



Connect 2045 LRTP Public Comments January 2023 Pioneer Trail Amendment (Received after 01/18/23)

We are writing to voice our strong opposition to the proposed I-95/Pioneer Trail Interchange in Volusia County, and the allocation of any funds to it. Our concerns include the unethical use of ARPA funding, the increased flood risk it will generate, and the negative impact on quality-of-life for residents.

Furthermore, in light of the fact that the project has changed and expanded significantly, we believe the public deserves more time for further review in the interest of full transparency and preventing irreversible damage to our environment, health, and way of life.

Please do not amend the 2045 Long Range Transportation Plan to bestow \$100+ million to this controversial and harmful project. Also, please kindly transmit our comments to the TPO Board.

Sincerely,
Ken and Julie Sipes

Good morning. I am in support of the funding for the Pioneer Trail Interchange Project (FM# 436292-1). I live in Sugar Mill Gardens and this interchange would save time, fuel and money on my daily commute. With the Williamson Blvd. Expansion and the addition of the ICI Homes development and proposed developments and the addition of the Coastal Woods development, there needs to be another less congested way to access the interstate system. SR-44 is already impacted daily by the number of vehicles exiting I-95 and turning onto Sugarmill Drive. SR-44 is backed up onto the travel lanes due to the number of cars turning.

An argument has been made that homeowners security would be impacted. I counter that argument as there is always a security threat no matter where you live and how close you are to an interchange. The security threat exists in the new number of homes and persons living in these homes. I have experienced home break-in and theft and it was always committed by a local or neighbor.

Another argument is that the slow paced small town feel will be impacted. I counter that argument by simply stating that all of the new developments and the planned new developments are the demise of the small town feel, not the interchange. The interchange is merely a consequence of progress and development.

Thank you,
Justin Grillot



Basically, at this point in time I would strongly support a moratorium on any project that would encourage further growth and traffic. I see no public interest in such a project, only developers would benefit.

Richard Fasse

jayhawk1972@gmail.com

Could you tell us the results of the votes from Tuesday's committee meetings?

Also, when you have time, could you share the recordings and minutes?

But please at least get us the vote results before Tuesday, even if the recordings/minutes are not ready yet.

Thank you!

The Save Don't Pave Spruce Creek Coalition

SaveDontPaveSpruceCreek@gmail.com

please back off on proceeding with this proposed pioneer trail i-95 interchange. the existing infrastructure of the community can not handle the additional traffic and folks.

i am sure you are aware how pioneer trail ends going east.

beach access is limited to two causeway that cannot handle the flow now. adding another feeder, the pioneer interchange, will only exacerbate the problem not fix it. this town is still unique. allow it to uniquely continue to exist.

Timothy English

Hi, would like to support the new interchange at I-95 and Pioneer Trail. We need this interchange to take some of the congestion off of State Road 44 in new Smyrna Beach.
Sincerely, Robert R West.



We would like to register our objection to adding another I-95 exchange at Pioneer Trail. This area has been zoned for large lot private residences. It is rural country. Adding an exchange here would destroy what was intended & turn this beautiful area into another disaster like the Rt. 44 urban sprawl. Not to mention the negative impact on the environment and abundant wildlife that exists today.

Please do NOT allow a new exchange to be built from I-95 to Pioneer Trail.

Bill & Margaret Crellin
1843 Bayview Drive
NSB. 32168

Please register my further comment as follows:

1. Shouldn't we wait for the NSB Flooding Study before we sacrifice many, many acres of precious wetlands that help alleviate flooding, control erosion, remove pollution and help clean the water? Once these areas are destroyed, they are gone forever. Not to mention the threat to the wildlife and wildlife corridors across the state, critical to maintaining biodiversity and a healthy ecosystem.
2. 10s of millions of dollars would be spent on this project to save drivers possibly 60 seconds time at the existing two nearby interchanges. Are we so impatient that we need to destroy the natural environment that supports us and particularly one that helps alleviate the threat of flooding among other critical benefits?
3. How is the notice for the Request of Public Comment being distributed? I'm concerned this is reaching very few folks, I happened to see this on the NSB town website, which indicates a membership of less than 600 members, a very small segment of the population. Would it make sense to actually send a mailing to residents so that EVERYONE gets notice of this opportunity?

Thank you for taking comments.

Kind regards,
Erica Ell
4200 Saxon Dr. New Smyrna Beach
ericaell@gmavt.net



No, no, no, no, no, no interchange at Pioneer Road. Please find an alternative to this!

Thank you!
Irene Groo
703 Laurel Bay Circle
NSB 32169

Again's this whole Project. This is a disgrace

Thanks,
Jimmi

Please include my following comments.

I am totally against this new exit. There are sensitive wetlands that will be impacted. There are narrow roads like Pioneer trail that cannot safely handle the influx of the traffic. Not sure how traffic will be routed but I see it impacting NSB's historic westside neighborhood towards North Dixie Freeway. I also see it causing more gridlock within our city. Let's just improve our current interchange exits like Dunlawton and SR44, if needed.

With all of our recent flooding within new and older developments on the NSB mainland this is the last thing we need.

I always thought Spruce Creek was an Outstanding Florida Waterbody and should be protected. At the very least, I would hope there would be an Environmental Impact Study and a realistic balance of nature and concrete. This should not be perpetuated by overdevelopment and greed.

I believe it is only a distance of 7.5 miles between SR44 and Dunlawton exits on I95. The proposed Spruce Creek Exit cuts that in half. The environmental destruction and wildlife displacement are not worth shaving 5 to 10 minutes of driving time. The Pioneer trail exit and Williamson Blvd extension are only meant to further the efforts of opportunistic developers and not benefit the majority of county and municipal residents.

Thank you,
Leslie Sachs
816 E 8th Ave
New Smyrna Beach, FL 32169



Please do not ruin this beautiful area with traffic. There are owls, hawks, Bobcats, eagles, sandhill cranes, etc...in this area. They are getting squeezed out of all the woods nearby due to out of control large developments - PLEASE don't pollute more of their habitat.

Thank you for your time.
Jenene Miller

I vehemently oppose the Pioneer Exchange.

Sincerely,
Ann Johnson

I oppose the pioneer exchange

Lori Richards

I oppose the pioneer exchange.
LA Goonie

I am against the Pioneer Trail Interchange Project for obvious reasons stated below. (Copied from a post on Nextdoor)

This proposal for an unnecessary additional interchange with I95 at Pioneer Trail in New Smyrna Beach will destroy hundreds of acres of critical wetlands adjacent to Dorris Leaper Spruce Creek Preserve.

As researched and advised, "if built, this project and associated secondary impacts will bring about the loss of hundreds of acres of critical wetlands in Volusia County, FL, as well as destroy habitat corridors needed to maintain the health and biodiversity of Doris Leeper Spruce Creek Preserve.

Please reconsider and protect these wetlands.

Thank you!
Eva Davis
813 E 15th Ave
New Smyrna Beach



I oppose the Pioneer Trail Interchange. We can't keep taking sensitive areas for unnecessary projects like this.

Donna Craig
Ormond by the Sea, FL 32176

My thoughts on this, is wondering if this Highway is absolutely necessary. This is just another impervious surface which will make the area a flood zone. I think these last couple years are good examples of the need for less building. Florida is beautiful and I would hate to see things get too overbuilt. In other words you can't go back. Leave the open space.

Michael Tague

My email to you is concerning my and my family's opposition to the Pioneer Trail Interchange.

Florida should be striving to preserve our forests and the wildlife that calls those forests their home rather than destroying them.

Money is the root of all evil and we are not only allowing, but encouraging the destruction of Mother Nature so a few selfish people can profit from the killing of trees and the many amazing animals that live there.

Thank you,
Mindy McLarnan
Ormond Beach, FL

I am against this because it will cause a lot of disruption to the natural area, the families that live there, bring more traffic, fast food chains etc. and for what? Convenience? I believe it is only 5 miles between the NSB and Port Orange interchange - that does seem adequate to me even as our area grows in population.

I would prefer to see the existing interchanges be upgraded to adding a new one.

Betsy Suposs | Interior Design
Modern | Classic | Coastal
<http://www.interiormotivesdesign.com>



Common sense should tell you, table the Pioneer Trail Interchange project, which offers little to help the residents in that area. The available funds should be channeled to priority infrastructure needs in Volusia County.

The interchange can always be considered at a later date. On behalf of myself and all citizens in Volusia County, we appreciate and thank all involved for your understanding and consideration in the above matter.

Jack Blum

Please be aware that all of us in this area (32 years here for me) are AGAINST bringing more traffic off I-95 here or elsewhere! Already you (FDOT) have turned our once-lovely, peaceful country town into a maelstrom of noise, dirt, dust, pollution, and uprooted the homes of countless wild animals, lovely plant life, natural forests, and NATURAL WATERSHED—which has led to recent flooding and will do even more harm and the total degradation of life for humans and animals! STOP this at once! We taxpayers do not want our money spent this way- to destroy LIFE! NO, NO, NO! We do not want to be an other Daytona Beach or any big city!!!

Suzanne Barber
Corbin Park area New Smyrna Beach
386-426-5657
SUZY OF FLORIDA
GOD BLESS AMERICA!

Citizens on your own Advisory Committee are against this exchange. But I find it unconscionable that ARPA money would even be considered as a funding source. Disgraceful misuse of those funds IMO.

Weegie Kuendig
Daytona Beach Resident



There is no reason to destroy more nature in this area. There have been too many new neighborhoods that have totally decimated all the trees and wildlife. After the last two storms it has been Proven that flooding was a major issue and destroyed so many homes. The traffic is already beginning to be a problem on pioneer trail and no one wants additional vehicles & accidents, plus neighborhoods being entombed with traffic. Please do not pass this Pioneer Trail interchange. The homeowners of New Smyrna Beach have voted for you and trusted you to protect us. Please do not pass this unnecessary project.

Thank you & please vote no.
Michele & William Burns

Many New Smyrna residents are against the Pioneer Trail Interchange. I helped you with the TPO survey a few years ago, and feel many residents made their feelings clear at that time. If you have any questions please let me know.

Please vote no. Enough changes are happening in your precious town of Edgewater. We are exploding!

Sincerely,
Tricia Cobb

I am a resident of Volusia County since 1989 and I am making a statement AGAINST the Pioneer Interchange for your consideration, to the TPO and those I addressed this to. We spent our tax dollars, as a tax paying resident and homeowner, over a period of many years in an effort to protect Spruce Creek, it's Wetlands and Habitat. If we go forward with this Interchange, there will be clear cutting, loss of habitat, loss of Wetlands and our tax dollars and efforts are for not. I am in complete disagreement with the use of American Rescue Plan Dollars to fund this project that decreases our quality of life. In fact, I have not personally researched this, but many have commented this is not lawful. The price tag is outrageous! We know that with the interchange comes more clear cutting and development of malls and mega gas stations. For years now malls are phasing out, often are empty. We really don't need another mall. The mega gas stations are unsightly and we don't need more of those. We know the result of this interchange will be more excess building over wetlands. Our wetlands are vital to our environment. Our wetlands offer habitat to our wildlife and protection to our communities from flooding. My final point is I believe this interchange will have a negative impact towards sending traffic and possible flooding into vulnerable communities, as well as again the loss of many years of tax dollars that were meant to protect Spruce Creek and it's surrounding Wetlands.

Sincerely,
Carla J Black
Volusia County Resident



Thank you very much for this information...

Can you tell me if a complete environmental impact study was ever done for the project? And if so where to see it.

Many thanks again for the information.

Kind regards,
Erica

I am writing to comment on the proposed budget increase for the construction of an I-95 interchange at Pioneer Trail.

I live at 3630 Pioneer Trail, New Smyrna Beach, FL 32168, within the boundaries of the Samsula Local Plan. The idea for this interchange has been around for almost as long as I have been a resident of Samsula--28 years.

The obvious objection to this interchange has been repeated so many times:

Disruption of the natural drainage pattern into the Spruce Creek Watershed.

Further disruption of the wildlife corridor, particularly on the westside of the present I-95 overpass, once the most used wildlife crossing in the area.

Yet I want to emphasize for your department's knowledge that Pioneer Trail is a two-lane county road with little shoulder space and ditches on the sides of most of the road. This was brought up twenty years ago.

So while you are considering a budget increase for the intersection itself, be aware that it will soon be necessary to budget a widening and improvement of Pioneer trail, which will increase your expenditure exponentially. Pioneer Trail has already become a dangerous road to transit with increased traffic seeking relief from Highway 44.

Your consideration is appreciated.

Sincerely,
J. Douglas McGinnis
(386)547-5550
doug1952@cfl.rr.com



I write to you to express my opposition to the said project above. This project will increase flooding to the area, destroy a vital watershed that we tax payers paid to clean, and restore and a good chunk of Spruce Creek is The Doris Leeper Preserve. The secondary impact of this interchange will bring the loss of hundreds of acres of critical wetlands. Has there been an environmental impact study? I can't find one. I strongly oppose the use of ARPA funds to the tune of \$200 million dollars to pay for the interchange. There are better uses for this money to help our community, not for an interchange.

Thank you for your consideration,
Laura Devlin
Edgewater, FL

I feel the proposed Pioneer Trail interchange is a prudent idea. Not only to relieve congestion on the Hwy 44 interchange but most importantly for emergency evacuations.

Thank you.
Chuck Luther

I am writing today to share my views about opposing the I95 Interchange at Pioneer Trail. I am a resident of beautiful New Smyrna Beach and reside on Sunset Drive along the beautiful Turnbull Bay. Our beautiful area hosts Florida Wildlife and is also a bird sanctuary.

Allowing another interchange will destroy habitats while allowing unnecessary development to take its place. We already have exits from I95 available in Port Orange and Edgewater. Is there a valid need to have another interchange? No! I am appalled by the clearcutting of trees that occurs when developments slap these houses in as quickly as they can, destroying everything living there with little care. All for greed.

It has already become too clear that paving over watersheds and undeveloped land has resulted in current flooding. Allowing another interchange will result in more negative impacts.

The most important characteristic in leadership is wisdom. Although it seems to be the least used. Please use wisdom in your decisions for our communities and the actual people that make this area our home and depend on you to make good decisions for the future.

Deborah Mongato
Joseph Mongato
2531 Sunset Drive
New Smyrna Beach, FL 32168
Resident since 1983 in NSB



It's shocking to learn that the state's TPO would ever consider building anything in a wetland. The wetlands are essential to maintaining a wildlife area, provide a watershed for drainage and a recreational area for humans. Wetland are essential to a naturally sustainable ecosystem. Approving this interchange indicates the state and the area's municipalities are focused on supporting wealthy developers instead of the local voters/tax payers.

The flooding issues resulting from hurricanes Ian and Nicole destroyed many homes in Volusia county. How many more homes will be ruined during the next significant storm due to the impact of building this interchange? Does the TPO even care about that impact?

The fact that this interchange is being considered indicates that the state and local politicians only care about the money the developer will make and the subsequent contributions to their campaigns. Shame on you!

Thanks!

Joan Pirraglia

Mobile: 908-256-3767

joanpirraglia@gmail.com



I am emailing you to express my opposition to the pending Pioneer Trail Interchange planned for Interstate 95. The reasons I have for opposing this exchange include damage to an already threatened Spruce Creek, use of ARPA funds for a portion of the project and the priority being placed on this project.

First, I think it is clear to anyone who lives in Volusia County that we are fighting an enormous battle to recover and save precious water sources in our region. To intrude on such an environmentally sensitive area such as Spruce Creek for a non-essential project like a highway interchange does nothing but exacerbate an already tenuous situation. This issue alone would seem to be enough to halt any thoughts of putting in this unnecessary interchange, yet here we are with elements persisting in moving this project forward.

Secondly, the use of ARPA funds to finance this project appears to the average taxpayer as a complete violation of the public trust. From the National Association of Counties own website, ARPA funds are "intended to combat the COVID-19 pandemic, including the public health and economic impacts." I fail to see how building a highway interchange that is necessary only in the eyes of the developers and associated industries meets this criteria. I'm sure former business owners who had to close their businesses during the pandemic would agree with me that there are more target-oriented uses of these funds.

Finally, there is an enormous number of other highway projects that would be more of a priority than this exchange if federal money is, indeed, to be spent. First, locally, renovating the LPGA exchange that already exists appears to be a far greater need than a new exchange at Pioneer Trail; modernizing the US 1 interchange that has not been redesigned since it was built more than 50 years ago would also be a higher priority; and, finally, moving the money elsewhere on the I-95 corridor would have far more beneficial impact than this new exchange. It is incredible to believe that the major north-south interstate on the east coast of this country is still a four-lane highway through two complete states, North and South Carolina, no better than when it was built 60 years ago. All one has to do is travel I-95 thru North or South Carolina at high traffic times of year to experience the need for funding to improve and expand that roadway. Any of these items would be a far higher priority for funding than a new interchange on Pioneer Trail.

It is apparent to anyone familiar with political influences of Volusia County and the State of Florida that this interchange is being proposed for one reason and one reason only, to serve the interests of developers who are large donors to political campaigns of this state and who have a financial interests in further expansion of developments surrounding the proposed exchange. Are we to sacrifice every inch of our state to these forces or will someone have the courage to stand up and say enough is enough. I stand in firm opposition to the Pioneer Trail interchange and encourage my fellow citizens to do likewise.

Doug Pettit
Ormond Beach, FL



Please make this part of public record. I am writing concerning the Pioneer Trail Interchange. At a cost of two hundred million paid for by ARPA funds, we have more pressing infrastructure needs after two recent hurricanes in Volusia County. With the TPO citizens committee voting against the action, their recommendation should not be ignored. The federal required studies were not done by federal agencies for this project and there is no BMAP for Spruce Creek. Local studies are not a substitute for Federal Environmental Impact Studies. The Transportation Planning Organization should be responsible for proper due diligence with projects of this size and scope. There was significant flooding in the area of the proposed project after the recent hurricanes. Safety of residents should be the TPO Board's concern as the decision being made impacts the future of homeowners in the area. Insurance rates to homeowners pertaining to flooding should also be considered before continuing to build the project. Stormwater storage has significant impact on insurance.

New Smyrna Beach recently chose to pass a moratorium to address flooding issues in their city, as they lost a 25% discount on insurance. The moratorium is on developments of 10 acres or more and located in zones A and AE. They know they must address storm water problems. In 2007 the New Smyrna Beach Commission voted against the Interchange due to adverse environmental, development, and traffic impact. What has changed pertaining to all these issues and especially pertaining to environmental impact and flooding?

According to documents there was discussion that the City of New Smyrna Beach would lose their seat at the table, if they voted against it. This is reflected in the commission conversations from public records request 4/19/2013 and again recently in their last commission meeting. Did someone at the TPO or FDOT relay this to the City of New Smyrna Beach to influence their change in vote? Their city would be heavily impacted by the building of the Pioneer Trail Interchange. The City of New Smyrna Beach will be discussing the Interchange again on Tuesday 1/24/2023 at their commission meeting. They should be free of decision making without political intimidation from government entities.

I respectfully ask you to vote against moving the Pioneer Trail Interchange up the funding list of projects in Volusia County and perform the due diligence required.

Suzanne Scheiber



Hello R2CTPO, NSB and Edgewater City Councils,

I am writing to you to express a grave concern of mine as it relates to the I-95/Pioneer Trail interchange and the build out of SE Volusia County.

I know we need affordable housing in Volusia. I know we need to keep growing to maintain economic development. I know we need various infrastructure improvements around our county. I know we can only do so much to protect natural resources from private interest. I know as a region we are trying to do our best to ensure our citizens are happy, well served, and can peacefully co-exist with one another.

If approved the proposed I95/pioneer trail interchange enables further degradation of Volusia's precious natural resources before we really have a handle on the current impacts that we're experiencing from all the development we've seen in the past 5 years. Volusia's ENRAC and other organizations, including UF, are working on trying to improve Volusia's environmental standards, land development codes, and some are even trying to set up some guidance on implementing Low Impact Development standards within the county. If we move to approve and build this out soon, we may miss the chance to integrate that great work and may be walking down a path of irreversible ecosystem destruction.

As a member of the conservation committee at the state level in the Sierra Club and the conservation chair of the local Volusia-Flagler group, I have presented on some of the future impacts associated with this interchange at The New Smyrna Beach Regional Library in October 2022 and at Stetson University's Institute for Water and Environmental Resilience in November 2022. A 1 hr recording of the NSB library presentation is available here: <https://www.youtube.com/watch?v=Sqr57zeZf4g> if you would like to watch it. The PowerPoint of the November presentation is available here: 2022 1129 Threats to Wildlife Corridor-Rds and Development.pptx. There is some really great information about how this interchange impacts all sorts of stuff, but most important to my interest is the impacts to the wildlife corridor. We had around 50 people attend either in person or virtual to those sessions.

See this link (<https://youtu.be/jcG5glweeOU>) for a timelapse of aerial imagery from 1984 to 2020. Ormond expands out the northern PUD area. Daytona practically doubles in size. NSB and Port Orange fill in around Spruce Creek. South Village and the Farmton area seemingly had some land prep work conducted within the footprints of planned development. Edgewater expands up to NSB. Construction in Debarry, Deltona and the Deland area starts to ramp up and eat up urban interior green spaces and Pierson starts to explore an eastward expansion.

From what I gather from speaking with stakeholders around the community about this matter, we have a dire need for less large-scale developments and impacts, more connected and novel conservation projects, and much less "business as usual." The interchange represents one of



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several dominos that are seeming to be about to fall. If they fall... what assurance do we have that we will not harm the corridor beyond repair given what we have already done, what is currently being planned for, and what will eventually come? In another 20-40 years, will the only remaining undeveloped land be within conservation easements and park systems?

I'm happy to discuss if you have any questions, comments or need for additional information. Thank you for your time and consideration of my email.

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I recently learned about possibility to move up the development and construction of the proposed Interstate 95 & Pioneer Trail Interchange. I understand there is some opposition to this development. However, I did want to express my support for this project.

The addition of this proposed interchange will significantly enhance our current infrastructure. The traffic we currently face daily on the existing city & county roads while driving southbound from the Daytona area is exhausting, and dangerous.

This addition would make travel safer, more efficient, and increase the quality of life for the multitude of people living in the western areas on New Smyrna and west Port Orange.

As homeowner and 30-year resident of Port Orange I would welcome this new proposed interchange.

Mark Bowling



Thank you for the opportunity for me to comment on the escalation of the APRA funds for the Pioneer Exchange Project. The APRA funds have been designated for those areas that are in need of immediacy or correction. It doesn't seem appropriate that a project on the list should be moved ahead of those that have been rightfully placed on the list ahead of this project.. These other projects may have some negative impacts that need to be corrected, or some immediate concern for quick construction. the Pioneer Exchange Project does not fit that criteria.

As we move ahead and develop many different areas, we have seen many negative impacts that can occur, whether flooding- habitat destruction and unforeseen issues- when thorough planning has not been allowed to take place. It is critical - knowing all the flooding that occurred in the New Smyrna Beach area following the 2022 Ian and Nicole weather events that we pause and determine how best to implement this project, without accelerating it into a faster phase. There are many new factors to consider.

Everyone knows growth is occurring; however, we need to be mindful of the pace to ensure that the best job is being performed. This project has not warranted the need for acceleration. The recommendations of the CAC should be considered as you move forward.

Thank you
Sincerely,
Kay Burniston

My husband and I would like to register our concern and opposition to the use of ARPA funding for the construction of the Pioneer Trail/I95 Exchange. In researching the purpose of the ARPA, nowhere do I find any indication that the monies are meant to be used for this purpose. This exchange would greatly degrade the environment of our area and only benefit the developers and those who have the means to own higher-priced homes in the area, rather than benefitting people and small businesses impacted by the COVID pandemic, which is the stated purpose of the ARPA. Shame on our legislators for trying to hijack the funding for commercial use.

Alice & Wayne Culberson
New Smyrna Beach



I'm writing out of very deep concern about the Pioneer Trail Interchange and its impact on the Spruce Creek wetland environment and the many birds, fish, wildlife and people that call it home.

The Pioneer Interchange project would be devastating to wildlife - especially the endangered and threatened wildlife that need this land to connect to wildlife corridors that give animals space to survive - as Florida's rampant development devours wild lands at an alarming rate. The Pioneer Trail Interchange would destroy this corridor and destroy an entire ecosystem that so many species dependent on to survive.

It was also brought to light by Volusia Chairman Jeff Brower that the powers that be illegally bypassed environmental impact inspections and regulations when deciding to place this interchange at this location. In addition, the people of Florida voted to protect wild spaces such as this for wildlife, and this construction goes against that. This is critical wild land that should be protected at all costs. Once it is bulldozed, filled in, devoured by developers, it is gone forever. And then where do the animals go?

It also became very clear after Hurricane Ian flooded numerous neighborhoods that less wetlands and more concrete means more flooding for future hurricanes. Wetlands serve a purpose and act as sanctuaries for baby fish and absorb storm impacts that protect our communities. I urge you to not fund this project for the many important reasons listed - for the future of animals, conservation, and our communities.

Most urgently,
Kim Hover
New Smyrna Beach resident



I am writing to you about my concerns over the proposed interchange at I-95 and Pioneer and today's TPO funding meeting.

There are several important reasons that this interchange should at the least be put on pause if not postponed indefinitely.

1. The recent two hurricanes have highlighted the massive flood damage done to not just the coast line but to the many developments inland both east and west of I-95. New Smyrna Beach has declared a six month moratorium on projects over 10 acres to do a vulnerability study and to review existing water management policies for the safety of current residents and future development. TPO should acknowledge New Smyrna's move to insure best practice for water management and preservation of the fragile environment by pausing this interchange

2. Although this interchange has been in the planning stage for many years, what was considered good development has altered dramatically in the last decade. Climate change and over building in ecologically sensitive areas has challenged all of Florida to reconsider what is needed as the state grows. This is not the time to add an additional access point that will negatively impact rural lands and flood plains for the questionable need of an interchange so close to the one on SR 44.

3. Evacuation/emergency routes are indeed a concern as during Ian both SR44 and Pioneer were flooded. But opening another point to enter on I-95 which already becomes a parking lot during emergencies is not the answer. This Recover Money would be better spent developing other north south routes (i.e. Williamson Blvd) that are needed to move folks away from danger and from the many huge housing projects on the books for Edgewater west of I-95.

4. This is not the time to fast track an interchange that is based on old data in light of recent disasters and questionable need other than that of a few large developers. The outcome of this interchange will end in the creation of a second SR 44, overbuilding along a narrow road adding many problems both in traffic flow and costs to infrastructure that will fall on the County of Volusia and the City of New Smyrna Beach.

I wish you well in your deliberations today and hope my comments may assist in the difficult discussion and decision making on this proposed interchange. Florida has a long history of development based on greed and not on need, neglecting best practices in growth that impacts flood plains and wetlands and coastal communities. Please join New Smyrna Beach during their Moratorium and put a pause to this proposed interchange and not allocate Recovery money at this time.

Respectfully submitted

Dr Randy Herman

108 Esther Street

NSB, FL 32169