

Item 05-02 Amend Transportation Element

CHAPTER 2 TRANSPORTATION ELEMENT

CHAPTER 2

TRANSPORTATION ELEMENT

A. OVERVIEW/INTRODUCTION

~~The Transportation Element replaces the previous Traffic Circulation, Mass Transit, Ports, Aviation and Related Facilities, and the optional Scenic Roadways Elements. The Florida Department of Community Affairs (DCA) Rule 9J-5 states that the Transportation Element shall be coordinated with the local Metropolitan Planning Organization's (MPO) Long Range Transportation Plan. This means that there will be coordination between the Volusia County MPO (funding of federal and state transportation projects) and Volusia County (funding of county transportation projects). The purpose of the Transportation Element is to plan for a coordinated multimodal transportation system that places an emphasis on public transportation systems.~~

~~Multiple steps were taken to analyze the existing operational characteristics of the overall transportation system in Volusia County. The first step was to incorporate the Volusia County MPO's Long Range Transportation Plan as the foundation of the Transportation Element. The MPO's Long Range Transportation Plan was developed as a result of the passage of the *Intermodal Surface Transportation Efficiency Act (ISTEA)* of 1991. ISTEA was the catalyst that brought intermodal transportation planning to the forefront.~~

~~Passage of ISTEA required a greater emphasis on alternative modes of transportation to the private automobile. Thus, the Transportation Element focuses on all modes of travel, including: public transportation, rail systems, bicycle facilities, and sidewalk facilities for pedestrians in addition to the traditional single occupant automobile. The role of transportation demand management strategies, performance of truck route systems, roadways designated as important to economic development, and access to significant intermodal facilities were also considered.~~

The purpose of the Transportation Element, per Rule 9J-5.019, Florida Administrative Code (F.A.C.), is to coordinate local transportation planning with the long range transportation plan of the Volusia County Metropolitan Planning Organization (VCMPO) in order to develop a multimodal and intermodal transportation system with an emphasis on public transportation. The Transportation Element must establish policies to guide the delivery of transportation services, including performance standards, future expansions, financial feasibility, and plan coordination. The transportation network is identified to maintain adequate service levels to the public based on estimates of future development and population growth.

Chapter 9J-5.019 F.A.C. requires that a local government which has all or part of its jurisdiction included within the urbanized area of the Metropolitan Planning Organization (MPO), prepare and adopt a transportation element consistent with the provisions of Rule 9J-5 and Chapter 163, Part III of the Florida Statutes. Thus, the Traffic Circulation, Mass Transit, Ports, Aviation and Related Facilities, and the Scenic Roadway Elements are contained in this comprehensive Transportation Element.

The Transportation Element is an important part of the development and implementation of the other Comprehensive Plan elements. The intrinsic relationship between the use of land and the need for

access to the property makes the transportation system one of the primary factors in projecting future growth and development in Volusia County. The need to coordinate local decisions on the appropriate use of land with the infrastructure necessary for access and development requires unified common goals and objectives. Recognition of the relationship between plan elements is critical for the coordination and implementation of the Comprehensive Plan. The main focus of the Transportation Element document is to provide the guidelines to be adhered to by the County in serving the transportation community.

Originally, development of the Transportation Element involved defining goals, objectives, and policies to measure how effectively the Plan's progress would be met. Existing conditions of the transportation system were compared to those goals, objectives, and policies. From this comparison, short-term strategies and priorities were established. Transportation planning tools, demographic and growth projections, and revenue projections were updated. Plans were developed which addressed highways, public transportation, rail, bicycle, and pedestrian travel. In addition, a proposed procedure for annually monitoring deficiencies in the transportation system and identifying appropriate solutions to those deficiencies, known as a Congestion Management System, was also prepared. Then, a future transportation system was identified which met the demands projected by the Future Land Use Element. The Transportation Element documents the update to the Transportation Plan undertaken in 1995 for a horizon year of 2020.

Existing conditions on the transportation network in Volusia County were inventoried to provide a perspective on the need to provide additional or upgraded facilities in the future. Identifying the current deficient areas led to the development of an immediate update to the plan of action that would restore and maintain performance standards adopted for Volusia County. In addition, documenting existing conditions provided a reference point against which to measure the future progress in providing a safe and efficient transportation system.

Features of the Transportation Element include future improvements to Interstate 95 and Interstate 4. Transit route system expansions and higher frequency of bus service is also planned. A system of future bicycle and sidewalk facility improvements were also reviewed. Increased future transit service and improved bicycle and pedestrian features could dramatically enhance the quality of service provided by these modes of travel. However, in spite of the scheduled road improvements, the rate of growth estimated for Volusia County will exceed the rate at which the road system is being expanded. Thus, overall roadway congestion levels are expected to be greater in ~~2020~~ 2025 than today. Not all roads will be improved to meet currently adopted performance standards due to cost, physical or policy constraints.

~~The Transportation Element, which is based on the Volusia County MPO's Long Range Transportation Plan, is affordable with estimated improvements costing 2% over estimated revenues through 2010, and improvements costing 10% over estimated revenues by 2020. In the 2011 through 2020 time frame, the majority of the cost exceedance is related to the widening of Interstate 4 from the Seminole County line to Interstate 95. Funding for improvements to the Interstate system is allocated on a national basis and it is anticipated that additional Interstate funding will become available in the 2011 through 2020 time frame to accomplish these improvements. At the present time, roadway operating conditions are viewed as generally good.~~

I. SUMMARY

The adopted components of the Transportation Element include the: ~~Overview~~ Introduction; Thoroughfare Roadway System; Thoroughfare Overlay Zone; Public Transportation; Ports and Aviation; Rail; Bicycle and Pedestrian; Scenic Corridors; Goals, Objectives, Policies; and the Transportation Element Map Series as presented in Appendix 1.

The Volusia County MPO ~~2020 2025~~ Long Range Transportation Plan (prepared by ~~Tindale, Oliver, Ghyabi and Associates~~), the ~~Volusia County~~ VOTRAN Transit Development Plan ~~1996 - 2004~~ 2007-2016 (prepared by the Center for Urban Transportation Research, University of South Florida), the Ponce de Leon Inlet Management Plan (prepared by Taylor Engineering, Inc.), the Daytona Beach International Airport Master Plan (prepared by HNTB), and the Scenic Corridors Plan and Corridor Management Plans in Volusia County will be printed separately as support documents.

B. THOROUGHFARE ROADWAY SYSTEM

The Thoroughfare Roadway System depicted in Figure 2-1 was developed using the functional classification criteria established by the Federal Highway Administration. The Thoroughfare Roadway System is generally defined as:

- Arterial Roads are those roads that serve longer trip lengths and major travel purposes to or through urban areas; and
- Collector Roads are those roads that serve moderate trip lengths and minor travel purposes, provide access to the Arterial Road system, and connect concentrated land uses.

All other roads are considered local roads which serve to facilitate travel between home, work, entertainment, shopping, and connect to the nearest road on the Thoroughfare Roadway System (Arterials and Collectors).

The Thoroughfare Roadway System was analyzed and evaluated looking at the future number of through lanes (~~Figure 2-2~~) (Figure 2-3) and Level of Service (~~Figure 2-3~~) (Figure 2-4) of these roadways. Figures 2-1, 2-2, and 2-3 show the planned future roadway system of Volusia County and how it is expected to operate. Level of service standards are defined for the Volusia County roadway system. The County's adopted Thoroughfare Road Map is the basis for the preservation of roadway rights-of-way within the County. This map is a long-range planning tool, which identifies the network of roadways required to meet future traffic demands. The Thoroughfare Road Map serves as the premise for future roadway system expansions proposed for the Year 2025.

C. THOROUGHFARE OVERLAY ZONE

Commercial development typically tends to expand along arterial transportation corridors as growth increases within the vicinity of and along roadway corridors. Eventually, conflicts result between the corridor's function and its ability to move high volumes of traffic through an area. Congestion then intensifies as commercial growth increases along the entire length of the corridor.

Increased commercial growth also changes the public's image of the transportation corridor. What was once considered an attractive tree-lined corridor gradually and often rapidly begins to exhibit characteristics of uncontrolled strip commercial development. Once this pattern has been initiated, it is difficult to establish alternative types of development (e.g., residential) along these corridors. It is for these very reasons that the County prepared additional regulations for its arterial transportation corridors so that they (1) could move large volumes of through traffic in addition to significant volumes of everyday local traffic, (2) do not contain significant amounts of existing strip commercial development, and (3) promote controlled access with adequate separation.

The objectives of the regulations were to lessen or prevent traffic congestion, establish a high standard for development, and create a more attractive streetscape. These objectives were best achieved by establishing design standards for these corridors. These standards included, but were not limited to, access control, substantial landscape buffers, maintenance of natural vegetation, aesthetic sign controls, increased landscaping provisions, and greater building setbacks.

These standards were incorporated into the County Zoning Ordinance as an overlay zone on ~~three~~ several arterials (State Road 40, US 92, ~~and~~ State Road 44, US 17, US 17-92, State Road 15A, and West Volusia Beltway). The overlay zone has been applied to the County Zoning maps and imposes a set of requirements along these arterial roads in addition to those of the underlying zoning classification. In the area where the overlay zone has been established, development is simultaneously regulated by the underlying zoning classification and the overlay zone requirements. The type of permitted uses or special exceptions allowed are determined according to the underlying existing zoning classification, site design, signage, building location, and are also regulated by the overlay zone requirements.

D. PUBLIC TRANSPORTATION

Public transportation is a necessary service provided as a cost-effective alternative to the automobile. In Volusia County, public transportation is provided by VOTRAN through a variety of modes: Directly Operated Fixed Route Service; Directly Operated Demand Response Service; Purchased Demand Response Service; Shuttle Service for Special Events; Commuter Assistance Services; and Express Bus Service. Since the County has a transit modal split of less than one percent, the Transportation Element includes policies that promote additional mobility alternatives to automobile use. The Volusia County Council serves as VOTRAN's policy-making board which consists of seven elected members including five district members and two at-large members.

In December 2006, the Center for Urban Transportation Research (CUTR) completed a major Transit Development Plan (TDP) update. The purpose of a TDP is to provide the community and VOTRAN employees with a compelling vision of what VOTRAN is to achieve and become. The plan provides direction, insight, creativity, objectives, actions, and above all, organizational values. The TDP included 46 recommendations, most of which are ongoing and operational or capital related. Important planning recommendations were: (1.) pursue a long-term dedicated funding source for VOTRAN; (2.) pursue Florida Growth Management Act and Proportionate Fair Share Transit Opportunities; (3.) continue to work with other government agencies to enhance community "walk ability" and to achieve better bus stop accessibility; (4.) maintain VOTRAN's involvement in the transportation and land use planning process, (5.) strive to ensure that all municipalities recognize and support VOTRAN's involvement as a review agency in the local land use planning process and (6.) ensure consistency

~~with the Local Comprehensive Plan Transportation Elements. These recommendations are significant since VOTRAN operates countywide among 16 municipalities making intergovernmental coordination vital to the success of public transportation. Originally, VOTRAN was established by County Ordinance in 1975 and provided limited services within the East Volusia Taxing District. Concurrently, New Smyrna Transit operated as the public transportation provider for the City of New Smyrna Beach while the Volusia Council on Aging coordinated the Demand Response Services with several contracted operators throughout the County.~~

~~As of October 1, 1993, the Volusia County Council expanded VOTRAN's service area has been expanded countywide (as depicted in Figure 2-4). In October 1994, fixed route service was implemented in the western portion of Volusia County. On November 1, 1993, VOTRAN was designated the Community Transportation Coordinator and took over the coordination role previously provided by the Council on Aging. In an effort to further eliminate duplication of services, VOTRAN took over New Smyrna Transit January 1996.~~

E. PORTS AND AVIATION

Ponce DeLeon Port Authority

~~The Ponce DeLeon Port Authority and the Daytona Beach International Airport are the only port, aviation or related facility owned and operated by Volusia County. The Daytona Beach International Airport and the Ponce de Leon Inlet & Port District are aviation/port facilities managed by Volusia County government.~~

Ponce de Leon Port Authority

~~The Ponce DeLeon Port Authority is operated by Volusia County to manage the recreational waterway of Ponce DeLeon Inlet. The Ponce DeLeon Inlet has been used for navigation for over 200 years. Throughout its history the inlet has been known as capricious and dangerous. Under adverse conditions (a combination of wind, tide, and waves) the inlet presents a clear threat to life and property.~~

~~Recognition of this situation led to several attempts to provide safe navigation through the inlet. In 1972, the Ponce DeLeon Port Authority and the US Army Corps of Engineers stabilized the inlet with rock jetties on the north and south sides of the inlet. Each jetty is approximately 1,000 feet in length. Navigation has been safer since the original stabilization. However, ingress and egress are still a problem and the inlet is trapping an excessive amount of sand.~~

~~Another stabilization plan has been completed by the Port Authority and the US Army Corps of Engineers. The plan is a \$17 million effort and will include deepening the existing channel. Also, a \$7 million Port Complex is being planned which will include: dock space for 25-35 fishing vessels, two processing facilities, an ice plant, a repair facility, and other amenities. The estimated dates for construction of these two projects are scheduled for late 1999.~~

~~Finally, the Port Authority completed the Ponce DeLeon Inlet Management Plan which evaluated and developed recommendations for the care and maintenance of the inlet. The Plan has been adopted by the County and the State. The Ponce DeLeon Inlet Management Plan was developed to meet four broad objectives: (1) mitigate the disruptive effects of the Ponce DeLeon Inlet on littoral drift; (2) enhance the stability of beach segments within the inlet's area of influence; (3) stabilize the Ponce DeLeon Inlet and its navigation channels to ensure safe navigation and predictable channel behavior;~~

~~and (4) enhance public safety within the inlet and throughout the adjoining segments of coastline falling within its area of influence.~~

The County of Volusia-Ponce de Leon Inlet & Port District is a special taxing district on the eastern half of the county that functions primarily as the "Local Sponsor" for the Federal channel project at Ponce de Leon Inlet. In this capacity, the Port District provides locally derived ad valorem tax revenue to the U.S. Army Corps of Engineers in support of channel works aimed at maintaining the Inlet channel as a safe navigable access from the Atlantic Ocean to the Intracoastal Waterway.

Furthermore, the Inlet & Port District supports implementation of the Ponce de Leon Inlet Management Plan. The inlet management plan, formally approved and adopted by the State of Florida, provides inlet channel management guidance as related to the littoral system of beaches and rivers in the vicinity of Ponce de Leon Inlet.

Lastly, the Inlet & Port District provides support for a variety of coastal zone management efforts throughout east Volusia County including: beach erosion control, estuarine habitat restoration, artificial reef construction, public waterway channel dredging, derelict vessel removal, coastal land acquisition and coastal and waterway park facility development.

Daytona Beach International Airport

The Daytona Beach International Airport (depicted in Figure 2-6) Figures 2-1, 2-4, and 2-5) and its proposed expansion interacts closely with the Transportation and Future Land Use elements of the Volusia County Comprehensive Plan. In addition, the close proximity of the Airport within the City of Daytona Beach makes intergovernmental coordination crucial to any expansion of the Airport. Expansion of the Airport and the permitted land uses by the City of Daytona Beach in the immediate vicinity should be consistent with each other.

~~On December 1995,~~ The Master Plan updated June 2003 for the Daytona Beach International Airport was submitted to the County ~~that~~ to provide a capital improvement program for facilities, a uniform property development plan and an Environmental Impact Assessment. This Master Plan was prepared by a consultant, HNTB, and was adopted by the Volusia County Council. This Plan meets the requirements of Section 163.3177 (7)(b), Florida Statutes (F.S.) and Section 9J-5.019 of the Florida Administrative Code (F.A.C.) which establishes minimum standards for portions of the Transportation Element.

The Master Plan for the Daytona Beach International Airport has been printed separately as a support document for this Element. This report contains projections on the number of passengers expected to use the terminal through the year ~~2012~~ 2020, expansion of airport facilities needed to meet demand, evaluation of existing facilities, property management program, and an environmental impact assessment and other required information that conforms to state and federal regulations.

The adopted Master Plan as reflected in the Comprehensive Plan offers Volusia County the opportunity to capitalize on and maintain the airport as an important economic asset for the County into the future.

F. RAIL

~~Rail systems are an important consideration to Volusia County and are depicted in Figures 2-4 and 2-5. Four levels of rail service are of relevant concern: state-wide high speed, regional commuter, light rail, and regular passenger rail services.~~

~~A high speed rail connection to Volusia County creates potential for significant benefits because of Daytona Beach's popularity as a tourist destination. Addition of Volusia County as a destination on the high speed rail system will increase system ridership and contribute to Volusia County's economy. The FDOT has indicated initial high speed rail service could begin in the 2001-2005 time period between Miami, Orlando, and Tampa, and service to Jacksonville may begin within two years following the initial service.~~

~~There are two existing rail lines in Volusia County, CSX and FEC rail lines. The CSX rail line runs north/south on the west side of the County and the FEC rail line runs north/south on the east side of the County. Amtrak runs regular passenger service on the CSX rail line with a stop in Deland. Amtrak is currently negotiating with FEC to use their rail line to develop passenger rail service between Miami and Jacksonville, with a stop in Daytona Beach.~~

~~In coordination with the high speed rail efforts of the FDOT, rail considerations have been included in a major investment study of I-4. The "Interstate 4 Multi-Modal Master Plan/Major Investment Study," directed by the FDOT, has recommended that improvements be made to I-4 by 2020 to include a dedicated "rail envelope" inside the median of I-4 to accommodate high speed, commuter, and/or light rail lines from the Orlando urban area all the way to I-95.~~

~~Traffic congestion is a growing concern for those who live, work and visit Central Florida. As the region continues to grow, the congestion is only expected to worsen. Therefore, the Florida Department of Transportation (FDOT), in cooperation with local government officials in Orange, Seminole, Volusia and Osceola counties and the federal government, is developing a commuter rail transit project to run along a 61 mile stretch of existing rail freight tracks in the four-county area. Phase 1 is proposed as a 31 mile segment serving 10 stations, linking DeBary to Orlando. The commuter rail facility will provide commuters access to employment centers in Orlando. Service could begin as soon as 2009 which will provide a convenient alternative to driving on I-4 as major reconstruction is planned from State Road 434 in Longwood to Kirkman Road in southwest Orange County.~~

~~Phase 3 is proposed to extend the commuter line to Deland. The proposed Deland stop will provide transit access to most of west Volusia County, as well as Lake County. In addition, the area immediately surrounding the station provides a unique redevelopment opportunity for local residents and elected officials to serve commuter rail passengers in a fast growing residential area.~~

G. BICYCLE AND PEDESTRIAN

~~Roadways throughout Volusia County have been constructed with consideration given to the needs of non-motorized travelers. The Federal Highway Administration estimates that two thirds of all urban trips are less than five miles, which is indicative of the potential demand for non-motorized travel. In addition, increasing numbers of people walk for exercise.~~

~~Volusia County, over twenty-five years ago, developed a construction program to build sidewalks in needed areas. Projects built within the past ten years have included sidewalks in urban areas and paved four foot shoulders in rural areas. Volusia County sets aside approximately \$500,000 a year on this program alone.~~

~~The County is currently working with the Volusia County MPO to develop a County Wide Bicycle and Pedestrian Systems Plan. This Plan will focus on areas of high bicycle and pedestrian activity, identifying existing facilities and recommending where needed improvements should be implemented.~~

~~In 1999 Volusia County had an injury rate of 48.5 and a fatality rate of .23 per 100,000 population. This is significantly better than the 1990 injury rate of 70.68 and fatality rate of 1.62 per 100,000 population. Though the statistics look promising, the County needs to continue expanding safe bicycle facilities and educate users in Florida traffic laws, particularly rules about riding bicycles with the flow of motorized traffic. As part of the Volusia County MPO's Long Range Transportation Plan an evaluation of major thoroughfares for bicycle suitability was conducted. For the purpose of forecasting bicycle suitability for 2020, the following assumptions were used to develop future recommendations for bicycle improvements.~~

- ~~* Improved roads (adding additional lanes) in urban areas should include marked bicycle lanes;~~
- ~~* Improved roads in rural areas should include paved shoulders or marked bicycle lanes;~~
- ~~* Improved roads will have outside lanes not less than twelve feet; and~~
- ~~* On street parking will be removed from improved roads in areas with constrained right of way.~~

~~As improvements are programmed and constructed by the FDOT and Volusia County, every effort will be made to include sidewalks, bikelanes, and/or paved shoulders to accommodate the mobility needs of both bicyclists and pedestrians.~~

~~In January of 1999, the Volusia County Council accepted the Volusia County Trails Master Plan. The Plan is intended to be Volusia's vision for trails. It is useful for cities to use this Master Plan in linking to the County's trail network, as well as providing a guide for their own trail development.~~

~~The trails map is envisioned as a trails network that will cover 76 miles throughout Volusia County linking neighborhoods, parks, schools, and downtowns. In 2000, the first phase of the Spring to Spring Trail in DeBary was completed.~~

~~Historically, bicycle and pedestrian needs have not routinely been considered in planning for most transportation projects. Since the increased use of bicycles can significantly reduce congestion, Volusia County encourages walking and bicycling where practical and safe.~~

~~Volusia County recognizes the importance of providing pedestrian and bicycle facilities as a means of expanding the travel opportunities for residents who, either by choice or by circumstance, do not use an automobile. These groups often include, but are not limited to, disabled individuals, children, the elderly, and the financially disadvantaged. Volusia County supports the intent of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to help "create an integrated, intermodal transportation system which provides travelers with a *real* choice of transportation modes."~~

~~Volusia County continues to expand the creation of safe bicycle facilities by helping educate users in Florida traffic laws, particularly rules about riding bicycles with the flow of motorized traffic. Safety promotion, education, and injury prevention goals are emphasized through involvement in the Volusia County Community-Wide Traffic Safety Teams (CTST), the Volusia County Crossing Guard Committee and the Volusia County Metropolitan Planning Organization (VCMPO) and Bicycle and Pedestrian Committee (BPAC). These organizations cultivate partnerships that assist in the funding, planning, development, and implementation of the community outreach, public awareness, and safety programs such as bicycle rodeos, pedestrian road shows, and other community events that seek to increase public awareness of transportation safety issues.~~

~~There were 142 bicyclists injured and one fatality in crash in 2005. That same year 208 pedestrians were injured and 17 pedestrians were killed. The statistics support the continued need to develop a multi-modal network that places a high importance on accommodating safe bicycle and pedestrian activity. Volusia County, over twenty-five years ago, developed a construction program to build sidewalks in needed areas. Projects built within the past ten years have included sidewalks in urban areas and paved shoulders in rural areas. Volusia County sets aside approximately \$500,000 a year to fund this program.~~

The Volusia County MPO Board approved the reconstitution of the Bicycle and Pedestrian Advisory Committee (BPAC) and the adoption of the Volusia County MPO Bicycle and Pedestrian Plan on January 25, 2005. The BPAC focuses on providing improvements for pedestrians and bicyclists such as building sidewalks, bike lanes and paths, installing safe pedestrian crossings, addressing ADA issues and addressing safety issues through coordinated planning efforts. The committee prioritizes bicycle and pedestrian projects based on approved criteria and continues to research and identify additional funding sources and opportunities. Volusia County has met, and is currently implementing programs to meet the intent of this objective on a continuous basis.

There is an ongoing commitment within the Volusia County community to work together in the development of a cohesive network of sidewalks, paths and trails. The cities, County, and citizens are actively working together on achieving this goal. On November 7, 2000, the citizens of Volusia County approved the referendum to tax themselves (.20 mils) for both the ECHO (Ecological, Cultural, Historical, and Outdoors) and Volusia Forever (Land preservation and management program) initiatives over the next 20 years. As further commitment towards this effort, the County Council voted on June 3, 2004, to annually allocate \$1,000,000 in ECHO program funds for the construction of trails of the County's Trails Master Plan.

On August 16, 2001, the Volusia County Council approved Resolution Number 2001-163 supporting the Volusia County Trails Plan. The trails map envisions a network of trails and bicycle/pedestrian facilities that cover 271 showcase miles linking conservation areas, neighborhoods, parks, schools, and downtowns. Bicycle and pedestrian facilities provide expanded recreational opportunities for residents and visitors alike. Volusia County will continue to work with municipal government agencies and the Volusia County MPO to implement the vision of the Volusia County Trails Plan, which was updated and approved in November 2004.

Volusia County's first multi-use trail opened in August 2000. The Spring-to-Spring Trail located in Gemini Springs Park and connecting to DeBary Mansion is the first of many trails that will connect throughout Volusia County and to adjacent Counties including Seminole, Brevard and Flagler. In 2006 the Lake Monroe Trail opened connecting trails in Gemini Springs Park to Lake Monroe Park.

As the network expands, it will continue to contribute to economic growth without sacrificing environmental assets while improving the safety and quality of life for residents and visitors alike. Volusia County shall make every effort to include sidewalks, bike lanes, and/or paved shoulders to support the mobility needs of both bicyclists and pedestrians on County maintained roads. It is the intent that all new and improved transportation facilities be planned, designed, and constructed with this in mind.

H. SCENIC CORRIDORS

One aspect of land use planning which is often addressed indirectly is the concern for the visual form and composition of a community. It is projected that the population of Volusia County in the year ~~2020~~ 2025 will be approximately ~~640,213~~ 657,216. Accommodation of this growth will likely require the intensification and/or conversion of existing land uses. This development activity may erode the visual quality of the County's transportation system through, for example, the establishment of typically intensive land uses (industrial and commercial projects), the inappropriate placement of structures (including associated signage and supporting infrastructure), and increased traffic volumes which may necessitate capacity related roadway improvements and degradation of the quality of the natural landscape, in particular the loss of tree canopy. The challenge is to strike a balance between the pressures brought about by growth and the desire to preserve and enhance the existing visual qualities of Volusia County.

The natural and manmade environments of Volusia County provide a diversity of visual opportunities which may be incorporated into a Scenic Corridors program. These attributes range from urban/suburban land uses set amid a coastal environment to regions characterized by low intensity rural agricultural land uses. Similarly, the natural environment of the County includes both coastal and freshwater environments and spans the range from hydric and xeric vegetation communities.

As depicted in Figure ~~2-7~~ 2-8 the County has designated ~~seven~~ nine Scenic Corridors. Collectively, these corridors provide a range of the visual experiences available to the traveler of the County's thoroughfares. A brief narrative of each of these roadways is contained in the companion document supporting this Element.

In addition to the nine County Scenic Roadway designations throughout Volusia County, the County has been actively participating with four Corridor Advocacy Groups in the pursuit of state scenic highway designation through the Florida Scenic Highways Program for four proposed scenic highways: Florida Black Bear Scenic Byway, River of Lakes Heritage Corridor, Ormond Scenic Loop & Trail and Heritage Crossroads: Miles of History. The grassroots efforts are working in partnership with local governments and intend to acquire state designation to showcase outstanding cultural, historical, archeological, recreational, natural and scenic resources associated with respective corridors. As each corridor becomes designated, the County shall ensure that a map displaying the scenic corridor, the corridor vision statement, and the goals, objectives and strategies related to Volusia County Government will be incorporated into the Comprehensive Plan. (Reference: Florida Scenic Highways Program Manual p.3-28, Section 3.16.1)

I. SUMMARY

~~The adopted components of the Transportation Element include the: Overview; Thoroughfare Roadway System; Thoroughfare Overlay Zone; Public Transportation; Ports and Aviation; Rail; Bicycle and Pedestrian; Scenic Corridors; Goals, Objectives, Policies; and the Transportation Element Map Series.~~

~~The Volusia County MPO 2020-2025 Long Range Transportation Plan (prepared by Tindale, Oliver, Chyabi and Associates), the Volusia County Transit Development Plan 1996-2001-2007-2016 (prepared by the Center for Urban Transportation Research, University of South Florida), the Ponce DeLeon Inlet Management Plan (prepared by Taylor Engineering, Inc.), the Daytona Beach International Airport Master Plan (prepared by HNTB), and the Scenic Corridors Plan and Corridor Management Plans in Volusia County will be printed separately as support documents.~~

I. I. GOALS, OBJECTIVES, AND POLICIES

GOAL:

- 2.1 Volusia County shall provide a coordinated multimodal transportation system to serve current and future land uses and population needs.

OBJECTIVE:

- 2.1.1 Volusia County shall implement programs to provide a safe, convenient, and energy efficient multimodal transportation system.

POLICIES:

- 2.1.1.1 Volusia County has adopted the Federal Functional Classification criteria to functionally classify all roads within Volusia County.
- 2.1.1.2 Volusia County has designated a county wide network of thoroughfare system corridors and shall continue to annually monitor and analyze for LOS problems. Before the designation of new

thoroughfare(s) in non-urban areas or communities of special interests (with local plans), a study will be conducted that demonstrates a need for the new thoroughfare(s) related to traffic demands (existing or projected); assesses impacts to environmental resources; and analyzes land use trends. Non-Urban areas are defined by the latest approved Volusia County Metropolitan Planning Organization's and Florida Department of Transportation's Urban and Transitioning Area Boundaries map(s).

- 2.1.1.3 Volusia County shall coordinate and cooperate with the Florida Department of Transportation (FDOT) to limit access to the State thoroughfare system in order to facilitate the efficient flow of traffic and to enhance the State thoroughfare system's capacity.
- 2.1.1.4 Volusia County shall establish strategies to facilitate local traffic to use alternatives to the Florida Intrastate Highway System (FIHS) and Strategic Intermodal System (SIS) to protect its interregional and intrastate functions.
- 2.1.1.5 Volusia County shall coordinate major transportation system improvements with the Volusia County Metropolitan Planning Organization (MPO) and with all appropriate Volusia County municipalities.
- 2.1.1.6 Volusia County shall consider multimodal terminals and access to multimodal facilities, where applicable, in its assessment of future transportation needs.
- ~~2.1.1.7 Volusia County shall coordinate and cooperate with the FDOT, the Volusia County MPO, and Seminole County to support the connection of State Road 415 in Volusia County to State Road 417 (Central Florida GreenWay toll road) in Seminole County as a parallel route to I-4.~~
- 2.1.1.~~87~~ Volusia County shall coordinate and cooperate with the FDOT, the Volusia County MPO, MetroPlan Orlando, VOTRAN, LYNX, and other agencies, to support state-wide high-speed, regional commuter, and/or light rail in Volusia County.
- 2.1.1.~~98~~ Volusia County shall expend County transportation funds in a manner which encourages compact urban development.
- 2.1.1.~~409~~ Volusia County shall coordinate with the Volusia County MPO to ensure that the provision of public transportation is considered in lieu of or part of major transportation construction projects.
- 2.1.1.~~4410~~ Volusia County shall work cooperatively with the Volusia County MPO and VOTRAN in their efforts at developing efficient and effective public transportation and other ~~ride-sharing~~ commuter assistance programs.
- 2.1.1.~~1211~~ Volusia County will continue to work with VOTRAN in providing public transportation service to passengers to and from the Daytona Beach International Airport.
- 2.1.1.~~4312~~ Volusia County shall continue to monitor the surface conditions of the Thoroughfare Roadway System to provide a safe driving environment, and to maintain those conditions in an acceptable manner.
- 2.1.1.~~4413~~ Volusia County shall continue to maintain crash data for arterial thoroughfares in order to identify and implement, when economically feasible, design improvements that will alleviate high crash problem areas.
- 2.1.1.~~45-14~~ Volusia County shall require applicants for development proposals as determined by the County's land development regulations, to control the connections and access points of driveways and roads to the

County Thoroughfare Roadway System. Access management relating to thoroughfares shall be managed in a manner that protects roadway capacity and enhances safety.

- 2.1.1.~~46~~15 Volusia County shall discourage the use of dead-end streets, loop streets, and oversized blocks in favor of through-streets (collectors) and shorter blocks; provide cut-throughs for pedestrian access to public transportation; and promote landscaping of rights-of-way.
- 2.1.1.~~47~~16 Volusia County shall encourage new residential development to include: an interconnected system of collector streets in their development plans which consider appropriate adjacent parcels with potential compatible future developments; stub streets that connect to adjacent undeveloped parcels with potential future developments; and stub streets that tie into existing adjacent stub streets.
- 2.1.1.~~48~~17 Volusia County shall require subdivisions be designed so that all individual lots have access to the internal street system consistent with the Future Land Use Element. Peripheral lots adjacent to the Thoroughfare Roadway System, as shown in Figure 2-1, will be buffered to prevent vehicular access.
- 2.1.1.~~49~~18 Volusia County shall require applicants for development proposals to be consistent with all adopted transportation plans of the FDOT, the Volusia County MPO, Volusia County, and all affected municipalities.
- 2.1.1.~~20~~19 Volusia County has established parking strategies that promote its transportation goals and objectives.
- 2.1.1.~~21~~20 Volusia County has established land use and other strategies to promote the use of bicycles and walking.
- 2.1.1.~~22~~21 Volusia County has developed and will maintain land use regulations for the safe and efficient movement of pedestrians within all new development proposals.
- 2.1.1.~~23~~22 Volusia County shall continue to coordinate with the Volusia County MPO to develop and update ~~a~~ the County wide Bicycle and Pedestrian ~~Systems~~ Plan.
- 2.1.1.~~24~~23 Volusia County shall continue to work with the Volusia County MPO and VOTRAN to establish transportation system management strategies as appropriate to improve system efficiency and enhance public safety.
- 2.1.1.~~25~~24 Volusia County shall work with the Volusia County MPO and VOTRAN to develop transportation demand management programs to modify peak hour travel demand and to reduce the number of vehicle miles traveled per capita within the community and region.
- 2.1.1.~~26~~25 Volusia County shall work with the Volusia County MPO and VOTRAN to develop numerical indicators against which the achievement of the mobility goals of the community can be measured, such as: modal split, annual transit trips per capita, or an automobile occupancy rate.
- 2.1.1.~~27~~26 Volusia County has established and will maintain a Beach Parking Plan ~~as a component of the Volusia County Habitat Conservation Plan~~ incorporated into the Volusia County Beach Management Plan to promote the protection of natural resources as well as to serve the need for public beach access.
- 2.1.1.~~28~~27 Volusia County shall continue to work with the City of Daytona Beach to implement the Ocean Center/Peabody Auditorium Transportation Parking Plan.
- 2.1.1.~~29~~28 Volusia County shall research traffic calming techniques and explore their feasibility.

- 2.1.2.3029 Volusia County shall participate in safety education programs to include all types of roadway users on the road.

OBJECTIVE:

- 2.1.2 Volusia County shall coordinate the transportation system with the Future Land Use Element to ensure compatibility between land use and the thoroughfare system necessary to support it.

POLICIES:

- 2.1.2.1 The Transportation, Future Land Use and Capital Improvements Elements shall be coordinated to ensure compatibility between land uses, the transportation network and individual County Thoroughfare projects.
- 2.1.2.2 Volusia County has developed and will maintain land use regulations which provide for the continuation of the Thoroughfare Roadway System.
- 2.1.2.3 The Transportation Element shall be coordinated with the Future Land Use Element to ensure that future high intensity areas are served by public transportation.
- 2.1.2.4 In the evaluation of proposed land use changes, the existing and proposed design of the Thoroughfare Roadway System shall be considered in addition to its functional and level- of-service (LOS) classifications to evaluate the impacts that a land use change would have on the operation of the Thoroughfare Roadway System.
- 2.1.2.5 Volusia County shall maintain an inventory of State and County thoroughfares in order to assess the impacts of development on the Thoroughfare Roadway System. All proposed developments shall be evaluated using the ~~Florida Standard Urban Transportation Model Structure (FSUTMS)~~ Central Florida Regional Planning Model (CFRPM) version 4.02 or higher as adopted by the Volusia County Metropolitan Planning Organization in conjunction with the most recent traffic counts to assess the impact of development on the County's transportation system.
- 2.1.2.6 Volusia County shall continue to coordinate with the FDOT, the Volusia County MPO, and VOTRAN in the placement of Park-n-Ride lots along I-4.
- 2.1.2.7 Volusia County shall provide for the separation of local subdivision traffic from through traffic to facilitate efficient and safe vehicular movement.
- 2.1.2.8 Frontage roads shall be considered with development proposals, as determined by the County's land development regulations.
- 2.1.2.9 Residential neighborhoods shall be buffered away from the impacts of high traffic volumes due to the Thoroughfare Roadway System.
- 2.1.2.10 Volusia County has developed and will maintain land use regulations which will provide for the safe and efficient movement of local traffic and will discourage through traffic on residential streets.
- 2.1.2.11 Volusia County shall continue to monitor development in and around the Daytona Beach International Airport for incompatible land uses.

2.1.2.12 The Volusia County Airport Land Development Committee shall coordinate land use decisions with Volusia County in order to maintain an acceptable level of service for the primary access roads to the Daytona Beach International Airport (US 92 and Clyde Morris Boulevard).

Deleted: Growth Management Service Group and

2.1.2.13 The Volusia County Airport Land Development Committee shall continue to coordinate land use decisions affecting access to the airport with the Florida Department of Transportation, the Federal Aviation Administration, the military services, the Continuing Florida Aviation Systems Plan, the Volusia County MPO, and the City of Daytona Beach.

OBJECTIVE:

2.1.3 Volusia County shall review as necessary, the 2024~~5~~ Thoroughfare Roadway System Map (Figure 2-1) to ensure appropriateness and to protect rights-of-way needed for transportation improvements.

| ROADS PROPOSED TO BE REMOVED FROM THE COUNTY'S THOROUGHFARE ROADWAY SYSTEM | | | |
|---|-------------------------------------|----------------------------|-----------------------------------|
| Road Name | Limits (From-To) | Road Classification | Maintenance Responsibility |
| Amelia Ave. | SR 44 to Voorhis Ave. | Collector | City |
| Amelia Ave. | Voorhis Ave. to Beresford Ave. | Collector | City |
| Bellevue Ave. | Clyde Morris Blvd. to Nova Rd. | Collector | City |
| Bellevue Ave. | Nova Rd. to US 1 | Collector | City |
| Catalina Blvd. | Sixma Rd. to Lake Helen-Osteen Rd. | Collector | City |
| Catalina Blvd. | Howland Blvd. to Sixma Rd. | Collector | City |
| Courtland Blvd. | Howland Blvd. to Post Court | Collector | City |
| Courtland Blvd. | Post Court to India Blvd. | Collector | City |
| Courtland Blvd. | India Blvd. to Maltby Dr. | Collector | City |
| Courtland Blvd. | Maltby Dr. to Ft Smith Blvd. | Collector | City |
| Courtland Blvd. | Ft Smith Blvd. to Larchmont Dr. | Collector | City |
| Courtland Blvd. | Larchmont Dr. to Doyle Rd. | Collector | City |
| Courtland Blvd. | Doyle Rd. to Staten Dr. | Collector | City |
| Courtland Blvd. | Staten Dr. to Enterprise-Osteen Rd. | Collector | City |
| Deltona Blvd. | Normandy Blvd. to Gaynor Ct. | Collector | City |
| Deltona Blvd. | Gaynor Ct. to Abbeyville St. | Collector | City |
| Deltona Blvd. | Abbeyville St. to Balsam St. | Collector | City |
| Deltona Blvd. | Balsam St. to Enterprise Rd. | Collector | City |
| Deltona Blvd. | Enterprise Rd. to Hummingbird St. | Collector | City |
| Deltona Blvd. | Hummingbird St. to DeBary Ave. | Collector | City |
| Derbyshire Rd. | 6th St. to Mason Ave./SR 430 | Collector | City |
| Derbyshire Rd. | LPGA Blvd. to 6th St. | Collector | City |
| Elkcam Blvd. | Normandy Blvd. to Ft. Smith Blvd. | Collector | City |
| Elkcam Blvd. | Ft. Smith Blvd. to Providence Blvd. | Collector | City |
| Elkcam Blvd. | Providence Blvd. to Acadian Dr. | Collector | City |
| Elkcam Blvd. | Acadian Dr. to Montecito Ave. | Collector | City |
| Elkcam Blvd. | Montecito Ave. to Howland Blvd. | Collector | City |
| Flomich Av | US 1 to Riverside Dr | Collector | City |
| Flomich St. | Nova Rd. to US 1 | Collector | City |
| Fort Smith Blvd. | Potomac Ave. to India Blvd. | Collector | City |
| Fort Smith Blvd. | India Blvd. to Eldron Ave. | Collector | City |
| Fort Smith Blvd. | Eldron Ave. to Courtland Blvd. | Collector | City |
| Fort Smith Blvd. | Elkcam Blvd. to Ingram Terr. | Collector | City |

| | | | |
|-------------------------|--------------------------------------|-----------|------|
| Fort Smith Blvd. | Ingram Terr. to Providence Blvd. | Collector | City |
| Fort Smith Blvd. | Providence Blvd. to Newmark Dr. | Collector | City |
| Fort Smith Blvd. | Newmark Dr. to Marlow St. | Collector | City |
| Fort Smith Blvd. | Marlow St. to Normandy Blvd. | Collector | City |
| Fort Smith Blvd. | Normandy Blvd. to Potomac Ave. | Collector | City |
| Fort Smith Blvd. | Courtland Blvd. to Cloudcroft Dr. | Collector | City |
| Fort Smith Blvd. | Cloudcroft Dr. to Howland Blvd. | Collector | City |
| Fort Smith Blvd. | Howland Blvd. to Orchard Dr. | Collector | City |
| Fort Smith Blvd. | Orchard Dr. to SR 415 | Collector | City |
| Halifax Dr. (OB) | John Anderson Dr. to Standish Dr. | Collector | City |
| Halifax Dr. (OB) | Standish Dr. to Amsden Rd. | Collector | City |
| Halifax Dr. (OB) | Amsden Rd. to Neptune Ave. | Collector | City |
| Halifax Dr. (OB) | Neptune Ave. to SR 40 | Collector | City |
| Harley Strickland Blvd. | Threadgill Pl. to Veteran's Memorial | Collector | City |
| Harley Strickland Blvd. | Enterprise Rd. to Threadgill Pl. | Collector | City |
| Harley Strickland Blvd. | Veterans Memorial Blvd to Saxon Blvd | Collector | City |
| Highbanks Rd. | Westside Connector to US 17/92 | Collector | City |
| Highbanks Rd. | US 17/92 to Eldorado Dr. | Collector | City |
| Highbanks Rd. | Eldorado Dr. to Enterprise Rd. | Collector | City |
| Jimmy Ann Dr. | LPGA Blvd. to 3rd St. | Collector | City |
| Jimmy Ann Dr. | 3rd St. to Clyde Morris Blvd. | Collector | City |
| Jimmy Ann Dr. | Clyde Morris Blvd. to midpoint | Collector | City |
| Jimmy Ann Dr. | midpoint to Mason Ave. | Collector | City |
| Newmark Dr. | Ft Smith Blvd. to Montecito Ave. | Collector | City |
| Newmark Dr. | Montecito Ave. to Humphrey Blvd. | Collector | City |
| Newmark Dr. | Humphrey Blvd. to Cofield Dr. | Collector | City |
| Newmark Dr. | Cofield Dr. to Howland Blvd. | Collector | City |
| Normandy Blvd. | Graves (old Howland) to Rhode Island | Collector | City |
| Normandy Blvd. | Rhode Island Ave. to Elkcam Blvd. | Collector | City |
| Normandy Blvd. | Elkcam Blvd. to Sullivan St. | Collector | City |
| Normandy Blvd. | Sullivan St. to Saxon Blvd. | Collector | City |
| Normandy Blvd. | Saxon Blvd. to Merrimac St. | Collector | City |
| Normandy Blvd. | Merrimac St. to Deltona Blvd. | Collector | City |
| Normandy Blvd. | Deltona Blvd. to Lombardy Dr. | Collector | City |
| Normandy Blvd. | Lombardy Dr. to Tivoli Dr. | Collector | City |
| Normandy Blvd. | Tivoli Dr. to Norwood | Collector | City |
| Normandy Blvd. | Norwood to Aaron Dr. | Collector | City |
| Normandy Blvd. | Aaron Dr. to Providence Blvd. | Collector | City |
| Normandy Blvd. | Providence Blvd. to Goldcoast Dr. | Collector | City |
| Normandy Blvd. | Goldcoast Dr. to Saxon Blvd. | Collector | City |
| Normandy Blvd. | Saxon Blvd. to Paco Court | Collector | City |
| Normandy Blvd. | Paco Court to Echo Court | Collector | City |
| Normandy Blvd. | Echo Court to Ft Smith Blvd. | Collector | City |
| Rhode Island Ave. | US 17/92 to Leavitt Ave. | Collector | City |
| Rhode Island Ave. | Leavitt Ave. to Veteran's Memorial | Collector | City |
| Park Ave. Ext | Old Mission Rd. to Airport Road | Collector | City |
| SR 442 Ext W | SR 415 to Airport Road | Arterial | Cnty |
| Wilmette Ave. | Nova Rd. to Center St. | Collector | City |
| Wilmette Ave. | Center St. to US 1 | Collector | City |
| Yorktown Blvd Ext | Dunlawton Ave to Taylor Rd | Collector | City |

POLICIES:

- 2.1.3.1 Volusia County has established measures for the acquisition, preservation, and protection of existing and future Thoroughfare Roadway System rights-of-way.
- 2.1.3.2 Volusia County has developed and will maintain land use regulations designed to protect existing and future rights-of-way necessary for the Thoroughfare Roadway System.
- 2.1.3.3 Volusia County shall require applicants for new development proposals that are adjacent to Thoroughfare Roadway System roads slated for construction within the County's Five Year Road Program to dedicate the right-of-way necessary for future transportation system improvements at the time of development approval as determined in the County's land development regulations.

OBJECTIVE:

- 2.1.4 Volusia County shall coordinate the transportation system with the plans and programs of the Volusia County MPO, the Florida Transportation Plan, and the FDOT's Adopted Work Program, and the Florida Scenic Highways and National Scenic Byways Programs.

POLICIES:

- 2.1.4.1 Volusia County shall establish strategies, agreements, and other mechanisms with applicable local governments and regional and state agencies that demonstrate the area wide coordination necessary to implement transportation, land use, parking and other provisions of the Transportation Element.
- 2.1.4.2 Volusia County shall coordinate the County's transportation system with the FDOT, the Volusia County MPO, and all appropriate Volusia County municipalities to provide a coordinated system of arterials, collectors, local streets, public transportation, and air service.
- 2.1.4.3 Volusia County shall coordinate major transportation system improvements with the FDOT, the Volusia County MPO, VOTRAN, and with all appropriate Volusia County municipalities.
- 2.1.4.4 Volusia County will maintain representation on the Volusia County MPO ~~Technical~~ Technical Advisory ~~Committee.~~
- ~~2.1.4.5 Volusia County has funded the construction of the Howland Boulevard extension from Forest Edge Drive to I-4 to connect up with State Road 472. In conjunction with this effort, Volusia County, through their representation on the Volusia County MPO, shall continue to pursue the reconstruction of the I-4 interchange at State Road 472/Howland Boulevard consistent with the "Interstate 4 Multi-Modal Master Plan/Major Investment Study."~~
- 2.1.4.~~6~~5 Volusia County shall coordinate all major transportation system improvements with the Volusia County MPO, the FDOT, the East Central Florida Regional Planning Council (ECFRPC), the St. Johns River Water Management District (SJRWMD), the U.S. Army Corps of Engineers, the Federal Aviation Administration (FAA), VOTRAN, Volusia County municipalities, and all other affected agencies in Volusia County.
- 2.1.4.~~7~~6 Volusia County shall coordinate the development of its Five Year Road Program with the FDOT, the Volusia County MPO, and all Volusia County municipalities.

- 2.1.4.87 The Volusia County Five Year Road Program shall be developed with input from an acceptable level of service methodology and an acceptable transportation modeling process.
- 2.1.4.98 Volusia County shall continue to involve the citizens and those affected agencies within Volusia County in the development and implementation of its Five Year Road Program.
- 2.1.4.9 Volusia County shall coordinate with Corridor Advocacy Groups in the pursuit of state and national scenic highway designations.

OBJECTIVE:

- 2.1.5 Volusia County shall coordinate with and assist the Volusia County MPO, VOTRAN, and the Daytona Beach International Airport to provide efficient public transportation services based upon existing and proposed major trip generators and attractors, safe and convenient public transportation terminals, land uses, passenger amenities, and accommodation of the special needs of the transportation disadvantaged.

POLICIES:

- 2.1.5.1 Volusia County shall continue to work to develop a coordinated and consistent policy with the Future Land Use Element to encourage land uses which promote public transportation in designated public transportation corridors.
- 2.1.5.2 Volusia County shall continue to work to develop strategies to address intermodal terminals and access to aviation, rail, and seaport facilities.
- 2.1.5.3 Volusia County shall work to establish land use, site, and building design guidelines for development in exclusive public transportation corridors to assure the accessibility of new development to public transportation.
- 2.1.5.4 Volusia County shall coordinate with the Volusia County MPO, VOTRAN, and all affected local municipalities to establish criteria for the provision of passenger amenities along major public transportation corridors.
- 2.1.5.5 Volusia County shall coordinate with the Volusia County MPO, VOTRAN, and all affected local municipalities to provide passenger amenities along major public transportation corridors based upon the established criteria.
- 2.1.5.6 Volusia County shall coordinate with the Volusia County MPO, VOTRAN, and all affected local municipalities to establish programs directed toward financing public transportation passenger amenities to enhance the attractiveness of public transportation usage.
- 2.1.5.7 Volusia County shall coordinate with the Volusia County MPO and VOTRAN on all roadway and public transportation needs of the Daytona Beach International Airport and other related public transportation facilities.
- 2.1.5.8 Volusia County shall coordinate and cooperate with the Volusia County MPO, VOTRAN, and the Orange and Seminole County's public transportation provider (LYNX) to provide public transportation services between Volusia, Seminole, and Orange Counties.

2.1.5.9 Volusia County shall coordinate with the Volusia County MPO and VOTRAN to ensure the transportation disadvantage population is adequately served.

OBJECTIVE:

2.1.6 Volusia County shall coordinate with the Volusia County Metropolitan Planning Organization (MPO) and other related agencies to achieve and maintain levels of service on the thoroughfare system as well as for mass transit services.

POLICIES:

2.1.6.1 Volusia County shall evaluate the transportation system based upon a professionally acceptable methodology at the time of said evaluations.

2.1.6.2 Volusia County shall utilize the most recent capacity tables developed by the Florida Department of Transportation as a guide in the determination of the local system capacity to be used for all future updates of the Transportation Element.

2.1.6.3 Volusia County shall establish the following peak hour level of service standards for State maintained thoroughfares as shown on the Thoroughfare Roadway System Map.

| State Maintained Thoroughfares Minimum Level of Service Standards | | | | | | | |
|--|-------------|---------------------|-------------------------------|------------------------------|---|---|-------------------------------------|
| Roadway Type | Rural Areas | Transitioning Areas | Urbanized Areas Under 500,000 | Urbanized Areas Over 500,000 | Roadways Parallel to Exclusive Transit Facilities | Inside Transportation Congestion Management and Exception Areas | Constrained and Backlogged Roadways |
| Limited Access Highway – FIHS | B | C | C(D) | D(E) | D(E) | D(E) | Maintain |
| Controlled Access Highway – FIHS | B | C | C | D | E | E | Maintain |
| Other Multilane – Non FIHS | B | C | D | D | E | E | Maintain |
| Two Lane – Non FIHS | C | C | D | D | E | E | Maintain |

(-) Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.
Source: FDOT 1995 LOS Manual

| Statewide Minimum Level Of Service Standards For The State Highway System, Roadways On The Strategic Intermodal System (SIS), Roadways On The Florida Intrastate Highway System (FIHS) And Roadway Facilities Funded In Accordance With Section 339.2819, Florida Statutes, The Transportation Regional Incentive Program (TRIP) | | | | |
|--|---|--|---|-----------------------|
| | SIS and FIHS Facilities | | TRIP Funded Facilities and Other State Roads ³ | |
| | Limited Access Highway ² (Freeway) | Controlled Access Highway ⁴ | Other Multilane ⁴ | Two-Lane ⁴ |
| Rural Areas | B | B ¹ | B | C |
| Transitioning Urbanized Areas | C | C | C | C |

| | | | | |
|---|-----------------|-----------------|-----------------|-----------------|
| Urban Areas, or Communities | | | | |
| Urbanized Areas Under 500,000 | C(D) | C | D | D |
| Urbanized Areas Over 500,000 | D(E) | D | D | D |
| Roadways Parallel to Exclusive Transit Facilities | E | E | E | E |
| Inside TCMA's | D(E) | E ² | -- ² | -- ² |
| Inside TCEAs ² and MMTDs ² | -- ² | -- ² | -- ² | -- ² |

Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.

1. For rural two-lane facilities, the standard is C.

2. Means the Department must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level-of-service standards set on SIS or TRIP facilities impacted by TCMA's, MMTDs, or TCEAs respectively.

3. Means the level of service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055, F.A.C.

4. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

NOTE: Level of service letter designations are defined in the Department's 2002 *Quality/Level of Service Handbook*.

2.1.6.4 Volusia County shall establish the following peak hour level of service standards for County maintained thoroughfares as shown on the Thoroughfare Roadway System Map.

| County Maintained Thoroughfares Minimum Level of Service Standards | | | | | |
|---|-------------|---------------------|---------------------|---|-------------------------------------|
| Roadway Type | Rural Areas | Transitioning Areas | All Urbanized Areas | Inside Transportation Concurrency Management and Exception Areas and Multi-Modal Transportation Districts | Constrained and Backlogged Roadways |
| Arterials | C (B) | E (D) | E (D) | E Refer to Local Jurisdictional Comprehensive Plan | Maintain |
| Collectors | C (B) | E (D) | E (D) | E Refer to Local Jurisdictional Comprehensive Plan | Maintain |

Level of service standards inside of parentheses apply to County Maintained Transportation Regional Incentive Program (TRIP) funded Thoroughfare Roadways consistent with FDOT standards.

2.1.6.5 Volusia County shall establish and maintain level of service standards for fixed route public transportation as shown on the Public Transportation System Map. Fixed route public transportation shall be provided when the minimum residential and non-residential floor space areas are exceeded.

| Fixed Route Transit Level of Service Thresholds | | | |
|---|--------------------------------|--|---|
| Type of Service | Headway ¹ (minutes) | Minimum Residential Density (dwelling units /acre) | Minimum Downtown ² Non-Res Floor Space (millions of sq. ft.) |
| | | | |

| Fixed Route Transit Level of Service Thresholds | | | |
|---|-----------------------------------|--|---|
| Type of Service | Headway ¹ (minutes) | Minimum Residential Density (dwelling units /acre) | Minimum Downtown ² Non-Res Floor Space (millions of sq. ft.) |
| Minimum Local Bus | 60 | 4 | 3.5 |
| Intermediate Local Bus | 30 | 17 | 7 |
| Frequent Local Bus | 10 | 15 | 17 |
| Express Bus - Walk Access | 30 | 15 (avg. over 2 sq. mi.) | 50 |
| Express Bus - Drive Access | 20 | 3 (avg. over 20 sq. mi.) | 20 |

1. "Headway" is defined as the time between transit vehicle arrivals.
2. "Downtown" is defined as a "contiguous cluster of non-residential use" and is larger than the more narrowly defined CBD

Source: ~~Volusia County~~ VOTRAN Transit Development Plan ~~1996 - 2004~~ 2007 - 2016

2.1.6.6 Volusia County shall coordinate any changes in its adopted level of service standards with the FDOT, the Volusia County MPO, and the East Central Florida Regional Planning Council (ECFRPC).

~~2.1.6.7 Volusia County shall coordinate with the FDOT, the Volusia County MPO, and the ECFRPC to designate the following State thoroughfares that are operating below their adopted level of service standard and are not programmed for improvement as backlogged. Volusia County may allow development to occur along the following thoroughfares which will not increase traffic volumes by more than 20 percent above their 1989 levels.~~

| State Backlogged Facilities | | | | | |
|-----------------------------|---------------------|----------------------|-----------|--------------------|--------------------------------|
| Roadway Name | From | To | 1989 AADT | 20% AADT Threshold | 1989 Average Peak Hour Traffic |
| US 17/02 | Plymouth Avenue | Pennsylvania Avenue | 17,910 | 21,492 | 1,666 |
| US 17/02 | Pennsylvania Avenue | Wisconsin Avenue | 18,517 | 22,220 | 1,722 |
| US 17/02 | Wisconsin Avenue | SR 44 | 15,852 | 19,022 | 1,474 |
| US 17/02 | SR 44 | Euclid Avenue | 19,083 | 22,900 | 1,775 |
| US 17/02 | Euclid Avenue | Beresford Avenue | 20,135 | 24,162 | 1,873 |
| US 17/02 | Beresford Avenue | SR 15A (Taylor Road) | 31,670 | 38,004 | 2,945 |
| US 17/02 | SR 15A (Taylor | State Road | 38,973 | 46,688 | 3,541 |

| State Backlogged Facilities | | | | | |
|-----------------------------|-------|-----|-----------|--------------------|--------------------------------|
| Roadway Name | From | To | 1989 AADT | 20% AADT Threshold | 1989 Average Peak Hour Traffic |
| | Rd.→) | 472 | | | |

~~2.1.6.8 Volusia County shall coordinate with the FDOT, the Volusia County MPC, and the ECFRPC to designate the following State thoroughfares that are operating below their adopted level of service standard and are not programmed for improvement as backlogged. Volusia County may allow development to occur along the following thoroughfares which will not increase traffic volumes by more than 15 percent above their 1989 levels.~~

| State Backlogged Facilities | | | | | |
|-----------------------------|----------------------|-----------------------|-----------|--------------------|--------------------------------|
| Roadway Name | From | To | 1989 AADT | 15% AADT Threshold | 1989 Average Peak Hour Traffic |
| I-95 | LPGA Blvd. | US-92 | 34,796 | 40,015 | 3,236 |
| I-95 | US-92 | SR-400 (Beville Road) | 48,905 | 56,244 | 4,548 |
| I-4 | Seminole Co. Line | DeBary/Dirksen | 54,893 | 63,127 | 5,105 |
| I-4 | DeBary/Dirksen | Saxon Blvd. | 41,563 | 47,797 | 3,865 |
| I-4 | Saxon Blvd. | State Road 472 | 41,563 | 47,797 | 3,865 |
| US-1 | SR-430 | George Engram Blvd. | 36,008 | 41,409 | 3,349 |
| US-1 | George Engram Blvd. | US-92 | 34,309 | 39,455 | 3,191 |
| US-1 | US-92 | Orange Avenue | 35,383 | 40,690 | 3,291 |
| US-1 | Orange Avenue | Bellevue Avenue | 37,121 | 42,689 | 3,452 |
| US-1 | Bellevue Avenue | SR-400 (Beville Road) | 43,204 | 49,685 | 4,018 |
| US-1 | SR-400 (Beville Rd.) | Bellwood Avenue | 36,921 | 42,459 | 3,434 |
| US-1 | Bellwood Avenue | Big Tree Road | 38,505 | 44,281 | 3,581 |
| US-1 | Big Tree Road | Reed Canal Road | 39,272 | 45,163 | 3,652 |
| US-1 | Reed Canal Road | Ocean Avenue | 36,476 | 41,947 | 3,392 |

| State Backlogged Facilities | | | | | |
|-----------------------------|--------------------|-------------------------|-----------|--------------------|--------------------------------|
| Roadway Name | From | To | 1980 AADT | 15% AADT Threshold | 1980 Average Peak Hour Traffic |
| US 1 | Ocean Avenue | SR 424 (Dunlawton Ave.) | 40,869 | 46,999 | 3,804 |
| SR 5A (Nova Road) | Herbert Street | SR 424 (Dunlawton Ave.) | 20,635 | 22,699 | 1,919 |
| SR 5A (Nova Road) | SR 424 (Dunlawton) | Spruce Creek Road | 21,443 | 23,587 | 1,994 |

2.1.6.0.7 Volusia County shall coordinate with the FDOT and local jurisdictions seeking Level of Service variances on the constrained facilities listed below: ~~the Volusia County MPO, and the ECFRPC to designate the following State thoroughfares physically, policy, and/or maximum number of through lanes as constrained.~~

| State Constrained Facilities | | | |
|------------------------------|-----------------------|---------------------------|-------------|
| Roadway Name | From | To | Constraints |
| SR 40 (Granada Blvd.) | SR 5A (Nova Road) | US 1 (SR 5) | P, PO |
| SR A1A (Ocean Shore Blvd.) | Flagler County Line | SR 40 (Granada Blvd.) | PO |
| SR A1A (Atlantic Ave.) | SR 40 (Granada Blvd.) | Atlantic Avenue (CR 4075) | P, PO |
| SR 5A (Nova Road) | SR 400 (Beville Road) | Brentwood Drive | PO |
| US 17/92 | Plymouth Avenue | Beresford Avenue | P, PO |
| SR 44 | Woodward Ave. | Gasline Road | P, PO |

- P = Physical (Physical constraints primarily occur when intensive land use development is immediately adjacent to the roadway, thus making expansion costs prohibitive.)*
- PO = Policy (Policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations.)*

*Florida Department of Transportation, 2002 Level of Service Handbook

2.1.6.40 8 Volusia County shall coordinate with the FDOT, the Volusia County MPO, the municipalities of Volusia County, and the ECFRPC to designate the following County thoroughfares as constrained.

| County Constrained Facilities | | | |
|-------------------------------|---------------------|-------------|-------------|
| Roadway Name | From | To | Constraints |
| Amelia Avenue | Plymouth Avenue | Ohio Avenue | PO |
| Beach/Riverside/Beach | Tomoka River Bridge | LPGA Blvd. | PO |
| | | | |

| County Constrained Facilities | | | |
|--|---------------------------------|------------------------|-------------|
| Roadway Name | From | To | Constraints |
| Dirksen/DeBary/Doyle | Deltona Blvd. | Providence Blvd. | PO |
| CR 4139/ Summit Avenue/Lakeview Drive/Cassadaga Road | Lake Helen northern city limits | Cassadaga Road and I-4 | PO |
| Enterprise-Osteen Road | Green Springs Road | SR 415 | PO |
| Flagler Avenue | Peninsula Avenue | Atlantic Avenue | P, PO |
| Grand Avenue | Spencer Street | Plymouth Avenue | PO |
| Highbridge Road | Walter Boardman Lane | SR A1A | P, PO |
| John Anderson Drive | Highbridge Road | Halifax Drive | PO |
| John Anderson Highway | Flagler County Line | Walter Boardman Lane | PO |
| Kicklighter Road | CR 4139 | Prevatt Avenue | PO |
| Lakeshore Drive | Main Street | Green Springs Road | PO |
| Main Street | DeBary Avenue | Lakeshore Drive | PO |
| Old Dixie Highway | Flagler County Line/I-95 | Tomoka River Bridge | PO |
| Saxon Drive (NSB) | 3rd Avenue/SR A1A | NSB south City Limits | P, PO |
| Walter Boardman Lane | Old Dixie Highway | John Anderson Highway | P, PO |

P = Physical
PO = Policy

- 2.1.6.419 For those roadway and public transportation facilities which indicate a lower level of service than the adopted standard, based on the most recent FDOT Generalized Daily Level of Service Tables used by Volusia County and are not scheduled in either the FDOT or Volusia County 5 Year Work programs, Volusia County shall perform an evaluation at the request and expense of the developer to provide evidence that the roadway is operating at an acceptable peak hour level of service and that the proposed use would not lower the level of service below the acceptable standard.
- 2.1.6.4210 On County roads designated as Constrained Facilities, Volusia County shall maintain the existing road, however, the County shall not schedule improvements to increase the number of through lanes. The County shall closely monitor the traffic volumes on designated Constrained Facilities, and at the time a County Constrained Facility reaches its minimum acceptable level of service standard the County may not allow further development which cannot provide acceptable mitigative measures to the adverse transportation impacts of the proposed development.
- 2.1.6.4311 Volusia County shall require the developer of property in the unincorporated County which impacts ~~backlogged or~~ constrained thoroughfares to prepare a Transportation Impact Analysis consistent with the most recent methodology contained in the FDOT's Site Impact Handbook.

- 2.1.6.4412 Volusia County recognizes the Transportation Concurrency Exception Area (TCEA) and the Transportation Concurrency Management Area (TCMA) established within the ~~City of Daytona Beach municipalities~~ as depicted on the Thoroughfare Roadway System Map (Figure 2-1). ~~The level of service standard established by the City of Daytona Beach within the TCEA is E. This standard is consistent with the standard established by Volusia County for County maintained thoroughfares. With the exception of specific policies which address backlogged and/or constrained State thoroughfares the County shall establish a level of service E on all State Roads within the designated TCEA.~~
- 2.1.6.4513 ~~Volusia County recognizes the Transportation Concurrency Management Area (TCMA) established within the City of DeLand as depicted on the Thoroughfare Roadway System Map (Figure 2-1). The level of service standard established by the City of DeLand within the TCMA is E. This standard is consistent with the standard established by Volusia County for County maintained thoroughfares. With the exception of specific policies which address backlogged and/or constrained State thoroughfares the County shall establish a level of service E on all State Roads within the designated TCMA.~~
- 2.1.6.4614 For those State and/or County thoroughfares on which another local government wishes to establish a level of service which is higher than that established by Volusia County, the County shall accept and respect that higher standard provided the local government which desires that higher standard demonstrates in their Capital Improvements Program the ability to maintain the applicable thoroughfares at that higher standard using their own revenue sources, or unless such municipalities are able to program these improvements to meet these higher service levels with the approval of the Volusia County Council.
- 2.1.6.1715 Volusia County has approved a level of service C for all County roads in the Hontoon Island Study Area as contained in the Future Land Use Element.
- 2.1.6.4816 For the purpose of determining concurrency, Volusia County shall include all capacity related Thoroughfare Roadway System improvements which are fully funded for construction in the first three years of the FDOT Five Year Work Program and those fully funded for construction in the Volusia County Capital Improvements Program in the inventory of existing facilities and shall consider the planned capacity as existing.
- 2.1.6.4917 Volusia County, in conjunction with the Volusia County MPO, shall develop a methodology to track development in both the incorporated and unincorporated areas of Volusia County. The information will be used to determine whether area wide levels of service are being maintained for the County transportation system.

OBJECTIVE:

- 2.1.7 Volusia County shall ensure that current and future transportation system needs are financed in an effective, efficient, and equitable manner.

POLICIES:

- 2.1.7.1 Volusia County shall continue to finance transportation system improvements necessitated by new development through the use of impact fees.
- 2.1.7.2 Volusia County shall regularly evaluate its transportation impact fee schedule by monitoring the cost of developing its transportation system to meet the demand attributable to new development.

- 2.1.7.3 Taking into account economic development, Volusia County shall maintain its transportation impact fees at an appropriate rate which is commensurate with the cost of providing Thoroughfare Roadway System improvements necessitated by new development.
- 2.1.7.4 Volusia County shall pursue and support alternative and innovative methods (i.e. proportionate share) of financing transportation system improvements to meet the County's transportation needs.
- 2.1.7.5 All thoroughfares represented on the Volusia County 2020~~5~~ Thoroughfare Roadway System Map may be eligible for improvements as provided for in the Transportation Impact Fee Ordinance. For those thoroughfares on the 2020~~5~~ Thoroughfare Roadway System Map which are city maintained, eligibility for the use of impact fees must be granted by the Volusia County Council.

OBJECTIVE:

- 2.1.8 Volusia County shall support development and expansion of the Daytona Beach International Airport as recommended in the Airport Master Plan.

POLICIES:

- 2.1.8.1 Volusia County shall fund a three phase improvement plan for land and facility improvements necessary to accommodate forecasted aviation demand throughout the planning period as listed in the Airport Master Plan. Phase I has been completed with the construction of the new Federal Inspection Station. The timing, staging, and funding for improvements of Phase II and III will be a function of airport demand.
- 2.1.8.2 The Volusia County Airport Land Development Committee shall make recommendations for expansion of the Daytona Beach International Airport and/or land uses on airport property which are found to be consistent with the Future Land Use, Transportation, Coastal Management, and Conservation elements of the Volusia County Comprehensive Plan.
- 2.1.8.3 The Volusia County Growth & Resource Management ~~Department Service Group~~ will continue to receive notices of development projects at the Daytona Beach International Airport and comment on them for consistency with the Volusia County Comprehensive Plan.
- 2.1.8.4 Volusia County has developed a "Requirements and Standards for Development of Leased Lands" which the County will follow for the management of the Daytona Beach International Airport property.
- 2.1.8.5 The Volusia County Airport Land Development Committee shall support recommendations in the Continuing Florida Aviation Systems Plan that are consistent with the Volusia County Comprehensive Plan.
- 2.1.8.6 The City of Daytona Beach will continue to maintain representation on the Volusia County Airport Land Development Committee.
- 2.1.8.7 Development within the Daytona Beach International Airport Technology Park shall be consistent with Resolution 2006-230 approved on November 16, 2006 by the County Council amending the adopted development order for the Daytona Beach International Airport Development of Regional Impact.

OBJECTIVE:

- 2.1.9 Volusia County shall consider the need for future traffic operation measures in the design of all major transportation system improvements.

POLICIES:

- 2.1.9.1 Volusia County has developed and will maintain an inventory of all signalized intersections for which it has responsibility.
- 2.1.9.2 Volusia County will maintain an inventory of all signalized intersection geometrics for which it has responsibility.
- 2.1.9.3 Volusia County shall study the effectiveness of improved signal timing in the design of all major transportation system improvements.
- 2.1.9.4 Volusia County shall study the effectiveness of intersection improvements as an interim solution to existing transportation system deficiencies.
- 2.1.9.5 Implement, where appropriate and beneficial, Intelligent Transportation Systems (ITS), such as computerized signal systems, travel information resources, traffic monitoring devices, real-time transit dispatching, and incident management programs to improve safety and reduce delay, optimize the capacity of the transportation system, and achieve greater operating efficiency.

OBJECTIVE:

- 2.1.10 Encourage bicycle use and pedestrian activity throughout Volusia County.

POLICIES:

- 2.1.10.1 Volusia County shall use the Volusia Trails Plan, as accepted by the Volusia County Council, as a guide to supplement Volusia's transportation network with interconnected non-motorized bicycling and walking corridors.
- 2.1.10.2 Volusia County shall develop pedestrian and bicycle ways to connect public uses such as schools, libraries, parks, and intermodal transit nodes where feasible.
- 2.1.10.3 Volusia County shall develop bicycle-compatible design standards in the Land Development Code for all new and reconstructed collector and arterial roads.
- 2.1.10.4 Volusia County shall include sidewalks alongside all roadways as consistent with the requirements of the Land Development Code.
- 2.1.10.5 Volusia County shall integrate bicycle (i.e., bicycle racks on buses, secure bicycle storage lockers, and park and ride lots), and pedestrian features into transit planning.

GOAL:

- 2.2 Volusia County shall develop a multimodal transportation system that will minimize the adverse effects on the environment and loss or destruction of scenic views and natural vegetation.

OBJECTIVE:

- 2.2.1 Where possible, development of the Volusia County transportation system shall be directed away from areas which are naturally incapable of the service capacity to accommodate growth in an environmentally acceptable manner.

POLICIES:

- 2.2.1.1 Where possible, Volusia County shall direct major transportation system improvements away from environmentally sensitive areas.
- 2.2.1.2 Volusia County shall evaluate the potential environmental impacts of major transportation system improvements.
- 2.2.1.3 Volusia County shall coordinate its transportation system with the Conservation Element of the Comprehensive Plan to ensure that there is compatibility and that environmentally sensitive areas are protected from the present and future impacts of the transportation system.
- 2.2.1.4 Volusia County shall follow the recommendations contained in Section 6 of the Ponce de Leon Inlet Management Plan.
- 2.2.1.5 Volusia County shall follow and implement the recommendations contained in Sections 7 (Environmental Overview) and 8 (Airport Drainage Plan) of the Airport Master Plan which conform to FAA Order 5050.4A.

GOAL:

- 2.3 Volusia County shall provide for the designation and management of a system of Scenic Corridors which reflect the varying aesthetic qualities of the County.

OBJECTIVE:

- 2.3.1 Volusia County has established and will maintain a program for the designation of aesthetically significant corridors.

POLICIES:

- 2.3.1.1 Volusia County has established procedures and the evaluative criteria to be used in designating Scenic Corridors.
- 2.3.1.2 Volusia County may not designate a new Scenic Corridor which traverses an incorporated area unless the governing body of the appropriate municipality has entered into an interlocal agreement with the County to preserve the scenic value of the roadway corridor.
- 2.3.1.3 Volusia County shall refrain from designating isolated roadways as scenic unless the corridor possesses significant aesthetic value.

- 2.3.1.4 The establishment of a comprehensive system of interconnected scenic roadways which reflect the diverse environments of the County is to be encouraged.
- 2.3.1.5 Wherever historical sites, parks, recreational, and other public uses exist along a Scenic Corridor, consideration shall be given to continue the scenic qualities to driveways and accessways leading into these sites.
- 2.3.1.6 Volusia County shall follow state and national procedures that are separate and distinct from the County's program for scenic roads. While many of the scenic and resource protection concerns required by the state and federal governments are similar to the county program, the means of achieving protection are considered under different frameworks.
- 2.3.1.7 Volusia County shall promote and protect scenic views by recognizing and participating in voluntary community based scenic highway initiatives through state and federal scenic highways programs.

OBJECTIVE:

- 2.3.2 Volusia County has established and will maintain a program for the management of designated Scenic Corridors.

POLICIES:

- 2.3.2.1 The County's land development regulations may include standards designed to ensure preservation of the scenic value of designated corridors. Such standards may include, but are not necessarily limited to, identification of permissible adjacent land uses, location and heights of structures, establishment of scenic easements, landscaping requirements, access controls, signage, and the placement of utilities.
- 2.3.2.2 Subsequent to designation as a Scenic Corridor, a management plan for each corridor must be prepared. The plan shall, at a minimum, analyze existing conditions and provide guidelines for the management of the vegetation within the public right-of-way, establish speed limits along the designated route, consider the potential for multiple-use bicycle and pedestrian facilities, design and placement of information and directional signs, and needed roadway improvements.
- 2.3.2.3 Volusia County may negotiate interlocal agreements with the appropriate municipalities for the preservation of the scenic values of currently designated corridors which traverse their jurisdiction. Failure to successfully negotiate an agreement may result in the discontinuation of the scenic designation accorded the route.
- 2.3.2.4 Should the Volusia County Council find that the scenic value of a designated corridor outweigh the benefits of increased vehicular capacity or other considerations, exceptions to minimum levels of service standards and minimum roadway design standards may be considered provided that the route is not a State road.
- 2.3.2.5 Volusia County shall hold a public hearing prior to the construction or reconstruction, other than routine maintenance, of any designated Scenic Corridor.

| [J. Transportation Element Map Series](#)

| [The Transportation Map Series as referenced herein is contained in Appendix 1, Maps and Figures.](#)

Figure 2-1: Thoroughfare Roadway System 2025 Map

Figure 2-2: Roadway Number of Lanes 2006 Map

Figure 2-3: Roadway Number of Lanes 2025 Map
Figure 2-4: Roadway Level of Service Standard 2006 Map
Figure 2-5: Roadway Level of Service Standard 2025 Map
Figure 2-6: Public Transportation System 2025 Map
Figure 2-7: Designated Evacuation Routes 2025 Map
Figure 2-8: Scenic Corridors 2025 Map
Figure 2-9: Roadway Maintenance 2025 Map

TABLE 2.1

MAINTAINING AGENCIES OF THOROUGHFARE ROADS IN VOLUSIA COUNTY

| ROAD FACILITY NAME | LOCATION LIMITS FROM TO (SOUTH TO NORTH OR WEST TO EAST) | ROAD CLASS (2020 No. Of Lanes) | MAINTAINING AGENCY |
|---|---|-----------------------------------|--------------------|
| 40th ST (Josephine Street) (NSB) | NSB CITY LIMITS TO SR 5/US 1 | COL (4) | NEWSMYRNA |
| 40th ST (Josephine Street) (NSB) | OLD MISSION RD TO NSB CITY LIMITS | COL (4) | COUNTY |
| 41th ST EXT (W Ext of LPG A BL) | LPGA BL WEST TO STAGECOACH RD | ART (2) | COUNTY |
| AIR PARK RD | SR 442/IND RIV BL TO WEST PARK AV | COL (2) | COUNTY |
| AIRPORT RD (PO/NSB AREA) | SR 442/INDIAN RIVER BL TO PIONEER TRAIL/CR 4118 | ART (2) | COUNTY |
| AIRPORT RD (PO AREA) | WILLIAMSON BL TO SUMMERTREE | COL (4) | COUNTY |
| AIRPORT RD (PO AREA) | SUMMERTREE TO PIONEER TRAIL | COL (2) | COUNTY |
| AIRPORT RD (OB) | TYMBER CREEK RD TO SR 5/US 1 | COL (2) | COUNTY |
| AMELIA AV (DL) | BERESFORD AV TO VOORHIS AV | COL (2) | DELAND |
| AMELIA AV (DL) | VOORHIS AV TO SR 44/NEW YORK AV | ART (2) | DELAND |
| AMELIA AV (DL) | SR 44/NEW YORK AV TO OHIO AV | ART (2) | COUNTY |
| AMELIA AV (DL) | OHIO AV TO PLYMOUTH AV | ART (2C) | COUNTY |
| AMELIA AV (DL) | PLYMOUTH AV TO SR 600/US 92 | ART (2) | COUNTY |
| ARREDONDO GRANT RD | SPRING GARDEN RANCH RD TO SR 11 | COL (2) | COUNTY |
| ATLANTIC AV (NSB) | 6 TH AV TO FLAGLER AV (N. CAUSEWAY) | COL (2) | NEWSMYRNA |
| ATLANTIC AV/CR 4075 (PI) | BEACH ST TO SR A1A/DUNLAWTON AV | COL (2) | COUNTY |
| ATLANTIC AV/CR A1A | TURTLE MOUND RD TO 27th ST (NSB) | ART (4) | COUNTY |
| ATLANTIC AV/CR A1A | 27th ST TO 6th ST (NSB) | ART (6) | COUNTY |
| BEACH ST/CR 4011 (OB) | 2nd ST HH/OB LIMIT TO TOMOKA RIVER BDG | COL (2C) | COUNTY |
| BEACON LIGHT RD | W HALIFAX AV TO VOLCO RD | COL (2) | COUNTY |
| BELLEVUE AV | SR 600/US 92 TO SR 483/GLYDE MORRIS BL | COL (2) | COUNTY |
| BELLEVUE AV | SR 483/GLYDE MORRIS BL TO SR 5/US 1 | COL (4) | DAYTONABGH |
| BERESFORD AV | WEST AV TO BLUE LAKE AV | COL (2) | COUNTY |
| BERESFORD AV (E-EXT) | BLUE LAKE AV TO SUMMIT AV/CR 4130 | COL (2) | COUNTY |
| BIG TREE RD (SD) | CLYDE MORRIS BL TO NOVA RD | COL (4) | COUNTY |
| BIG TREE RD (SD) | NOVA RD TO US 1/SR 5 | COL (2) | COUNTY |
| BLACKBURN RD | EMPORIA RD TO COUNTY ROAD 3 | COL (2) | COUNTY |
| BLACKWELDER RD | LAKE WINONA RD TO SR 11 | COL (2) | COUNTY |
| BLUE LAKE AVE | SR 472 TO PLYMOUTH AV | COL (2) | COUNTY |
| BROWNLEE RD | RAULERSON RD TO RAULERSON RD 1 | COL (2) | COUNTY |
| BUNNELL RD/CR 305 | SR 15/US 17 TO FLAGLER CO | COL (2) | COUNTY |
| CANAL ST/SR 44 (BUS) | SR 44 TO SR 5/US 1 | COL (2) | DOT |
| CARTER RD | SR 11 TO MARSH RD | COL (2) | COUNTY |
| CASSADAGA RD/CR 4130 | DR ML KING BL TO MACY AV/CR 4130 | COL (2C) | COUNTY |
| CATALINA BL | I 4 TO NORMANDY BLVD | COL (2) | DELTONA |
| CATALINA BL | NORMANDY BLVD TO LK HELEN-OST RD | COL (2) | DELTONA |
| CLIFTON RD | LAKE WINONA RD TO SR 11 | COL (2) | COUNTY |
| CLYDE MORRIS BL/CR 483 | TAYLOR RD TO BIG TREE RD | ART (4) | COUNTY |
| CLYDE MORRIS BL/CR 483 | BIG TREE RD TO SR 400/BEVILLE RD | ART (6) | COUNTY |
| CLYDE MORRIS BL/CR 483 | SR 430/MASON AV TO LPG A BL | ART (6) | COUNTY |
| CLYDE MORRIS BL/CR 483 | LPGA BL TO SR 40 | ART (4) | COUNTY |
| COUNTY ROAD 3 | PONCE DELEON BL TO SR 15/US 17 | COL (2) | COUNTY |
| COURTLAND BL | ENTERPRISE-OSTEEN RD TO HOWLAND BL | COL (2) | DELTONA |
| COW CREEK RD | VOLCO RD TO SR 442/INDIAN RIVER BL | COL (2) | COUNTY |
| COWART RD | LITTLE BROWN CHURCH TO CR 305/BUNNELL | COL (2) | COUNTY |
| CR 15A (1) | SR 15/US 17 TO SR 11 | ART (4) | COUNTY |
| CR 92/INTNL SPEEDWY BL (EXT W OF US 92) | SR 15A TO SR 15-600/US 17-92 | ART (4) | COUNTY |
| DAUGHARTY RD | SR 11 TO MARSH RD | COL (2) | COUNTY |
| DEBARY AV/CR 4162 (See Dirksen Dr/Doyle Rd) | SR 400/I 4 TO PROVIDENCE BL | ART (4) | COUNTY |
| DELTONA BL | DEBARY AV TO NORMANDY BL | ART (4) | DELTONA |
| DERBYSHIRE RD | SR 430/MASON AV TO FLOMICH ST | COL (2) | COUNTY |
| DIRSKEN DR/CR 4162 (See DeBary Av) | SR 15-600/US 17-92 TO SR 400/I 4 | ART (2) | COUNTY |

| | | |
|---|---|---------------------|
| DOYLE RD/CR 4162 (See DeBary Av) | PROVIDENCE BL TO DELTONA BL | ART (2C) COUNTY |
| DOYLE RD/CR 4162 (See DeBary Av) | DELTONA BL TO SR 415 | ART (2) COUNTY |
| DUNN AV (DB) | LPGA BL TO SENECA ST | ART (4) DAYTONABGH |
| DUNN AV/GEORGE W. ENGRAM BL | SENECA ST TO SEAGRAVE ST | COL (4) COUNTY |
| E COAST BELTLINE/AIRPORT RD/ WILLIAMSON BL | PIONEER TRAIL TO TAYLOR RD | ART (2) COUNTY |
| E COAST BELTLINE/WILLIAMSON BL/ CR 4009 | TAYLOR RD TO SR 40 | ART (4) COUNTY |
| ELKCAM BL | NORMANDY BL TO HOWLAND BL | COL (2) DELTONA |
| ELKCAM BL | HOWLAND BL TO LAKE HELEN-OSTEEN RD | ART (2) DELTONA |
| ELKCAM BL (Ext to E) | SR 415 TO SR 442/INDIAN RIVER BL | ART (2) COUNTY |
| EMPORIA RD | SR 40 TO SR 15/US 17 | COL (2) COUNTY |
| ENTERPRISE AV (NSB) | PIONEER TRAIL TO HALLECK ST | ART (2) COUNTY |
| ENTERPRISE RD/CR 4156 | SR 15-600/US 17-92 TO SAXON BL | ART (4) COUNTY |
| ENTERPRISE RD/CR 4156 | SAXON BL TO MAIN ST | ART (4) COUNTY |
| ENTERPRISE-OSTEEN RD | GREEN SPRINGS RD TO SR 415 | COL (2C) COUNTY |
| FAIRVIEW AV (DB) (See George W. Engram Bl) | SEGRAVE ST TO WEST END OF MAIN ST BDG | ART (4) COUNTY |
| FATIO RD/AWESTSIDE CONNECTOR | MCGREGGOR RD TO SR 44 | ART (2) COUNTY |
| FLAGLER AV (NSB) | PENINSULA AV TO ATLANTIC AV | COL (2C) NEWSMYRNA |
| FLOMICH ST (1) | DERBYSHIRE RD TO SR 5A/NOVA RD | COL (2) COUNTY |
| FLOMICH ST (HH) (2) | SR 5A/NOVA RD TO RIVERSIDE DR | COL (2) HOLLY HILL |
| FORT SMITH BL | ELKCAM BL TO SR 415 | COL (2) DELTONA |
| FRENCH AV (OC) | BLUE SPGS PARK TO SR 15-600/US 17-92 | COL (2) COUNTY |
| GARFIELD AV (DL) | SR 44 TO SR 600/US 92 | COL (2) COUNTY |
| GARFIELD RD (ENT) | ENTERPRISE-OSTEEN RD TO DOYLE RD | COL (2) COUNTY |
| GLENWOOD RD | GRAND AV/CR 4053 TO SR 15/US 17 | COL (2) COUNTY |
| GRAND AV/CR 4053 | OLD NEW YORK AV TO PLYMOUTH AV | COL (2) COUNTY |
| GRAND AV/CR 4053 | PLYMOUTH AV TO RETTA ST | COL (2C) COUNTY |
| GRAVES AV/CR 4145 (OC) | SR 15-600/US 17-92 TO SR 472 | ART (4) COUNTY |
| HALIFAX AV/MAYTOWN RD (OH) | BEACON LIGHT RD TO SR 5/US 1 | ART (2) COUNTY |
| HALIFAX DR (OB) | SR 40/GRANADA BL TO JOHN ANDERSON DR | COL (2) CITY |
| HALLECK ST (NSB) | ENTERPRISE AV TO WAYNE AV | COL (2) COUNTY |
| HAND AV (W Ext) (1) | TYMBER CREEK RD TO WILLIAMSON BL | ART (2) COUNTY |
| HAND AV (2) | WILLIAMSON BL TO SR 5/US 1 | ART (4) COUNTY |
| HARLEY STRICKLAND BLVD | ENTERPRISE RD TO SAXON BLVD | COL (2) ORANGE CITY |
| HAZEN RD | SR 44 TO MERCERS FERNERY RD | COL (2) COUNTY |
| HIGHBANKS RD | DON SMITH BL/W S CON TO ENTERPRISE RD | COL (4) DeBARY |
| HIGHBRIDGE RD | WALTER BOARDMAN LN TO SR A1A | COL (2C) COUNTY |
| HILL AV | TAYLOR RD TO BERESFORD AV | COL (2) COUNTY |
| HILL AV | BERESFORD AV TO PLYMOUTH AV | COL (2) DELAND |
| HOWLAND BL/CR 4145 | SR 472 TO SR 415 | ART (4) COUNTY |
| I-95 PARALLEL ROAD | SR 442 TO PIONEER TRAIL | ART (2) COUNTY |
| JACOBS RD (S Ext Hill Av) | PLYMOUTH AV TO SR 600/US 92 | COL (2) COUNTY |
| JIMMY ANN DR | MASON AV TO LPGA BL | COL (2) COUNTY |
| JOHN ANDERSON DR | SR 40 TO HALIFAX DR | COL (2) COUNTY |
| JOHN ANDERSON DR | HALIFAX DR TO HIGHBRIDGE RD | COL (2C) COUNTY |
| JOHN ANDERSON HWY | WALTER BOARDMAN LN TO FLAGLER COUNTY | ART (2C) COUNTY |
| KENTUCKY AV/CR 4101 | GRAVES AV TO SR 472 | COL (6) COUNTY |
| KEPLER RD/CR 4101 (S. Ext) (Dr ML King Bl) | SR 472 TO VOORHIS AV | ART (6) COUNTY |
| KEPLER RD/CR 4101 | VOORHIS AV TO SR 600/US 92 | ART (4) COUNTY |
| KICKLIGHTER RD | MACY AV TO LAKE HELEN-OSTEEN RD | COL (2) COUNTY |
| LAKE GEORGE RD/CR 305 | LAKE GEORGE RD TO SR 15/US 17 | COL (2) COUNTY |
| LAKE HELEN-OSTEEN RD | KICKLIGHTER RD TO HOWLAND BL | COL (2) COUNTY |
| LAKE WINONA RD | CR 3 TO SR 40 | COL (2) COUNTY |
| LAKESHORE DR (ENTERPRISE AREA) | MAIN ST TO GREEN SPRINGS RD | COL (2) COUNTY |
| LAKEVIEW DR/CR 4139 (LH) | OHIO AV TO MAIN ST | COL (2) COUNTY |
| LEMON BLUFF RD | SR 415 TO ST. JOHN'S RIVER | COL (2) COUNTY |
| LITTLE BROWN CHURCH RD | SR 15/US 17 TO COWART RD | COL (2) COUNTY |
| LPGA BL (DB) | TOMOKA FARMS RD TO SR 9/I-95 | ART (2) COUNTY |
| LPGA BL (DB) | SR 9/I-95 TO US 1 | ART (4) COUNTY |
| MACY AV/CR 4139 (LH) | CASSADAGA RD/CR 4139 TO OHIO AV/CR 4139 | COL (2) COUNTY |
| MADLINE AV | LPGA BL TO GROVES VIEW LN | COL (2) COUNTY |
| MADLINE AV | GROVES VIEW LN TO SAULS ST | COL (2) PORTORANGE |
| MADLINE AV | SAULS ST TO SR 5/US 1 | COL (2) COUNTY |

| | | | |
|--------------------------------|---|----------|------------|
| MAIN ST (DB) | WEST END OF MAIN ST BRIDGE TO SR A1A | ART (4) | COUNTY |
| MAIN ST (ENTERPRISE) | ENTERPRISE RD TO LAKESHORE DR | COL (2) | COUNTY |
| MAIN ST (LH) | SR 400/I 4 TO CR 4139/LAKEVIEW AV | COL (2) | COUNTY |
| MARSH RD | SR 600/US 92 TO DAUGHARTY RD | COL (2) | COUNTY |
| MASON AV/CR 430 (DB) | WILLIAMSON BL TO SR 483/CLYDE MORRIS | ART (4) | COUNTY |
| MAYTOWN RD/HALIFAX AV (OH) | COW CREEK RD TO BEACON LIGHT RD | COL (2) | COUNTY |
| MCGREGOR RD/CR 4116 | FATIO RD/W S CONN TO SR 15 600/US 17 92 | COL (4) | COUNTY |
| MERCERS FERNERY RD | GLENWOOD RD TO SR 15/US 17 | COL (2) | COUNTY |
| MIDWAY AV | US 92 TO WILLIAMSON BL | COL (4) | COUNTY |
| MINNESOTA AV (DL) | GRAND AV TO US 17/92 | COL (2) | COUNTY |
| MINNESOTA AV (DL) | AMELIA AVE TO KEPLER RD/CR 4101 | COL (2) | COUNTY |
| MISSION DR/WALLACE RD | OLD MISSION RD TO PIONEER TRAIL | COL (2) | COUNTY |
| NEWMARK DR | FORT SMITH BL TO HOWLAND BL | COL (2) | DELTONA |
| NORMANDY BL (S E End) | FORT SMITH BL TO DELTONA BL | COL (4) | DELTONA |
| NORMANDY BL | DELTONA BL TO HOWLAND BL | ART (4) | DELTONA |
| NORTH CAUSEWAY/SR 44 (NSB) | RIVERSIDE DR TO END OF BRIDGE | ART (4) | DOT |
| OHIO AV/CR 4139 (LH) | MACY AV/CR 4139 TO LAKEVIEW AV | COL (2) | COUNTY |
| OLD DIXIE HWY/CR 4011 | SR 9/I 95 TO WALTER BOARDMAN LN | ART (2C) | COUNTY |
| OLD DIXIE HWY/CR 4011 | WALTER BOARDMAN LN TO TOMOKA R BDG | COL (2C) | COUNTY |
| OLD KINGS RD/CR 2001 | OLD DIXIE HIGHWAY TO FLAGLER COUNTY | COL (2) | COUNTY |
| OLD MISSION RD | SR 442/INDIAN RIVER BL TO MISSION DR | COL (2) | COUNTY |
| OLD NEW YORK AV | SR 44 TO SR 44 | COL (2) | COUNTY |
| ORANGE AV/SILVER BEACH AV (DB) | SR 5A/NOVA RD TO SR A1A | ART (4) | COUNTY |
| ORANGE CAMP RD/CR 4116 | SR 15 600/US 17 92 TO SR 400/I 4 | ART (4) | COUNTY |
| PARK AV (EW) | OLD MISSION RD TO SR 5/US 1 | COL (2) | COUNTY |
| PARK AV | AIRPORT ROAD (PO/NSB AREA) TO OLD MISSION ROAD/CR 4137 | COL (2) | COUNTY |
| PETERSON RD | RILEY PRIDGEON TO BLACKBURN/EMPORIA | COL (2) | COUNTY |
| PIONEER TRAIL/CR 4118 | SR 44 (SAMSULA) TO SR 44 (NSB) | COL (2) | COUNTY |
| PLYMOUTH AV (DL) (1) | GRAND AV/CR 4053 TO SR 15A | ART (2) | COUNTY |
| PLYMOUTH AV (DL) (2) | SR 15A TO GARFIELD | ART (4) | COUNTY |
| PLYMOUTH AV (DL) (3) | GARFIELD TO JACOBS RD | ART (2) | COUNTY |
| PONCE DELEON BL | COUNTY ROAD 3 TO SR 15/US 17 | COL (2) | COUNTY |
| PREVATT AV (LH) | KICKLIGHTER RD TO SR 44 | COL (4) | COUNTY |
| PROVIDENCE BL | DOYLE RD TO HOWLAND BL/CR 4145 | ART (4) | COUNTY |
| PROVIDENCE BL | HOWLAND BL TO LAKE HELEN OSTEEN RD | COL (2) | COUNTY |
| RAULERSON RD | SR 15/US 17 TO CR 305/BUNNELL RD | COL (2) | COUNTY |
| RAULERSON RD NO. 1 | SR 15/US 17 TO BROWNLEE RD | COL (2) | COUNTY |
| REED CANAL RD (SD) | CLYDE MORRIS BL TO SR 5/US 1 | COL (2) | COUNTY |
| REED ELLIS RD | ENTERPRISE OSTEEN RD TO SR 415 | COL (2) | COUNTY |
| RETTA ST/CR 4053 | GRAND AV TO SR 15/US 17 | COL (2) | COUNTY |
| REYNOLDS RD | SR 15/US 17 TO SR 11 | COL (2) | COUNTY |
| RHODE ISLAND AV | CATALINA BL TO WESTSIDE CONNECTOR | COL (2) | COUNTY |
| RICHARD PETTY BL | CLYDE MORRIS BL/CR 483 TO MIDWAY AV | COL (2) | COUNTY |
| RILEY PRIDGEON RD | PETERSON RD TO SR 40 | COL (2) | COUNTY |
| RIVERSIDE DR/BEACH ST/CR 4011 | S HOLLY HILL CITY LIMIT (2nd St) TO LPGA BL | COL (4) | COUNTY |
| RIVERSIDE DR/BEACH ST/CR 4011 | LPGA BL TO TOMOKA RIVER BRIDGE | COL (4) | COUNTY |
| SAMSULA DR | SR 44 TO PIONEER TRAIL/CR 4118 | COL (2) | COUNTY |
| SAXON BL | WESTSIDE CONNECTOR TO SR 15 600/US 17 92 | ART (2) | COUNTY |
| SAXON BL | SR 15 600/US 17 92 TO ENTERPRISE RD | ART (4) | COUNTY |
| SAXON BL | ENTERPRISE RD TO NORMANDY BL | ART (6) | COUNTY |
| SAXON BL | NORMANDY BL TO PROVIDENCE BL | ART (4) | COUNTY |
| SAXON BL | PROVIDENCE TO DOYLE RD | ART (2) | COUNTY |
| SAXON DR (NSB) | CR A1A/ATLANTIC AV TO SR A1A/3rd AV | COL (2C) | COUNTY |
| SPRING GARDEN AV | MCGREGOR RD TO BERESFORD AV | COL (2) | COUNTY |
| SPRING GARDEN RANCH RD | SR 15/US 17 TO ARREDONDO GRANT RD | COL (2) | COUNTY |
| SPRUCE CREEK RD | TAYLOR RD TO SR 5A/NOVA RD | COL (4) | PORTORANGE |
| SPRUCE CREEK RD | SR 5A/NOVA RD TO SR 421/DUNLAWTON | COL (2) | PORTORANGE |
| SR A1A/ATLANTIC AV (1) | DUNLAWTON AV TO SR 40 | ART (4C) | DOT |
| SR A1A/ATLANTIC AV (2) | SR 40 TO FLAGLER CO. | ART (2C) | DOT |
| SR A1A/LYTLE AV (NSB) | MAGNOLIA AV TO 6th AV (NSB) | ART (2) | DOT |
| SR 5A/NOVA RD | SR 5/US 1 (PO) TO VILLAGE TR | ART (4) | DOT |
| SR 5A/NOVA RD | VILLAGE TR TO SR 400/BEVILLE RD | ART (6) | DOT |
| SR 5A/NOVA RD | SR 400/BEVILLE RD TO BRENTWOOD DR | ART (6C) | DOT |

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| SR 5A/NOVA RD | BRENTWOOD DR TO WILMETTE AV | ART (6) DOT |
| SR 5A/NOVA RD | WILMETTE AV TO SR 5/US 1 (OB) | ART (4) DOT |
| SR 5/US 1 | BREVARD CO. TO SR 442 | ART (4) DOT |
| SR 5/US 1 | SR 442 TO FLAGLER CO. | ART (6) DOT |
| SR 9/1-95 | BREVARD CO. TO FLAGLER CO. | INT (6) DOT |
| SR 11 | SR 15/US 17 TO FLAGLER CO. | ART (2) DOT |
| SR 15A/SPRING GARDEN AV (1) | SR 15-600/US 17-92 TO SR 15/US 17 | ART (4) DOT |
| SR 15-600/US 17-92 (1) | SEMINOLE CO. TO ENTERPRISE RD | ART (4) DOT |
| SR 15-600/US 17-92 | ENTERPRISE RD TO BERESFORD | ART (6) DOT |
| SR 15-600/US 17-92 | BERESFORD TO PLYMOUTH | ART (2C) DOT |
| SR 15-600/US 17-92 | PLYMOUTH TO US 92 | ART (4) DOT |
| SR 15/US 17 | SR 600/US 92 TO LAKE WINONA RD | ART (4) DOT |
| SR 15/US 17 | LAKE WINONA RD TO PUTNAM CO. | ART (2) DOT |
| SR 40 | LAKE CO. TO 1.3 MI W TYMBER CRK | ART (2) DOT |
| SR 40 | 1.3 MI W OF TYMBER CREEK TO SR 5A/NOVA | ART (6) DOT |
| SR 40 | SR 5A/NOVA RD TO SR A1A/OCEAN SHORE BL | ART (4C) DOT |
| SR 44 | LAKE CO. TO SR 15A | ART (2) DOT |
| SR 44 (2) | SR 15A TO GARFIELD AV | ART (2C) DOT |
| SR 44 | GARFIELD AV TO MAGNOLIA AV | ART (4) DOT |
| SR 46 | SEMINOLE CO LINE TO BREVARD COUNTY LINE | ART (2) DOT |
| SR 400/BEVILLE RD | SR 9/1-95 TO SR 5/US 1 (DB) | ART (6) DOT |
| SR 400/1-4 | SEMINOLE CO. TO SR 9/1-95 | INT (6) DOT |
| SR 415 | SEMINOLE CO. TO HOWLAND AV | ART (4) DOT |
| SR 415 | HOWLAND AV TO SR 44 | ART (2) DOT |
| SR 421/DUNLAWTON AV | SR 9/1-95 TO SR 5/US 1 | ART (6) DOT |
| SR 430/MASON/SEABREEZE | SR 483/CLYDE MORRIS BL TO SEABREEZE BRIDGE | ART (4) DOT |
| SR 430/MASON/SEABREEZE | SEABREEZE BRIDGE TO SR 5A/NOVA RD | ART (4C) DOT |
| SR 430/MASON/SEABREEZE | SR 5A/NOVA RD TO SR A1A/ATLANTIC AV | ART (4) DOT |
| SR 441/PENINSULA DR | SR A1A/DUNLAWTON TO SR 600/US 92 | ART (2) DOT |
| SR 442/INDIAN RIVER BL (W Ext) (1) | SR 415 TO SR 9/1-95 | ART (2) DOT |
| SR 442/INDIAN RIVER BL (2) | SR 9/1-95 TO SR 5/US 1 | ART (4) DOT |
| SR 472 | SR 15-600/US 17-92 TO HOWLAND BL/CR 4145 | ART (4) DOT |
| SR 483/CLYDE MORRIS BL | SR 400/BEVILLE TO US 92 | ART (6) DOT |
| SR 483/CLYDE MORRIS BL | US 92 TO MASON AV | ART (4) DOT |
| SR 600/US 92/INTL SPEEDWAY BL | SR 15/US 17 TO I-4 RAMP | ART (4) DOT |
| SR 600/US 92/INTL SPEEDWAY BL | I-4 RAMP TO SR 5A/NOVA RD | ART (6) DOT |
| SR 600/US 92/INTL SPEEDWAY BL | SR 5A/NOVA RD TO SR A1A/ATLANTIC AV | ART (4) DOT |
| STAGECOACH RD (LPGA N Ext) | SR 40 TO LPGA BL | ART (2) COUNTY |
| STEWART RD (LH) (Service Rd W OF I-4) | SR 472 TO SUMMIT AV/CR 4139 | ART (2) COUNTY |
| STONE ST | PLYMOUTH AV TO MERCERS FERNERY RD | COL (2) COUNTY |
| SUGAR MILL DR (NSB) | SR 44 TO PIONEER TRAIL | COL (2) COUNTY |
| SUMMIT AV/CR 4139 (LH) | MAIN ST/CR 4116 TO SR 44 | COL (2) COUNTY |
| TAYLOR RD (DL) | SR 15-600/US 17-92 TO VOLUSIA BELTLINE | COL (2) COUNTY |
| TAYLOR RD (PO) | SR 421/DUNLAWTON TO SPRUCE CREEK RD | COL (4) COUNTY |
| TAYLOR RD/CR 421 (CO) | TOMOKA FARMS RD TO AIRPORT RD | ART (4) COUNTY |
| TAYLOR RD/CR 421 (CO) | AIRPORT RD TO SR 9/1-95 | ART (4) COUNTY |
| TOMOKA FARMS RD/CR 415 | SR 44 TO LPGA BL | ART (2) COUNTY |
| TURNBULL BAY RD | PIONEER TRAIL TO SR 5/US 1 (NSB) | COL (2) COUNTY |
| TURTLE MOUND RD/CR A1A | CANAVERAL NATIONAL PARK TO ATLANTIC AV | ART (2) COUNTY |
| TYMBER CREEK RD | LPGA BL (11th St) TO SR 40 | ART (2) COUNTY |
| TYMBER CREEK RD | SR 40 TO US 1 | COL (2) COUNTY |
| VOLCO RD | COW CREEK RD TO SR 5/US 1 | COL (2) COUNTY |
| VOORHIS AV (DL) | SR 15-600/US 17-92 TO SR 44 | COL (2) COUNTY |
| WALTER BOARDMAN LN | OLD DIXIE HWY TO JOHN ANDERSON HWY | COL (2C) COUNTY |
| WASHINGTON ST (NSB) | US 1 TO NORTH CAUSEWAY BRIDGE | COL (2) NEWSMYRNA |
| WAYNE AV (NSB) | HALLECK ST (NSB) TO SR 5/US 1 | COL (2) COUNTY |
| WILLOW RUN BL (PO) | WILLIAMSON BL TO CLYDE MORRIS BL | COL (2) PORTORANGE |
| WILMETTE AV (OB) | SR 5A/NOVA RD TO SR 5/US 1 | COL (2) ORMONDBGH |
| WEST VOLUSIA BELTLINE/VETERANS MEM | SAXON BL TO SR 472 | ART (4) COUNTY |
| PKWY | | |
| WEST VOLUSIA BELTLINE/ML KING BL | SR 472 TO SR 44 | ART (6) COUNTY |
| WESTSIDE CONNECTOR (1) | HIGHBANKS RD TO SAXON BL | ART (2) COUNTY |
| WESTSIDE CONNECTOR (2) | SAXON BL TO SR 44 | ART (4) COUNTY |
| YORKTOWN ROAD | TAYLOR ROAD TO WILLOW RUN BLVD. | COL (4) COUNTY |

Definitions:

~~ART = Arterial~~
~~C = Constrained Facility~~
~~COL = Collector~~
~~DB = Daytona Beach~~
~~DL = DeLand~~
~~DOT = Florida Department of Transportation~~
~~ENT = Enterprise~~
~~EW = Edgewater~~
~~HH = Holly Hill~~
~~LH = Lake Helen~~
~~NSB = New Smyrna Beach~~
~~OB = Ormond Beach~~
~~OH = Oak Hill~~
~~OC = Orange City~~
~~PI = Ponce Inlet~~
~~PO = Port Orange~~
~~SD = South Daytona~~