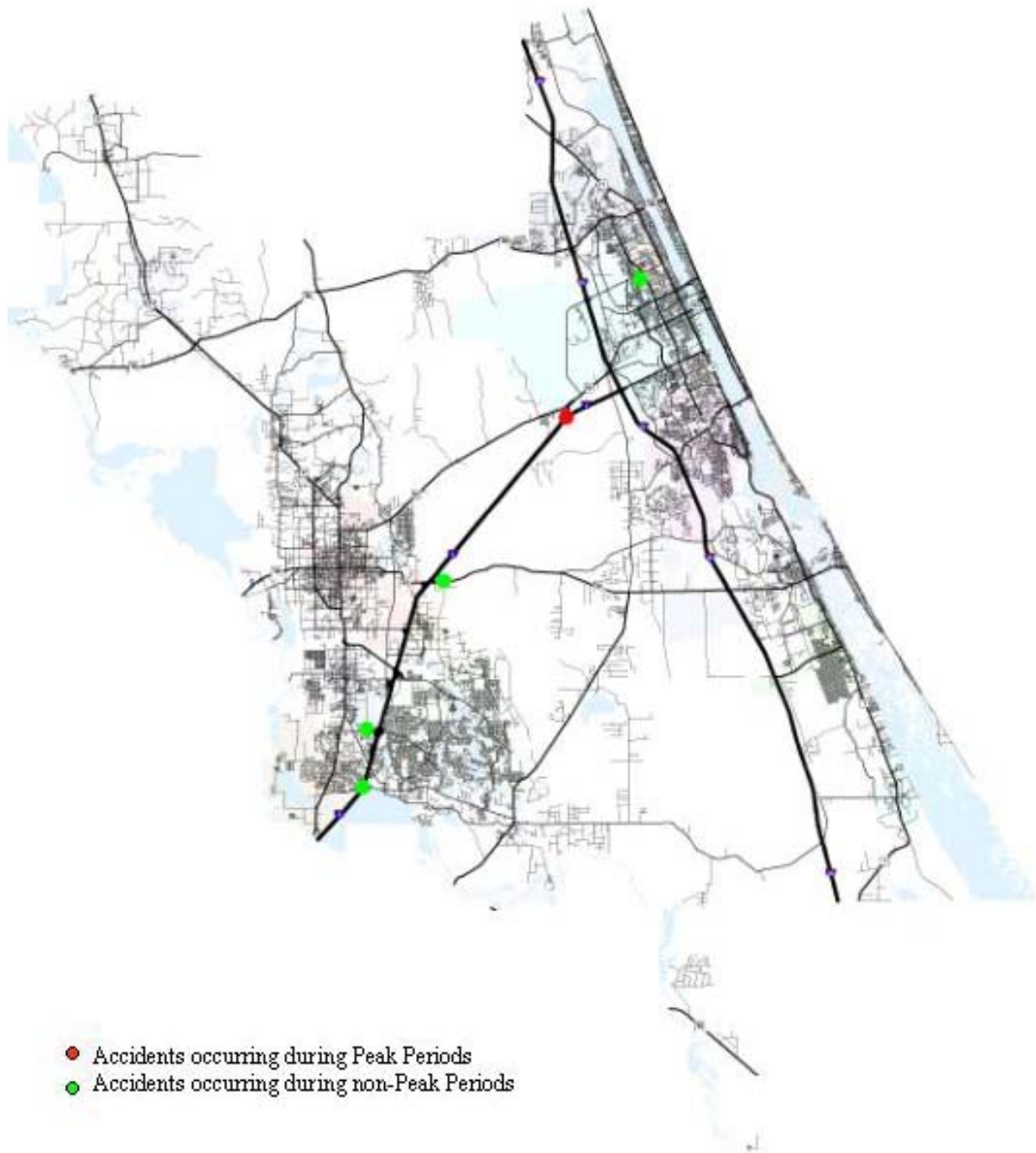


Figure 4-50
Household Travel Survey Findings
Collision Summary – February 28, 2002

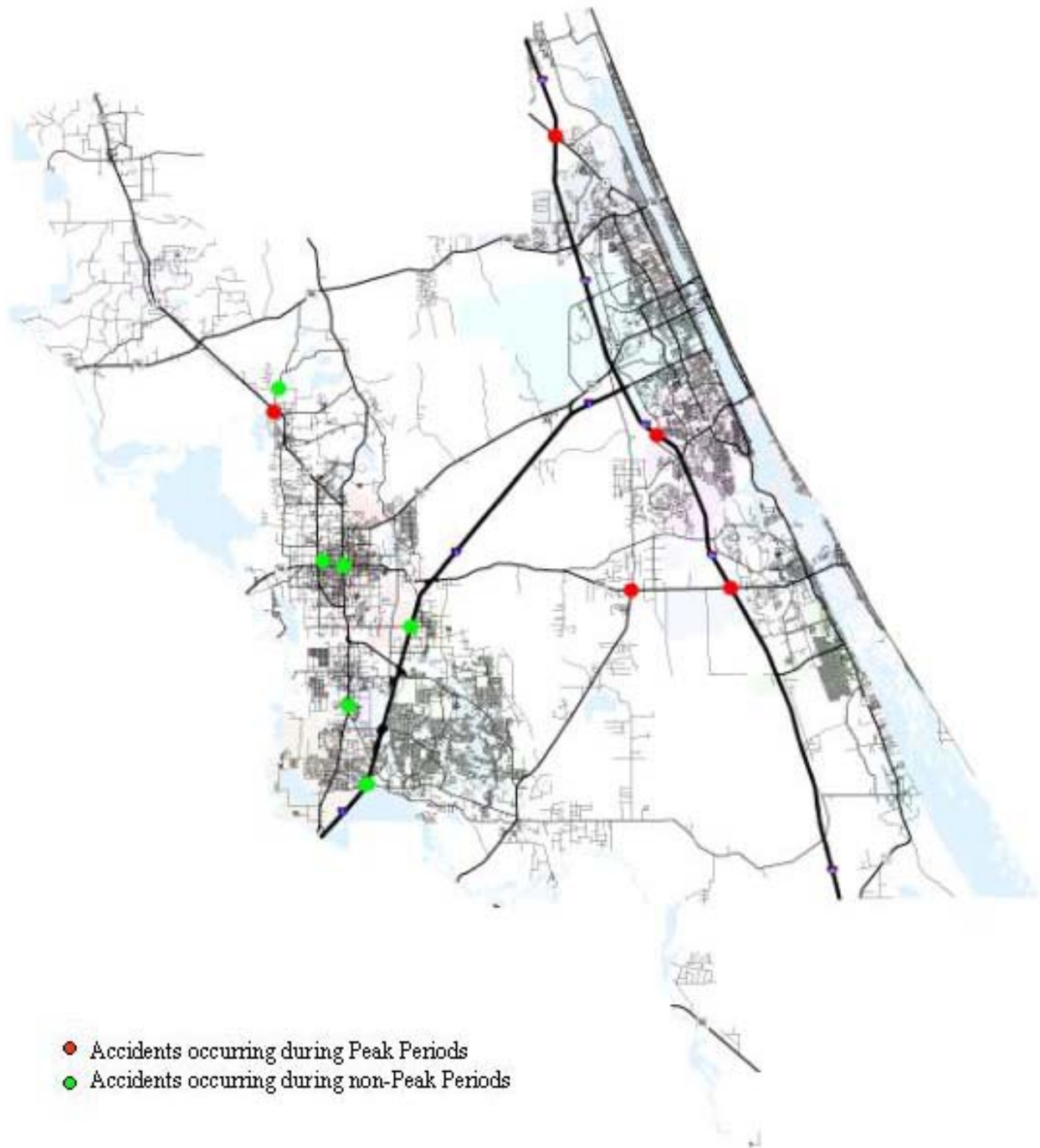


Figure 4-51
Household Travel Survey Findings
Environmental Conditions - Temperature

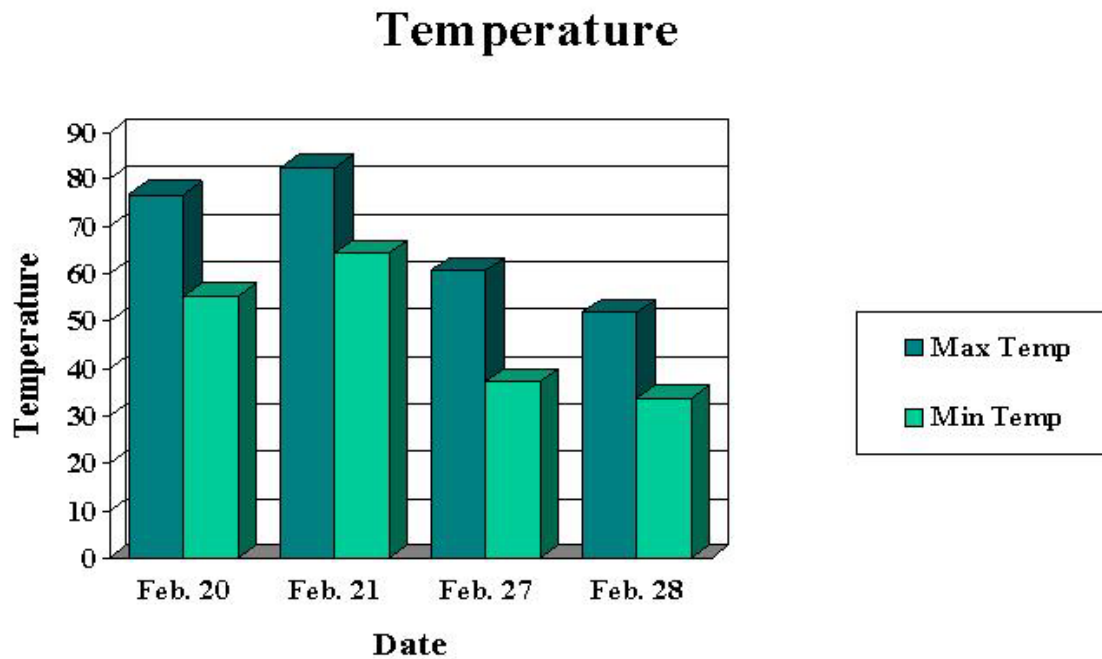


Figure 4-52
Household Travel Survey Findings
Environmental Conditions - Visibility

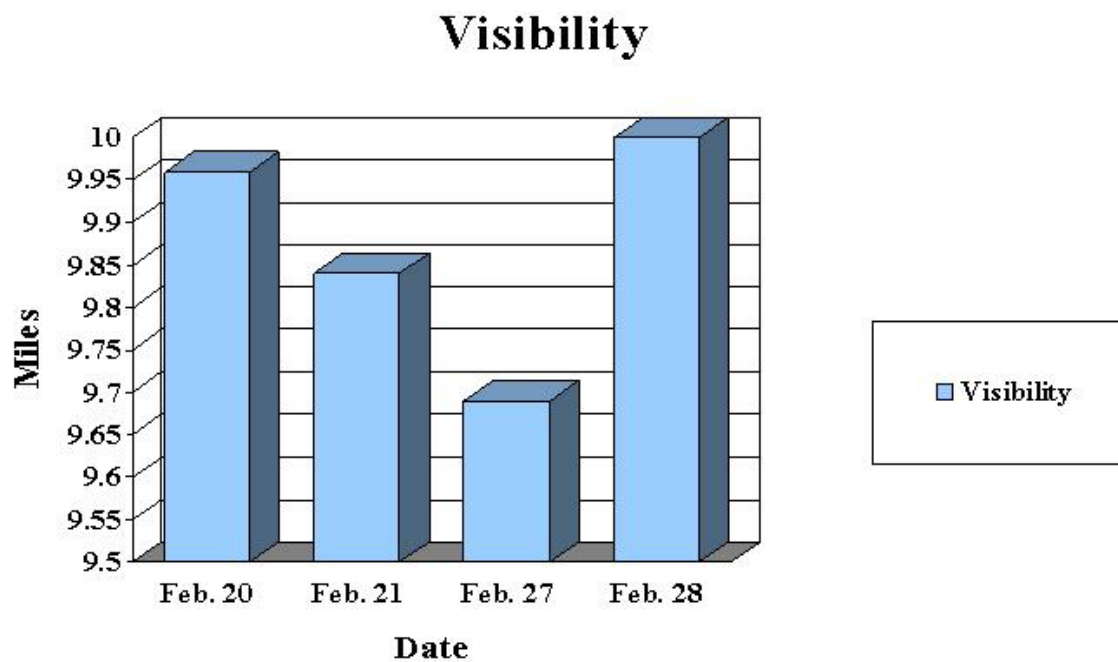
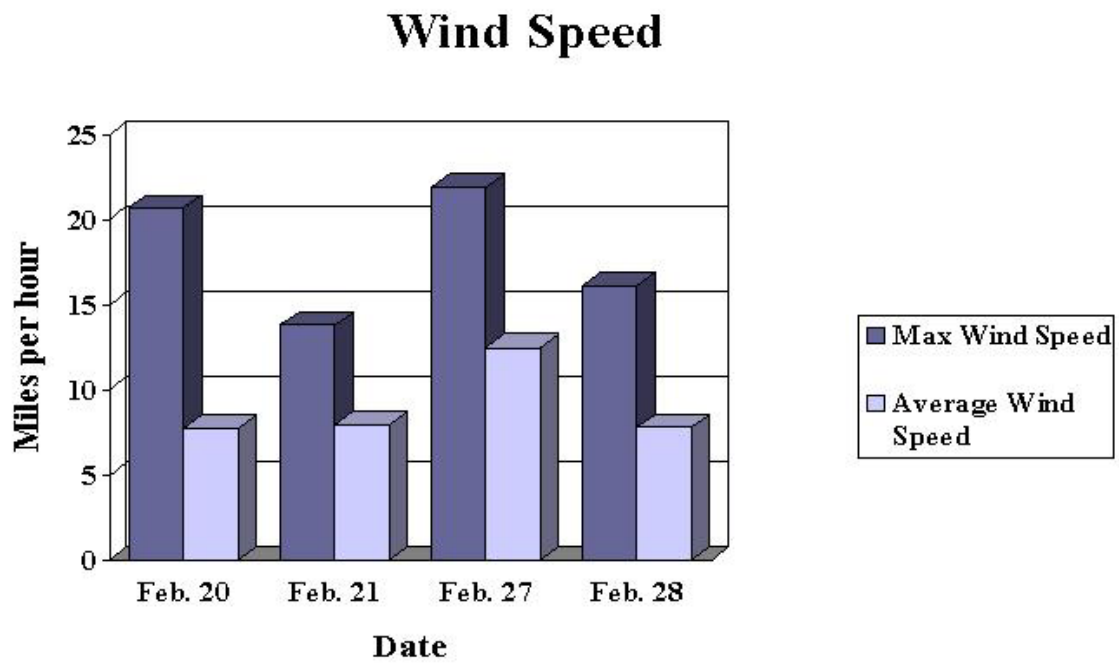


Figure 4-53
Household Travel Survey Findings
Environmental Conditions – Wind Speed



Conclusion

The next step in this project is the delivery Technical Memorandum No. 5: “Survey Environment Data, Model Coefficients, and Trip Factors”. Towards the completion of this Tech Memo, model coefficients and trip factors for the FSTUMS model will be incorporated into the VCUATS model. The data that has been collected for the household survey will be used to develop trip generation rates, trip distribution factors, mode choice, auto occupancy rates and traffic assignment factors. Various model structures and coefficients will be evaluated, and the best one recommended based on the evaluations of the estimation results and the ease of model implementation.

APPENDICES

APPENDIX 1: CODING OF QUESTIONS AND RESPONSES

The following text provides specific information on the questions asked and the range of possible answers. Each question and response on the survey data sheet was coded. Every question has an associated variable label, indicated in parentheses immediately before the question text. Each answer has an associated value label that is identified in the parentheses adjacent to the question's response options.

Household Demographics

(password) "Household-specific password"

String

(adults) "How many people 16 years old or older live in your household?"

- 1 person (1)
- 2 people (2)
- 3 people (3)
- 4 people (4)
- 5 people (5)
- 6 people (6)
- 7 people (7)
- 8 people (8)
- 9 people (9)
- 10 or more people (10)

(kids) "How many people 15 years old or younger live in your household?"

- 1 person (1)
- 2 people (2)
- 3 people (3)
- 4 people (4)
- 5 people (5)
- 6 people (6)
- 7 people (7)
- 8 people (8)
- 9 people (9)
- 10 people (10)
- 11 people (11)
- 12 people (12)
- 13 people (13)
- 14 people (14)
- 15 or more people (15)

(months) "How many months of the year do you live in Volusia County?"

- missing (-1, -99)
- 1 month (1)
- 2 months (2)
- 3 months (3)
- 4 months (4)
- 5 months (5)
- 6 months (6)

7 months (7)
8 months (8)
9 months (9)
10 months (10)
11 months (11)
12 months (12)

(numveh) "How many motor vehicles are operated by your household?"

1 vehicle (1)
2 vehicle (2)
3 vehicle (3)
4 vehicle (4)
5 or more vehicles (5)

(numcars) "How many cars?"

missing (-1, -99)
None (0)
1 car (1)
2 cars (2)
3 cars (3)
4 cars (4)
5 or more cars (5)

(numvans) "How many minivans, pickups and sport utility vehicles?"

missing (-1, -99)
None (0)
1 (1)
2 (2)
3 (3)
4 (4)
5 or more (5)

(numbikes) "How many motorcycles?"

missing (-1, -99)
None (0)
1 motorcycle (1)
2 motorcycles (2)
3 motorcycles (3)
4 motorcycles (4)
5 or more motorcycles (5)

(homeown) "Do you rent or own your home?"

missing (-99, 0, 3)
Rent (1)
Own (2)

(hometype) "Which type of home do you live in?"

missing (-99, 0, 7)

condominium/townhouse (1)
mobile home (2)
single-family home (3)
duplex, triplex or fourplex (4)
apartment (5)

(income) "What is your annual HOUSEHOLD income before taxes?"
missing (0)
Less than \$15,000 (1)
\$15,000 to \$24,999 (2)
\$25,000 to \$34,999 (3)
\$35,000 to \$49,999 (4)
\$50,000 to \$74,999 (5)
\$75,000 to \$99,999 (6)
\$100,000 or more (7)

(numvis1) "How many out-of-town visitors were visiting your home on your assigned survey days? –Day 1?"
None (0)
1 visitor (1)
2 visitors (2)
3 visitors (3)
4 visitors (4)
5 or more visitors (5)

(numvis2) "–Day 2?"
None (0)
1 visitor (1)
2 visitors (2)
3 visitors (3)
4 visitors (4)
5 or more visitors (5)

(tranfreq) "How often do members of your household use public transportation?"
daily (1)
twice a week (2)
once a week (3)
once a month (4)
seldom (5)
never (6)

Ynotran questions: "Select the reasons that most closely describe why you do not use transit:"
(ynotran1) "cost"
not selected (0)
selected (1)
(ynotran2) "schedule"
not selected (0)

selected (1)
 (ynotran3) "bus stop/transfer location"
not selected (0)
selected (1)
 (ynotran4) "security"
not selected (0)
selected (1)
 (ynotran5) "travel time"
not selected (0)
selected (1)
 (ynotran6) "prefer own vehicle"
not selected (0)
selected (1)
 (ynotran7) "inconvenient"
not selected (0)
selected (1)
 (ynotran8) "route"
not selected (0)
selected (1)
 (ynotran9) "distance"
not selected (0)
selected (1)
 (ynotra1) "other"
not selected (0)
selected (1)

Tax Questions: "If you could choose how your transportation tax dollars are spent, what percentage would you spend on each of the following?"

 (tax1) "percent allocation of tax dollars I would like to see go to roads"
continuous variable up to 100%
 (tax2) "percent allocation of tax dollars I would like to see go to bike/walk paths"
continuous variable up to 100%
 (tax3) "percent allocation of tax dollars I would like to see go to buses"
continuous variable up to 100%
 (tax4) "percent allocation of tax dollars I would like to see go to rail"
continuous variable up to 100%

 (nocbc) "Check here if NO HOUSEHOLD MEMBERS TRAVELED TO THE ORLANDO AREA IN THE PAST YEAR."

 (purp) "What was the purpose of this trip?"
work commute (1)
business travel (2)
shopping (3)
personal visit (4)
school/college (5)
recreation (sports/entertainment) (6)
personal business (medical appointment, banking, etc.) (7)

Orlando Airport (8)

Other: (9)

Text box (x)

“How long did it take to make this trip?”

Hours (trvhr)

Minutes (trvmin)

(occ) “How many people, including yourself, were in the car?”

1 (1)

2 (2)

3 (3)

4 (4)

5 or more (5)

If train is never selected (shown only to web respondents):

(debrief) “Why did you not choose the train for any of the options? Please select all that apply.”

Not enough time savings on train (debrief1)

Travel time to/from train too long (debrief2)

Train schedule not frequent enough (debrief3)

Train cost too high (debrief4)

Do not like trains (debrief5)

Need my car in Orlando (debrief6)

other: (debrief7)

text box (debriefx)

Member Information

(password) “Household-specific password”

String

(membernu) "Member Number"

Continuous variable

(name) “What is the first name or initials of Person 1?”

String

(age) “How old is Person 1?”

String

(gender) “What is this person’s gender?”

String

(license) “If Person 1 is 16 or older, does he/she have a driver’s license?”

Yes (1)

No (2)

(employ) “If Person 1 is 16 or older, indicate primary employment status.”

Employed full-time (1)
Employed part-time (2)
Student, not employed (3)
Student & employed (4)
Homemaker (5)
Retired (6)
Unemployed (7)

(wkstyle) "If Person 1 is 16 or older, indicate primary work style, if applicable."
Works at one location away from home (1)
Works at several locations away from home (2)
Works primarily at home (3)

Trips Information

(password) "Household-specific password"
String

(complete) "Does the respondent have complete trip information for both survey days?"
Travel day 1 trip information complete (1)
Travel day 1 & travel day 2 trip information complete (2)

(ptflag) "Pre-test flag"
Regular survey period data (0)
Pre-test data (1)

(name) "What is the first name or initials of Person 1?"
String

(memberNu)"Member Number"
Continuous variable

(numT1)"How many trips did this member make on travel day 1?"
Continuous variable

(numT2)"How many trips did this member make on travel day 2?"
Continuous variable

(daynum) "Which travel day was this trip made on?"
First Travel Day (1)
Second Travel Day (2)

(tripNum)"Which trip is being described?"
Continuous variable

(DayStart) "Where did your day begin?"
Someone else's home (1)
Work (2)
Hotel (3)

Other (4)
Refused (5)

(TripPurp) "Why was this trip made?"

Drop off passenger (1)
Pick up passenger (2)
Attend school (3)
Attend childcare (4)
Go home (5)
Go to work (6)
Social/recreation (7)
Personal business (8)
Work-related (9)
Shopping (10)
Eat out/get take out (11)
Religious (12)
Other (13)
Didn't make trip (14)
Missing Value (99)

(mode) "How did you make this trip?"

- Drove car (1)
- Rode in car" (2)
- Public bus (3)
- School bus (4)
- Walked (5)
- Biked (6)
- Other (7)

(AccMode) "How did you get to the bus?"

- Not applicable (0)
- Walked (1)
- Drove car and parked near bus station/stop (2)
- Rode in car and parked near bus station/stop (3)
- Dropped off near bus station/stop (4)
- Rode a bicycle (5)
- Other (6)

(EgrMode) "How did you get from the bus to the trip destination?"

- Not applicable (0)
- Walked (1)
- Drove car that was parked near bus station/stop (2)
- Rode in car that was parked near bus station/stop (3)
- Picked up near bus station/stop (4)
- Rode a bicycle (5)
- Other (6)

(transfer) "How many transfers did you have to make during this trip?"

- Not applicable (0)
- None (1)
- One (2)
- Two (3)
- Three (4)

(fare) "How much did you pay to ride the bus?"

- Not applicable (0)
- fare was free (1)
- 50¢ cash (2)
- \$1 cash (3)
- \$2 cash (4)
- 10-ride pass (5)
- monthly pass (6)
- Other (7)

(HHmem) "Which household members accompanied you on this trip?"

- An array of member numbers

(HHocc) "Number of Household members making this trip (including respondent)"

- Continuous variable

(HHocc_c) "How many people from your household made this trip? (categorized)"

- 1 household member (myself)(1)
- 2 household members (2)
- 3 household members (3)
- 4 or more household members (4)

(Occ) "Total party size for this trip (household members + others)"

- Continuous variable

(Occ_c) "How many people made this trip together? (categorized)"

- 1 person (myself)
- 2 people
- 3 people
- 4 people

(StartT) "What time did you start this trip?"

- Start time in date/time format

(StartMAM) "What time did you start this trip?"

- Start time in minutes after midnight

(StartHr) "What hour did you start your trip?"

- 12 am (0)
- 1 am (1)
- 2 am (2)
- 3 am (3)
- 4 am (4)
- 5 am (5)
- 6 am (6)
- 7 am (7)
- 8 am (8)
- 9 am (9)
- 10 am (10)
- 11 am (11)
- 12 pm (12)
- 1 pm (13)
- 2 pm (14)
- 3 pm (15)
- 4 pm (16)
- 5 pm (17)
- 6 pm (18)
- 7 pm (19)
- 8 pm (20)
- 9 pm (21)
- 10 pm (22)
- 11 pm (23)

(period) “Trip start time period”

- 6:01 AM - 9 AM (1)
- 9:01 AM - 4 PM (2)
- 4:01 PM - 7 PM (3)
- 7:01 PM - 6 AM (4)

(EndT) “What time did this trip end?”

- End time in date/time format

(EndMAM) “What time did this trip end?”

- End time in minutes after midnight

(TThr) “Hours portion of travel time”

- Continuous variable

(TTmin) “Minutes portion of travel time”

- Continuous variable

(TravTime) “How long did this trip take? (in minutes)”

- Continuous variable

(Trav_c) “How long did this trip take? (categorized travTime)”

- Missing (-1)
- 1:00 to 14:59 (1)
- 15:00 to 29:59 (2)
- 30:00 to 44:59 (3)
- 45:00 to 59:59 (4)
- 1:00:00 to 1:14:59 (5)
- 1:15:00 to 1:29:59 (6)
- 1:30:00 to 1:44:59 (7)
- 1:45:00 to 1:59:59 (8)
- 2:00:00 to 2:14:59 (9)
- 2:15:00 to 2:29:59 (10)
- 2:30:00 to 2:44:59 (11)
- 2:45:00 to 2:59:59 (12)
- 3:00:00 to 3:59:59 (13)
- 4:00:00 to 4:59:59 (14)
- 5:00:00 to 5:59:59 (15)
- 6:00:00 to 6:59:59 (16)
- 7:00:00 to 7:59:59 (17)
- 8:00:00 to 8:59:59 (18)
- 9:00:00 to 9:59:59 (19)
- 10:00:00 to 10:59:59 (20)
- 11:00:00 to 11:59:59 (21)

(oStreet1) “Origin street address #1”

- String

(oStreet2) “Origin street address #2 (for intersection search)”

- String

(oCity) “Origin City”

- String

(oBusines) “Origin Business Name”

- String

(o_lat) “Origin latitude”

- String

(o_lon) “Origin longitude”

- String

(o_taz) “Origin TAZ”

- String

(dStreet1) “Destination street address # 1”

- String

(dStreet2) “Destination street address # 2 (for intersection search)”

- String

(dCity) “Destination City”

- String

(dBusines) “Destination Business Name”

- String

(d_lat) “Destination latitude”

- String

(d_lon) “Destination longitude”

- String

(d_taz) “Destination TAZ”

- String

APPENDIX 1: PRE NOTICE LETTER

November 19, 2001

«First_Name» «Last_Name»
«Address»
«City», FL «ZIP»

Dear «First_Name» «Last_Name»:

Are you concerned about traffic in Volusia County as we are? The Volusia County Metropolitan Planning Organization, the transportation planning body for Volusia County, is conducting a study to better understand your family's travel patterns and to evaluate plans for future transportation needs. We are interested in all of the ways you travel from one place to another whether driving, taking a bus, walking or bicycling.

I am writing in advance because in about a week, you will receive a survey from us asking some questions about your household's travel. We wanted to alert you of this mailing and to assure you that this is indeed a "Volusia County Government" sponsored survey! As part of the survey you will be asked to keep track of all travel made by you and members of your household on your assigned travel days of:

Wednesday, November 28th and Thursday, November 29th

Your participation is voluntary and all personal or identifying information will be kept strictly confidential.

We would also like to offer you the option of completing this questionnaire over the Internet. The Internet questionnaire, available in both English and Spanish, can be accessed at <http://www.surveycave.com> by clicking the Volusia County Travel Survey link and typing this password reserved exclusively for your household: «**Password**».

Together you and other survey participants will help provide an accurate picture of how we travel in Volusia County. Your participation will provide the Volusia County MPO with valuable information concerning transportation needs for the county. This information will be used to make decisions concerning new transportation facilities, services, and improvements.

For more information about the survey, you may visit our website at <http://www.tei-us.com/voltravel/>. For any questions you may have about the survey you can contact our project manager, Luis Diaz at 1-800-889-8237.

As a token of our appreciation to thank you for your participation in this important study, your name, once we have received your completed survey, will be entered into a drawing for prizes which include:

- 1 Grand Prize - two free tickets to the Pepsi 400 at the Daytona Speedway;
- 2 First Place Prizes – a two-night stay at a Beachside Hotel; and
- 75 Second Place Prizes – an annual pass to all Volusia County Parks.

It is only with the help from generous people like you that this type of study can be successful.

Sincerely,



Karl D. Welzenbach
Executive Director
Volusia County MPO

Your answers to the survey are completely confidential and will be released only as summaries in which no individual's answers can be identified. When you complete the questionnaire, your name will be deleted from our list and never connected to your answers in any way.



APPENDIX 2: LETTER SENT WITH FULL PACKET

November 21 2001

«First_Name» «Last_Name» - «Resp_ID»
«Address»
«City», «STATE» «ZIP»

I am writing to ask for your continued help in a study of future transportation needs for Volusia County. As you may know, this area's population has grown more than 16% over the past 10 years and our organization is responsible for developing plans for new roads, transit facilities and sidewalks to better accommodate this growth.

We are contacting a random sample of area residents to ask about their current travel patterns and how they feel about the existing roads, buses and sidewalks. Together, you and the small number of other selected participants will help provide an accurate picture of Volusia County citizens' travel patterns and needs. Results from the survey will be used to help state and local governments make plans to improve transportation in your area.

Enclosed you will find five items:

- A *questionnaire booklet* which asks general questions about your household and about your opinions of transportation conditions in the area – *Please complete this as soon as possible.*
- A set of *travel forms* for all members of your household (children included) to record all the trips made on the assigned travel days – *Please have each member of your household complete these forms (with assistance if necessary) for your assigned travel days.*
- A *reminder note* indicating your assigned travel days: **Wednesday 11/28 & Thursday 11/29** – *Please put this where everyone can see it such as on your refrigerator.*
- A *pre-paid envelope* – *Please use this to return the completed questionnaire booklet and travel forms.*
- A Volusia County MPO pen as a token of our appreciation.

Instructions are included in the booklet and the travel forms. You are welcome to call us toll-free at **1-800-889-8237** if you need assistance or if you would like a Spanish language version of the printed materials, additional information, or to give your answers over the phone.

Instead of completing the paper forms, you may also access the convenient, easy to complete, Internet questionnaire at <http://www.surveycave.com> by clicking on the Volusia County Travel Survey link and entering your unique password: «Password». Otherwise, please put the booklet and travel forms in the mail as soon as you complete them.

As an additional token of our appreciation to thank you for your participation in this important study, your name, once we have received your completed survey, will be entered into a drawing for prizes, which will include:

- 1 Grand Prize - two free tickets to the Pepsi 400 at the Daytona Speedway;
- 2 First Place Prizes – a two-night stay at a Beachside Hotel; and
- 75 Second Place Prizes – an annual pass to all Volusia County Parks.

It is only with the help from generous people like you that this type of study can be successful.

Sincerely,



Karl Welzenbach
Executive Director
Volusia County MPO

Your answers to the survey are completely confidential and will be released only as summaries in which no individual's answers can be identified. When you complete the questionnaire, your name will be deleted from our list and never connected to your answers in any way.



APPENDIX 3: LETTER SENT WITH LOGS ONLY

November 21 2001

«First_Name» «Last_Name» - «Resp_ID»
«Address»
«City», «STATE» «ZIP»

I am writing to ask for your continued help in a study of future transportation needs for Volusia County. As you may know, this area's population has grown more than 16% over the past 10 years and our organization is responsible for developing plans for new roads, transit facilities and sidewalks to better accommodate this growth.

We are contacting a random sample of area residents to ask about their current travel patterns and how they feel about the existing roads, buses and sidewalks. Together, you and the small number of other selected participants will help provide an accurate picture of Volusia County citizens' travel patterns and needs. Results from the survey will be used to help state and local governments make plans to improve transportation in your area.

Enclosed you will find four items:

- A set of *travel forms* for all members of your household (children included) to record all the trips made on the assigned travel days – *Please have each member of your household complete these forms (with assistance if necessary) for your assigned travel days.*
- A *reminder note* indicating your assigned travel days: **Wednesday 11/28 & Thursday 11/29** – *Please put this where everyone can see it, such as on your refrigerator.*
- A *pre-paid envelope* – *Please use this to return the completed questionnaire booklet and travel forms.*
- A Volusia County MPO pen as a token of our appreciation.

Instructions are included on the travel forms. You are welcome to call us toll-free at **1-800-889-8237** if you need assistance or if you would like a Spanish language version of the printed materials, or additional information.

Instead of completing the paper forms, you may also access the convenient, easy to complete, Internet questionnaire at <http://www.surveycake.com> by clicking on the Volusia County Travel Survey link and entering your unique password: «Password». Otherwise, please put the travel forms in the mail as soon as you complete them.

As an additional token of our appreciation to thank you for your participation in this important study, your name, once we have received your completed survey, will be entered into a drawing for prizes, which will include:

- 1 Grand Prize - two free tickets to the Pepsi 400 at the Daytona Speedway;
- 2 First Place Prizes – a two-night stay at a Beachside Hotel; and
- 75 Second Place Prizes – an annual pass to all Volusia County Parks.

It is only with the help from generous people like you that this type of study can be successful.

Sincerely,



Karl Welzenbach
Executive Director

Volusia County MPO

Your answers to the survey are completely confidential and will be released only as summaries in which no individual's answers can be identified. When you complete the questionnaire, your name will be deleted from our list and never connected to your answers in any way.



APPENDIX 4: LETTER SENT WITH MEMORY JOGGER FORMS

February 13, 2002

«First_Name» «Last_Name» - «Resp_ID»
«Address»
«City», «STATE» «ZIP»

I am writing to ask for your continued help in a study of future transportation needs for Volusia County. As you may know, this area's population has grown more than 16% over the past 10 years and our organization is responsible for developing plans for new roads, transit facilities and sidewalks to better accommodate this growth. Thank you for agreeing to complete this travel survey using the Internet version of the Volusia County Travel Survey!

We are contacting a random sample of area residents to ask about their current travel patterns and how they feel about the existing roads, buses and sidewalks. Together, you and the small number of other selected participants will help provide an accurate picture of Volusia County citizens' travel patterns and needs. Results from the survey will be used to help state and local governments make plans to improve transportation in your area.

Enclosed you will find three items:

- A set of *memory jogger forms* for all members of your household (16 years of age and older) to record basic information about all the trips made on the assigned travel days – *Please have each member of your household use these forms (with assistance if necessary) to keep track of all travel made during your assigned travel days.*
- A reminder note indicating your assigned travel days: **Wednesday 2/20 & Thursday 2/21** – *Please put this where everyone can see it such as on your refrigerator.*
- A Volusia County MPO pen as a token of our appreciation.

Instructions are included on the travel forms. You are welcome to call us toll-free at **1-800-889-8237** if you need assistance or if you would like a Spanish language version of the printed materials, or additional information.

To complete the travel survey please access the convenient, easy to complete, Internet questionnaire at <http://www.surveycake.com> by clicking on the Volusia County Travel Survey link and entering your unique password: «Password».

As an additional token of our appreciation to thank you for your participation in this important study, your name, once we have received your completed survey, will be entered into a drawing for prizes, which will include:

- 1 Grand Prize - two free tickets to the Pepsi 400 at the Daytona Speedway;
- 2 First Place Prizes – a two-night stay at a Beachside Hotel; and
- 75 Second Place Prizes – an annual pass to all Volusia County Parks.

It is only with the help from generous people like you that this type of study can be successful.

Sincerely,



Karl Welzenbach
Executive Director
Volusia County MPO

Your answers to the survey are completely confidential and will be released only as summaries in which no individual's answers can be identified. When you complete the questionnaire, your name will be deleted from our list and never connected to your answers in any way.



APPENDIX 5: STATED PREFERENCE MODEL

Your answers to the survey are completely confidential and will be released only as summaries in which no individual's answers can be identified. When you complete the questionnaire, your name will be deleted from our list and never connected to your answers in any way.





MEMORANDUM

To: Mike Neidhart
From: Tom Adler, Leslie Rimmer
Subject: Stated Preference Model
Date: 24 July 2002
Copy to: Luis Diaz

This memo is in response to your request for an interactive model that will allow you to test alternate rail scenarios using the results from the stated preference analysis. The original purpose of this exercise was to develop mode choice model coefficients and obtain information, at a fairly coarse level, about how receptive Volusia County residents would be to commuter rail service. To support the type of alternatives testing that you have requested would require that the model be calibrated and implemented in the regional model, however we are attaching the spreadsheet that we used to test the scenario outlined in the tech memo. You may use this for your application but be aware of the limitations of this simple uncalibrated spreadsheet implementation.



Household Travel Survey Findings Stated Preference Model

Input Values

		<u>Valid Range</u>
Auto Total Travel Time (minutes)	45	
Rail Total Travel Time (minutes)	35	up to 10 min. different from auto
Time Between Trains (minutes)	45	30-45
Total Time To and From Train Station (minutes)	20	15-20
Rail fare (dollars)	3	2-3
Drive Access (dummy)	1	0-1
Walk Access (dummy)	0	0-1
Drop Off Access (dummy)	0	0-1

Airport Model Units

	Estimate	Auto	Rail
autoCon utils	-1.416	1	
time minutes	0.046		-10
freq minutes	-0.019		45
aetime minutes	-0.034		20
fare dollars	-0.160		3
drvAcc -	0.000		1
wlkAcc dummy	-0.292		0
drpAcc dummy	-0.096		0
e^U 0.242683 0.083806			

Work/Business Model Units

	Estimate	Auto	Rail
autoCon utils	-1.565	1	
time minutes	0.044		-10
freq minutes	-0.027		45
aetime minutes	-0.029		20

Household Travel Survey Findings Stated Preference Model

fare dollars	-0.327	3
drvAcc -	0.000	1
wlkAcc dummy	-0.167	0
drpAcc dummy	-0.253	0
e^U 0.209088 0.040502		

Personal Visit Model Units	Estimate	Auto	Rail
autoCon utils	-1.202	1	
time minutes	0.057		-10
freq minutes	-0.013		45
aetime minutes	-0.038		20
fare dollars	-0.227		3
drvAcc -	0.000		1
wlkAcc dummy	-0.164		0
drpAcc dummy	-0.042		0
e^U 0.300592 0.07443			

Recreation Model Units	Estimate	Auto	Rail
autoCon utils	-1.821	1	
time minutes	0.039		-10
freq minutes	-0.025		45
aetime minutes	-0.039		20
fare dollars	-0.254		3
drvAcc -	0.000		1
wlkAcc dummy	-0.143		0
drpAcc dummy	-0.064		0

Household Travel Survey Findings
Stated Preference Model

e^U 0.161864 0.047321

Shopping/Personal Errand Model Units	Estimate	Auto	Rail
autoCon utils	-1.026	1	
time minutes	0.040		-10
freq minutes	-0.022		45
aetime minutes	-0.022		20
fare dollars	-0.224		3
drvAcc -	0.000		1
wlkAcc dummy	-0.281		0
drpAcc dummy	-0.093		0
e^U 0.358438 0.082315			

	Auto	Rail
Airport	74%	26%
Recreation	77%	23%
Visit	80%	20%
Shopping/Errands	81%	19%
Commute/Business	84%	16%

APPENDIX 6: WEIGHTING PROCEDURE



MEMORANDUM

To: Mike Neidhart
From: Tom Adler, Leslie Rimmer
Subject: Stated Preference Model
Date: 12 November 2002
Copy to: Luis Diaz

MIKE THIS IN RESPONSE TO YOUR QUESTION REGARDING AGE-INCOME WEIGHTS

Rather than include a lot of tables showing weights in the report, it may be easier to describe how more specifically the weights were calculated and to attach household and member-level Excel files showing the value of the weights throughout the process. Then, Mike you can use the information for any additional analysis you'd like to do using these files.

As we've stated previously, the weights were calculated using an iterative process, in other words, it took several steps for us to arrive at the final weights used in the analysis. The two excel files attached show the weights and other relevant information that was used in calculating them. The following describes the process we employed:

1. calculate weights based on region in the household file: household/W_R1
2. calculate weights based on income in the household file: household/W_I1
3. multiply results from step 1 and step 2: household/W_1
4. import weights by household from household file to members file/W_1
5. calculate weights based on age in the member file: members/W_A1
6. multiply results from step 4 and step 5: members/W_2

The result from step 3 represents the final household weights and the results from step 6 represent the final members weight.

THE TWO SPREADSHEETS MENTIONED IN THE PREVIOUS MEMO ARE INCLUDED IN THE FINAL CD-ROM PREPARED FOR THIS STUDY.

APPENDIX 6: RESPONDENT COMMENTS

COMMENTS (VERBATIM)

REGION comment

None I volunteered for this survey thinking that there would be an opportunity to make comments about the traffic congestion and suggest possible improvements. Im disappointed in the content worded. Seems useless???

None If Voltran were available closer to my location, I would use this service.

None Due to the fact we live on the north side of the Attraction area we get a lot of tourists traveling along I4. I4 is way too loud and congested. The bridge over the St. Johns River is currently being worked on and I have seen the plans for expanding I4. I am extremely disappointed with these plans. The planners did not take in consideration the rapid growth. As soon as these projects are completed they will do little to solve the traffic problems. Also very little consideration was given to noise control. I4 is a main interstate, it is my opinion more attention is need with the planning of improvement.

None We would use the commuter bus to Orlando more if the hours were extended both in the AM & PM (and more frequent departures)

None This county is in need of a fast and efficient means of mass transportation.

None Triple lane 1-4 from deland through Orlando; thanks.

None THE I-4 ROAD NEEDS TO BE WIDENED.

None There is a greater need for more bike/walking paths. Traffic flow issues need to be addressed through out county.

None It is okay but buses need to run every half hour , and not hourly orevery two hours. also, need buses to go into more of the rural areas as sometimes a person has to walk 1/2 to 1 mile to get to the nearest bus stop.

None Although I would not personally use a rail train, I think it is important to give those who want to trvel this way a cahnce to do so. There are two reasons for this, the first is because we should boast a little more modern transportation system than we do. Perhaps, we should strive for a European ideal or something along those lines. If youve ever been to Europe youd know exactly what Im talking about. ReaSON 2: Beacuse we should really take pro-active steps toward aleivating the over-crowded roadways. yes, spend money on roads, but also start to amendthe problem with newer, more moderinized system than buses.

None We need bike paths

None The county did not have the true foresight to see the potential growth in both the pop. and necessary transportation to wisely prepare for the needs of both residents and visitors. Coming from NY- I dealt with public transportation for years. It was more organized and went more places than southern public

	transportation. There is a need however, the county needs to have a more organized and thought out plan to expand and grow with the need.
None	I think taxes should provide enough money to pay for bike paths and sidewalks so we might reduce traffic.
None	The train would have to be significantly faster in order for me to want to make use of it. One consideration not mentioned is the travel time once at your railroad stop in Orlando. I travel frequently to Orlando, Jacksonville, Ocala and Brevard County. Improved/increased roadways are needed between Volusia county and Orlando. SR 4None would greatly be improved with additional lanes or more passing zones between Volusia and Ocala.
None	I WOULD LIKE TO SEE ALL VOLUSIA COUNTY ACCESSIBLE NIA SIDEWALKS.
None	IF THERE WERE MORE BUS TOUTES AND A COMMUTER TRAILTRAIN WITH MORE ACCESSABLE TRANSPORTATION TO FAND FROM, WE WOULD USE MORE PUBLIC TRANSPORTATION. IF OUR CITY HAD A TROLLEY WE WOULD USE IT FOR ALL OUR DAILY ERRANDS AND TRANSPORTATION.
None	SR 415 AND REED ELLIS ROAD NEEDS DESPERATELY A TURN LANE FOR PEOPLE TURNING LEFT ON REED ELLIS OFF OF SR 415. THIS IS A HUGE REASON FOR BACK UP DURING RUSH HOURS. PEOPLE TURNING RIGHT OFF REED ELLIS RD REALLY NEED A DECENT SIZE MERGE LANE. THIS IS ALSO A HUGE REASON FOR TRAFFIC BACK UP. FOR AN IMMEDIATE TEMPORARY CURE, TURN LANES SHOULD BE INSTALLED AT LEAST THE INTERSECTION OF SR 415 & REED ELLIS AND SR 415 AND LEMON BLUFF. TO FURTHER EASE THE SUDDEN STOPPING AND SLOW RECOVERY TO HIGHWAY SPEED TURN LANES SHOULD BE INSTALLED AT EVERY SECONDARY ROAD OFF OF ST 415 THROUGH THE OSTEEN AREA.
None	When I was working at a fixed location and we only had one car, I would take the bus because it was 5 mins from home and the bus let me off 1 block from work. However on the return trip I would have to walk 6-8 blocks in to to even get on the bus. Also it was more than once I got soaked on the return trip because of rain. Not always a good experience. The inbound trip was started at the end of the line - outbound the buses were loaded and would not even stop. Hence the walk to attempt to get on the bus. Your survey does not address how one gets from the train to work and vice versa - very important. I would not be willing to have to take the bus or whatever to hook up with the train. Another issue is the cost of parking at work - not addressed
None	FAR BEHIND THE NEEDS OF THE AREA.
None	A large amount of my travel miles are to go shopping in Ormond Beach & Orange City because politics in DeLand wont allow shopping north of DeLand. DeLand has fought a new Super Wal mart for 6 years. Train travel will not work for people. There already is a station at DeLand that goes to Orlando and

very few use it. Trains should be used to haul freight eliminating the need for so many 18 wheelers. Then trucks could pick up the freight in the cities and then deliver it to the stores. A turning lane is needed going into Tomoka Woods where I live and for Daugherty Road. The two roads that need turning lanes are only a few 1NoneNone yards apart. There is a need for a by-pass around the west side of Orlando; the eminent domain law should be used so that traffic engineers could put the by-pass on the shortest and best route. Tollbooths are another problem and shouldnt be put in. The reason is the cost and time to build the toll booths and they stop the flow of traffic and cause the waste of fuel and time and cause pollution by making all the vehicles stop and start again. Then all the equipment needed like coin collection devices, cash registers, cameras, lights, signs and so forth. Now with all the equipment maintenance of the equipment will be needed. And then the big problem and expense of the people needed to man the toll booths. Now you need a business building for the people to take care of their paper work, like making out checks, taking care of retirement, medical insurance, sick leave and vacations. The answer to financing a highway is one of the simplest items there is. Gas and diesel tax pays for the highways and the ones who drive the most pay the most. That is the fairest tax there is. A by-pass on the west side of Orlando without toll booths would be used and keep the traffic out of Orlando that is going to the theme parks, and areas of southwest Florida like Tampa, St Pete, Sarasota and Naples.

C I live on Hwy 415, it should have more lanes, also we live at Kove Estates and we should have a turn lane, its very dangerous now the way it is.

C because we have a handicapped person who can work part time we would love to have bus service on airport rd in port orange. we are very grateful to votran gold bus service to transport our daughter to work.

C Suggest that a traffic light be installed at the intersection of Doyle Rd. and St. Rd. 415. Also, a tuurn lane be installed on St. Rd. 415 Northbound turning West on Reed Ellis Rd. A light would also be helpfull at the intersection of St. Rd. 415 and Howland Blvd. All of these intersections are dangerous during rush hour.

C Williamson Blvd. is the Daytona bypass, but I can see where it will soon be filled with traffic signals. Tomoka Farms road seem the only choice left for a true bypass of the Daytona Beach area. I only hope that when this occurs, that overpasses are installed at the all the major highways that Tomoka Road will cross. Rt. 92, 4None, LPGA Blvd, Rt. 44, etc.. As I wrote, Williamson has delays, because of the traffic signals, especially at the major highways it crosses, and is not a true bypass. Thanks, Fred L. Casey

C I think that the roads in volusia county are rapidly becoming too congested.

C How many people in Volusia County live within 5 miles of purposed rail sys work within 1 mile of purposed rail sys? How do they commut to and from rail sys? What do they do rainy days? walk in rain? Has Vol, Sem + Orange Co. surveyed other US rail sys. Rural residents of Vol Co. would have very little desire to use

a rail sys. Rail sys would help resolve traffic congestion for Daytona Speedway, but that cost is too much to justify Public trans is of no benefit for this household.

C My husband and i use amtrak for long distance travel and hope it continues.

WE BELIEVE A FAST RAIL SYSTEM CONNECTING THESE CITIES WOULD BE AN EXCELLENT REASON FOR FUTURE GROWHT IN THE AREA: JACKSONVILLE, ST. AUGUSTINE, PALM COAST, DAYTONA BEACH, SOUTH TO CAPE CANAVERAL. WEST TO ORALNDO TO TAMPS/ST. PETERSBURG.

C There isnt any public transportation to places like Port Canaveral. also, no trsnportation available to any of the tourists attractions. If you wanted to take an auto train to Mass. you have to go to Sanford and then to Va. that is the easiest part of an automobile trip. Then drive the most congested roads northeast. A direct train ride to New England would be great.

CW IN LATER YEARS, MIGHT USE BUS, IF ROUTE WAS CONVENIENT. NEED MORE BIKE & WALKING PATHS IN GLENWOOD AREA.

CW I do not think we should have a super walmart in Deland. We have enough in surrounding areas. I would hate to see the small town flavor of Deland be ruined.

CW The question on Orlando area is no help when going to or from the airport in Orlando also bussing is out of the question as you drop off and then you have to bus or walk to airport and hope for connection time. We live off 17-92 north in Deland. the speed limit is 5None mph on this area, and changes to 45 just before the light at International Speedway & Woodland. the speed should be lower as everyone goes over the speed limit and it is hard to turn off or cross over in this area unless there is a light.

CW HWY 4None & 44 NEEDS TO BE A 4 LANE HIGHWAY. I-4 NEEDS TO BE 3 LANES GOING EACH DIRECTIONS NOVA RD FROM FLOMICH TO GRANADA NEEDS TO BE 4 LANES.

CW I am partially handicapped having a problem when walking. I do avoid walking whenever possible. Your 8 scenarios appeared to involve walking therefore those answers.

CW Traffic in the Deland area is terrible as far as Im concerned. There is no decent transportation such as bus service in the area and a decent shuttle service such as to and from the airports. Cabs cost too much and most of us have to take them as we have no other way to an airport. I feel that as I get older, it will be a struggle to live here and will probably eventually have to move elsewhere. West volusia really has nothing to offer for me in more ways than one.

CW A VOLUSIA CONNECTOIN TO THE GREEN WAY IN SEMINOLE COUNTY WITH ACCESS TO THE EAST COST WOULD BE GREAT I AVOID I-4 WHEN POSSIBLE-A NIGHT MARE

CW It would appear that someone wants to spend tax payer money for very frivolous means of travel only useful to a few people. Tax monies should be used to make the roads better kept and improve what we have. Public transportation should not be subsidized with tax dollars. Other areas have private companies to do this. This is NOT a government function. The 5 cent a gallon gas tax is a perfect example of government waste of funds.

CW I WAS SO MAD WHEN THEY SWITCH BUSES OFF OF SPRING GARDEN & BERESFORD THAT WAS CANDLELIGHT ONLY HOPE TO GET AND FORTH WHEN THEY CHANGE SO MANY ROUTE IT HURT A LOT OF PEOPLE.

CW As you may have noticed, If a commuter rail ran through the exact center of my home, I wouldn't use it! Of the people I know- none work or spend much time in Orlando. The MPOs incessant push for a commuter rail is a feeble attempt at becoming an extension of Orange county. We know where you plan to run the commuter train. The problem being twofold, 1) the majority of our county's population isn't here, it's more to the east towards Daytona, where the special events & tourist groups congregate. These are the people that want to go see Mickey. 2) Obviously you plan to use the existing rails on the west side of the county. And we who live out here in this Historic & Naturally Sensitive area, are here for a reason. Because it's a Historic & naturally sensitive area! Your plan to run a bus route extending Euclid to the RR tracks has to be the most insane thing I've ever heard of! To cut through the Nielsen estate with a new road in order to put in a parking lot for the connecting bus, shows (unfortunately) everybody just how many active brain cells are at work higher up in this county. I can't rave on like this without offering a potential solution. So here goes, there's a bar, the Inn Between that stands right next to the tracks, I've yet heard why the County can't purchase this establishment, level it & put their parking lot there. Think of the problems solved by doing this; The county /city gets the lot for their bus/rail transfer, No new roads have to be built, the bar owner gets paid & can still reopen elsewhere, (I might also add that the cost of this would be far less than the cost of a new road), not to mention that Old New York av. Would be rid of a lot more drunk drivers, that the Sheriff's dept all but ignores out here. Or if you feel a driving need to spend an obscene amount of the taxpayers money, a rail station could be installed out by I-4/ Hwy 92 & the rail could follow the I-4 corridor to Sanford & Orlando. The Race crowd (Incidentally, the absolute worst crowd we have to deal with, because they all think they're NASCAR drivers) would be able to get down to see The Rickey Rat Extravaganza, without bugging us on I-4 doing 13 None MPH in their 8 Noneft motorhome. I've lived here all my life, & it pains me to see the bad decisions made on a lot of things, the way we get around is just one of them. I realize you'll probably file this. Because anyone can Figure 4-out that the county is going to do what it wants, when it wants, but I appreciate the chance to Blow. Best regards. Mark J Chandler

CW Make bus use easier for dummies that have never even tried to use it. Support up dating and widening of I4 Take better care of sidewalks Put in sidewalks for children to use when walking to school, such as on 15A South, shame on you

for what those poor children have to walk on. Do something w/ D.B. Airport so we would stop using OIA, we find there are too few choices, and are forced to OIA

CW 1. We strongly support rail service! 2. Limit growth until roads can catch up. 3. Buses should make shorter more local trips, more often.

CW buse drivers are wounderful to the elderly. i am 87 years old and cannt see to good did the best i can

CW i-4 is so conjested that you never no how long it will take to reach your destination.

CW Wish we had better public transport. As I get older I am going to be really stuck if I cant drive the car.

CW AS A 43 YEAR - OLD NATIVE OF DELAND AND WEST VOLUSIA COUNTY I HAVE PERSONALLY EXPERIENCED THE EXPLOSIVE GROWTH IN THE LAST 2None YEARS. I FEEL THAT THE CONTINNOUS GROWTH MUST BE MANAGED EFFECTIVELY TO MAINTAIN OUR LIFESTYLE. TOOLS SUCH AS THIS STUDY ARE A TREMENDOUS AID IN MANAGING NECESSARY EXPENDITURES. GOOD JOB ON THIS AND GOOD LUCK WITH DATA!
STANTON GUNBY

CW Rail train would be good if close to home, so I could walk to station or pick up
they have been working on the roads by s. ridgewood, deland and by woodward elementary area on beresford during morning hours when everyone is trying to get their children to school. I think they should wait until 8:3None am or so to do the road work, as it is very frustrating & I believe dangerous while children are walking also the traffic trying to transport children caused my child to be late to school as I had to wait for trucks to go down the road before they would let cars go.

CW Commuter rail sounds like a good idea at first glance. However, this like many things in life is likely to become a poltical football and interesting to watch as it develops. This survey should provide some guidance as to whether or not there are riders out there. (However, completing the survey has been a bit of a chore. Hope others took the time so it is meaningful.) Good luck.

CW WOULD TAKE BUS TO ORLANDO OR TRAIN ONLY IF THE PRAK AND RIDE LOTS WERE MANNED 24 HOURS WITH SECURITY GUARDS TO PREVENT THEFT OF CARS. WOULD HAVE TO SHOW PICTURES ID TO ENTER LOT.

CW KS usually runs errands (grocery shopping, pick up dry cleaning, ect.) after work, however these activities did not take place on the two days of the trip log.

CW MS- Although I work primarily at home, I do go to another location 5-6 times each week for work. I cross US 17-92 at Howry Ave to get to work and home again. This light takes a minimum of one minute 2None seconds to change, whether or not ther is traffic on 17-92. It averages a change every 5None

seconds. The Howry light should be synchronized iwth that light. Other mai intersections such as 17-92 and Plymouth, and 17-92 (incl left turn signal time)are significantly shorter in waiting time, Howry Ave includes a police and fire station. I have had to stop for over 3 minutes on occasion when waiting for emergency vehicles to pass, losing the light (which, on average, lasts only 15 seconds). With no turns allowed at 17-92 and SR 44, the Howry light should be synchronized to change with the 17-92/SR 44 light. Thank you.

The finning of stop lights is horrible! There are times you sit at an intersection for 4 minutes. The traffic lights for Bellevue ext. and Clydefferris and Bellevue and kidgewood are too long!!! You will also find most of the traffic problems begin with the drivers not paying attention, not doing the speed limit -too fast or too slow, drivers not following signs esspecially yeilding into on comming traffic.

CW

not enough benches and rain protection at bus stops.

CW

please do not raise our property taxes to do this. how much did you spend on this survey, a fortun im sure. the rail commute to orlando would need to save 2None-3None minutes to want to take advantage of it. our property taxes went up \$2NoneNone last year. that stinks. surely its paying for this survey. by the way our household recieved two survey packagee nice waste of money.

CW

THERE ARE SOME ROADS NEAR WHERE I LIVE THAT NEED REPAIR OR MOVEMENT OF SIGNS SO YOU CAN SEE THEM. ESPECIALLY WHEN A RR SIGN IS COVERING A YIELD SIGN. IF YOU ARE INTERESTED IN CORRECTING THE SITUATION PLEASE CONTACT ME AND ILL SHOW YOU THE PROBLEMS. I HAVE MORE TO SAY!

CW

ITS MY UNDERSTANDING THAT IT WAS VOTED ON IN ORNAGE COUNTY TO PUT IN A RAIL TRANSPORTATION SYSTEM. OVERWHELMINGLY THE YES VOTE CARRIED BUT WHEN ASKED IF THEY WOULD RIDE IT OVERWHELMINGLY THE ANSWER WAS NO. PEOPLE WANT MASS TRANSIT FOR EVERYONE ELSE SO THAT IT FREES UP THE ROAD FOR THEM.

CW

4 lane Hwy 44 - deland - east

CW

Educate automobile drivers to the fact that they must watch out for motorcycles!

NE

-WOULD HAVE TO KNOW HOW CLOSE I CAN GET TO MY DESTINATION BEFORE I WOULD CONSIDER TRAIN. -HAVING LIVED HERE FOR ABOUT 5 YES I HAVE GONE TO ORLANDO MAYBE 5 TIMES AND TO THE AIRPORT ABOUT 2None TIMES REASON FOR AIRPORT TIME; RIDICUCOUS PRICE DIFFERENCE BETWEEN MCO AND DAB FLIGHTS - PROBABLY BECAUSE WE LIVED IN URBAN AREAS FOR SO MANY UEARS. WE HAVE VERY LITTLE DESIRE TO GO TO ORALNDO CITY (OR MICKEY MOUSE AREA); WE ASLO HAVE NO NEED TO GO THERE, ALL WE NEED WE GET IN THE DAB AREA

NE

GRANADA IS DIFFICULT DRIVING TO AND FROM WORK WHEN SEASONS

NE

HIT. SEEMS WE NEED SOME MORE REVAMPING.

NE I also drive to MCO Airport - twice a week. Too much traffic on I4 and construction work during busy hours! Thank you. A rail would be a great idea. Only if it is accessible, affordable and convenient. It should also be quicker and stop at the Orlando Airport. the traffic on I-4E and I-4W is horrendous during rush hour or when an accident has occurred. I am for paying extra taxes to have a train built that will service the public needs.

NE I preferred rail because it is convenient for us old people so when we stop driving at least we can still go and visit the children and grandchildren, hopefully (in the future). The bus takes about 3 hours for this inconvenience we are thinking of going back north when my husband stops driving then we can not go to the doctor, church, etc.

NE As a still fairly young person, I train on my bicycle 3-5 days a week for triathlons and recreation. Volusia county should make the roads bicycle friendly, take a page from Southern California Newport Beach and San Diego area, they encourage people to bike and walk as the roads mostly all have bike lanes well marked. As our county has become larger we seemed to have forgotten to make the roads bicycle friendly. If we promoted this area with recreational activities, we could capture even more of a family oriented visitor. This seems to be a push for rail transportation. Surely, I support fully anything to use our autos less.

NE I would be very interested in a train to Orlando if we could then make good bus connections.

NE Travel to Orlando would be helpful by rail - problems would be parking here or buses to rail stations. I often go do workshops in Orlando and must leave early before 7-8 am traffic for an 8:30 meeting. However, how would I get from station to a hotel nearby? Would I have to take a taxi?

NE Roads: Under Construction - 1. ex. North Nova Road where it crosses RR to US1. It is extremely dangerous - narrow - poorly defined, large work machines moving rapidly making crossing Nova Road very difficult. Road vehicles parked in such a position to obscure on-coming traffic as well as traffic going south. Would not be surprised if there is a serious accident there. 1. ex. Corner of Plaza Drive, O.B. s/e entire corner is a DITCH must make wide easterly turn causing driver to go slow so as to be able to avoid collision with vehicle travelling west on Plaza Drive to corner (John Anderson) Reported matter to Dept. 2-11-None2.

NE we don't feel a commuter rail train is the answer to the I-4 problem. Once you get to Orlando, the what? I am a student at UCF. Will the train stop there and at other main destinations in the Orlando area, or will it drop you off at one main station, where another type of transportation will be needed to navigate the city. We think that since most people in this area drive to Orlando, I-4 either needs to be widened, doubled decker, or a whole new highway built in a similar path to I-

4. Something must be done quickly. I-4 is dangerous!

NE I believe it is deplorable that such a large county with so many going to Orlando doesn't have train service. We really need it.

my main concern about using a commuter train from Daytona Beach to Orlando is traveling to my ultimate destination in and around Orlando in as timely a manner as if I were in my vehicle. I don't mind that it takes me (1hr.) to get to Orlando. I like the availability of my own car to go to the places I want to go to. I feel safer in my own car than using public transportation. I also don't like worrying about time schedules of public transportation.

NE RE: Orlando rail - if there was reasonable rail service Daytona - Orlando, I would work Orlando & commute, living here. As far as local transit, my schedule 7 destinations usually don't fit bus schedule or routes. I use the trolley system on AIA (when it runs) sometimes. From my (limited) experience, the bus is too inconsistent.

NE THIS IS A STATE RATHER THAN COUNTY ISSUE BUT WE HAVE TO GET INCOMPETENT ELDERLY DRIVERS OFF THE ROADS!

NE At my age, if I must go to Orlando, I must have a driver at 12 dollars per hour or take DOT. My car is used by me for only local driving-church (7 min), shopping, beauty salon, visit friends. Miles driven on 11/29/None1- 1None miles

NE my concern is more with 8 rail scenarios using a rail to and from Orlando. Sound great except needing a car in Orlando.

I was disappointed to see that the survey dates were not during a time when there is an event going on at the Speedway which makes travel in the area most difficult. For instance, during the last event, in late November, we were unable to easily get from our home in Indigo to the basketball game at Embry Riddle. Traffic on southbound Williamson was stopped so traffic could leave the speedway parking lot. We had to go through Home Depot parking lot, around the back of the airport, down to Clyde Morris and back north to Embry Riddle. In order to avoid potential backups on our return trip, we traveled north on Clyde Morris to Mason to Williamson and back south to Indigo, which was unnecessarily inconvenient. We also tried to get to Barnes & Noble during the same weekend and were unable to get to the parking lot due to the traffic backup waiting to pay to park in the Best Buy parking lot to attend the event at the Speedway. Another example is during race week in February, we will house sit for my sister-in-law in Pelican Bay. While there, it is almost impossible to get back to our own house in Indigo because of special one-way rules and traffic. As a businessman who has significant travel as a part of my business, I find getting to the airport during these events is a real chore. There appears to be no plan for the people who reside and work here. The town is so oriented to the tourist dollar that the people who live in the town are second-class citizens compared to the tourists. While the tourist is important to our economy, the people who live here, pay taxes and support the community year-round should

NE

be considered. I have completed the survey for the dates requested. However, the planning and execution of special-event traffic handling must be more effective. The Bethune-Cookman homecoming and the confused way the people (polic?) were handling traffic at International Speedway Blvd. and Williamson during the last event are just two examples of poor planning and poor execution.

NE WE HAVE ONLY ONE CAR, SO WE NEED PUBLIC TRANSPORTATION VERY MUCH. BUT AS THERE IS NO BUS STOP NEAR MY HOME I CANT GO ANYWHERE UNLESS MY HUSBAND COMES FROM WORK. FOR INSUFFICIENT PUBLIC TRANSPORTATION AROUND MY PLACE MY MOVEMENT HAS BEEN RESTRICTED.

NE the traffic lights on williamson and airport rd change to often stopping williamson traffic

NE I firmly believe, we in Volusia County, Daytona Beach area badly need some updated transportation, especially to Orlando.

NE 1) I DONT KILE TO USE NOVA RD. SOUTH OF FLOMISH BECAUSE IVE NEVER MANDE MORE THE 1 GREEN LIGHT. THEY SEEM TO BE WELL SYNCRIMIZED TO STOP YOU AT EVERONE. JUST THE OPPOSITE OF WHAT I THOUGHT THEYRE PURPOSE WAS (TO HELP TRAFFIC FLOW). I TRY TO AVOID NOVA BECAUSE IT USES TOO MUCH GAS, BRAKES AND IS VERY ANNOYING MENTALLY AND I HAVE A GOOD ATTITUDE. I HAVE GONE FROM FLOMISH TO BIG TREE ON RIDGEWOOD AND ONLY STOPPED AT A LIGHT ONCE THATS NOT THE USUAL BUT I DONT HAVE TO STOP AT EVERYONE, EVERYONE TRIP LIKE ON NOVA. 2) THERE ARE PLACES WHERE YOU HAVE TO CROSS A SOLID LINE TO GET IN T HE RIGHT TURN LANE EITHER NONE OR TOO SHORT OF A DOTTED LINE 3) SEEMS LIKE THERE SHOULD BE A LIGHT TO TURN INTO THE BIG LOTS SHOPPING CENTER FROM NOVA GOING NORTH AND GETTING OUT AGAIN. IT SEEMS SO DANGEROUS AND CONJESTED THE WAY IT IS. 4) THE CONSTRUCTION WORKERS DO A GREAT JOB KEEPING TRAFFIC FLOWING/BETTER THAN THE LIGHTS.

NE ive lived in the area for 41 years and ine seen the growth and traffic. it would make since to use the medium strip of i-4, i-95, i-75 for a high speed monorail. this would help the traffic flow from north to south

NE Some secondary roads are much too narrow

NE MY TRIPS AR SHORT AND BESIDES TO WORK ITS JUST SHOPPING, CHURCH OR CISITING MY CHILDREN. PUBLIC TRANSPORTATION WOULD BE A NEUSANCE UNTIL IT SHOULD BE NUCESSARY FOR ME TO QUIT DRIVING.

NE High speed rail is a must for the near future.

NE The extra tax on gasoline app 1None-11 cents road should be in A1 condition

road at many main intersections are falling apart.

Being residents of Port Orange since 1979, we find that all the types of entertainment, restaurants, medical care needs are right at our fingertips. We are at the stage of life tha we can say, been there, done that. Volusia cCounty to us has given many choices for volunteering, which we practice even as older residents.

NE

I am pleased to realize tht road maintenance & additions is aggressively performed. Even tho I rarely use public transportation my viewpoint is that it is well managed.

NE

I THINK IF THERE WAS A SERVICE TO ORLANDO I PERSONALLY WOULD USE IT.

NE

Have lived in an area where politics was used to decide the routs of rapid transit, rather than where the need was.

NE

DO NOT USE A PUBLIX TRANSPORTAT SATISFIED WIT WHAT IS AVAILABLE. RAIL SERICE DROM DAYTONA TO ORALNDO AIRPORT WOULD BE USED IF AVAILABLE.

NE

Stop putting traffic lights EVERYWHERE !! There was 3 traffic light between me and work in 198None, now there are 11 !! half of them are useless

NE

I have no reason to go to orlando but to airport or epcot.

NE

WOULD IT NOT BE BETTER TO REQUEST . WE ARE FREE CITIZENS, PAYING YOUR SALARIES AND WE DONT HAVE TO DO THIS!!!!!!!

NE

WOULD LIKE TO SEE MORE AND BETTER ENFORCMENT OF SPEED LAWS ON I-95 & I-4 WITHIN VOLUSIA COUNTY. SPEED LIMITS ARE NOW COMPLETELY MOSTLY BECAUSE OF LACK OF LAW ENFORCEMENT VOLUSIA COUNTY SHERIFF OFFICE SHOULD ENFORCE SPEED LAWS ON I-95 & I-4 LIKE SEVERAL OTHER COUNTYS DO.

NE

would like more sidewalks!!! need wider roads or bike paths for safety!!!

NE

Our problem in taking a rail train to Orlando would be the need for transportation once we arrived at the stations. If the train stopped at or ended at the major attractions (ie. Disney, Sea World, etc.) we would use the train over the car. We drive on Williamstona between International Drive and Granada many times a week. Now that there is app. 4NoneNone apartments units being built on Williamston we need the street widened and some stop lights. It would help the traffic problems during all the events at DIS.

NE

THERE IS A REAL NEED FOR A RAIL TO ORLANDO FOR PEOPLE WHO COMMUTE TO ORLANDO

NE

need a left turn arrow on Ridgewwod Ave turning west onto Fairview/Dunn/Geo Eugram

NE

Need rail transportation from Port Orange to Orlando Internrnational Airport.

NE

Guests now use D.O.T. due to road congestion.

NE Im looking forward to the day when we have passenger service train service through Daytona Beach. I would take a trip on the train, when I could afford it. I am a real train buff. I wish we could have commuter rail in the Daytona Beach area to Deland and Orlando

NE I would like to see an upgrade to our limited bike paths in and around Daytona Beach. As it is now, it is very dangerous. Love to ride, but not with traffic. K.D.

NE Would like to see rapid transit from Daytona Beach to Orlando Airport, because it is less to fly from Orlando. Would also like to see from Orlando to Tampa area.

NE I DID NOT SELECT CAR OR RAIL DUE TO FOLLOWING QUESTIONS: 1) TRANSPORTATION AVAILABILITY FROM ORLANDO STATION TO AND FROM SELECTED DESTINATION? 2) TIME SCHEDULE 24/7 OR LIMITED HOURS? 3) PARKING = FREE OR FEE?

NE Dear Sir: I am old, sick retired. My traveling is limited. Only two people live here. My son is a disabled Veteran.

NE ticket more speeders and red light runners

NE TO DRIVE A PASSENGER CAR 1) IT IS VERY UNSAFE ON E GRANADA BLVD AFTER THE RECENT CONSTRUCTION - PUTTING MEDIANS ON E GRANADA HAS INCREASED THE DANGER OF ONCOMING AND/OR TURNING TRAFFIC, ESPECIALLY IN FRONT OF THE OUTBACK AND WALGREENS. 2) FURTHERMORE, THE CEMENT MEDIAN NEEDS TO BE MUCH BETTER IDENTIFIED WITH YELLOW CURBING. THE WHITE CURB, AT NIGHT, IN THE RAIN, BLENDS INTO INVISIBILITY. IT IS A WASTE OF TIME, MONEY AND DANGEROUS. WE DO NOT NEED BEAUTIFICATION.

NE WOULD NOT USE RAIL SYSTEM BECAUSE ONCE THERE (ORLANDO) WE WOULD HAVE TO RELY ON BUS TRAVEL WITHIN THE CITY - LIMITS TRAVELING AREA - WE LIKE TO EXPLORE THE CITY & GO WHEN WE WANT - DEPENDENT UPON NO ONE BUT OURSELVES!

NE TRAFFIC IS GETTING VERY HEAVY ON DUNLAWTON BETWEEN RIDGEWOOD & NOVA . IT IS VERY DIFFICULT TO GET ACROSS DUNLAWTON , ESPECIALLY AT OAK ST & DUNLAWTON!

NE SORRY I CAN NOT PARTICIPATE IN THIS SURVEY AT THIS TIME. I HAVE A BROKEN WRIST , AND NOT GETTING AROUND VERY MUCH ANY MORE ANYWAY. GOOD LUCK MARGARET JOHNSON BORN HERE 1923 DELIVERED BY DR. JOSIE ROGERS AT HOME THE HOUSE MY DADDY BUILT . HE HAD DREAMS OF BROADWAY (1ST) BECOMING THE MAIN STREET OF THE PINELAND

NE moved to area in 1984- closest main road in Beville which had hardly any cars then. Now to get on that road from Pelican Bay where we live, seems to be life threatening with no signals at either entrance. The east bound traffic in

traveling at same speeds rate they did as they came off I-4.

DAYTONA IS AN OUTPOST - A RAIL TO THE ORLANDO AIRPORT WOULD BE WONDERFUL SERVICE. THE DAYTONA DELTA FEEDER AIR LINE WHICH SEEMS TO GO ONLY TO ATLANTA CAN HAVE CONNECTION LAYOVERS OF 3 TO 4 HOURS. THE PEOPLE OF THE DAYTONA AREA ARE OLD, RETIRED AND ARE VERY TIGHTFISTED WITH A BUCK. YOU MUST NOT ALLOW THESE SELF CENTERED MASSES TO HAVE ANY SAY IN THE FINAL TRANSPORTATION SOLUTION. EXAMPLE: THE OLD WILL NOT SUPPORT GOOD RESTAURANTS. (THE COLUMBIA FAILED, THE GERMAN RES. WITH A WORLD CLASS CHEF, KLAUSES, FAILED. WE HAVE ONLE FRENCH RESAURANT (WITH VERY SMALL CAPACITY) THE TOP RANK GREEK RES. MOVED TO ATLANTA, ETC.

NE

MY PROBLEM WITH USING TRAIN OR BUS TRANPOSRTATION IS THAT UPON ARRIVAL AT THE RESPECTIVE STATIONS, I AM AT A LOSS ON HOW DO I GET TO MY PRIMARTY DESTINAITON WITHOUT CONSIDERABLE INCOVENIENCE. TO FO FUROM POINT A (HOME) TO POINT B (REC. ARE, SHOPPING MALL, OR FRIENDS HOME) BECOMES A GREAT PROBLEM. YOU MUST RENT A CAR, PAY FOR TAXI, OR USE LOCAL TRANSPORTATION THAT YOU ARE NOT FAMILIAR WITH. THESE ITEMS CAN ADD CONSIDERABLE TIME TO YOUR TRAVEL. EVERY WEEK-END WE TRAVEL TO SOME SECTION OF FLORIDA AND AVERAGE OVER 3NoneNone MILES ON THESE TRIPS ALL BY AUTOMOBIBLE.

NE

1. I WOULD LOVE TOS EE COMMUTER RAIL FORM DAYTONA BEACH TO ORLANDO. 2. I WOULD LOVE AMTRACK TRAIN FROM NY OT THE KEYS WITH A STOP IN DAYTONA BEACH. 3. MOR HURRICAN EVACUTAION ROUTES ALONG STATE ROAD 415 FROM A1A. 4. EXTEND A1A BEAUTIFICATION FROM DUNLAWTON TO GRANADA. 5. GET FUNDS FOR LIBIKE PAHTS FROM ORMOND BEACH, THROUGH DAYTONA BEACH SHORES TO PONCE INLET. 6. MORE EQUITABLE 4-DISTRIBUTION OF STATE AND FEDERAL TRANSPORTATION FUNDS. DAYTONA BEACH SEEMS TO GET IT ALL. 7. PRIVATE BUSINESS SHOULD SHARE 1.2 OF COSTS OF OVERPASS TO BENEFIT THEIR BUSINESS. SPEEDWAY OVERPASS PAID BY STATE FUNDS. TAXPAYERS SHOUD NOT PAY ALL OF IT.

NE

I dont have any problems at traveling at this time, I think traffic runs smoothly in Daytona as of I-4 thats another question.

NE

I DO THINK SIDEWALKS AND BIKE PATHS WOULD BE VERY GOOD ,DOWN NOVE ROAD SINCE YOUR REDOING IT ANYWAYS AND ALOT SAFER

NE

NEED TURN SIGNAL AT NOVE RD & FLEMING

NE

Build another road from Orlando to Daytona that would eliminate travel on I-4 to the attractions and Tampa.

NE

PLAN AHEAD A BIT FURTHER THAN A YEAR OT TWO, TO ELIMINATE

NE

ANNUAL CONSTRUCTION OBSTRUCTIONS SOMEWHERE IN THE COUNTY. WEVE LIVED HERE 34 YEARS AND DONT ECALL ASINGEL YEAR WHEN SOME AREA, OR AREAS WERE NOT BEING TORN UP & RE-DONE.

NE 1. we need more public transportation 2. we need more hours public transportation 3. 24 hour service of public transportation

NE THERE IS A NEED FOR A BIGGER HIGHWAY I-4 WILL NEVER BE ENOUGH FOR THE FUTURE

NE we are 2 sisters living together our ages are 85 yrs and 95 yrs. and i am sure our trips are not average

NE many roads are in bad need of repair. holes, ditches, trash, ect. make any travel bad.

NE In a case of a car accident on the road, the traffic slows down, dramatically! Is there room for improvement? Otherwise were moving comfortably around.

NE We need more roadwork (i.e., widening RT4None), and less pedestrian bridges for the Speedway.

NE we travel about 3 months per year in a motorhome. the traffic in daytona beach is a pleasure compared to most metropolitan areas we go through.

NE I would take rail to the airport in Orlando (only due to the suck lousey air travel from Daytona) If I needed several locations in Orlando necessitating car rental, rail would not be feasible. Your \$2 and \$3 fess dont make sense. It this an extension of welfare? This entire concept will not fly at this time. Stop wasting tax payer \$.

NE It seems that some form of train between Daytona Beach and Orlando/Disney Area would be practical. Orlando is such a ridiculously high traffic area but a nice area to visit. With regard to my area of residence, I feel that truckers on I-95 thru the county are about the wors in country. (I travel MI, Ohio, VA, W.VA, N.C., S.C., GA & FL.) I also feel that there are too many residents. Also see FL Drivers speeding on hiways when I go back up north to MI. Finally, I have a terrible time leaving my subdivision (Deep Forest) off Nova Rd in Port Orange. Need a traffic light.

NE as a visting nurse i encounter many patients who are unable to drive, or who cannot afford private transportation. although many of these patients are eligible to vote home pick up service, far too many not qualify. i would like to see more pick up services for those who must travel by shuttle or wheel chair who cannot afford the private services. also a rail system to st. augustineand jacksonville would be nice.

NE A train would not take me where I want to go, nor is there local transportation from where I would have to leave the train.

NE we do realize that something more needs to be done at this time for transportation in volusia county especially since we are so dependent on

tourism. we are also concerned that we have transportation that is friendly to our beautiful environment. we are willing to use our car less to accomplish this goal in participation! God bless your efforts so that everyone in Volusia County feels that the best transportation plan possible can be done.

NE we feel that we are badly in need of a commuter train service to the Orlando area. Road construction schedules seem poorly thought out with several roads in a given area being torn up at the same time.

NE The only reason we go to Orlando is to go to shopping malls. If rail service would stop at malls, we would consider it. Main concern about Volusia Co. is widening major arteries and maintaining all roads.

NE WHAT DOES OWNING YOUR HOME AND INCOME HAVE TO DO WITH TRAFFIC. DON'T SEND ME ANY MORE SURVEYS. I DON'T BELIEVE YOU WILL DISCARD THE INFORMATION YOU RECEIVE. I BELIEVE IT'S ANOTHER SCHEME TO GET MORE TAXES ON THE PROPERTY OWNERS.

NE Most of my travels in the local area and using my car for transportation is more convenient.

NE Traffic lights delayed delayed extra long for crossing streets during special events. Local business people on their one hour lunch breaks suffer tremendously, waiting 15 minutes for a light to change. . . or only allowing a few cars through before it's red again! This is very frustrating for locals who must work daily.

NE UPKEEP OF BRIDGES AND ROAD NOT ONLY TO FILL IN POT-HOLES BUT TO WIDEN THEM PRIOR TO ROAD CONGESTION ON MAIN THOROUGHFARES (E.G. NOVA RD IN PORT ORANGE). EXPANDED RAIL AND BUS SYSTEM FOR LOCAL USE THROUGHOUT VOLUSIA COUNTY TO EASE TRAFFIC JAMS DURING EVENTS BUS SYSTEM NEEDS EXPANDED TIMES ESPECIALLY FOR WEEKENDS. TIE-INS WITH EXPAND RAIL SYSTEMS THROUGHOUT FLORIDA WITH FOCUS ON METROPOLITAN AREAS OF JACKSONVILLE, ORLANDO, GAINESVILLE AND POSSIBILITIES OF TAMPA-ST PETERSBURG MIAMI AND TITUSVILLE-MELBOURNE

NE our trips to Orlando and Kissimmee are only for business. we could not use any other form of transportation than our truck because of delivery of own merchandise.

NE MY TRAVEL ON 2/27 AND 2/28 IS NOT INDICATIVE OF A REGULAR WORK DAY - I USUALLY TRAVEL MORE. I AM THRILLED ABOUT THE WIDENING OF NOVA RD. ALSO HAPPY BRIDGE OVER ST JOHNS RIVER ON I-4 IS BEING IMPROVED (THANKS FOR STICKING TO NEUTRAL COLORS ON BRIDGE - CRANBERRY /PINK WOULD HAVE BEEN TAKING THINGS TOO FAR!!!)

NE rail between Daytona and Orlando/ Tampa has to be more economical than paving the state for the I-4 crawl is already 20 years behind current usage, will

never be adequate to convert population growth. Not to mention pollution, cost of maintenance for highways rail system should be monorail to overpass existing roads and highways.

NE We would like to have a railroad station in Ormond Beach, Deland is too far plus local traffic- need bus to meet sat./sun. trains from north ect. If train to Orlando needs to be near airport and Disney.

NE us one should stay two lanes. third lane increases driver speeds while us one has (business) stores from Port Orange all way to Ormond.

NE Serious major road repairs needed from Ormond By the Sea north to Flagler County on A1A.

NE 1) I CHOOSE CAR BECAUSE I DO NOT WANT RAIL STATION NEAR MY HOME. 2) I DO NOT LIKE TO ASK FOR RIDE OR DEPEND ON OTHER PEOPLE.

NE I think they should have bus service on Sunday for all the employees that work in Volusia County

NE The bus system needs to be totally revamped if it is ever going to be a viable means of transportation.

NE The second trip took about 2:20. It's hard to figure 4-out what you mean.

NE I prefer travelling to Orlando by rail because of the heavy traffic from Port Orange to Orlando.

NE arriving by rail at the destination of station would still necessitate either a long walk or cab drive to personal destinations assuming the trip made was to cover several places, I cannot see the convenience of using the rail system.

NE I wish someone would do something about the sequencing of traffic lights even on one-way streets you can seldom go 2 blocks without hitting a red light. I know it's possible to correct this as I lived in Tampa 10 years ago and their lights worked in sequence.

NE I have no idea how tax dollars need to be spent to support the existing infrastructure. However regarding new infrastructure, I would like to see more money spent on public transportation than on new roads, and I would like to see new pedestrian/bike paths receive an equal amount of funding as new roads.

NE I feel that emphasis should be placed on development and support of mass transportation (buses & trains) and on pedestrian safety concerns. Crosswalk signals for the visually & hearing impaired should be installed.

NE It is impossible for us to comment on commuter rail without knowing where the stations in Orlando would be located. If the stations were within walking distance (about one mile) from where we were going we would probably use the rail. We believe that the suggested one way fares are so low that they are unrealistic. Brentwood Drive is a narrow street and we have many pedestrians and bicycle

riders in our neighborhood. We desperately need a SIDEWALK!

SE ASIDE FROM THE TRANSPORTATION ISSUES , I BELIEIVE THERE MIGHT BE A BETTER WAY TO SURVEY AND ELIMINATE MUCH EXCESS PAPER.
THE PEN YOU SENT ME DOSE NOT WORK !

SE I THINK THIS SURVEY IS A WASTE OF MY TIME AND MONEY TAX PAYER

SE i would like to see a red light put at corben park road and 44. ilive the first house on corbin road off 44. Cars speed up and down all day. Very hard at times to get on or across the highway. I see a stop light is being installeed at sugar mill drive and 44 just off i-95. there are enough people who live in corbin park that we should have one for safety reason.

SE I TRAVEL 95 NORHT TO RT 1 ORMOND BEACH EVERYDAY - ALSO 95 SOUTH TO RT 44 EVERYNIGHT. THE TRUCKERS AR UNREAL! iVE BEEN FORCED OFF THE ROAD MORE TIMES THAT I CAN COUNT BY TRUCKERS RACING EACH OTHER. CAN NOT SOMETHING BE DONE TO CONTROL THIS, THEY GO WAY OPVER THE LIMIT THROUGH DAYTONA - CANT THEY BE RESTRICTED TO THE SLOW LANE ONLY AND SPEED LIMIT AT 55. OTHER STATES DO THIS! AT LEAST THEN THEY WOULD ONLY GO 65 INSTEAD OF 8None MPH.

SE I WOULD PROBABLY RIDE MY BIKE TO PUBLIX & WLAGREENS AT ROBERS & US 1 IF I FELT I COULD GET ACROSS 1 WITHOUT GETTING RUN OVER! (55 TO 65 MPH OUT THERE!) WHERE WE LIVE (SOUTH OF EDGEWATER) THERES LITTLE CHANCE OF FREQUENT BUS TRANSPORTATION AT PRESENT. SOME SORT OF PUBLIX TRANSPORT TO ORLANDO AIRPORT WOULD BE NICE, BUT WOULD ONLY USE IT ON RARE OCCASIONS - PROBALBY NOT PROCTICAL ECONOMICALLY. WE MAKE AN EFFORT OT COMBINE TRIPS FOR SHOPPING AND OTHER ERRANDS SO AS TO DRIVE AS LITTLE AS POLSSIBLE. PRESTENT TYPE OF URBAN/SUBURBAN SPRWAL WITH (AND MEGA GROCERIES (AND OTHER STORES) WAS OUT ON THE HIGHWAYS, WITH LACK OF SIDEWALDS, MAKES USE OF CAR IMERATIVE MOST OF THE TIME, EVEN FOR MINOR PURCHASES.

SE We are retired people, use only our car to go to the store, bank, etc. Travel only in new smyrna beach, port orange and daytona.

SE I notice that Votran busses are BIG & mostly EMPTY. WASTE OF TAXPAYER MONEY USE SMALLER BUSSES!!!

SE I notice that Votran busses are BIG & mostly EMPTY.

SE why does it seem to happen that there is road construction started near dates of major crowding into daytona beach? For years road construction was going on near the speed way during speed weeks. Now airport road construction is going on right before motorcycle week. Also a nuisance because I have to travel twice as far to get to the new xschool where i work and i have to leave home much

earlier. Traffic is heavier now.

SE My work takes me from office to different private homes, so I have to use my car. My husband and I like to travel by car, convenience and pleasure. We agree the need of buses for those who do not drive or have personal transportation is a necessary thing. Votran is a marvelous commodity for Volusia County. The commuter train would be perfect for those who have to commute any distance.

SE I DO NOT TRAVEL EVERYDAY. MOSTLY TO LOCAL SHOPPING WHICH IS 5 MILES FROM HOME OR TOT NEW SMYRNA WHICH IS 9 MILES FORM HOME. I SHIP ON AN AVERAGE OF 3 TIMES A WEEK BY CAR.

SE Shuttles to the airport have exorbitant prices in this area, so I wouldnt use them.

SE WE BELIEVE IN RAPID TRANSIT BUT I AM DISABLED AND NEED TO BE DROPPED OFF. WE HAT DRIVING IN HEAVY TRAFFIC. LIKE I-4.

SE I BELIVE IT WOOD BE A TERRIBLE WAST OF TAX DOLLARS TO BUILD A RAILWAY TO ORLANDO I WOULD SUPPORT HAVING A TRAIN STATION IN NSB PORT ORANGE ,OR DAYTONA

SE LIVING IN EDGEWATER, THE SHORT TRUP TO NEW SMYRNA BEACH AND EVEN TO DAYTONA,A RE NOT AN INCONVENIENCE. HOWEVER DRIVING TO ORLANDO, SANFORD, DELAND AND POINTS BEYOND, CAN BE AN ORDEAL AT TIMES. A NICE, CLEAN TRAIN WOULD BE MOST WELCOME FOR MY CENTRAL FLORIDA TRIPS. THANK YOU FOR THE PEN A GOOD EXAMPLE OF MY TAX DOLLARS AT WORK. IT WRITES VERY WELL.

SE We should have a high speed rail service to Orlando Airport.

SE NOTE; BAD DAYS PICKED FOR US. USUALLY MAKE 2 OR 3 SHORT OR LONG TRIPS PER DAY.

SE prefer own car

SE unless drastic improvements are made in air, rail and light rail Florida will become just another suburban/urban slum, more highways simply encourage more motor vehicle usage

SE We live in Ohio and only visit annually. We do not have a problem with traffic when we vacation. We dont notice traffic problems as if we were at home, we would be fighting traffic with weather. We also are in Edgewater which is far quieter than say, Daytona Beach.

SE i am sure that working people would like reliable and convenient rail transportation to their jobs at a affordable rate.

SE We work within 1/2 mile to 1 mile of our home. With this in mind transportation is not an issue or problem in our case. I am sure those persons who commute from Volusia County Orlando each day would indeed be interested in mass transit rail.

SE i am tired of more highways, trains, and bike paths

SE Transportation from Orlando airport to NSB, Daytona Beach, ect by rail would bring in more business and would be greatly appreciated by households like ours that struggle with reliable transportation from the airport to our beachside NSB home and back.

SE WE STAY CLOSE TO NSB - WE MOVED FROM THE ATLANT AREA 3 YRS AGO. TRAFIC THERE IS HOFFIBLE AND I-4 IS THE ONLY ORAD THAT COMPARES WITH ATLANTA TRAFFIC SO, WE AVOID IT WHENEVER POSSIBLE AND TAKE THE BACK ROADS

SE I have been traveling SR 44 for the last 33 years. When there was only a single lane hwy. I enjoy driving it. It lets me unwind after work. I had a son killed on SR 44 in 1991 approx. 6 miles west of 415 on 44. I will be glad when it is 4-laned all the way to Deland. This survey was taken at a bad time since it is bike week and believe me there are lots of bikes. Samsul Fair Grounds and here in NSB at Pub 44. In the summer weekn -ends are impossible.

SE i like driving my own car for convience. if i go to orlando i might make several stops. and i know my way around the city. i am also a distance runner, dog walker, and cyclist so i enjoy having bike paths and sidewalks as well as wide shoulders on the roads.

SE Design a computer type transportation for residents, not tourist! It doesnt have to be fancy , or even super fast just cheap, available, reliable transportation that goes where local residents go. When they want to go there. People will ride it ! I would ride it if it fit my needs- who wants to drive today anyway? Even Votran will eventually catch on if they make it more avialable. right now A3None mile trip to daytona beach, counting waiting time would take 9None to 12None minutes which is unacceptable. FEC or other passenger rail service on the FEC tracks, with stops in edgewater, new smyrna, port orange, s. daytona, ect. could? would be great 4 to 5 local trains, 2 express trains daily should do it.

SE We need the commuter train. Too many cars are on the road. I-4 cant handle the traffic.

SE IF THE INCREASE IN POPULATION IN THE STATE OF FLORIDA CONTINUES AND NOTHING IS DONE TO PROVIDE MASS PUBLIC TRANSPORTATION, THE STATE WILL BE PAVED FROM SHORE TO SHORE AND LITTLE PLANT OR ANIMAL LIFE WILL SURVIVE. RAIL TRAFFIC BETWEEN MAJOR CITIES IS IMPERATIVE. RAIL TRAFFIC BETWEEN MINOR ONES IS NEEDED ALSO. BUSES NEED TO RUN MORE FREQUENTLY AND CONNECT MORE PLACS. THEY ALSO NEED TO CONNEC THE TRAIN STAITONS WITH PLACES OF EMPLOYMENT, BUSINESSES, CULTURAL AND RECREATIONAL AREAS TO BENEFIT ALL CITIZENS. PUBLIC TRANSPORTATION WILL BE AN ASSET TO THE QUALITY OF FUTURE LIFE IN FLORIDA.

SE tax dollars for transportation should be used for those things that benefit the public as a holl. crosswalks for the speedway should be paid by the speedway.

maybe should be spent on walk/bike paths as the area is becoming too congested for there activities unless there is a specific area for them.

SE we would use the train to orlando airport - at least 2 times a month if it went there.

SE local speed limits on side streets dangerously high. our road is 3None mph and its a side street. No causeway bridge in NSB opens to much on peak traffic times and opens way to early - before boats are even close, making major traffic back ups. The old bridge worked out better it went up less and we had less back up traffic.

SE Do not feel tax money should be used for a commuter rail service. Cannot suppose something I am not planning and I have no plans to go to Orlando. I do not have issues with transportation, but I do not feel tax payers should have to pay for a rail system. We are just about tax beyond what we can pay now. A large number of residents are on a fixed income and cannot afford to keep having tax raised to pay for these off the wall idea.

SE WOULD WISH FOR RAIL SERVICE FROM DAYTONA BEACH AREA TO ORLANDO AIRPORT & SANFORD AIR CENTER - NEED SIDE WALK SYSTEM COUNTY WIDE COMPLETED. HINT HEALTHY TRAILS ARE NICE EXTRA.

SW My wife and I are 9None years old. We use the car to go shopping, church and bridge. Others I am sure will welcome rail - Inowing what parking costs are in Orlando.

SW I see no reason for my tax dollars to support public transportation. If it is viable the usage of it will pay for it and provide profit to investors. The St. Johns River bridge, our primary problem is being addressed, probably inadequately. Its a shame the Greenway didnt extend this far and for a shame that Sanfords ill planned roads are going to be a nightmare for Volusia Co. commuters attempting to use it. Hwy 46 and 415 desparately require expansion as well will the osteen bridge. The Countys north-south flow balks at Seminole Co. There are only 2 ways to cross the river - both inadequate, one obscure. The DeBary bridge hardly counts, funnelling traffic on the same ill planned overcrowded Seminole County roads as I4 & Osteen bridges. The extension of Lk. Helen Osteen Rd. to 44 was great planning as was Kepler to Graves. I understand county is limited to its borders for in\mprovements. Needs to pressure larger entities for cooperation & \$ to deal with southbound traffic. Rail is not answer. Rediculous waste of \$ doomed to failure. All areas involved incl. Orlando too sprawlingly suburban.

SW COMMUTER RAIL IS A GREAT IDEA, BUT IN ORDER FOR IT TO BE WORTH USING IT WILL NEED TO BE EASY FOR PEOPLE TO USE AND NOT TO EXPENSIVE. I WOULD LIKE TO SEE MORE BIKE PATHS THATS SAFE TO USE. *BOTH OF THE SURVEY DAYS FELL ON MY OFF DAYS FROM WORK.

SW volusia county residents need some way to get around tourism traffic.

THE ISSUES I HAVE IS CROWDED ROADS & WATER SHORTAGE . I BELIEVE A MAJOR PART OF A SOLUTION WOULD BE TO 1 TO STOP NEW CONSRUCTION ON NEW HOMES & 2 CHANGE REQUIRMENTS TO BUILD (MORE ACREAGE). A RAIL SYSTEM WOULD HELP TRAFFIC ON I-4 BUT THE PROBLEM IS TO MANY PEOPLE!!!

SW

roadways in the county need repairs . pot holes are getting worse it makes me feel like im back home we need a rail system to travel across the state i have lived here 21 years and have not been in orlando more than 5 times. i will not use i-4 due to lack of law enforcement. bus service to areas west of sanford is awful i would not even think of trying to use it. lets get a rail system with stations and decent parking

SW

1None HEADING WEST ON HOWLAND BLVD A DELAYED LEFT HAND TURN SIGANL IS NEEDED AT BOTH PROVIDENCE AND CATALINA BLVDS.

SW

NOTES ON PRIOR PAGES - FOR ONLY 5-1None MIN TIME SAVED & COST OF PARKING CAR AT TRAIN OF DEPARTURE LEAVES YOU SUBJECT TO WALKING OR TAXIE WHEN YOU ARRIVE IN ORLANDO WHICH IS NOT CHEAP THE EXAMPLE YOU CHOSE ARE NOT GOOD EXAMPLES BECAUSE THEY ARE NOT IN DEPTH AS TO WHAT HAPPENS AT THE END OF THE RAIL LINE.

SW

using a commuter rail train would not be convenient other than wlkng trips to the orlando/burna vista area theme parks.

SW

pass alaw that drivers keep right. except to pass. to many drivers ride in the left lane. pass a lwa to use signals when turning. spot check cars for safety. (tires, lights, and brakes. i-4 has taken the life of a family member. going to orlando is no better than driving in new york city.

SW

THE CONDITION OF FORT FLORIDA ROAD IS HORRIBLE. I HAVE NEVER SEEN ONE LIKE IT. IT IS GRADED BY THE TOWN ONCE A WEEK. THIS UPGRADE LASTS TWO DAYS THEN IT REVERTS BACK TO ORIGINAL DEEP RUTS. OUR SUBDIVISION HAS APPROXIMATELY 1NoneNone HOME SWHICH USE IT CONSTANTLY. THE SPEED LIMIT IS 35 MPH WHICH IS FAR TOO FAST FOR THIS ANTIQUATED DIRT PATH. THE COMMERCIAL VEHICLES (PICK-UPS, ETC.) WHO SPEED THROUGH DO NOT FEAR THE DAMAGE THAT OCCURS ON THEIR VEHICLE LIKE A HOMEOWNER DOES WITH THEIR VEHICLE. IT IS A WONDERFUL BUSINESS FOR THE TIRE AND REPLACEMENT AND FRONT END ALIGNMENT SHOPS.

SW

We dont want to depend on rail transportation. Out time is too critical. We both work in orlando, and time is of the essence.

SW

Although the city has started to widen some main raods, lots of streets in Deltona need resurfacing and we are in desperate need of sidewalks.

SW

WHERE WILL THE CLOSEST LIGHT RAIL COMMUTER STATION BE IN DEBARY? DELAND? ORANGE CITY?

SW

- within the city of deltona and 4 town area overworked streets and roads should be widened. (normandie, saxon, enterprise, parts of providence) 17-92 in deland should be redirected (around stetson u.) Martin luther king highway is great! Buses are ok if you can adapt to the schedules. Trains to orlando-kiseeme would be ok but what about when you get there?
- SW
- There has to be a quick solution to I-4 traffic. Rail Transportation would be the greatest solution! I love train travel. I-4 congestion is ridiculous. I never take I-4. I go back roads. Drivers are maniacal on I-4. This area is years behind on solving this problem. There needs to be a by-pass around Orlando from Volusia County around the west side. Rail tracel into Orlando w/ frequent convenient stops is best solution. Do it!
- SW
- When is Light Rail coming? Cut through the Red Tape and get it here already!
- There are no rail stations close to me and being such, its more convenient for us to drive. Also taking a train , it would still take us too long to reach places we go to, even if we were to take buses, after getting off the train.
- SW
- I do encounter a bus an Quentin Drive near Lake Helen Osteen and also parked at K Mart. I have no idea if its paid public transportation, how often it goes by, who may use it. No one ever seems to know. Shouldnt there be a schedule some where?
- SW
- From Jer: the start purpose 99 in triplist are for inferred trips home. All inferred trips home used 11:55:NoneNone PM with the exception of one in which 6:NoneNone:NoneNone PM was used to go around a programming glitch.
- SW
- we do not go to orlando, only once a year to the air port. We have everything here we need. Would like to see more side walks in orange city area.
- SW
- In favor of rail for others that have to commute to Orlando.
- SW
- public transportation is not cost effective it must be helped w/ tax money.
- There should be more awareness of public trans. As my wife has MS, to catch a bus its 2.3 miles to bus stop on 17/92. From what I see buses should go to more than the malls and shopping areas. Orange City, Blue Springs is a narrow road very busy. No sidewalks. We have handicap. Using three wheel chairs on side of road. Traffic has to stop for them. Kids have no place to go but the street. Its too bad that 12 cent gas tax is being spent the wrong way.
- SW
- I moved to volusia County from Longwood 3 years ago because of the small town atmosphere i this area. Now, I am apart of the future problem facing this county. Everone wants a quiter lift. This survey is a wonderful idea. I have lived in Florida since 1979 and have not known anyone that has received something like this. Knowing the area is growing and transportation is a key element, I hope Volusia can prepare to accommodate this growth before it happens. Building new subdivisions or industrial areas without the necessary road changes or after the fact, i.e., Seminol county is a residents worse nightmare. If
- SW

a rail line meets the needs of residents first, then visitors will think it's a great idea.

SW Rail would be great for Volusia County. I would much rather use a rail system than take my car and park, especially for going to science center and visiting friends. As long as the rail would run all night. I would also like to see sidewalks in Deltona on all major streets. For a City, this is certainly lacking. It is harder (and dangerous) to get to public transportation and rail systems on busy roads w/children when you have to walk on side of road.

SW I HAVE NEVER USED ANY WE DO COME FROM MD ON CAR-TRAIN GOING TO MD ON CAR-TRAIN

SW Would continue to use car instead of train due to convenience

SW i dont think road connection to orlando is feasible.i am not sure that votrain is doing well here in deltona

SW FIX I-4 TO GET MONEY TAX DISNEY, UNIVERSAL, SEA WORLD, ALL OTHER ATTRACTIONS IN ORLANDO. ALSO TAX RACE WEEK - ANY OTHER RACES/BIKE WEEK BIKEFEST - ANYTHING OTHER ATTRACTIONS IN DAYTONA PROBLEM AND ANSWER ALL I CAN DO THIS WAS A WASTE OF TAX MONEY

SW To be honest about this issue, my wife and I would never use a rail system or mass transit. If central Florida got a big City transit system, that would mean this area has grown past my expectations and it would be time to leave. I know why developers want to have every square foot of land possible, build until there is nothing left, then move on to someone else's home town and do the same. They make mountains of money and never have to live with the aftermath. Meanwhile, back to transportation. Only two kinds of people will use mass transit. People who can't afford their own vehicle or transplanted people from one of the great cities up north. These people are already programmed into this kind of life. Ride buses or trains to get everywhere, wait in line to get to work, wait in line to eat, and wait in line for your pay! Developers have worked their magic up there long ago.

SW WOULD LIKE PUBLIC TRANSPORTATION BETWEEN AIRPORTS - DAYTONA & ORLANDO TO SAVE THE HASSLE OF DRIVING. ALSO WOULD USE TO GO TO THEME PARKS IF THEY RUN EARLY & COME HOME LATE AND ARE PUNCTUAL, PUBLIC TRANSPORTATION WOULD BE GREAT! ALSO TO BEACHES VIA BUS IF THEY DON'T REQUIRE A LOT OF TRANSFERS. WED BE HAPPY TO ADJUST OUR SCHEDULES AND LEAVE THE DRIVING WORRIES TO PUBLIC TRANSPORTATION. THERE USED TO BE BUS TRANSPORTATION ON A REGULAR BASIS FROM LAKE HELEN TO DELAND. HAVE NOT TRIED TO USE VOTRAN NOW, BUT THINK IT WOULD BE GREAT.

SW I4 sucks. We Need Trains.

SW Please consider a traffic light at the intersection of Enterprise Rd and Commed Blvd in Orange City. It is very hard to get out on Enterprise road. Otherwise, you are doing a great job widening I-4, and I think you are heading in the right direction.

SW I HAVE NO REASON TO TRAVEL TO ORLANDO, THERES EVERYTHING I NEED HERE IN ORANGE CITY OF DELAND

SW After thinking about Barbaras survey, she was a passenger with me on both days at certain times. Both are indicated on CK survey.

SW A light is needed on Garfield and doyle road; 1) too many cars on Doyle; 2) intersection is a school crossing which makes it very difficult to turn left from Garfield onto doyle Road; 3) when approaching Doyle from Garfield, to many bushes, trees, etc. on the left requiring the driver to move close to Doyle Road. Cars and trucks turning left onto Garfield come withi inches of the Garfield waiting car.

SW As it is now, I-4 keeps us from attending things in the Orlando area. We both work, in Volusia county so there is no need to go to Orlando except for recreation or shopping and shopping is rare for we have ample shopping here in Volusia county. We probably would use the rail to go to Disney or such to stay out of traffic and get from point A to B in the best fashion, with the least fuss.

SW Many people walk in our neighborhood to the nearby parks, restaurants and stores, yet there are insufficient walkways. We need sidewalks on Elkcam Blvd. between Lake Helen Osteen Rd and Howland. Also we need a street light at the corner of Danforth Ave. and Elkcam. I am pleased to see major roads opening up to connect us to further parts of town. I would like to see a road open up from Elkcam to Route 415. Lake Helen has too slow of speed limits. Thank you for the opportunity to give suggestions.

SW I would allocate 4None% of tax dollars to rail if rail was to Orlando for commuters. Rail - If there were easy popular options to get to final Orlando destinations, it would be more popular to use. The idea of trying to pick the right bus after the train to get to a popular mall or Disney, I would rather just drive. I feel that there should be more sidewalks for people to use - especially along busy roads. Many young people walk along the roads getting dirty or ride bikes trying not to lose control over the bumps. If Enterprise Rd (Not to mention how dangerous it is on the bridge that goes over I-4 - Enterprise)

SW These are our typical weekdays. On the weekends however, we often travel to various other places including Sanford, Altamonte Springs and Orlando.

SW I THINK I WOULD ALMOST INVARIABLY TAKE MY OWN PERSONAL CAR EVERY TIME I WANTED TO GO TO ORLANDO. THE REASON: EVERY TIME ID TAKE THE TRAIN ID HAVE TO ARRANGE FOR SOMEBODY TO GET ME AT THE RAILHEAD IN ORLANDO AND REDEPOSIT ME AT THE END OF THE VISIT. THE BIG PAIN OF ORLANDO IS THE HORRIBLE TRAFFIC

CONDITIONS WITHIN THE AREA ITSELF, NOT THE TRIP TO AND FROM IT. I KNOW THEYD INSIST ON HAVING THE RAILHEAD DEAD CENTER DOWNTOWN WHERE NOTHING IS AND THE WORST POSSIBLE PLACE FOR INTOWN TRAFFIC ACCESS. IF THE TRAFFIC ENGINEERS WERE SMART ENOUGH TO PLACE THE RAILHEAD IN A SENSIBLE PLACE THEYD ALSO BE SMART ENOUGH TO SOLVE SOME OF THE OTHER PROBLEMS OF THAT AREA. UNTIL THEY GET THAT WAY ITS BEST VOLUSIA COUNTY TO STAY AWAY AND NOT GET INVOLVED.

SW we are in favor of saving AMTRAK, of having some kind of rail service to and from Daytona Beach to Tampa with vital stops in between. We are also in favor of Votran which we use occasionally.

SW I-4 IS BECOMING INCREASINGLY DIFFICULT FIE TO CONSTRUCTION ACTIVITY, CAR ACCIDENTS, SLOW SPEED BECAUSE OF CONGESTION AND PERIODIC INCLEMENT WEATHER. AN ALTERNATE MODE OF TRANSPORTATION SUCH AS A RAIL LINE AND/OR BUS SERVICE BETWEEN VOLUSIA COUNTY AND ORLANDO WOULD SERVE TO RELIEVE SOME COMMUTERS FROM HAVING TO DEAL WITH THE TRAFFIC CONDITIONS.

SW Why would anyone take the rail service if it takes longer to get to the station than the amount of time that is being saved by taking the rail??? The scenarios that were presented were not practical - a rail station would need to be located somewhere where a person had to drive by anyway to get on I-4 (like the lot where Lynx picks up now on Saxon, or right off of Doyle). It also must save a commuter a substantial amount of time (15 minutes or more) or else people will not give up the comfort and convenience of their cars. Please do not let Volusia County become another urban sprawl nightmare like Orlando is - the reason people are moving out to this area is to get away from Orlando. Yet the planners and commissions in Volusia County are permitting ill-advised developments despite the fact that the concurrency requirements have not been met (no schools, and I-4 is past its capacity!!!) Slow down and keep this a unique area, not just another part of greater Orlando.

SW the problem isnt using rail to get to orlando, its getting to the job site. increase driver age requirements to 18 unless they are married and have to work. increase revenues by going back to vehicle inspections. some of the rattle traps people drive shouldnt be on the road. it will take a lot to make me go to public transportation.

SW I WOULD USE RAIL OR BUS WHENEVER POSSIBLE AS DRIVING ON ROUTE 4 FROM DELTONA TO ORLANDO IS TOO DANGEROUS. I WOULD PREFER FLYING OUT OF DAYTONA AND HOPE THEY GET MORE FLIGHTS. I ALWAYS USED CONTINENTAL TO GO TO NEW JERSEY AND NOW IT IS DISCONTINUED. IT LOOKS AS IF ORLANDO AIRPORT WANTS TO MONOPOLIZE TRANSPORTATION.

SW Volusia badly needs another east west artery as well as easier access to orlando

or tampa.

SW CAR OR RAIL WOULD DEPEND ON MY DESTINATION. IF IT WOULD TAKE ME NEAR THE AIRPORT I WOULD LOVE A RAIL SYSTEM.

SW We would not ride public transportation to shop because of the convenience of our car to carry what we buy. However, travel on I-4 during rush hours is a great inconvenience so we stay home at that time. Train service would do a lot for the people who have to travel to Orlando area every day.

SW WE DO NOT NEED ANOTHER TRANSPORTATION SYSTEM THAT WILL LOSE MORE TAXPAYER MONEY THAN THE BUS. PLEASE DO NOT ENTER MY NAME IN THE DRAWING FOR THE PRIZES. I WOULD NOT USE ANY OF THEM. PLEASE TAKE MY NAME OFF OF YOUR MAILING LIST.

SW THERE WAS AN ACCIDENT ON SAXON BLVD AND IT TOOK ME 1 HR TO GET HOME! WE HAVE TO HAVE MORE EXIT RDS. IN DELTONA!

SW WEST SIDE OF COUNTY NEEDS IMPROVED ROAD NETWORK, MOST NOTABLY EAST OF DELTONA - ELKIN - 415