



**GROWTH AND RESOURCE MANAGEMENT DEPARTMENT  
PLANNING AND DEVELOPMENT SERVICES DIVISION**  
123 West Indiana Avenue, Room 202, DeLand, Florida 32720  
(386) 736-5959

**PUBLIC HEARING:** February 18, 2021 – Planning and Land Development Regulation Commission (PLDRC)

**CASE NUMBER:** CPA-20-003

**SUBJECT:** Large-Scale Comprehensive Plan Text and Map Amendment – Transportation Element

**APPLICANT:** Planning and Development Services Division and Traffic Engineering Division

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## **I. SUMMARY OF REQUEST**

The purpose of the amendment is to update the Transportation Map Series to be consistent with the updated Transportation Element, adopted by the Volusia County Council on April 2, 2019. The amendment also includes the addition of new policies in the transportation element that will allow for the implementation of a Future Needs List. The element has also been updated to reflect the newest, state-designated scenic highway. Changes include:

- 5-year and future plan horizon year update
- Removal of unnecessary maps
- Figure number adjustments
- Level of Service Standard 2025 Map update
- Scenic Corridors Map and Text update
- Introduction of County Thoroughfare Future Needs List
- Roadway Number of Lanes Map update
- Thoroughfare Roadway Map update
- Updated policies 2.1.3.4, 2.1.3.5, 2.1.3.6 (Future Needs List)

### ***Staff Recommendation:***

Find the amendment consistent with the comprehensive plan and forward the application, case number CPA-20-003, to County Council with a recommendation of approval to transmit to the Department of Economic Opportunity for expedited review and to the Volusia Growth Management Commission (VGMC) for certification.

## II. OVERVIEW

The purpose of the Transportation Element is to establish policies to guide the delivery of multi-modal transportation services, including performance standards, future expansions, and plan coordination. The Transportation Element's map series is intended to support that purpose through illustration. In 2019, the Volusia County Council approved an update to the Transportation Element. The purpose of this proposed amendment is to update the transportation maps to be consistent with the transportation element. Proposed map changes were sent to Volusia County Association for Responsible Development (VCARD) and to all the municipalities for review in late 2019. The City of Lake Helen, the City of Daytona Beach, and the City of DeLand offered comments regarding the thoroughfare roadway network, and those comments were incorporated into the revised set of maps. The maps were distributed a second time to the same recipients for review in September 2020, and many of those comments were also incorporated. Appendix J includes a list of city comments and VCARD comments, along with the appropriate county response to each comment.

Map Amendments: Staff proposes to amend the Transportation Element map series to reflect changes associated with:

- 5-year and future-year plan horizon year update
  - Change to 2035
- Removal of unnecessary maps (see Appendix C)
  - Number of Lanes 2006 Map
  - Roadway Level of Service Standard 2006 Map
  - Public Transportation 2025 Map
  - Roadway Maintenance 2025 Map
- Figure number adjustments (Administrative) (see Appendix D)
  - Renumbered due to removal of unnecessary maps
- Level of Service Standard 2025 Map Update (See Appendix E)
  - LOS "D" Amendment (City of Lake Helen)
  - Addition of proposed Osteen/Maytown Road
- Scenic Corridors Map Update (See Appendix F)
  - Change to simplify map
  - Add Halifax Heritage Byway – An American Tapestry
- Thoroughfare Future Needs List (See Appendix G)
  - Introduction
  - Relocation of Specific Current Thoroughfares on Thoroughfare Roadway Map

- Number of Lanes Map Update (See Appendix H)
  - LPGA Boulevard (2 to 4 lanes, 4 to 6 lanes)
  - Pioneer Trail (2 to 4 lanes)
  - Sugar Mill Drive (2 to 4 lanes)
  - Orange Camp Road (2 to 4 lanes)
  - Saxon Boulevard (4 to 6 lanes)
  - Howland Boulevard (4 to 6 lanes)
  - DeBary Ave (4 to 6 lanes)
  - Maytown Osteen Road (4 lanes)
  - Taylor Branch Rd (4 lanes)
  - Saxon Blvd (6 lanes)
  - I-4 (10 lanes)
  - Tymber Creek Road (4 lanes)
  - Beville Road (6 lanes)
  
- Thoroughfare Roadway Map update (See Appendix I)
  - Addition of South Daytona and Ormond Beach TCEA illustration
  - Addition of Maytown Osteen Road
  - Removal of Roads Proposed to be Placed on the Thoroughfare Future Needs List)
  - City-Maintained Roads Removal
  - “Local Roadways” Thoroughfare Roadway Removal

The following table outlines the proposed changes to the Transportation Map Series:

Current Adopted Map	Removal	Updated Figure Number	Updated Horizon Year	Number of Lanes Map Change	Thoroughfare Map Change*	Map Correction or Clarification
Figure 2-1 Thoroughfare Roadways			✓ 2035		✓	
Figure 2-2 Number of Lanes 2006 Map	✓ Unnecessary					
Figure 2-3 Roadway Number of Lanes 2025 Map		✓ Figure 2-2	✓ 2035	✓	✓	
Figure 2-4 Roadway Level of Service Standard 2006 Map	✓ Redundant					
Figure 2-5 Roadway Level of Service Standard 2025 Map		✓ Figure 2-3	✓ 2035		✓	✓ Correction
Figure 2-6 Public Transportation 2025 Map	✓ Refer to Votran TDP					
Figure 2-7 Designated Evacuation Routes 2025		✓ Figure 2-4	✓ 2035		✓	
Figure 2-8 Scenic Corridors 2025 Map		✓ Figure 2-5	✓ 2035		✓	✓ Clarification

Current Adopted Map	Removal	Updated Figure Number	Updated Horizon Year	Number of Lanes Map Change	Thoroughfare Map Change*	Map Correction or Clarification
Figure 2-9 Roadway Maintenance 2025 Map	✓ Unnecessary					
Figure 2-10 Farmton Local Plan Spine Transportation Network		✓ Figure 2-5				

\*Removal of roads from Thoroughfare Roadway Map affects other maps in map series. For example, removal of a thoroughfare road results in the removal from related maps such as Number of Lanes and Level of Service Standard maps.

### Maps:

- **Changed Maps:** Maps proposed to be changed will be presented as:
  - Currently Adopted
  - Proposed Changes
  - Final With Adoption
- **Removed Maps:** Maps proposed for total removal will be stricken with a large “X.”
- **Explanation:** The narrative and/or analyses for all policy additions and map amendments are located in the appendices.

In addition to the map updates, three additional policies will be added to address the prioritization of unfunded transportation improvements. They include:

Policy 2.1.3.4 - Volusia County shall utilize a Needs List to identify planned future thoroughfares that are not financially feasible during the currently adopted Volusia County comprehensive planning horizon. The current needs list includes:

Thoroughfare Future Needs List*	Existing Thoroughfare Roadway	Area/Location
I-4 Frontage Road (Summit Ave to SR 472)	x	DeLand
Madeline Ave Extension (Tomoka Farms Rd to Williamson Blvd)	x	Port Orange/South Daytona/Daytona Beach
LPGA Blvd Extension (US 92 to Tomoka Farms Road)	x	Port Orange/South Daytona
Westside Connector (Minnesota Ave-Hamilton Ave to SR 44)	x	Orange City/DeLand
Martin Luther King Jr. Blvd/Veterans Memorial Parkway Intersection Realignment	x (although not depicted since alignment is unknown)	Orange City/DeLand

All questions about alignment details are referred to Volusia County Engineering and Construction for additional information.

Policy 2.1.3.5 - Local governments and landowners are encouraged to secure needed right of way for roads on the Future Needs List. Volusia County will provide transportation impact fee credits for said right of way for those projects, subject to approval of the alignment by the County Engineer. Upon the County Engineer's approval, if said road is designed and constructed to thoroughfare standards, the road may be eligible for impact fee credits.

Policy 2.1.3.6: Volusia County shall look for opportunities to move Future Needs List improvements to the Thoroughfare Roadway Map by partnering with local governments and landowners that have secured right of way.

One additional policy will be amended to recognize the newly-designated state scenic highway in Volusia County:

Policy 2.3.3.2 - Volusia County will adopt by reference the Corridor Vision of the following designated scenic highways: (1) the Ormond Scenic Loop and Trail; (2) Florida Black Bear National Scenic Byway; (3) River of Lakes Heritage Corridor; (4) Heritage Crossroads: Miles of History Heritage Highway; and (5) Indian River Lagoon National Scenic Byway, and (6) Halifax Heritage Byway – An American Tapestry.

### III. STAFF RECOMMENDATION

Find the amendment consistent with the comprehensive plan and forward the application, case number CPA-20-003, to County Council with a recommendation of approval to transmit to the Department of Economic Opportunity for review and to the Volusia Growth Management Commission (VGMC) for certification.

### IV. ATTACHMENTS

Appendix A –	Draft Ordinance 2021-2 with Exhibits and Map Series
Appendix B –	5-year and future plan horizon year update
Appendix C –	Removal of unnecessary maps
Appendix D –	Figure number adjustments
Appendix E –	Level of Service Standard 2025 Map Update
Appendix F –	Scenic Corridors 2025 Map Update
Appendix G –	Thoroughfare Future Needs List & Related Text Amendments
Appendix H –	Roadway Number of Lanes 2025 Map Update
Appendix I –	Thoroughfare Roadway Map update, analysis, and TPO map
Appendix J –	City and VCARD Comments

**Appendix A**  
**Draft Ordinance 2021-1 with Exhibits**  
**(Final Maps with adoption)**

**ORDINANCE 2021-2**

AN ORDINANCE OF THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, AMENDING THE VOLUSIA COUNTY COMPREHENSIVE PLAN ADOPTED BY ORDINANCE 90-10, AS PREVIOUSLY AMENDED; AMENDING THE TRANSPORTATION ELEMENT; AMENDING OBJECTIVE 2.1.3 ACQUISITION, PRESERVATION, AND PROTECTION OF EXISTING AND FUTURE THOROUGHFARE ROAD SYSTEM RIGHTS OF WAY BY CREATING POLICIES TO BETTER DEFINE PRIORITIZATION OF THE THOROUGHFARE NETWORK; AMENDING POLICY 2.3.3.2 TO RECOGNIZE AN ADDITIONAL SCENIC HIGHWAY; AMENDING THE TRANSPORTATION ELEMENT MAP SERIES; AMENDING APPENDIX 1, REFERENCE - CHAPTER 2 TRANSPORTATION ELEMENT, RELATING TO THE TRANSPORTATION ELEMENT MAP SERIES; AUTHORIZING INCLUSION IN THE VOLUSIA COUNTY COMPREHENSIVE PLAN; BY PROVIDING FOR SEVERABILITY; AND BY PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 163.3161, et seq., Florida Statutes, creates the Community Planning Act ("Act"); and

WHEREAS, Section 163.3167, Florida Statutes, requires each county in the State of Florida to prepare and adopt a Comprehensive Plan; and

WHEREAS, the council adopted the Volusia County Comprehensive Plan by Ordinance No. 90-10 pursuant to the Act; and

WHEREAS, Section 163.3184, Florida Statutes, provides for amendments to the adopted Comprehensive Plan by the local government; and

WHEREAS, the council desires to take advantage of this statute and amend the Volusia County Comprehensive Plan; and

WHEREAS, the council has provided for broad dissemination of the proposed amendment to the Comprehensive Plan in compliance with Sections 163.3181 and 163.3184(3) and (11), Florida Statutes; and

WHEREAS, pursuant to Section 163.3174, Florida Statutes, Volusia County Code of Ordinances, chapter 72, article II, division 11, section 72-413, has designated the Volusia County Planning and Land Development Regulation Commission as a local planning agency for the unincorporated area of the County of Volusia, Florida.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, AS FOLLOWS:

(Words in ~~strike-through~~ are deletions; words in double underline type are additions)

**SECTION I: AMENDMENT** – Chapter 2, Section I of the Volusia County Comprehensive Plan is amended as follows:

1 I. TRAILS AND SCENIC CORRIDORS

2  
3 There is an ongoing commitment within the Volusia County community to work together in the  
4 development of a cohesive network of sidewalks, paths and trails. The County allocates funds for  
5 the construction of trails in the County's Trails Master Plan. The Trails Master Plan envisions a  
6 network of trails and bicycle/pedestrian facilities that cover 271 "showcase" miles linking  
7 conservation areas, neighborhoods, parks, schools and downtowns. Bicycle and pedestrian  
8 facilities provide expanded recreational opportunities for residents and visitors alike.

9  
10 Volusia County's first multi-use trail opened in August 2000. The River-to-Sea Trail located in  
11 Gemini Springs Park, which connects to DeBary Mansion, is the first of many trails that will  
12 eventually extend throughout Volusia County and to adjacent Seminole, Brevard and Flagler  
13 Counties. In 2006, the Lake Monroe Trail opened and connected trails in Gemini Springs Park to  
14 Lake Monroe Park. Officials continue to work diligently to fund and construct the Cross-Florida  
15 Trail, a multi-use trail that was started in 2007. When complete, the Volusia County portion of the  
16 Cross-Florida Trail will traverse more than fifty miles from Enterprise to Edgewater and then to  
17 Titusville along an abandoned rail corridor that was purchased by the State of Florida.

18  
19 The natural and manmade environments of Volusia County provide a diversity of visual  
20 opportunities which are incorporated into a Scenic Corridors Program. Figure 2-8 depicts several  
21 roadways that the county, state or federal government has designated as Scenic Corridors. The  
22 County has been actively participating with byway groups through the Florida Scenic Highways  
23 Program for ~~five~~ six designated scenic highways: Florida Black Bear Scenic Byway, River of  
24 Lakes Heritage Corridor, Ormond Scenic Loop & Trail, Heritage Crossroads: Miles of History, ~~and~~  
25 the Indian River Lagoon National Scenic Byway, and Halifax Heritage Byway – An American  
26 Tapestry. The county also participates in byway meetings for those organizations who are working  
27 to achieve their byway designation through FDOT. The grassroots efforts continue to work in  
28 partnership with local governments to acquire state designation in order to showcase outstanding  
29 cultural, historical, archeological, recreational and scenic resources.

30  
31 **SECTION II: AMENDMENT** – Chapter 2, Section J, Goal 2, Objective 2.1.3 of the Volusia  
32 County Comprehensive Plan is amended as follows:

33  
34 OBJECTIVE:

35  
36 2.1.3 Volusia County shall continue to employ measures for the acquisition, preservation, and  
37 protection of the existing and future Thoroughfare Road System rights-of-way.

38  
39 POLICIES:

40  
41 2.1.3.1 Volusia County shall review and update as necessary, the 2025 Thoroughfare  
42 Roadway System Map (Figure 2-1) to protect rights-of-way needed for  
43 transportation improvements.

44  
45 2.1.3.2 Volusia County will maintain land use regulations designed to protect existing and  
46 future rights-of-way necessary for the Thoroughfare Roadway System.

47  
48 2.1.3.3 Volusia County shall require applicants for new development proposals adjacent  
49 to Thoroughfare Roadway System roads slated for construction within the County's  
50 Five Year Road Program to dedicate the right-of-way necessary for future

1 transportation system improvements at the time of development approval as  
 2 determined in the County's land development regulations.

3  
 4 2.1.3.4 Volusia County shall utilize a Needs List to identify planned future thoroughfares  
 5 that are not financially feasible during the currently adopted Volusia County  
 6 comprehensive planning horizon. The current needs list includes : 1-4 Frontage  
 7 Road (Summit Ave to SR 372), Madeline Ave Extension (Tomoka Farms Road to  
 8 Williamson Blvd), LPGA Blvd Extension (US 92 to Tomoka Farms Road), the  
 9 Westside Connector (Minnesota Ave-Hamilton Ave to SR 44), and Martin Luther  
 10 King Jr. Blvd/Veterans Memorial Highway Intersection Realignment.

11  
 12 2.1.3.5 Local governments and landowners are encouraged to secure needed right of way  
 13 for roads on the Future Needs List. Volusia County will provide transportation  
 14 impact fee credits for said right of way for these projects, subject to approval of the  
 15 alignment by the County Engineer. Upon the County Engineer's approval, if said  
 16 road is designed and constructed to thoroughfare roadway standards, the road  
 17 may be eligible for impact fee credits.

18  
 19 2.1.3.6 Volusia County shall look for opportunities to move Future Needs List  
 20 improvements to the Thoroughfare Roadway Map by partnering with local  
 21 governments and landowners that have secured right of way.

22  
 23 **SECTION III: AMENDMENT** – Chapter 2, Section J, Goal 2, Objective 2.3.3, Policy 2.3.3.2  
 24 of the Volusia County Comprehensive Plan is amended as follows:

25  
 26 2.3.3.2 Volusia County will adopt by reference the Corridor Vision of the following  
 27 designated scenic highways: (1) the Ormond Scenic Loop and Trail; (2) Florida  
 28 Black Bear National Scenic Byway; (3) River of Lakes Heritage Corridor; (4)  
 29 Heritage Crossroads: Miles of History Heritage Highway; and (5) Indian River  
 30 Lagoon National Scenic Byway, and (6) Halifax Heritage Byway – An American  
 31 Tapestry.

32  
 33 **SECTION IV: AMENDMENT** – Chapter 2, Section J, of the Volusia County  
 34 Comprehensive Plan is amended as follows:

35  
 36 J.K. Transportation Element Map Series

37  
 38 The Transportation Map Series as referenced herein is contained in Appendix 1, Maps and  
 39 Figures.

40  
 41 Figure 2-1 Thoroughfare Roadway System ~~2025-2035~~ Map  
 42 Figure 2-2 Roadway Number of Lanes ~~2006~~ Map  
 43 Figure 2-3 Roadway Number of Lanes ~~2025-2035~~ Map  
 44 Figure 2-4 Roadway Level of Service Standard ~~2006~~ Map  
 45 Figure ~~2-5~~2.3 Roadway Level of Service Standard ~~2025-2035~~ Map  
 46 Figure 2-6 Public Transportation Map ~~2025~~ Map  
 47 Figure ~~2-7~~2-4 Designated Evacuation Routes ~~2025-2035~~ Map  
 48 Figure ~~2-8~~2-5 Scenic Corridors ~~2025-2035~~ Map  
 49 Figure 2-9 Roadway Maintenance ~~2025~~ Map  
 50 Figure ~~2-10~~2-6 Farmton Local Plan – Spine Transportation Network

51

1           **SECTION V:** AMENDMENT - Appendix 1, Reference – Chapter 2 Transportation  
2 Element, is hereby amended as follows:

3  
4           Reference – Chapter 2 Transportation Element

5  
6           Figure 2-1     Thoroughfare Roadway System ~~2025-2035~~ Map

7           Figure 2-2     Roadway Number of Lanes ~~2006~~ Map

8           Figure 2-3     Roadway Number of Lanes ~~2025-2035~~ Map

9           Figure 2-4     Roadway Level of Service Standard ~~2006~~ Map

10          Figure ~~2-5~~2.3 Roadway Level of Service Standard ~~2025-2035~~ Map

11          Figure 2-6     Public Transportation Map ~~2025~~ Map

12          Figure ~~2-7~~2-4 Designated Evacuation Routes ~~2025-2035~~ Map

13          Figure ~~2-8~~2-5 Scenic Corridors ~~2025-2035~~ Map

14          Figure 2-9     Roadway Maintenance ~~2025~~ Map

15          Figure ~~2-10~~2-6 Farnton Local Plan – Spine Transportation Network

16  
17          **SECTION VI:** AMENDMENT - Appendix 1, Figure 2-1 is repealed in its entirety and  
18 replaced with Exhibit “A” attached hereto and incorporated herein.

19  
20          **SECTION VII:** AMENDMENT - Appendix 1, Figure 2-2 is repealed in its entirety and  
21 replaced with Exhibit “B” attached hereto and incorporated herein.

22  
23          **SECTION VIII:** AMENDMENT - Appendix 1, Figure 2-3 is repealed in its entirety and  
24 replaced with Exhibit “C” attached hereto and incorporated herein.

25  
26          **SECTION IX:** AMENDMENT - Appendix 1, Figure 2-4 is repealed in its entirety and  
27 replaced with Exhibit “D” attached hereto and incorporated herein.

28  
29          **SECTION X:** AMENDMENT - Appendix 1, Figure 2-5 is repealed in its entirety and  
30 replaced with Exhibit “E” attached hereto and incorporated herein.

31  
32          **SECTION XI:** AMENDMENT - Appendix 1, Figure 2-6 is repealed in its entirety and  
33 replaced with Exhibit “F” attached hereto and incorporated herein.

34  
35          **SECTION XII:** AMENDMENT - Appendix 1, Figures 2-7, 2-8, 2-9, and 2-10 are repealed  
36 in their entirety.

37  
38          **SECTION XIII:** INCLUSION IN COMPREHENSIVE PLAN – The provisions of this  
39 ordinance shall be included and incorporated into the Volusia County Comprehensive Plan as  
40 additions or amendments thereto, and shall be appropriately renumbered to conform to the  
41 Volusia County Comprehensive Plan.

42  
43          **SECTION XIV:** SEVERABILITY - Should any word, phrase, sentence, subsection or  
44 section be held by a court of competent jurisdiction to be illegal, void, unenforceable, or  
45 unconstitutional, then that word, phrase, sentence, subsection or section so held shall be severed  
46 from this ordinance and all other words, phrases, sentences, subsections, or sections shall remain  
47 in full force and effect.

48  
49          **SECTION XV:** EFFECTIVE DATE – Within ten (10) days after enactment, a certified copy  
50 of this Ordinance shall be filed in the Office of the Secretary of State by the Clerk of the County  
51 Council and transmitted to the state land planning agency and any other agency or local

1 government that provided timely comments pursuant to the expedited state review process in  
2 Section 163.3184(3), Florida Statutes. This Ordinance shall take effect upon the latter of the  
3 following dates: (a) thirty-one (31) days after the state land planning agency notifies the County  
4 that the plan amendment package is complete and the issuance of a certificate of consistency or  
5 conditional certificate of consistency by the Volusia County Growth Management Commission, or  
6 (b) issuance of a final order by the state land planning agency or the State of Florida  
7 Administration Commission determining the amendment adopted by this Ordinance to be in  
8 compliance.

9  
10 ADOPTED BY THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, IN OPEN  
11 MEETING DULY ASSEMBLED IN THE COUNTY COUNCIL CHAMBERS AT THE THOMAS C.  
12 KELLY ADMINISTRATION CENTER, 123 WEST INDIANA AVENUE, DELAND, FLORIDA, THIS  
13 \_\_\_\_ DAY OF \_\_\_\_\_, 2021.

14  
15  
16 ATTEST:

COUNTY COUNCIL  
COUNTY OF VOLUSIA, FLORIDA

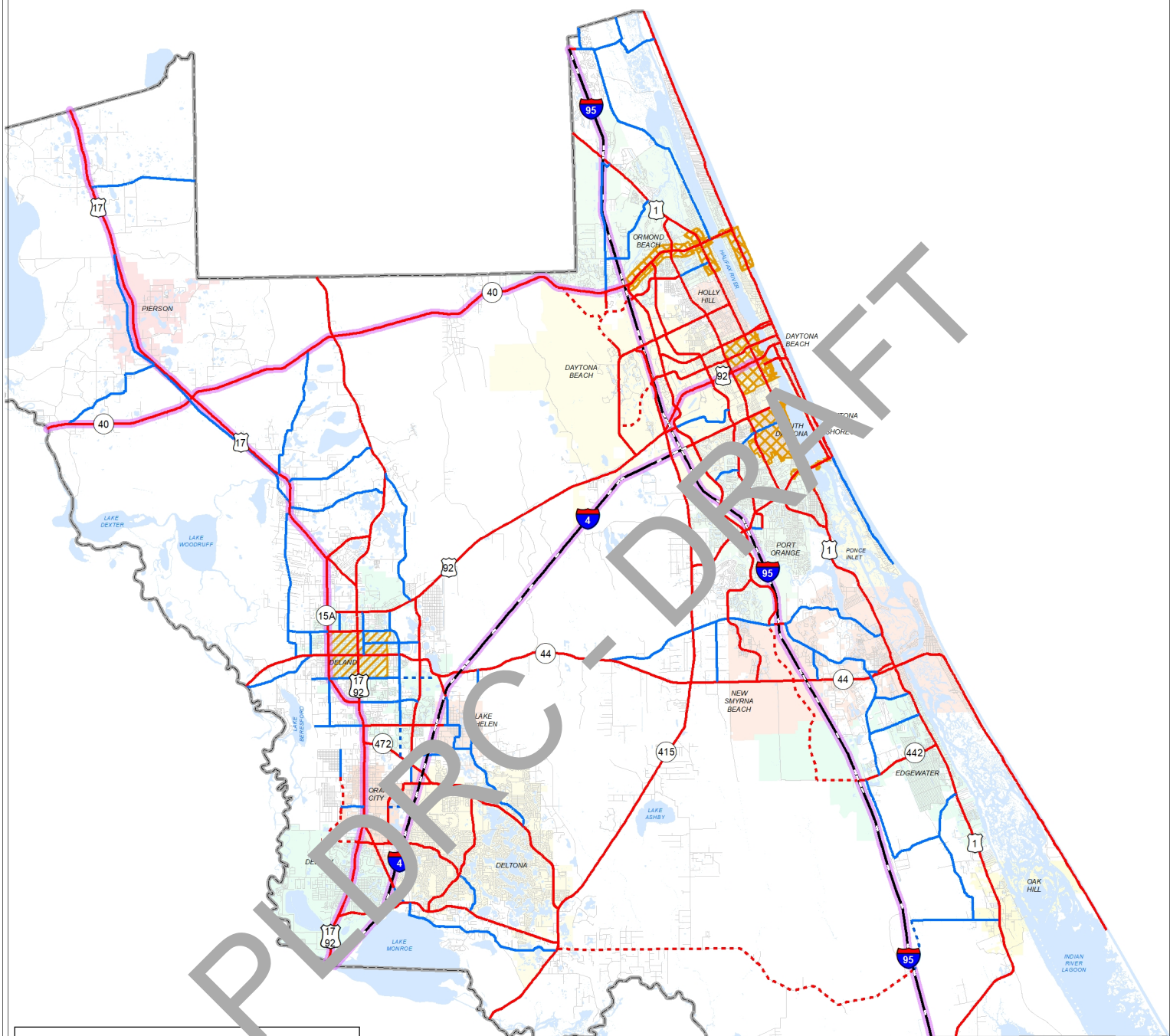
17  
18  
19 \_\_\_\_\_  
20 George Recktenwald  
21 County Manager

\_\_\_\_\_  
Jeffrey S. Brower  
County Chair

PLDRC - DRAFT

**Figure 2-1 (Final with Adoption)**  
**Thoroughfare Roadways Map**  
**Volusia County, Florida**

EXHIBIT A



**Key To Features**

**Thoroughfare Roadways**

- Thoroughfares Arterials - Existing
- Thoroughfares Arterials - Proposed
- Thoroughfares Collectors - Existing
- Thoroughfares Collectors - Proposed
- SIS Roads (Strategic Intermodal System)<sup>1</sup>

**Special Concurrency Areas**

- Transportation Concurrency Exception Area
- Transportation Concurrency Management Area
- Port Orange Transportation Concurrency Management Area

<sup>1</sup> Florida's Strategic Intermodal System is a transportation system that:

- Is made up of statewide and regionally significant facilities and services (strategic)
- Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal)
- Integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system)

\* Roads are being removed from current mapping and placed on a "Thoroughfare Future Needs List"

\*\*\* Upon the 4-lane thoroughfare roadway construction of Osteen Maytown Road, funded by the developer, Osteen Maytown Road will become a thoroughfare roadway as adopted on the Farmiton Local Plan Spine Transportation Network.

\*\*\* Only Madeline Avenue, between Williamson Blvd and Grove View Lane, is county-maintained and impact fee eligible.

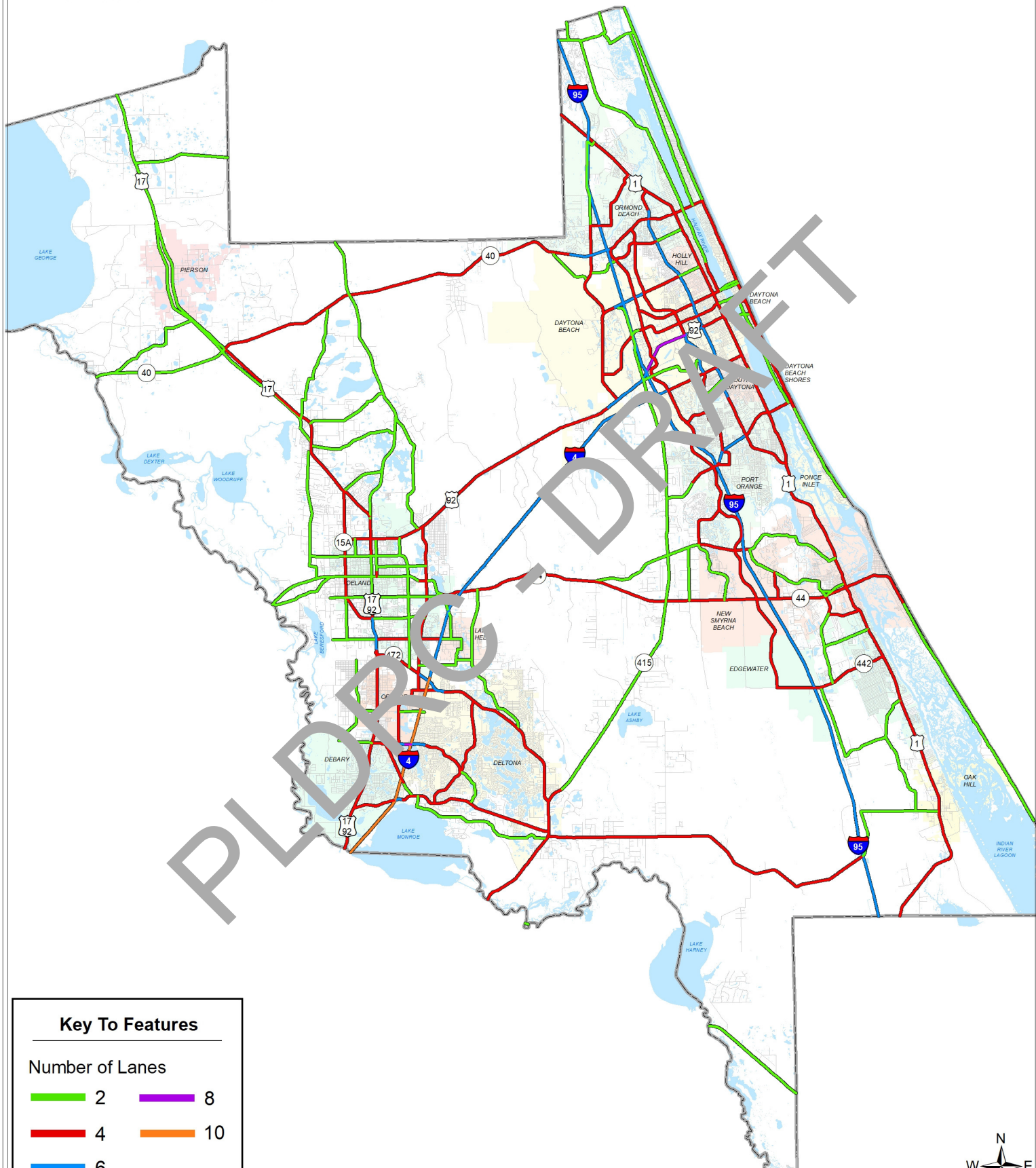


# Figure 2-2 (Final with Adoption) Roadway Number of Lanes 2035 Map

## EXHIBIT B






### Volusia County, Florida

(Consistent with Figure 2-1 Thoroughfare Roadways Map proposed amendments)



**Key To Features**

**Number of Lanes**

	2		8
	4		10
	6		

\*\* Osteen Maytown Rd is a Developer funded thoroughfare as adopted on the Farmon Local Plan Spine Transportation Network



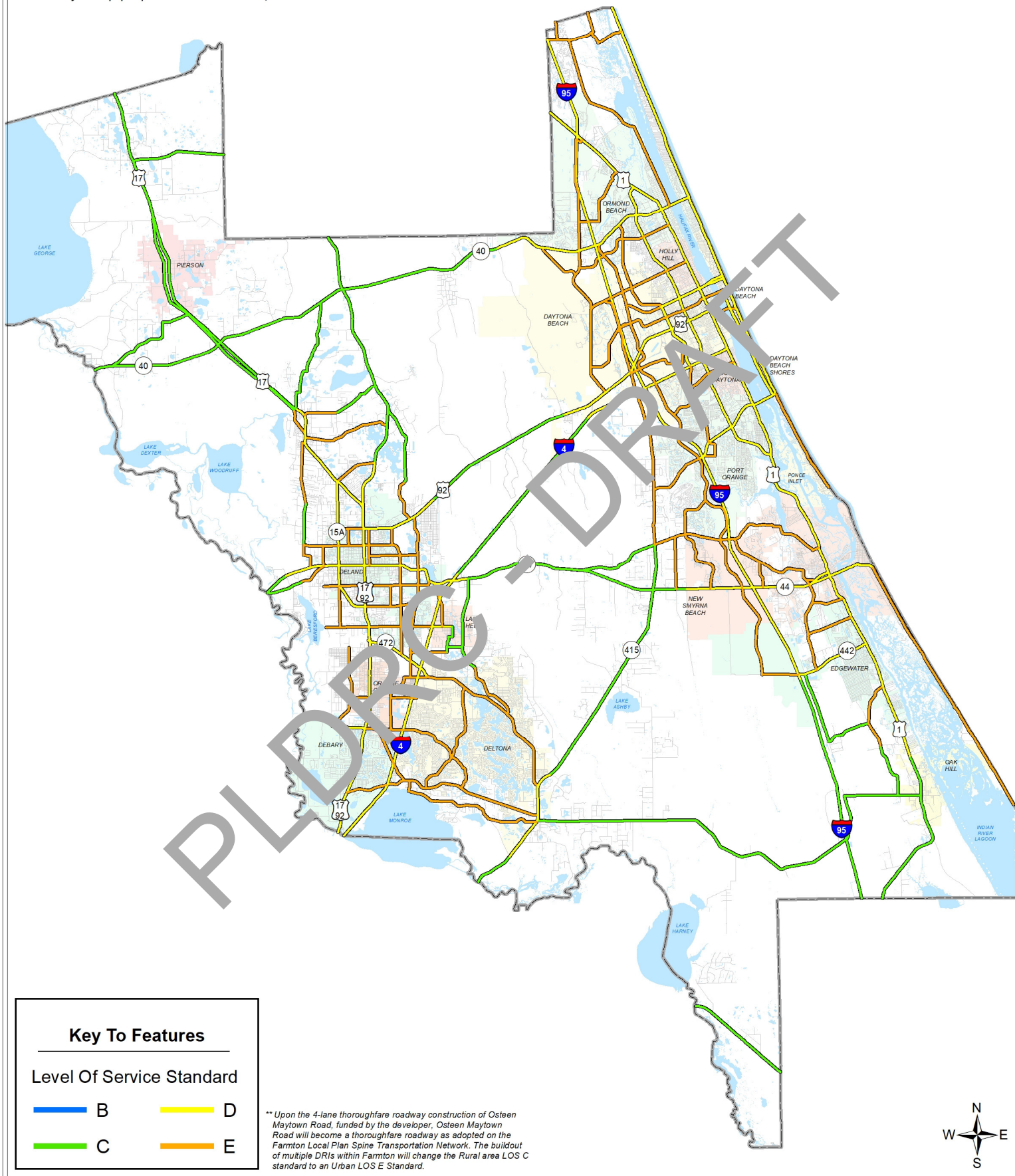
NOTE: PROPOSED THOROUGHFARES DEPICTED ON THE SUBJECT MAP DO NOT REPRESENT THE ACTUAL ALIGNMENT OR CREATION OF RIGHT-OF-WAYS. ALIGNMENTS WILL BE FORMULATED AND RIGHT-OF-WAYS CHOSEN, CONSISTENT WITH COMPREHENSIVE PLAN POLICIES TO AFFORD PROTECTION TO NATURAL RESOURCES AND LIMIT IMPACTS TO NATURAL RESOURCES. ALTHOUGH THIS MAP IS A PART OF THE COMPREHENSIVE PLAN, IT SHOULD NOT PROPOSE THAT THE COUNTY WILL HAVE ALL IMPROVEMENTS ASSOCIATED WITH INCREASES IN THE NUMBER OF LANES BY THE PLAN HORIZON YEAR.

Prepared by: County of Volusia Public Works/skm  
 Date: 11/15/21 Comprehensive Plan Cycle  
 \Ongoing\TrafficEng\ComprehensivePlan\Cycle 19-021

**Figure 2-3 (Final with Adoption)**  
**Roadway Level of Service Standard 2035 Map**  
**Volusia County, Florida**

EXHIBIT C

(Consistent with Figure 2-1 Thoroughfare Roadways Map proposed amendments)



**Key To Features**

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**Level Of Service Standard**

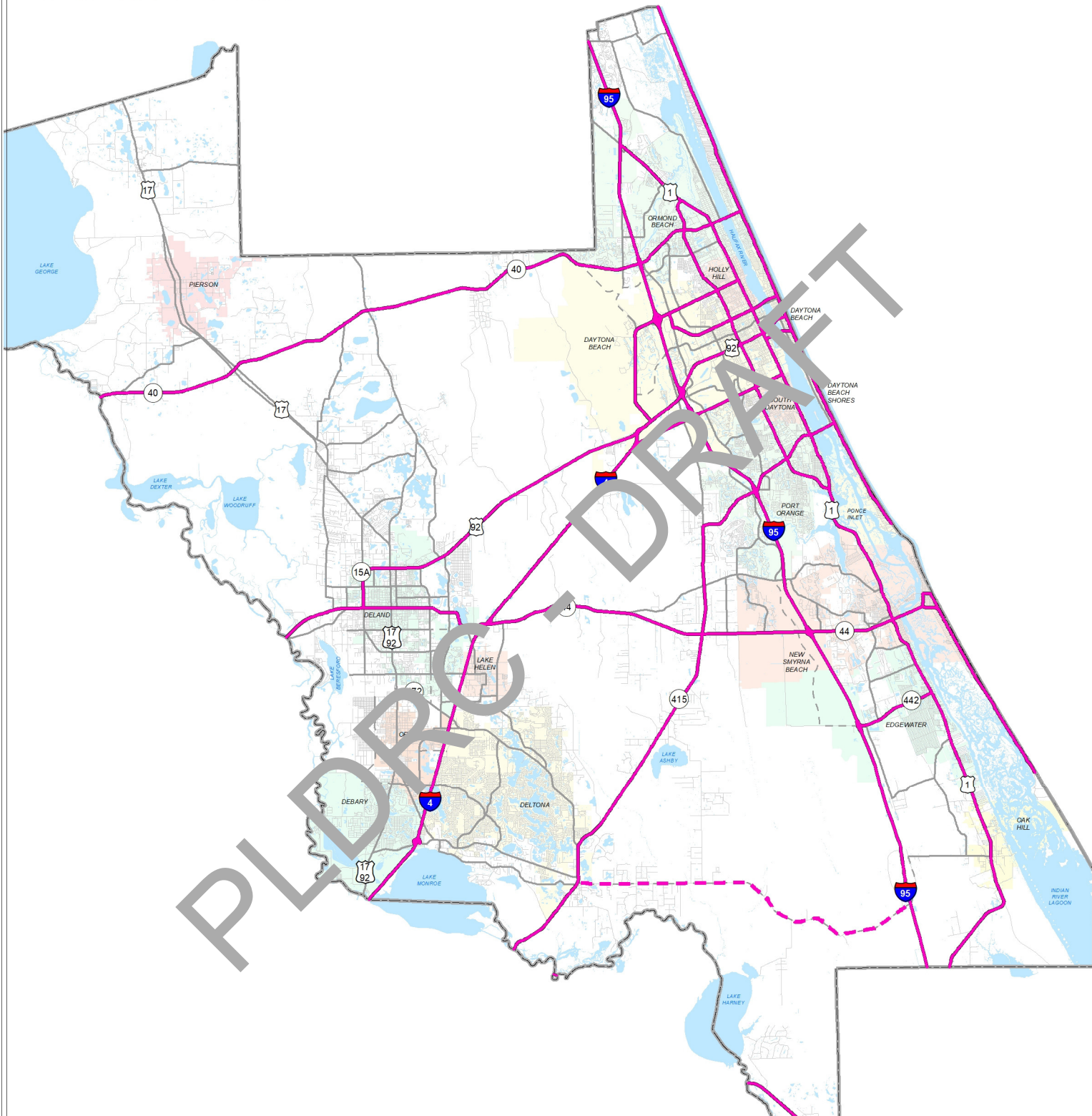
<span style="color: blue;">—</span> B	<span style="color: yellow;">—</span> D
<span style="color: green;">—</span> C	<span style="color: orange;">—</span> E

**\*\* Upon the 4-lane thoroughfare roadway construction of Osteen Maytown Road, funded by the developer, Osteen Maytown Road will become a thoroughfare roadway as adopted on the Farmton Local Plan Spine Transportation Network. The buildout of multiple DRIs within Farmton will change the Rural area LOS C standard to an Urban LOS E Standard.**



EXHIBIT D

**Figure 2-4 (Final with Adoption)**  
**Designated Evacuation Routes 2035**  
**Volusia County, Florida**  
*(Consistent with Figure 2-1 Thoroughfare Roadways Map proposed amendments)*



**Key to Features**

- Evacuation Routes
- Future Evacuation Routes

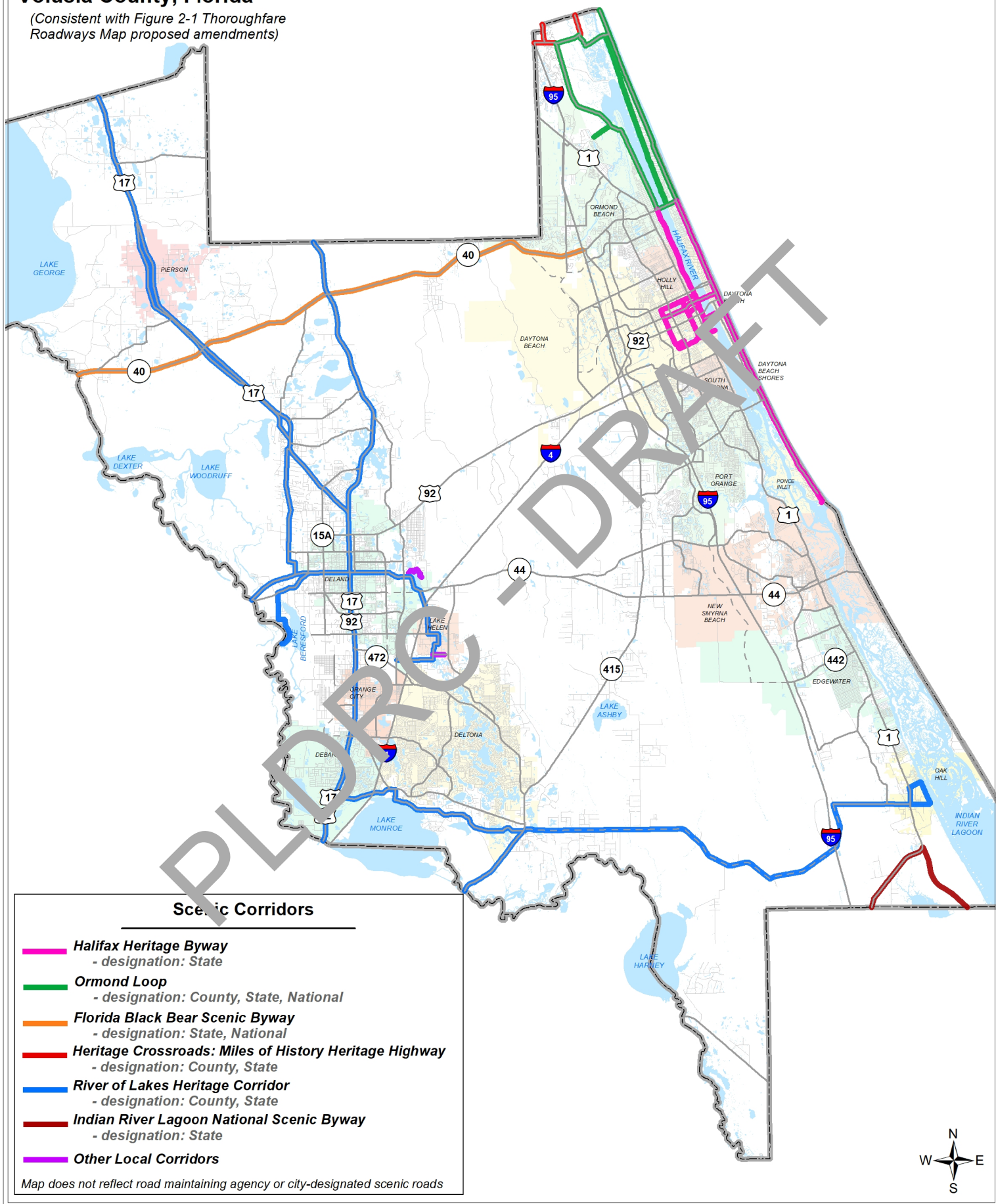
*\*\* Upon the 4-lane thoroughfare roadway construction of Osteen Maytown Road, funded by the developer, Osteen Maytown Road will become a thoroughfare roadway as adopted on the Farnton Local Plan Spine Transportation Network. At such time, it will become an Emergency Evacuation Route.*



**Figure 2-5 (Final with Adoption)**  
**Scenic Corridors 2035 Map**  
**Volusia County, Florida**

EXHIBIT E

(Consistent with Figure 2-1 Thoroughfare Roadways Map proposed amendments)



**Scenic Corridors**

- █ **Halifax Heritage Byway**  
- designation: State
- █ **Ormond Loop**  
- designation: County, State, National
- █ **Florida Black Bear Scenic Byway**  
- designation: State, National
- █ **Heritage Crossroads: Miles of History Heritage Highway**  
- designation: County, State
- █ **River of Lakes Heritage Corridor**  
- designation: County, State
- █ **Indian River Lagoon National Scenic Byway**  
- designation: State
- █ **Other Local Corridors**

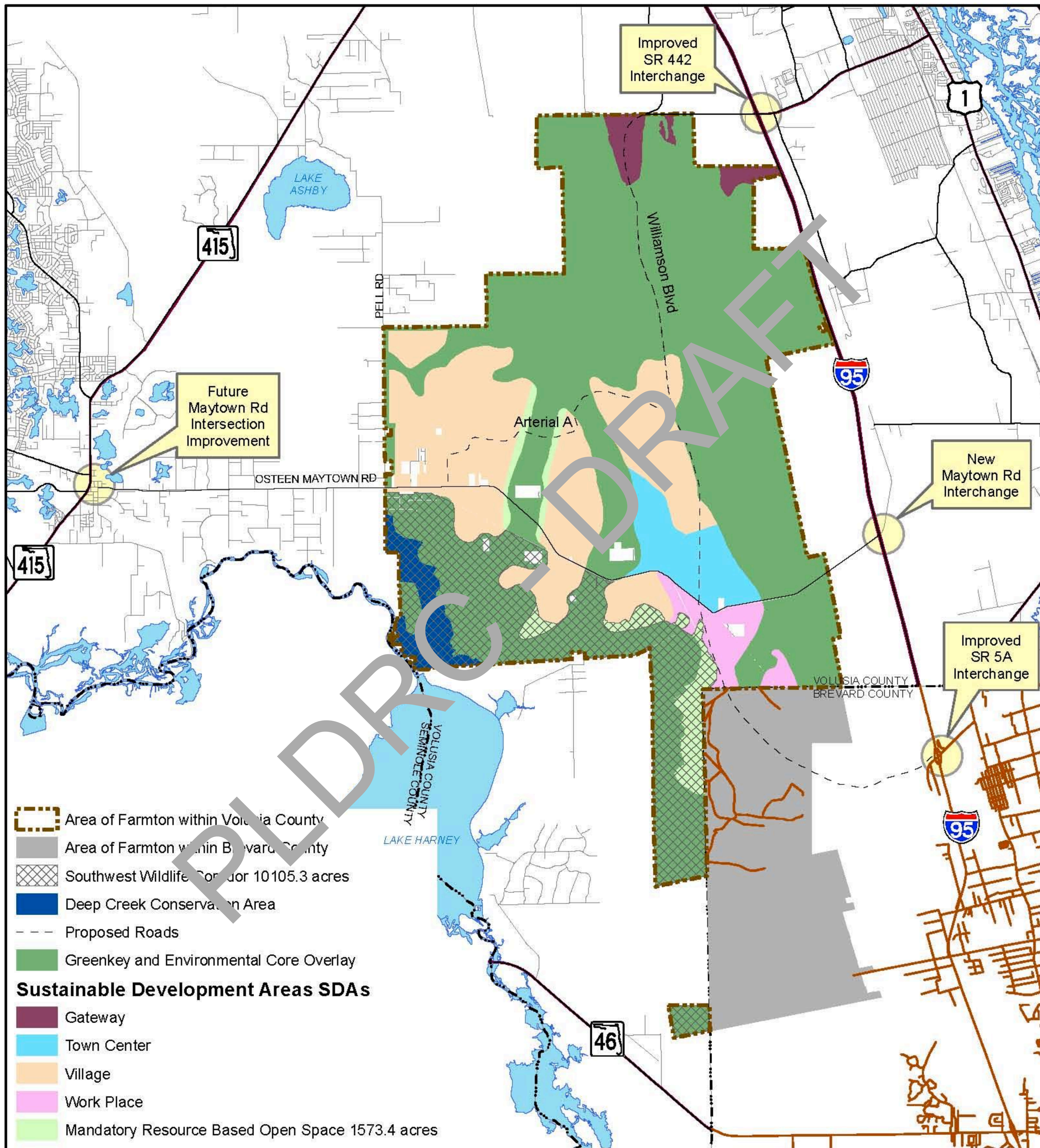
Map does not reflect road maintaining agency or city-designated scenic roads



NOTE: PROPOSED THOROUGHFARES DEPICTED ON THE SUBJECT MAP DO NOT REPRESENT THE ACTUAL ALIGNMENT OR CREATION OF RIGHT-OF-WAYS. ALIGNMENTS WILL BE FORMULATED AND RIGHT-OF-WAYS CHOSEN, CONSISTENT WITH COMPREHENSIVE PLAN POLICIES TO AFFORD PROTECTION TO NATURAL RESOURCES AND LIMIT IMPACTS TO NATURAL RESOURCES.  
 Prepared by: County of Volusia Public Works/skm  
 Date: 11/13/20 Comprehensive Plan  
 \Ongoing\Traffic\Eng\ComprehensivePlan\Cycle 19-021

Figure 2-6  
(Final With Adoption)

# Farmton Local Plan Spine Transportation Network

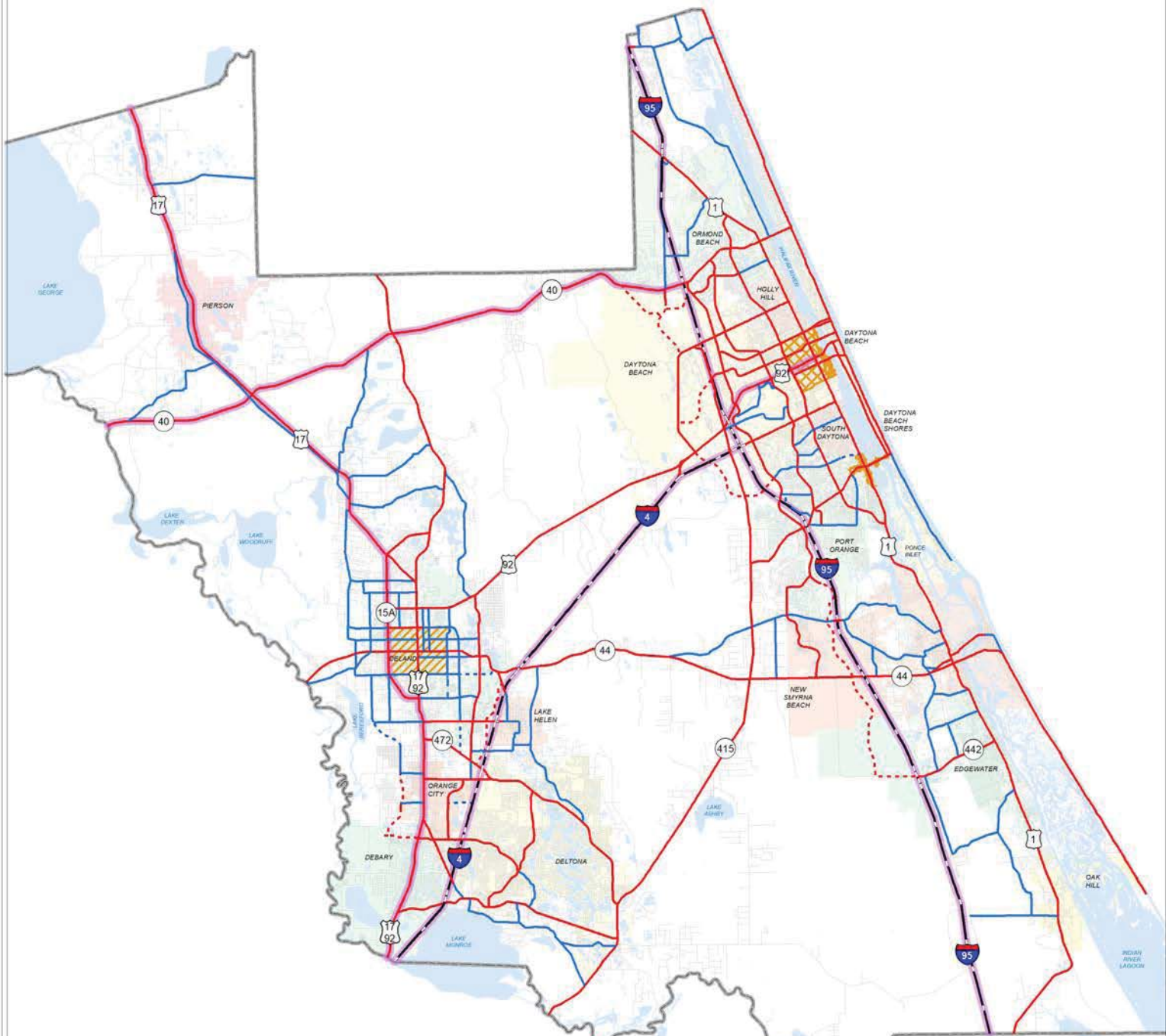


1" = 2.5 Mile

7/05/19

**Appendix A**  
**Map Series**

**Figure 2-1 (Currently Adopted)  
Thoroughfare Roadways  
Volusia County, Florida**



**Key To Features**

**Thoroughfare Roadways**

- Thoroughfares Arterials - Existing
- - - Thoroughfares Arterials - Proposed
- Thoroughfares Collectors - Existing
- - - Thoroughfares Collectors - Proposed
- SIS Roads (Strategic Intermodal System\*\*)

**Special Concurrence Areas**

- Transportation Concurrence Exception Area
- Transportation Concurrence Management Area
- Port Orange Transportation Concurrence Management Area

**\*\*Florida's Strategic Intermodal System is a transportation system that**

- Is made up of statewide and regionally significant facilities and services (strategic)
- Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal)
- Integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system)



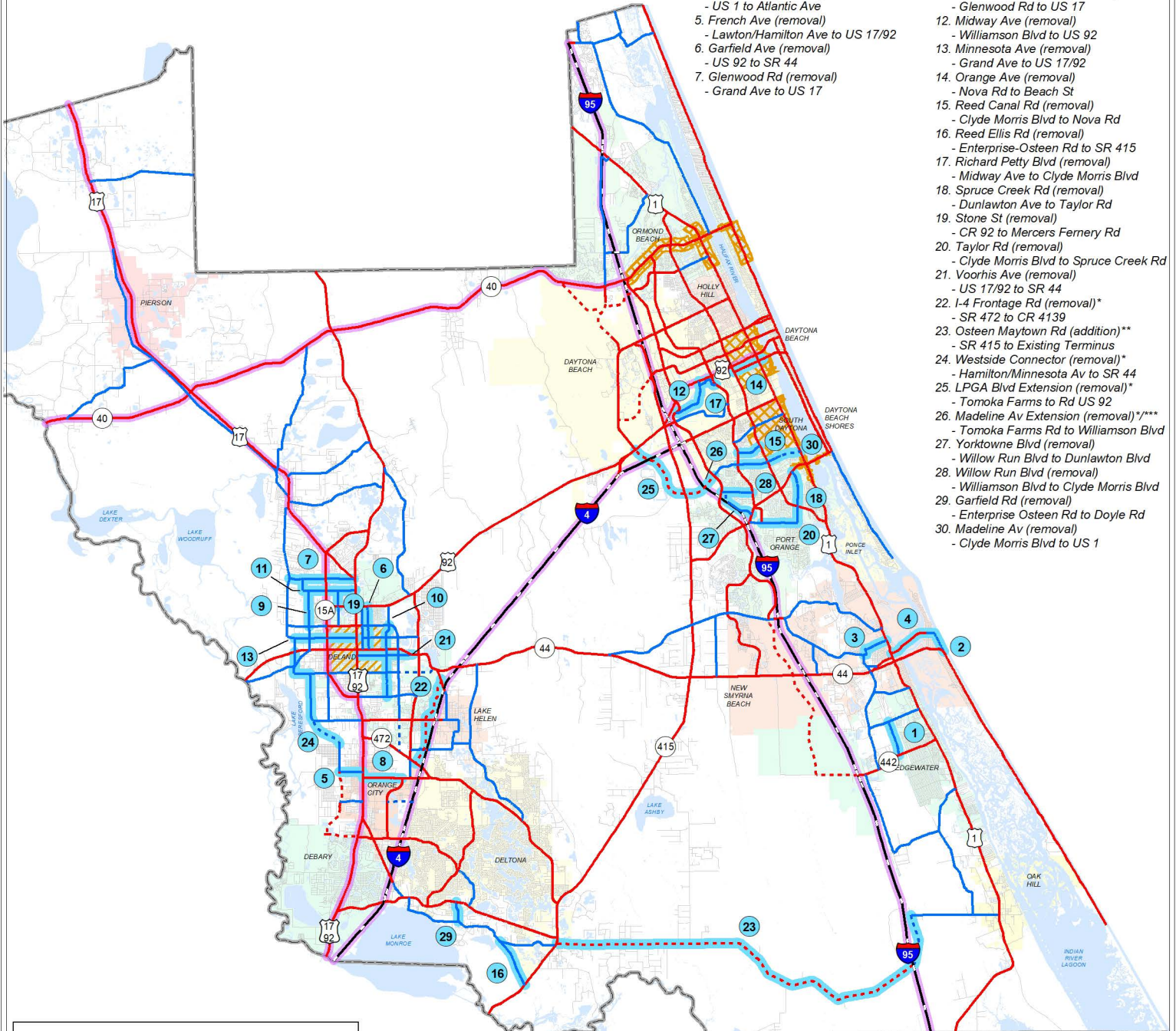
NOTE: PROPOSED THOROUGHFARES DEPICTED ON THE SUBJECT MAP DO NOT REPRESENT THE ACTUAL ALIGNMENT OR CREATION OF RIGHT-OF-WAYS. ALIGNMENTS WILL BE FORMULATED AND RIGHT-OF-WAYS CHOSEN, CONSISTENT WITH COMPREHENSIVE PLAN POLICIES TO AFFORD PROTECTION TO NATURAL RESOURCES AND LIMIT IMPACTS TO NATURAL RESOURCES.

Volusia County  
Prepared by: County of Volusia Public Works/skm  
Date: 7/16/14 Rev: 7/24/2014(a) 13-002 Comprehensive Plan Cycle  
G:\Ongoing\TrafficEng\ComprehensivePlan\Thoroughfare System 2\_1\Cycle 13-002

**Figure 2-1 (Proposed Changes)  
Thoroughfare Roadways Map  
Volusia County, Florida**

**Cycle Year 2019 Proposed Changes**

1. Air Park Rd (removal)  
- Park Ave to SR 442
2. Atlantic Ave (removal)  
- Flagler Ave to SR A1A
3. Enterprise/Halleck/Wayne Ave (removal)  
- Pioneer Tr to US 1
4. Flagler Ave (removal)  
- US 1 to Atlantic Ave
5. French Ave (removal)  
- Lawton/Hamilton Ave to US 17/92
6. Garfield Ave (removal)  
- US 92 to SR 44
7. Glenwood Rd (removal)  
- Grand Ave to US 17
8. Graves Ave (removal)  
- US 17/92 to Veterans Memorial Pkwy
9. Hazen Rd (removal)  
- Plymouth Av to Mercers Fernery Rd
10. Hill Ave/Jacobs Rd (removal)  
- Taylor Rd to Plymouth Av
11. Mercers Fernery Rd (removal)  
- Glenwood Rd to US 17
12. Midway Ave (removal)  
- Williamson Blvd to US 92
13. Minnesota Ave (removal)  
- Grand Ave to US 17/92
14. Orange Ave (removal)  
- Nova Rd to Beach St
15. Reed Canal Rd (removal)  
- Clyde Morris Blvd to Nova Rd
16. Reed Ellis Rd (removal)  
- Enterprise-Osteen Rd to SR 415
17. Richard Petty Blvd (removal)  
- Midway Ave to Clyde Morris Blvd
18. Spruce Creek Rd (removal)  
- Dunlawton Ave to Taylor Rd
19. Stone St (removal)  
- CR 92 to Mercers Fernery Rd
20. Taylor Rd (removal)  
- Clyde Morris Blvd to Spruce Creek Rd
21. Voorhis Ave (removal)  
- US 17/92 to SR 44
22. I-4 Frontage Rd (removal)\*  
- SR 472 to CR 4139
23. Osteen Maytown Rd (addition)\*\*
24. Westside Connector (removal)\*  
- Hamilton/Minnesota Av to SR 44
25. LPGA Blvd Extension (removal)\*  
- Tomoka Farms to Rd US 92
26. Madeline Av Extension (removal)\*/\*\*
27. Yorktowne Blvd (removal)  
- Willow Run Blvd to Dunlawton Blvd
28. Willow Run Blvd (removal)  
- Williamson Blvd to Clyde Morris Blvd
29. Garfield Rd (removal)  
- Enterprise Osteen Rd to Doyle Rd
30. Madeline Av (removal)  
- Clyde Morris Blvd to US 1



**Key To Features**

**Thoroughfare Roadways**

- Thoroughfares Arterials - Existing
- - - Thoroughfares Arterials - Proposed
- Thoroughfares Collectors - Existing
- - - Thoroughfares Collectors - Proposed
- SIS Roads (Strategic Intermodal System)<sup>1</sup>
- Proposed Changes

**Special Concurrency Areas**

- X Transportation Concurrency Exception Area
- / Transportation Concurrency Management Area
- Port Orange Transportation Concurrency Management Area

<sup>1</sup> Florida's Strategic Intermodal System is a transportation system that:

- Is made up of statewide and regionally significant facilities and services (strategic)
- Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal)
- Integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system)

\* Roads are being removed from current mapping and placed on a "Thoroughfare Future Needs List"

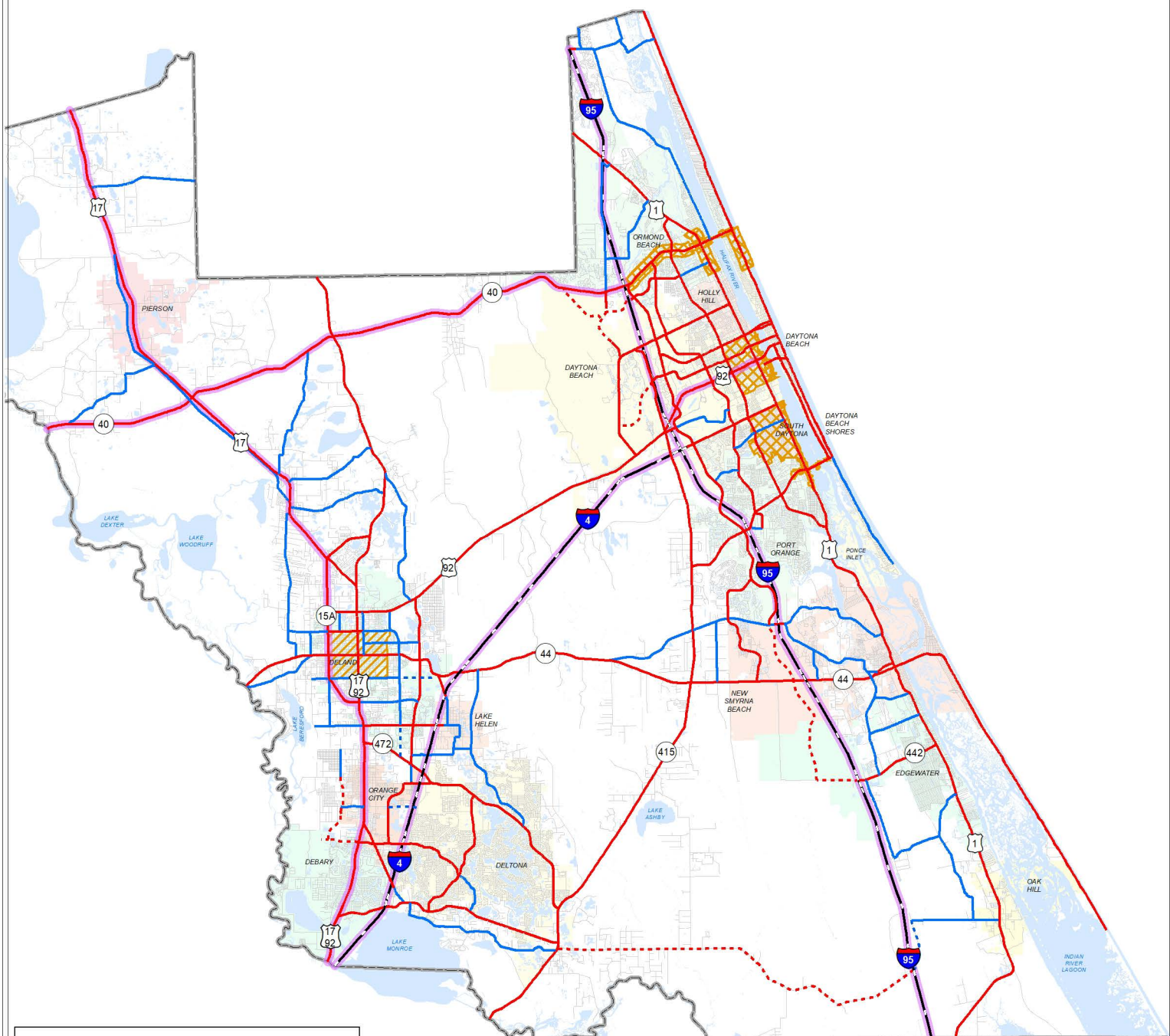
\*\* Upon the 4-lane thoroughfare roadway construction of Osteen Maytown Road, funded by the developer, Osteen Maytown Road will become a thoroughfare roadway as adopted on the Farmiton Local Plan Spine Transportation Network.

\*\*\* Only Madeline Avenue, between Williamson Blvd and Grove View Lane, is county-maintained and impact fee eligible.

NOTE: PROPOSED THOROUGHFARES DEPICTED ON THE SUBJECT MAP DO NOT REPRESENT THE ACTUAL ALIGNMENT OR CREATION OF RIGHT-OF-WAYS. ALIGNMENTS WILL BE FORMULATED AND RIGHT-OF-WAYS CHOSEN, CONSISTENT WITH COMPREHENSIVE PLAN POLICIES TO AFFORD PROTECTION TO NATURAL RESOURCES AND LIMIT IMPACTS TO NATURAL RESOURCES.



**Figure 2-1 (Final with Adoption)**  
**Thoroughfare Roadways Map**  
**Volusia County, Florida**



**Key To Features**

**Thoroughfare Roadways**

- Thoroughfares Arterials - Existing
- Thoroughfares Arterials - Proposed
- Thoroughfares Collectors - Existing
- Thoroughfares Collectors - Proposed
- SIS Roads (Strategic Intermodal System)<sup>1</sup>

**Special Concurrency Areas**

- X Transportation Concurrency Exception Area
- / Transportation Concurrency Management Area
- . Port Orange Transportation Concurrency Management Area

<sup>1</sup> Florida's Strategic Intermodal System is a transportation system that:

- Is made up of statewide and regionally significant facilities and services (strategic)
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\* Roads are being removed from current mapping and placed on a "Thoroughfare Future Needs List"

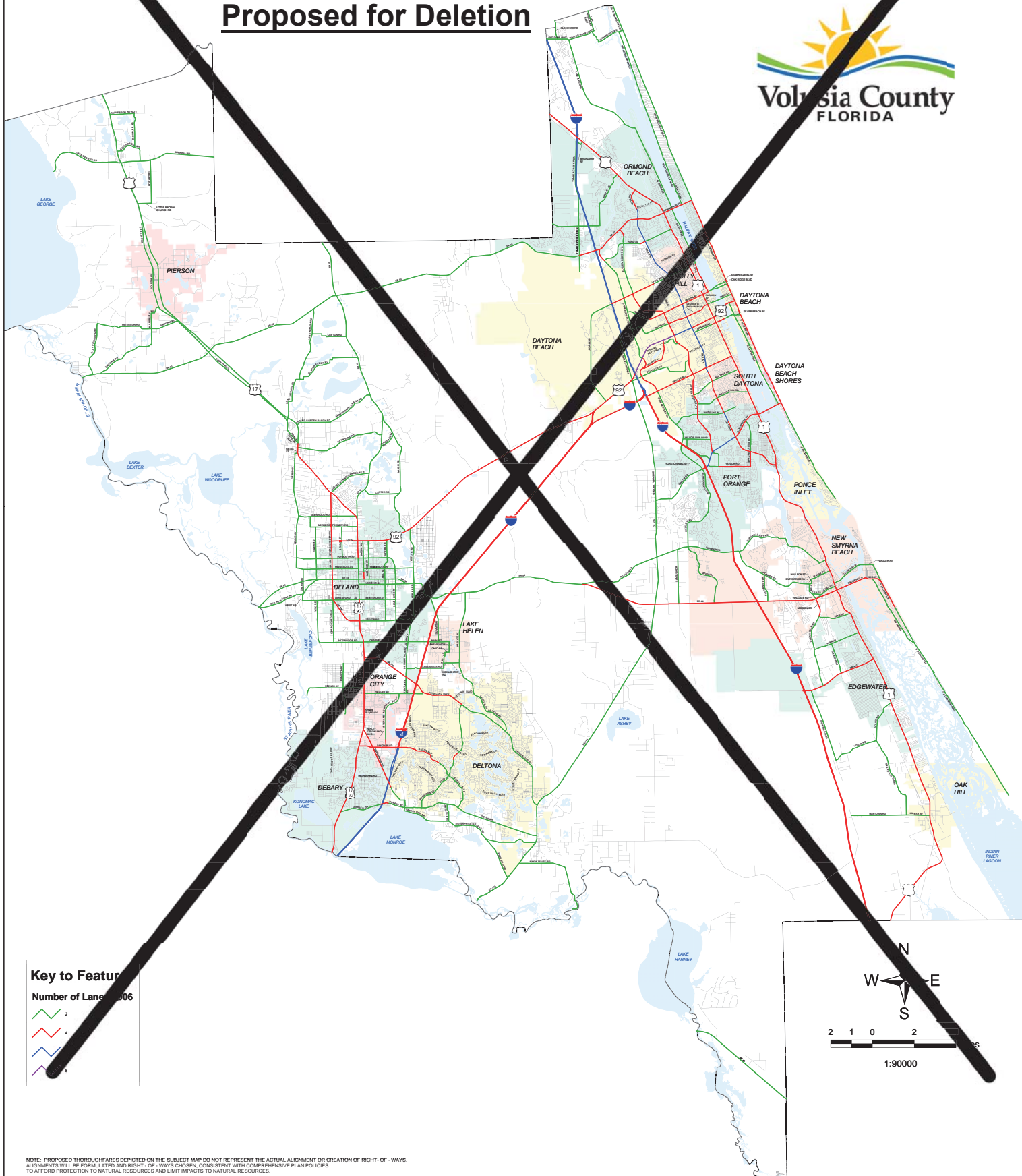
\*\* Upon the 4-lane thoroughfare roadway construction of Osteen Maytown Road, funded by the developer, Osteen Maytown Road will become a thoroughfare roadway as adopted on the Farmiton Local Plan Spine Transportation Network.

\*\*\* Only Madeline Avenue, between Williamson Blvd and Grove View Lane, is county-maintained and impact fee eligible.



# Figure 2 - 2 (Currently Adopted) Roadway Number of Lanes 2006 Map Volusia County, Florida

Proposed for Deletion



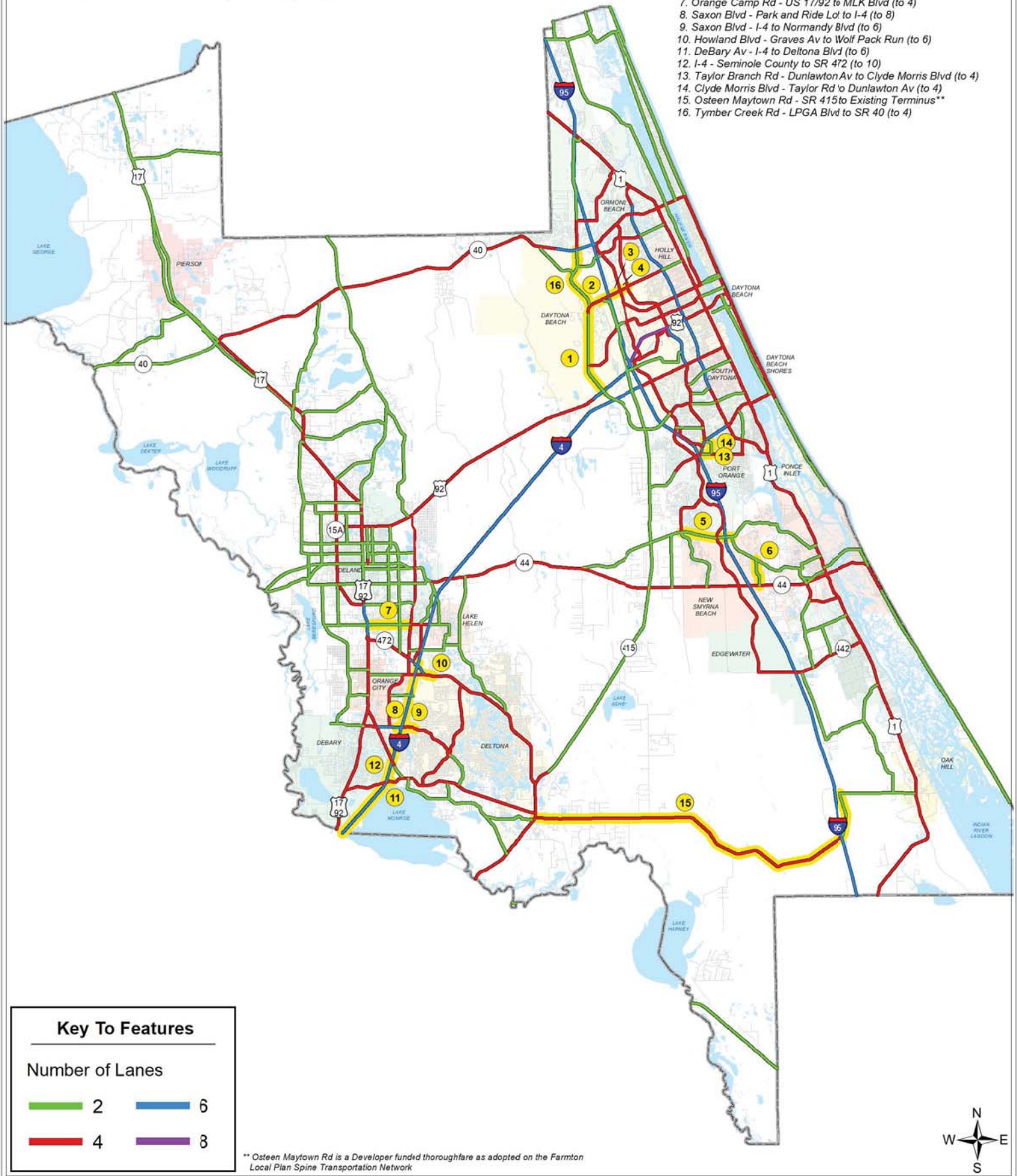


**Figure 2-3 2-2 (Proposed Changes)  
Roadway Number of Lanes 2025 2035 Map  
Volusia County, Florida**

(Figure 2-1 Thoroughfare Roadways Map proposed amendments are reflected on map to be adopted)

**● Cycle 2019 Proposed Lane Changes**

1. LPGA Blvd - US 92 to Tournament Dr (to 4)
2. LPGA Blvd - Champions Dr to -95 (to 6)
3. LPGA Blvd - I-95 to Williamson Blvd (to 6)
4. LPGA Blvd - Williamson Blvd to Clyde Morris Blvd (to 6)
5. Pioneer Tr - Airport Rd to Turnbull Bay Rd (to 4)
6. Sugar Mill Dr - Pioneer Tr to Sr 44 (to 4)
7. Orange Camp Rd - US 17/92 to MLK Blvd (to 4)
8. Saxon Blvd - Park and Ride Lot to I-4 (to 8)
9. Saxon Blvd - I-4 to Normandy Blvd (to 6)
10. Howland Blvd - Graves Av to Wolf Pack Run (to 6)
11. DeBary Av - I-4 to Deltona Blvd (to 6)
12. I-4 - Seminole County to SR 472 (to 10)
13. Taylor Branch Rd - Dunlawton Av to Clyde Morris Blvd (to 4)
14. Clyde Morris Blvd - Taylor Rd to Dunlawton Av (to 4)
15. Osteen Maytown Rd - SR 415 to Existing Terminus\*\*
16. Tymber Creek Rd - LPGA Blvd to SR 40 (to 4)



**Key To Features**

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**Number of Lanes**

<span style="color: green;">—</span> 2	<span style="color: blue;">—</span> 6
<span style="color: red;">—</span> 4	<span style="color: purple;">—</span> 8

\*\* Osteen Maytown Rd is a Developer funded thoroughfare as adopted on the Farmton Local Plan Spine Transportation Network

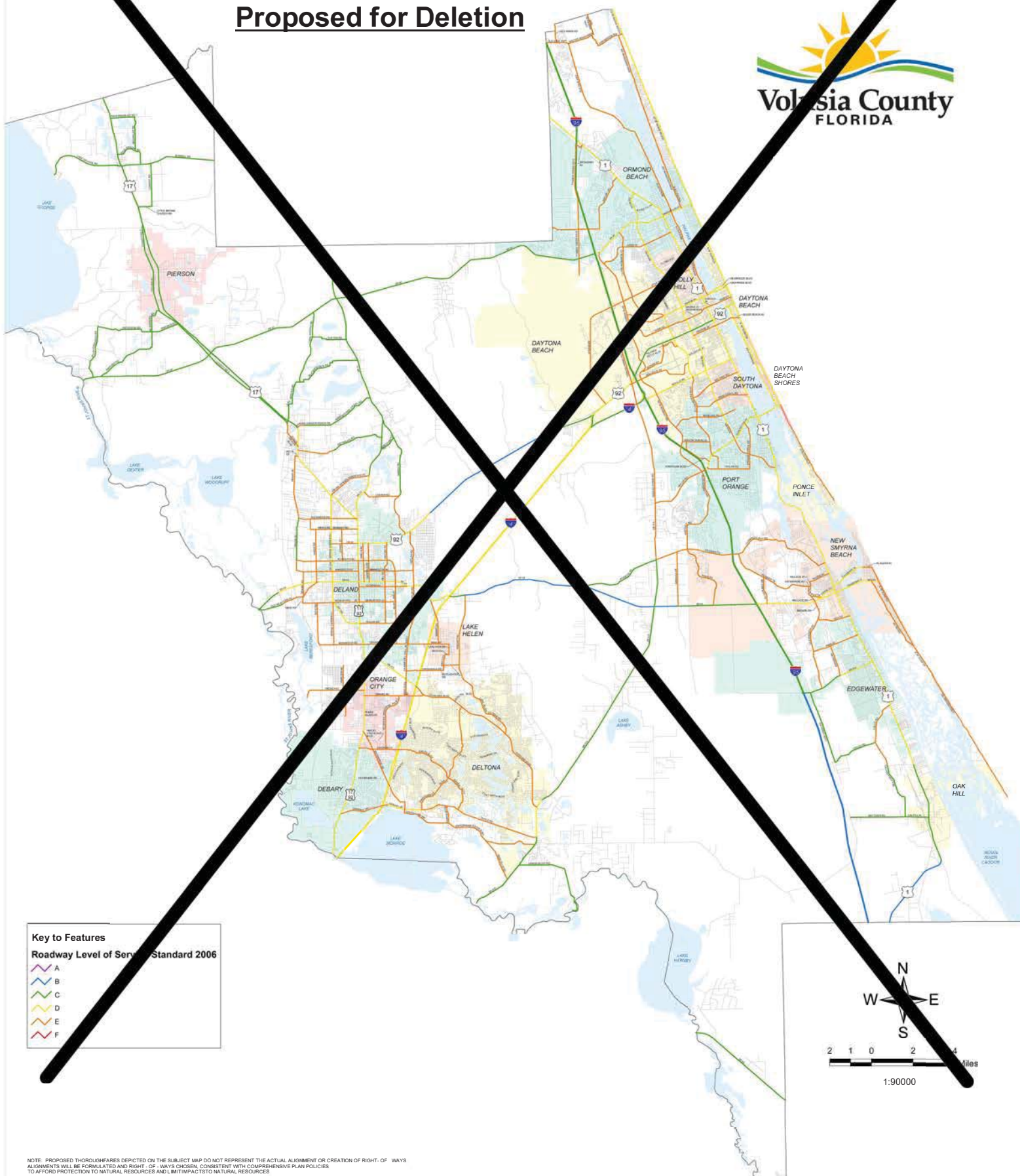
NOTE: PROPOSED THOROUGHFARES DEPICTED ON THE SUBJECT MAP DO NOT REPRESENT THE ACTUAL ALIGNMENT OR CREATION OF RIGHT-OF-WAYS. ALIGNMENTS WILL BE FORMULATED AND RIGHT-OF-WAYS CHOSEN, CONSISTENT WITH COMPREHENSIVE PLAN POLICIES TO AFFORD PROTECTION TO NATURAL RESOURCES AND LIMIT IMPACTS TO NATURAL RESOURCES. ALTHOUGH THIS MAP IS A PART OF THE COMPREHENSIVE PLAN, IT SHOULD NOT PROPOSE THAT THE COUNTY WILL HAVE ALL IMPROVEMENTS ASSOCIATED WITH INCREASES IN THE NUMBER OF LANES BY THE PLAN HORIZON YEAR.

Prepared by: County of Volusia Public Works/skm  
Date: 11/13/20 Comprehensive Plan Cycle  
C:\Ongoing\TrafficEng\ComprehensivePlan\Cycle 19-02



# Figure 2 - 4 (Currently Adopted Roadway Level of Service Standard 2006 Map Volusia County, Florida

Proposed for Deletion



**Key to Features**

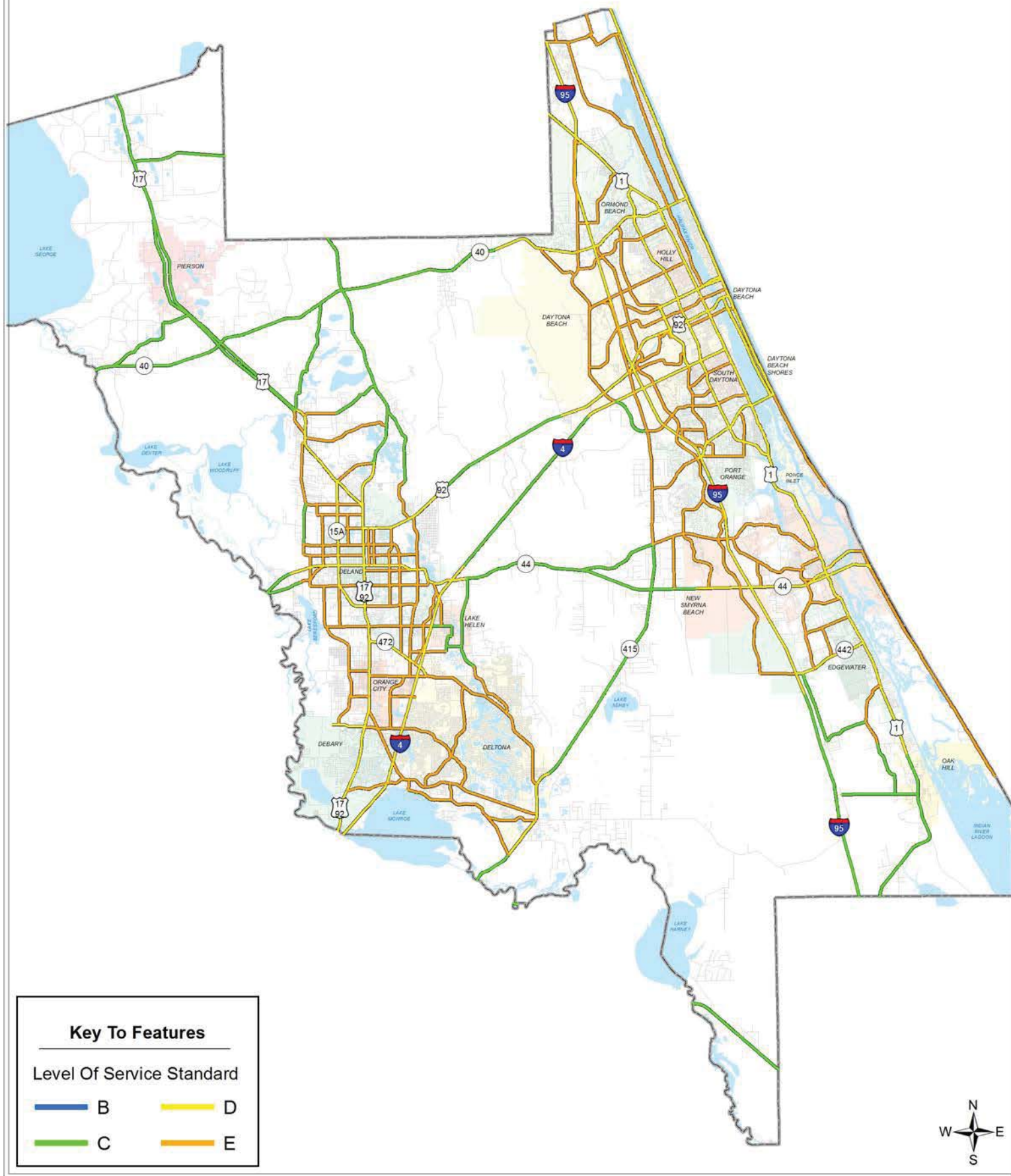
**Roadway Level of Service Standard 2006**

- A
- B
- C
- D
- E
- F

1:90000

NOTE: PROPOSED THROUGHFARES DEPICTED ON THE SUBJECT MAP DO NOT REPRESENT THE ACTUAL ALIGNMENT OR CREATION OF RIGHT-OF-WAYS ALIGNMENTS WILL BE FORMULATED AND RIGHT-OF-WAYS CHOSEN, CONSISTENT WITH COMPREHENSIVE PLAN POLICIES TO AFFORD PROTECTION TO NATURAL RESOURCES AND LIMIT IMPACTS TO NATURAL RESOURCES

**Figure 2-5 (Currently Adopted)**  
**Roadway Level of Service Standard 2025 Map**  
**Volusia County, Florida**



**Key To Features**

**Level Of Service Standard**

- |  |   |
|--|---|
| <span style="color: blue;">—</span> B  | <span style="color: yellow;">—</span> D |
| <span style="color: green;">—</span> C | <span style="color: orange;">—</span> E |



NOTE: PROPOSED THOROUGHFARES DEPICTED ON THE SUBJECT MAP DO NOT REPRESENT THE ACTUAL ALIGNMENT OR CREATION OF RIGHT-OF-WAYS. ALIGNMENTS WILL BE FORMULATED AND RIGHT-OF-WAYS CHOSEN, CONSISTENT WITH COMPREHENSIVE PLAN POLICIES TO AFFORD PROTECTION TO NATURAL RESOURCES AND LIMIT IMPACTS TO NATURAL RESOURCES.

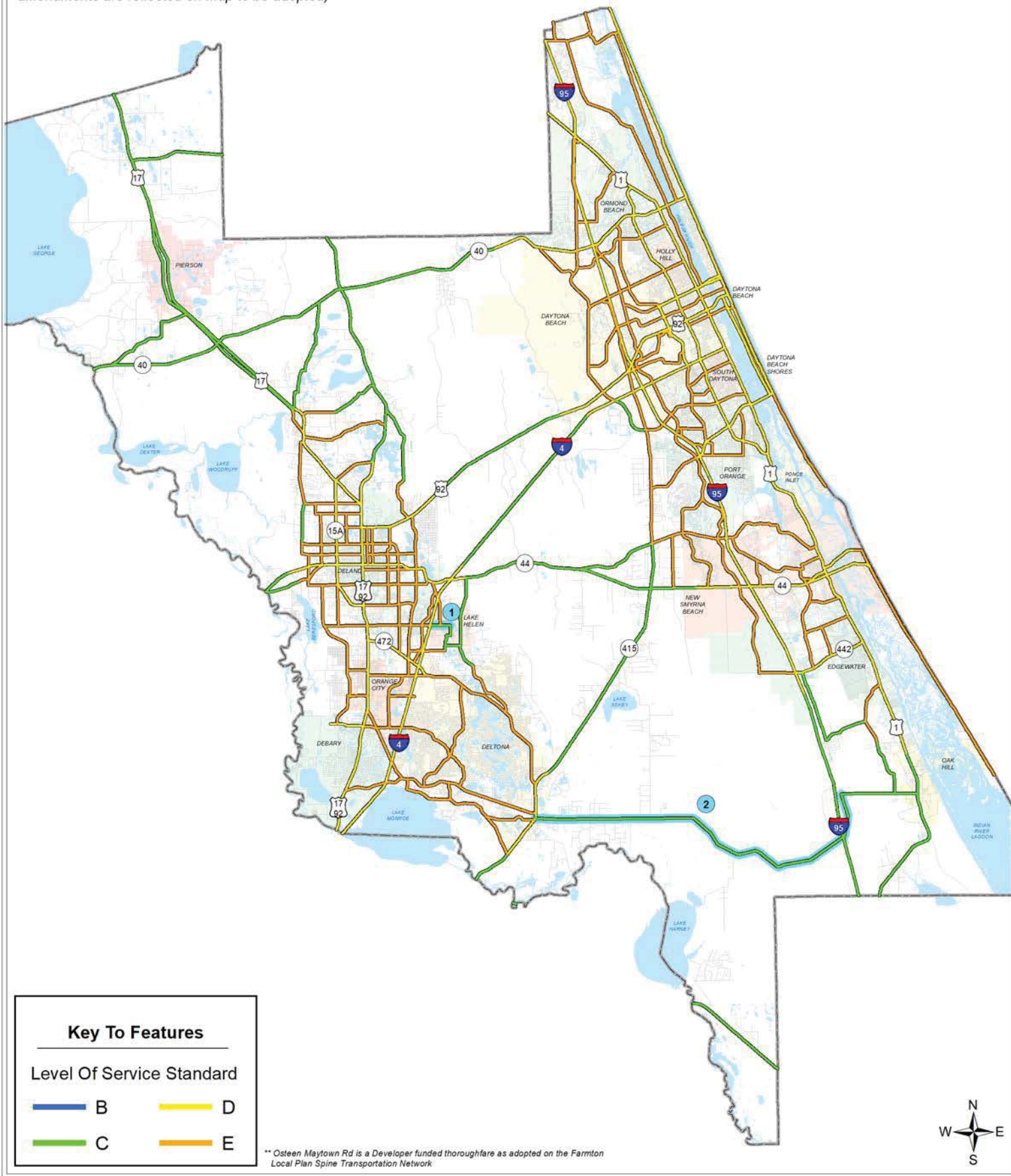
Prepared by: County of Volusia Public Works/skm  
 Date 6/9/15 15-002 Comprehensive Plan Cycle  
 :OngoingTrafficEng/ComprehensivePlan

# Figure 2-5-2-3 (Proposed Changes) Roadway Level of Service Standard 2025-2035 Map Volusia County, Florida

(Figure 2-1 Thoroughfare Roadways Map proposed amendments are reflected on map to be adopted)

### Cycle 2019 Proposed LOS Changes

1. Main St - I-4 to Lakeview Dr (to LOS D)
2. Osteen Maytown Rd - SR 415 to Existing Terminus (added)\*\*



### Key To Features

#### Level Of Service Standard

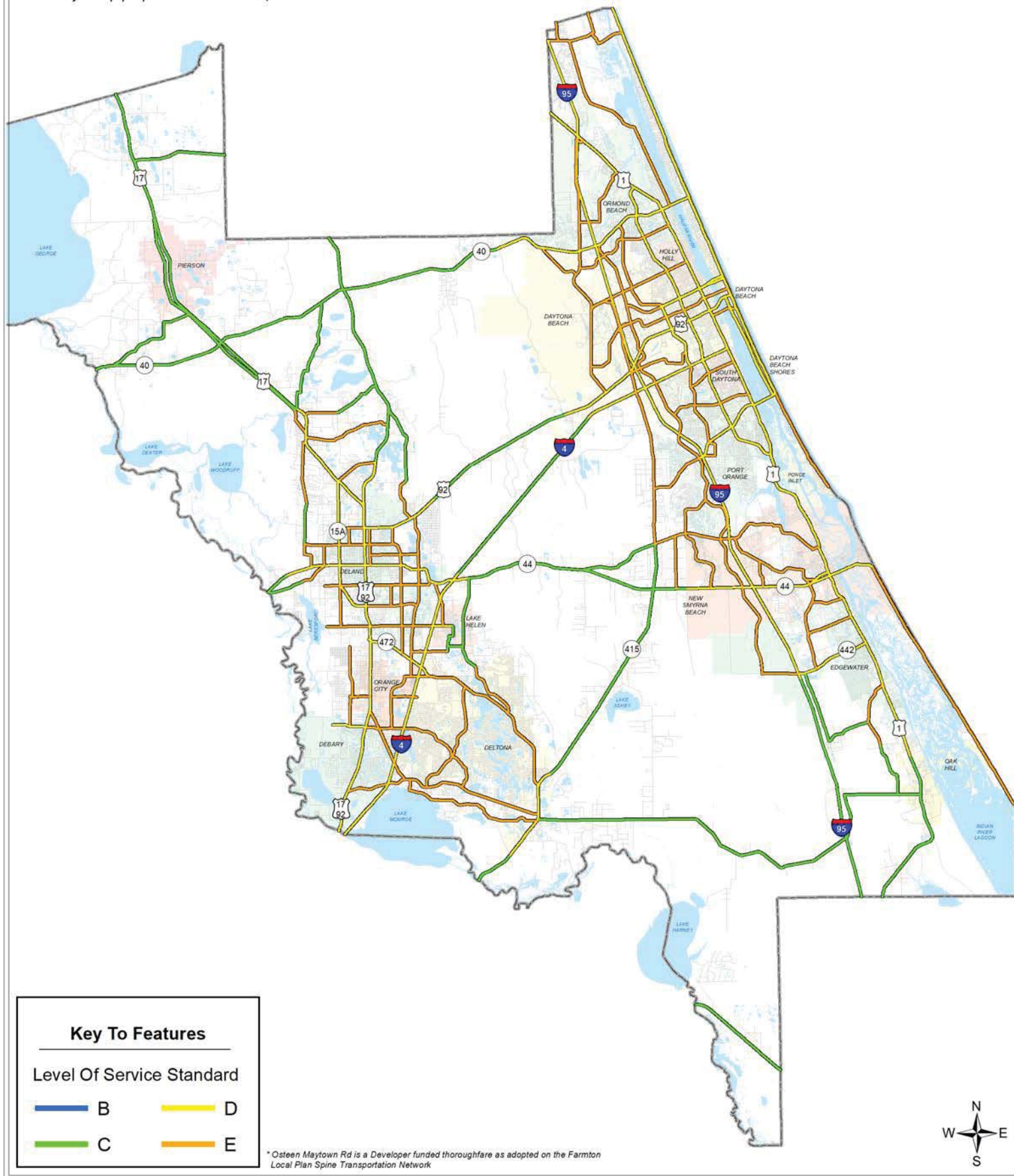
<span style="color: blue;">—</span> B	<span style="color: yellow;">—</span> D
<span style="color: green;">—</span> C	<span style="color: orange;">—</span> E

\*\* Osteen Maytown Rd is a Developer funded thoroughfare as adopted on the Farmon Local Plan Spine Transportation Network



**Figure 2-3 (Final with Adoption)**  
**Roadway Level of Service Standard 2035 Map**  
**Volusia County, Florida**

*(Consistent with Figure 2-1 Thoroughfare Roadways Map proposed amendments)*



**Key To Features**

**Level Of Service Standard**

<span style="color: blue;">—</span> B	<span style="color: yellow;">—</span> D
<span style="color: green;">—</span> C	<span style="color: orange;">—</span> E

\* Osteen Maytown Rd is a Developer funded thoroughfare as adopted on the Farmon Local Plan Spine Transportation Network

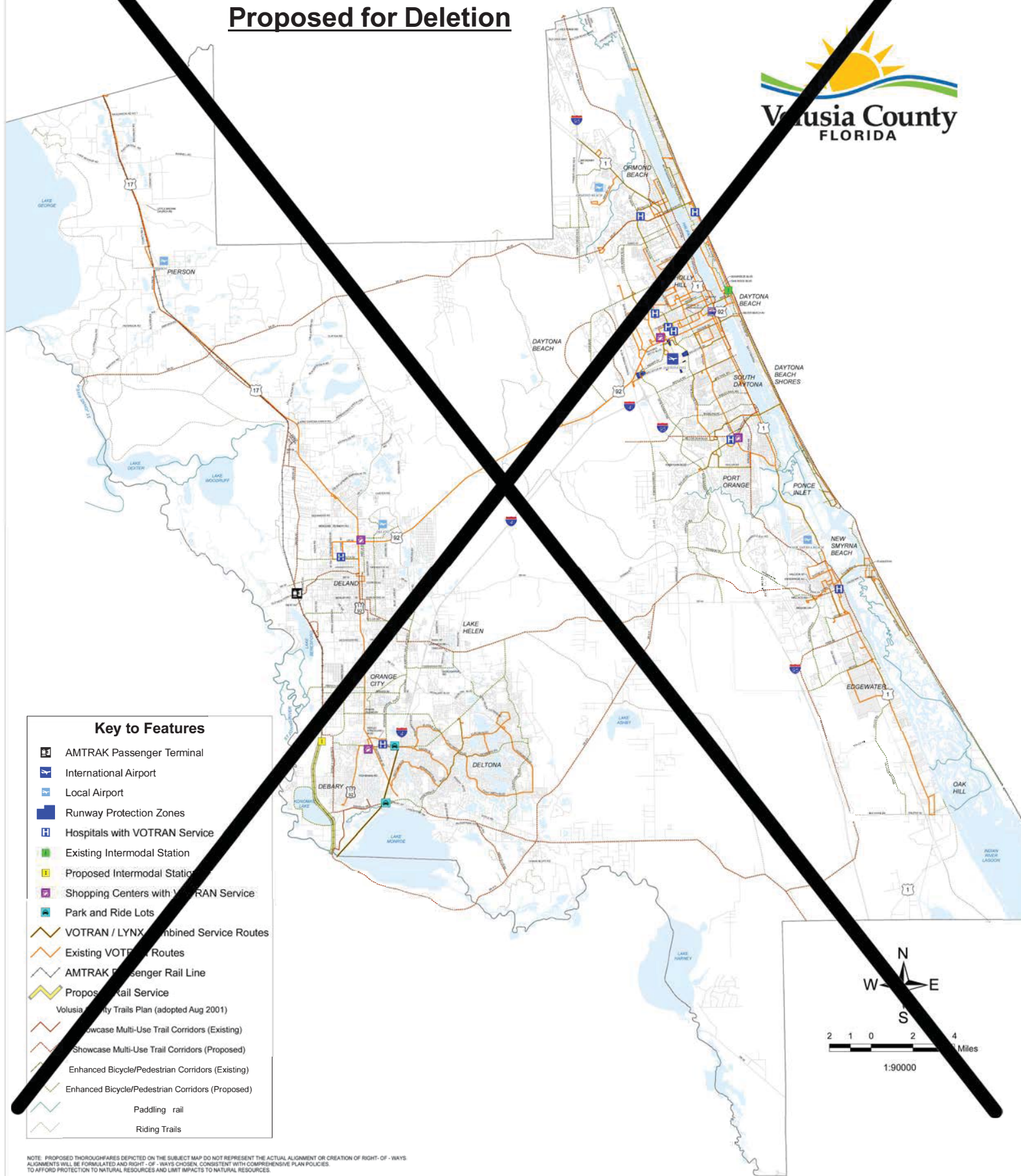


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Prepared by: County of Volusia Public Works/skm  
 Date: 5/12/20 Comprehensive Plan Cycle  
 :OngoingITrafficEng/ComprehensivePlan/Cycle 19-02)

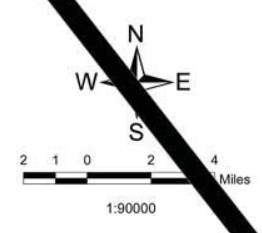
# Figure 2 - 6 (Currently Adopted Public Transportation System 2025 Map Volusia County, Florida

Proposed for Deletion



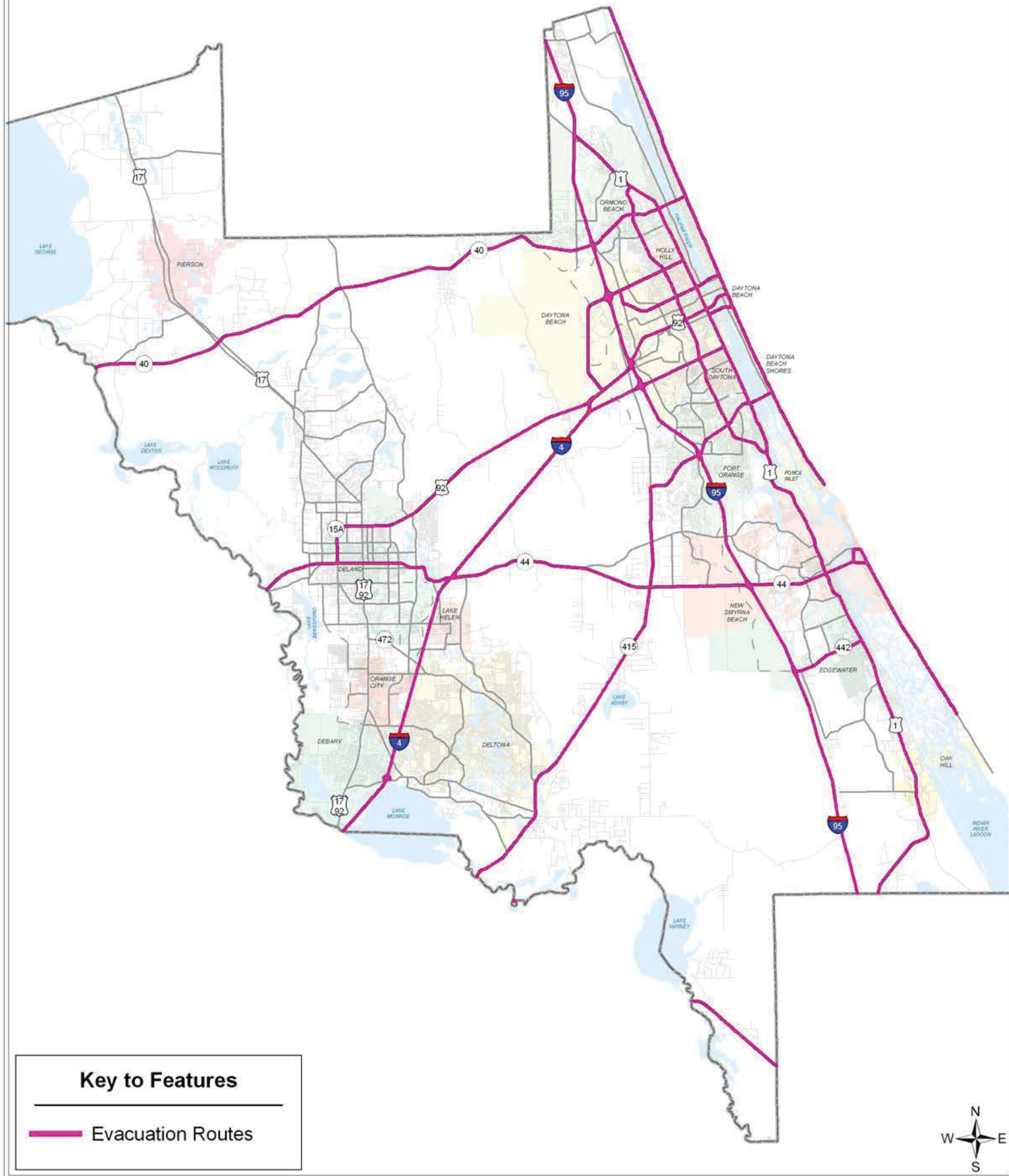
### Key to Features

- AMTRAK Passenger Terminal
- International Airport
- Local Airport
- Runway Protection Zones
- Hospitals with VOTRAN Service
- Existing Intermodal Station
- Proposed Intermodal Station
- Shopping Centers with VOTRAN Service
- Park and Ride Lots
- VOTRAN / LYNX Combined Service Routes
- Existing VOTRAN Routes
- AMTRAK Passenger Rail Line
- Proposed Rail Service
- Volusia County Trails Plan (adopted Aug 2001)
- Showcase Multi-Use Trail Corridors (Existing)
- Showcase Multi-Use Trail Corridors (Proposed)
- Enhanced Bicycle/Pedestrian Corridors (Existing)
- Enhanced Bicycle/Pedestrian Corridors (Proposed)
- Paddling trail
- Riding Trails



NOTE: PROPOSED THROUGHFARES DEPICTED ON THE SUBJECT MAP DO NOT REPRESENT THE ACTUAL ALIGNMENT OR CREATION OF RIGHT-OF-WAYS. ALIGNMENTS WILL BE FORMULATED AND RIGHT-OF-WAYS CHOSEN, CONSISTENT WITH COMPREHENSIVE PLAN POLICIES, TO AFFORD PROTECTION TO NATURAL RESOURCES AND LIMIT IMPACTS TO NATURAL RESOURCES.

**Figure 2-7 (Currently Adopted)**  
**Designated Evacuation Routes 2025**  
**Volusia County, Florida**



**Key to Features**

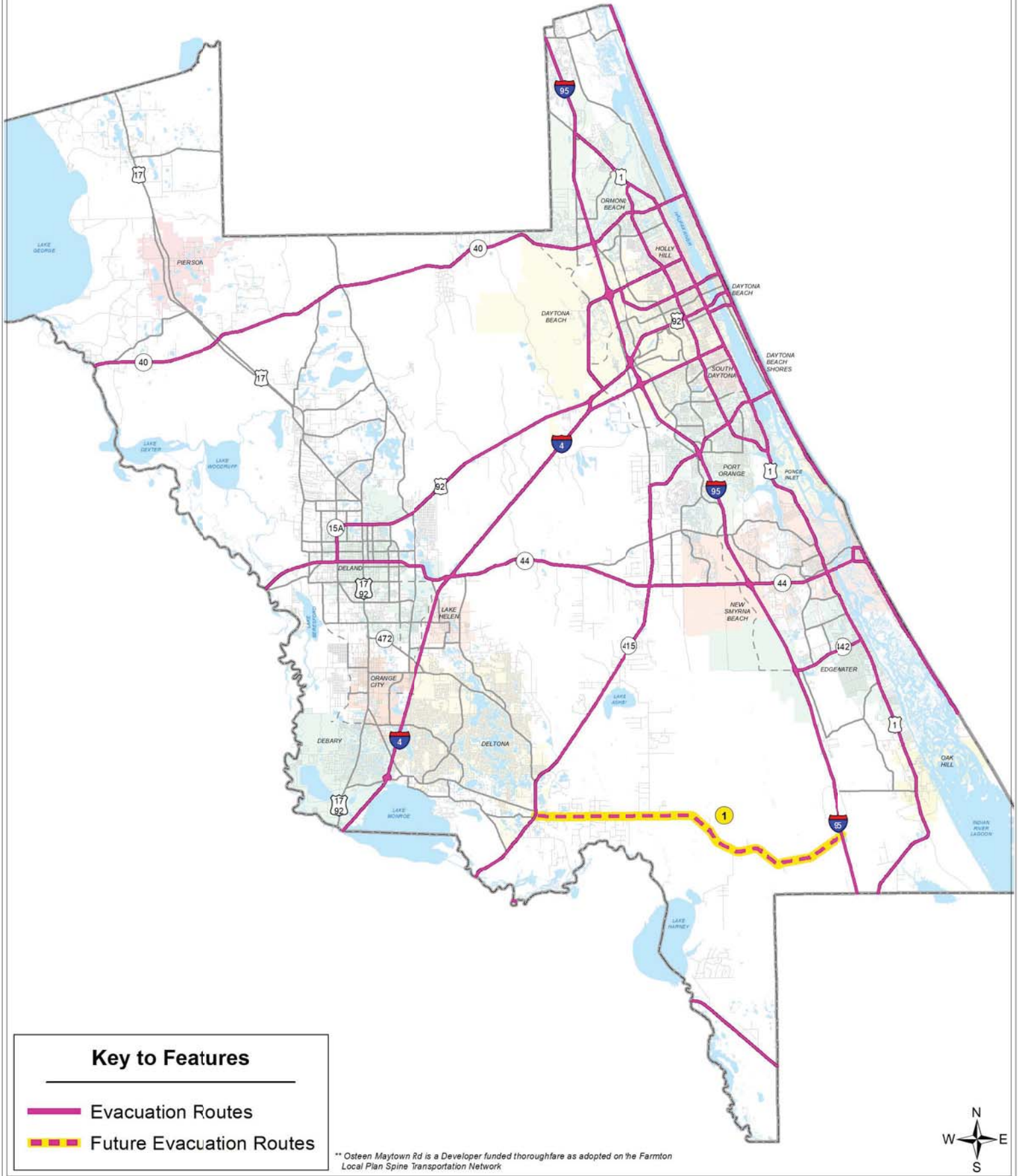
— Evacuation Routes

# Figure 2-7 2-4 (Proposed Changes) Designated Evacuation Routes 2025 2035 Map Volusia County, Florida

(Figure 2-1 Thoroughfare Roadways Map proposed amendments are reflected on map to be adopted)

● Cycle 2019 Proposed Changes

1. Osteen Maytown Rd - SR 415 to Existing Terminus (added)\*\*



### Key to Features

- Evacuation Routes
- Future Evacuation Routes

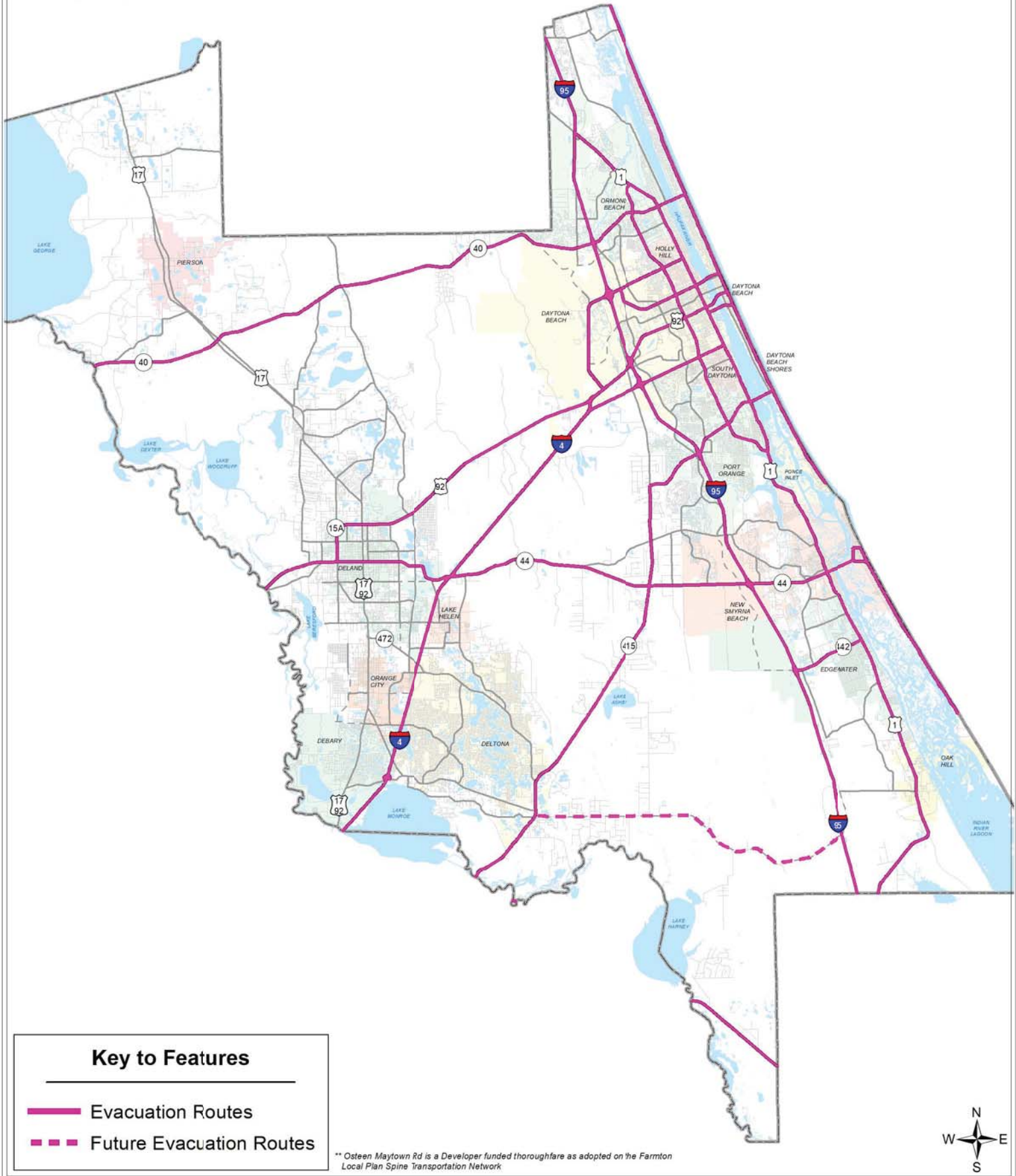
\*\* Osteen Maytown Rd is a Developer funded thoroughfare as adopted on the Farmon Local Plan Spine Transportation Network



# Figure 2-4 (Final with Adoption) Designated Evacuation Routes 2035

## Volusia County, Florida

(Consistent with Figure 2-1 Thoroughfare Roadways Map proposed amendments)



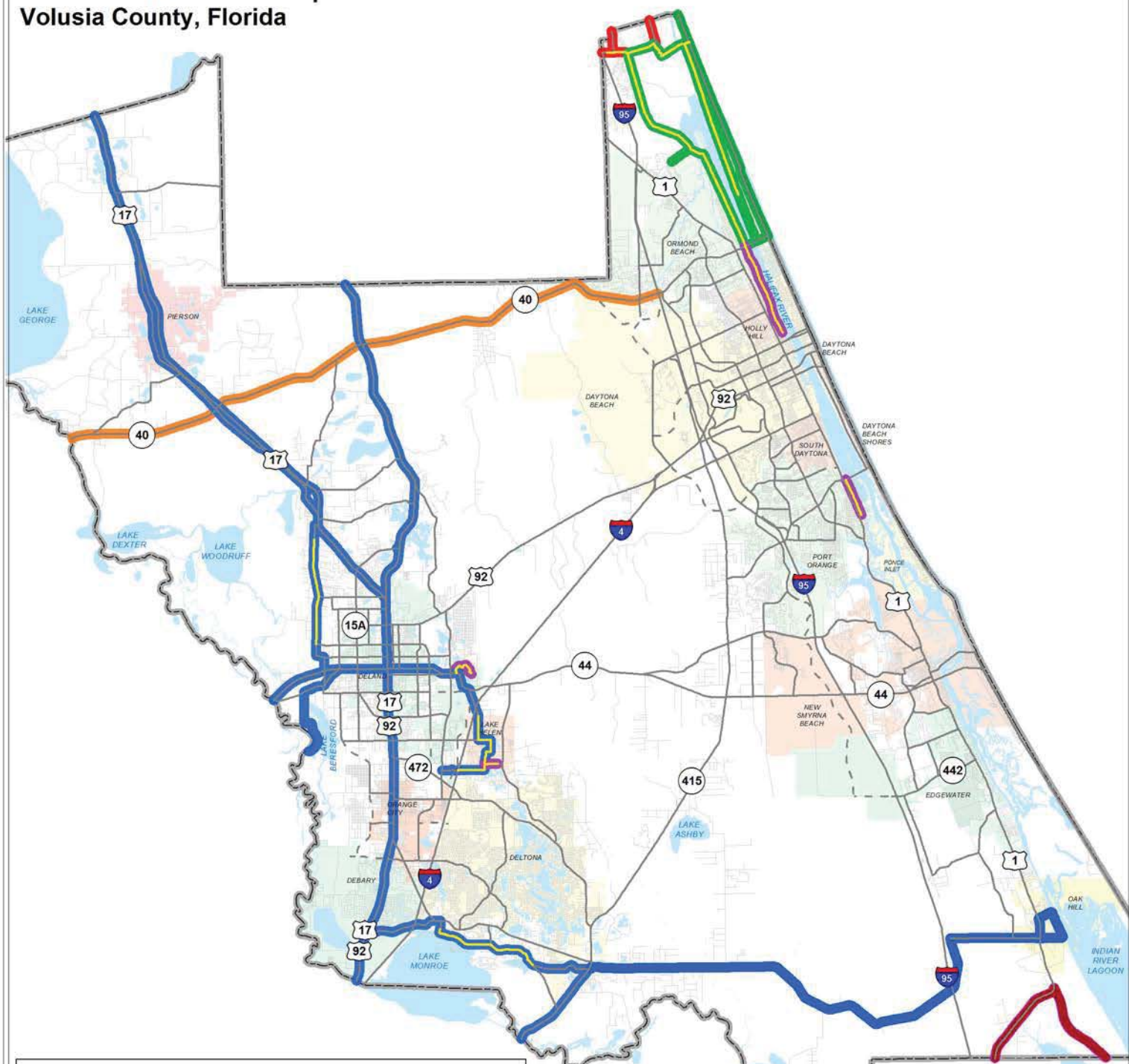
### Key to Features

- Evacuation Routes
- Future Evacuation Routes

\*\* Osteen Maytown Rd is a Developer funded thoroughfare as adopted on the Farmon Local Plan Spine Transportation Network



**Figure 2-8 (Currently Adopted)**  
**Scenic Corridors 2025 Map**  
**Volusia County, Florida**



**Scenic Corridors**

- **Ormond Loop**  
- designation: County, State, National
- **Florida Black Bear Scenic Byway**  
- designation: State, National
- **Heritage Crossroads: Miles of History Heritage Highway**  
- designation: County, State
- **River of Lakes Heritage Corridor**  
- designation: County, State
- **Indian River Lagoon National Scenic Byway**  
- designation: State
- **Other Local Corridors**
- **Yellow centerline represents the County Designated segments**



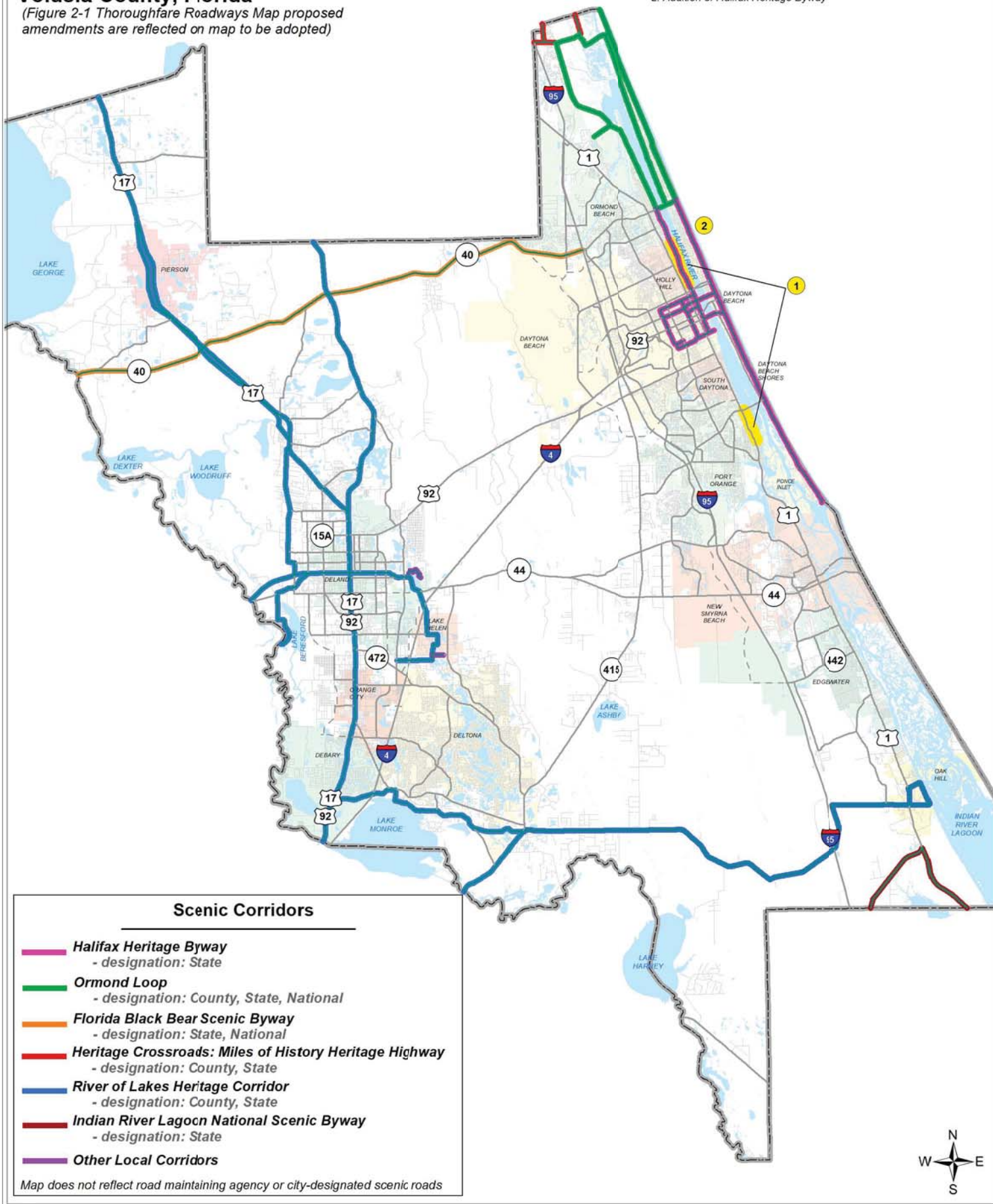
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 Prepared by: County of Volusia Public Works/sjm  
 Date: 6/1/15  
 \Ongoing\TrafficEng\ComprehensivePlan\Scenic Corridors 2\_8\Cycle 15-002

**Figure 2-8 2-5 (Proposed Changes)  
Scenic Corridors 2025-2035 Map  
Volusia County, Florida**

(Figure 2-1 Thoroughfare Roadways Map proposed amendments are reflected on map to be adopted)

**● Cycle 2019 Proposed Scenic Changes**

1. Removal of Local Corridors that are City Maintained (refer to note in legend)
2. Addition of Halifax Heritage Byway



**Scenic Corridors**

- **Halifax Heritage Byway**  
- designation: State
- **Ormond Loop**  
- designation: County, State, National
- **Florida Black Bear Scenic Byway**  
- designation: State, National
- **Heritage Crossroads: Miles of History Heritage Highway**  
- designation: County, State
- **River of Lakes Heritage Corridor**  
- designation: County, State
- **Indian River Lagoon National Scenic Byway**  
- designation: State
- **Other Local Corridors**

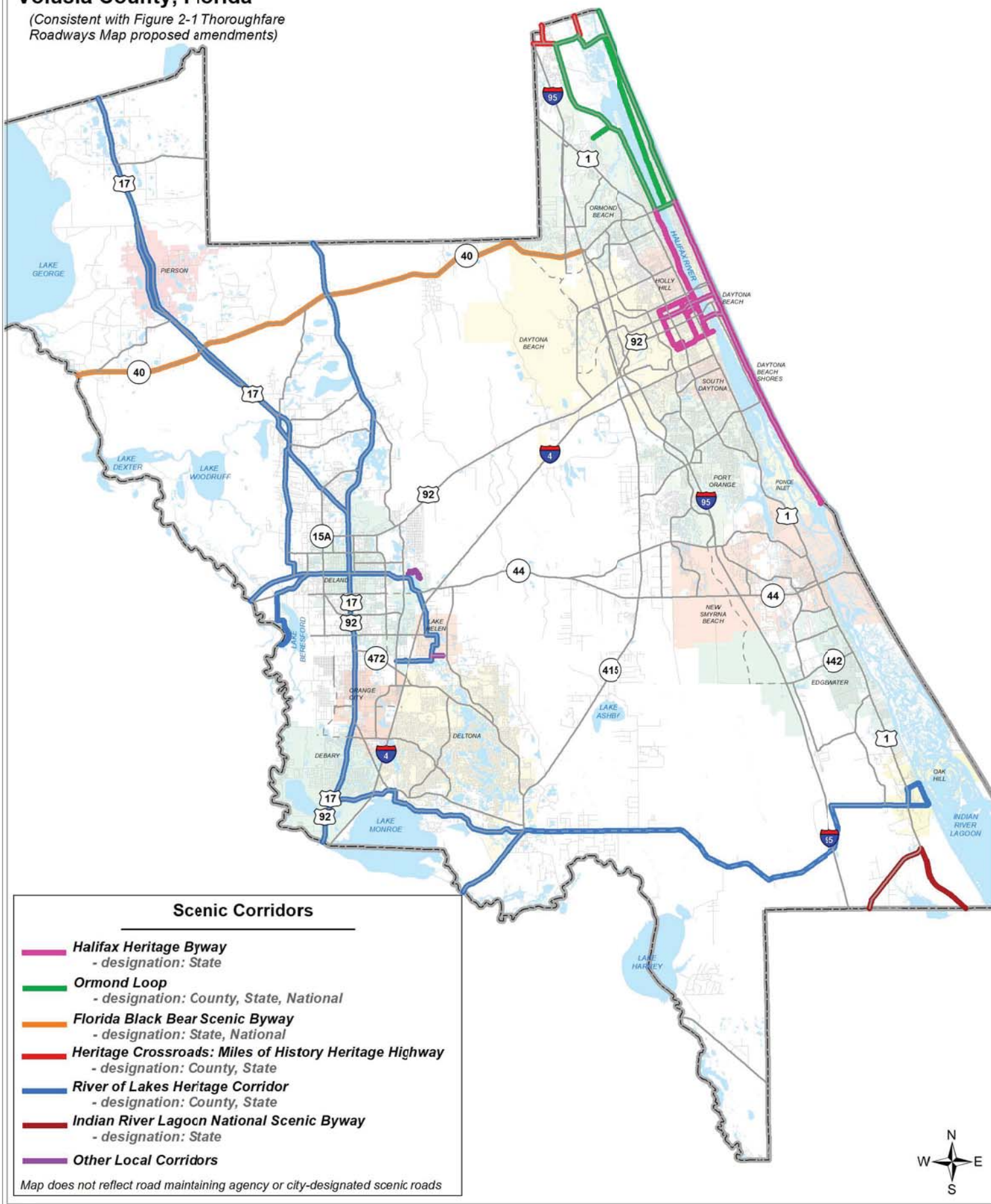
Map does not reflect road maintaining agency or city-designated scenic roads



NOTE: PROPOSED THOROUGHFARES DEPICTED ON THE SUBJECT MAP DO NOT REPRESENT THE ACTUAL ALIGNMENT OR CREATION OF RIGHT-OF-WAYS. ALIGNMENTS WILL BE FORMULATED AND RIGHT-OF-WAYS CHOSEN, CONSISTENT WITH COMPREHENSIVE PLAN POLICIES TO AFFORD PROTECTION TO NATURAL RESOURCES AND LIMIT IMPACTS TO NATURAL RESOURCES.  
Prepared by: County of Volusia Public Works/skm  
Date: 11/13/20 Comprehensive Plan  
\\Ongon\TrafficEng\ComprehensivePlan\Cycle 19.02

**Figure 2-5 (Final with Adoption)**  
**Scenic Corridors 2035 Map**  
**Volusia County, Florida**

(Consistent with Figure 2-1 Thoroughfare Roadways Map proposed amendments)



**Scenic Corridors**

- █ **Halifax Heritage Byway**  
- designation: State
- █ **Ormond Loop**  
- designation: County, State, National
- █ **Florida Black Bear Scenic Byway**  
- designation: State, National
- █ **Heritage Crossroads: Miles of History Heritage Highway**  
- designation: County, State
- █ **River of Lakes Heritage Corridor**  
- designation: County, State
- █ **Indian River Lagoon National Scenic Byway**  
- designation: State
- █ **Other Local Corridors**

Map does not reflect road maintaining agency or city-designated scenic roads



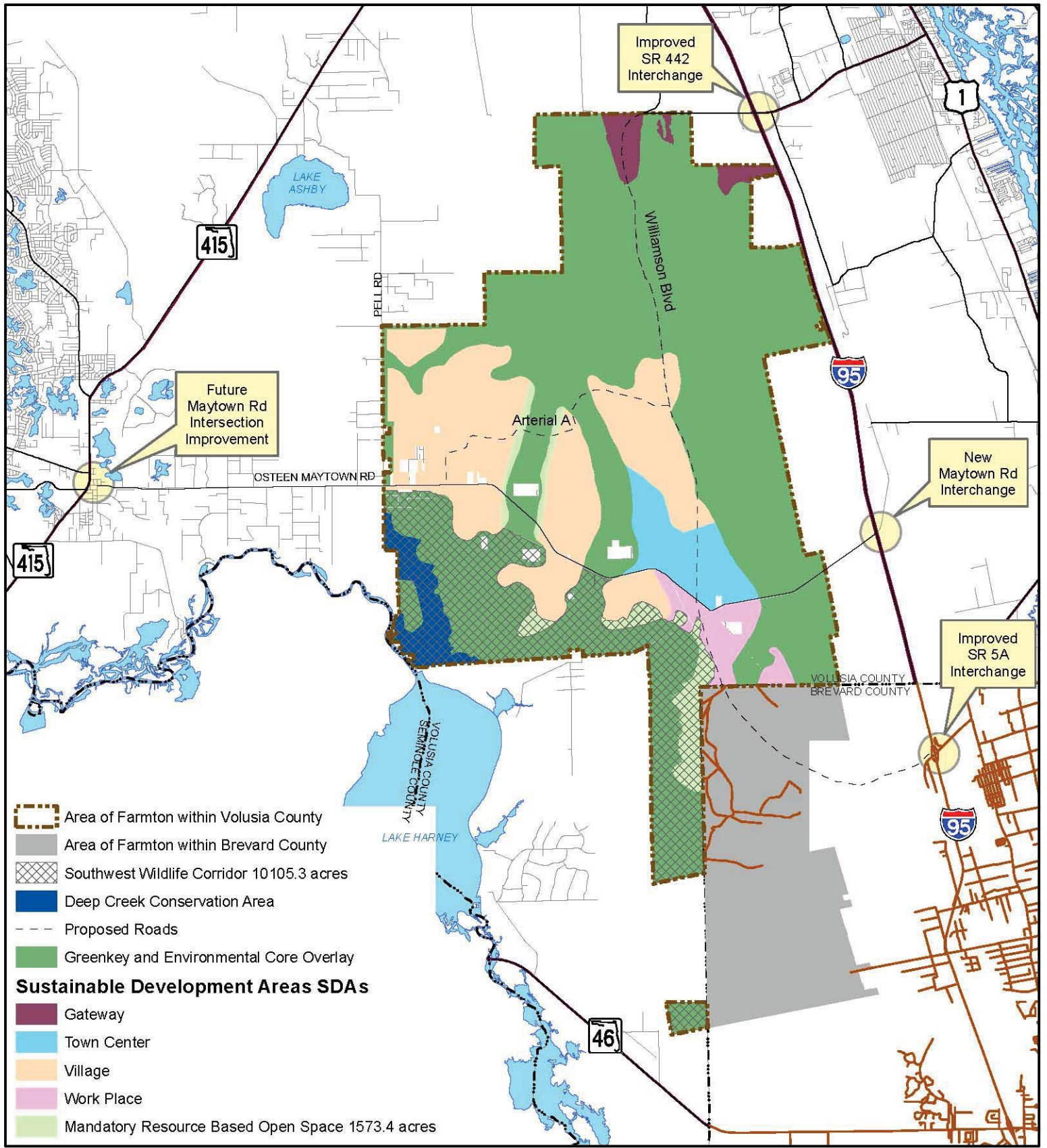
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Prepared by: County of Volusia Public Works/skm  
 Date: 11/13/20 Comprehensive Plan  
 (Ongoing) Traffic/Eng/ComprehensivePlan/Cycle 19.02.



Figure 2-10  
(Currently Adopted)

# Farmton Local Plan Spine Transportation Network



- Area of Farmton within Volusia County
- Area of Farmton within Brevard County
- Southwest Wildlife Corridor 10105.3 acres
- Deep Creek Conservation Area
- Proposed Roads
- Greenkey and Environmental Core Overlay
- Sustainable Development Areas SDAs**
- Gateway
- Town Center
- Village
- Work Place
- Mandatory Resource Based Open Space 1573.4 acres



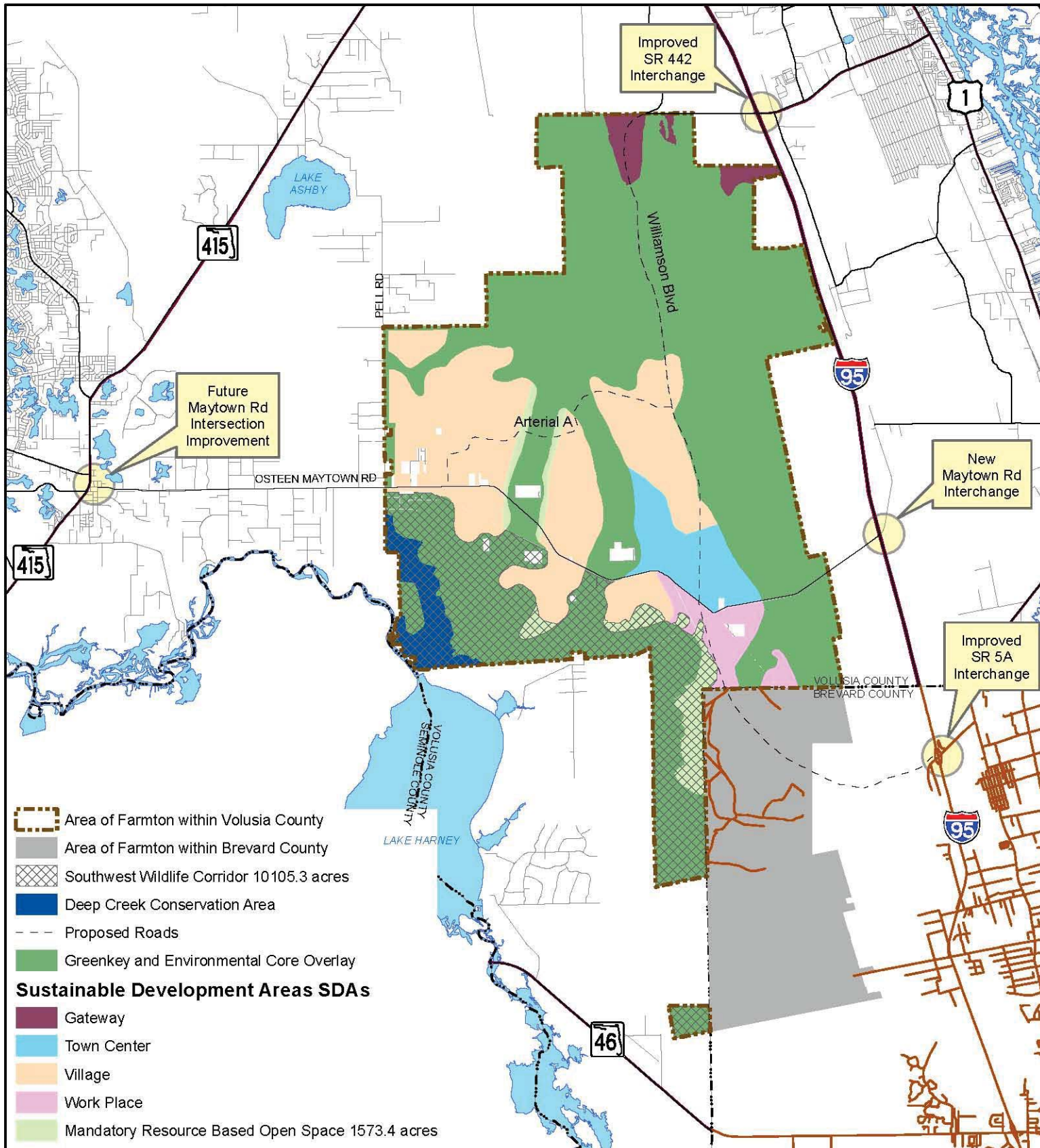
1" = 2.5 Mile  
10/15/15

~~Figure 2-10~~

(Proposed Changes)

# Farmton Local Plan Spine Transportation Network

Figure 2-6



- Area of Farmton within Volusia County
- Area of Farmton within Brevard County
- Southwest Wildlife Corridor 10105.3 acres
- Deep Creek Conservation Area
- Proposed Roads
- Greenkey and Environmental Core Overlay
- Sustainable Development Areas SDAs**
- Gateway
- Town Center
- Village
- Work Place
- Mandatory Resource Based Open Space 1573.4 acres



1" = 2.5 Mile

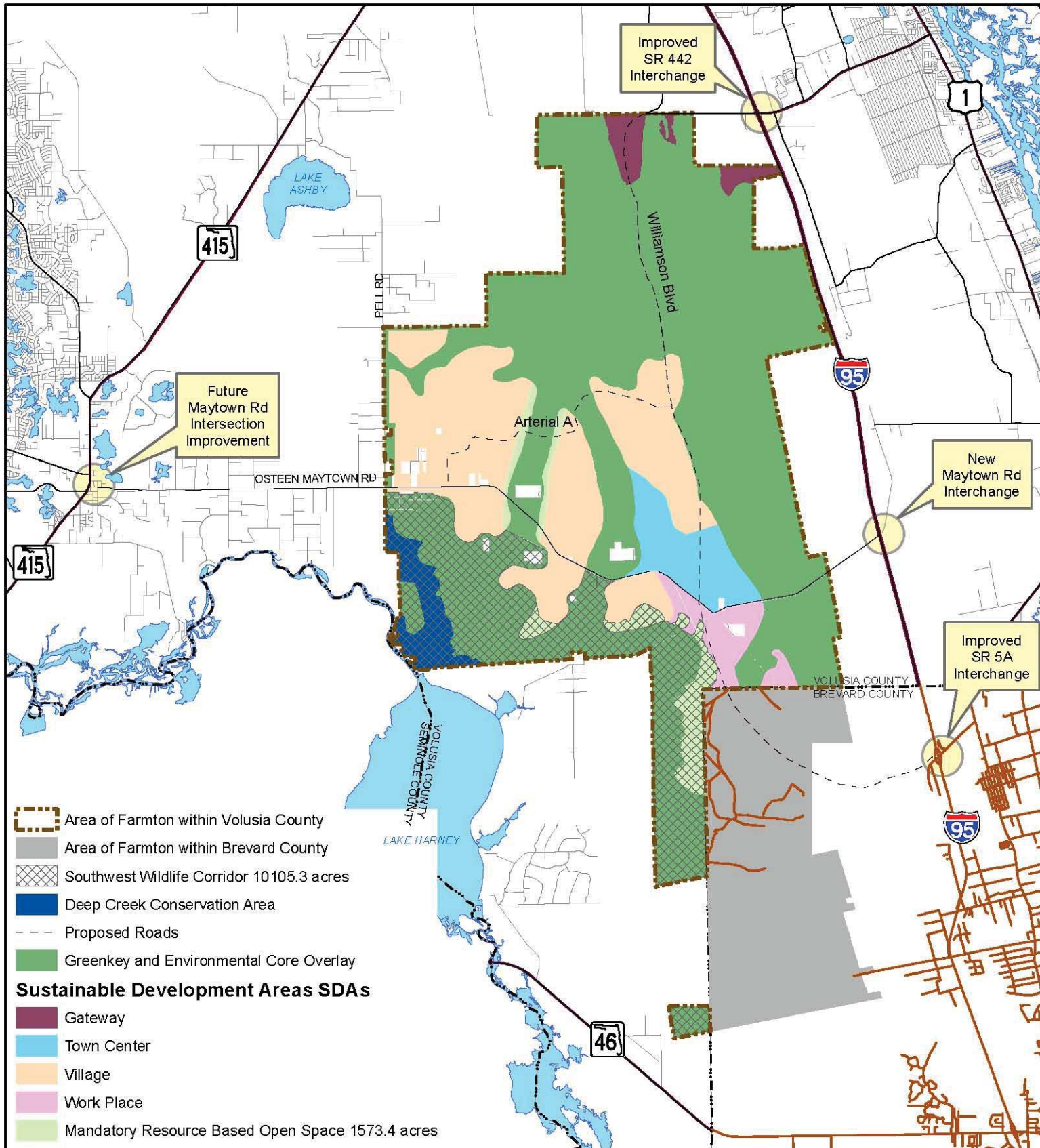
~~10/15/13~~

7/05/19

# Farnton Local Plan Spine Transportation Network

Figure 2-6

(Final With Adoption)



1" = 2.5 Mile

7/05/19

**Appendix B: 5-Year and Future Plan Horizon Year Update**

As required by Chapter 163.3177(6), future planning maps are required to have a plan horizon at least 10 years into the future. County staff is proposing to use year 2035 to be consistent with other sections of the comprehensive plan.

### Appendix C: Removal of Unnecessary Maps

This section of the amendment proposes to remove the following maps below. The right column provides the reasons as to why the removals are proposed.

Maps Proposed for Removal	Explanation
Figure 2-2 Roadway Number of Lanes 2006 Map	<ul style="list-style-type: none"> <li>• Map is out of date and not being replaced with a present day roadway network since the map changes annually with road project completions by public or private entities. It is typically out of date and not used.</li> </ul>
Figure 2-4 Roadway Level of Service Standard 2006 Map	<ul style="list-style-type: none"> <li>• Map is not necessary because the current and future year Levels of Service standard maps are the same. This is consistent with comprehensive plan policy 2.1.6.4.</li> </ul>
Figure 2-6 Public Transportation 2025 Map	<ul style="list-style-type: none"> <li>• Most accurate future transit planning map is included in the VOTRAN Transit Development Plan, which is updated every 10 years with extensive coordination with the state and local governments within the county. The Transit Development Plan map is the appropriate reference. This is consistent with comprehensive plan policies under Objective 2.1.5.</li> </ul>
Figure 2-9 Roadway Maintenance 2025 Map	<ul style="list-style-type: none"> <li>• Map is typically out of date and not used. To be accurate, the map needs to be updated multiple times a year to reflect needed changes such as road maintenance transfers between local governments and newly constructed or abandoned roadways.</li> <li>• Public Works Road and Bridge Division maintains and amends this database and GIS shapefile as needed. Map is located on Road and Bridge's website.</li> </ul>

### Appendix D: Figure Number Adjustment

The proposed removal of certain Transportation Element Map Series maps would result in the need to change map figure numbers. The table below identifies the changes:

Map	Adopted Map Figure Numbers	Proposed Map Figure Numbers
Roadway Number of Lanes 2025 Map	Figure 2-3	Figure 2-2
Roadway Level of Service Standard 2025 Map	Figure 2-5	Figure 2-3
Designated Evacuation Routes 2025	Figure 2-7	Figure 2-4
Scenic Corridors 2025 Map	Figure 2-8	Figure 2-5
Farmton Local Plan Spine Transportation Network	Figure 2-10	Figure 2-6

### Appendix E: Level of Service Standard 2025 Map Update

The proposed amendments to the Level of Service (LOS) Standard Map are presented in the table below:

Amendment	Explanation
Main Street (City of Lake Helen) (Interstate 4 to Lakeview Drive)	In March 2019, the City Administrator advised the county that the LOS standard for Main Street was amended from "C" to "D" between Interstate 4 and Lakeview Drive. Map is being amended for consistency with the city.

During the city review, a VCARD member asked to identify Osteen/Maytown Road as a proposed thoroughfare road. The Thoroughfare Roadways Map and the Level of Service Map were updated to reflect this change. The LOS Standard "C" is assigned to the majority of the Maytown Road thoroughfare since the current adjacent land use is shown as Rural on the TPO's Adjusted Urban Boundary Map. As the area develops, and the adjacent land use changes to Urban, the LOS standard will be revised from LOS C to LOS E to be consistent with the county's comprehensive plan regarding rural and urban roadway segments.

## **Appendix F: Scenic Corridors 2025 Map Update**

This section of the amendment proposes to update the Scenic Corridors 2025 Map, Figure 2-8, to simplify the map for the benefit of the map reader. County staff previously received criticisms about the map being too detailed and confusing. The map improvements are proposed through the following:

- Removal of city-designated scenic corridors. Only federal, state and county scenic corridors will be included on the map. The cities' comprehensive plans should be referenced for any city-designated scenic corridors.
- Clarification regarding the respective scenic corridors' maintaining agencies. The map no longer shows road maintenance authority information. A note was added to the map to inform the reader that the map does not contain road maintenance authority information.
- Elimination of all yellow centerlines, which identifies the "county designated" segments but causes confusion since most have since been inserted into the federal and state corridors. Instead, the map will be simplified to only show the different scenic corridors by color reference.
- Addition of Halifax Heritage Byway – An American Tapestry. This byway was nominated by a corridor advocacy group and approved by FDOT in September 2020. The corridor includes State Road A1A, from State Road 40 to Ponce Inlet (Oceanside loop), Beach Street from State Road 40 to Bellevue Avenue (Riverside loop), and a segment in Daytona Beach that highlights several of the original communities established on the mainland near the Halifax River (In-town loop). The corridor also includes the Main Street and Orange Avenue bridges.

### Appendix G: Thoroughfare Future Needs List

The adopted Thoroughfare Roadway Map is not cost feasible, meaning it does not show roads that will be built by the comprehensive planning horizon year of 2035. Instead, the map is utilized as long-range planning tool in planning for future growth. Though some of the roadway improvements may be improved by 2035, several large, expensive and complex projects are not planned for construction within the comprehensive plan timeline due to lack of funding as well as the county's need to construct capacity improvements that are already occurring or close to occurring within the developed/developing urban areas. The unfunded projects are proposed to be moved from the thoroughfare map and placed on a Future Needs List for when funding may become available:

Thoroughfare Future Needs List*	Existing Thoroughfare Roadway
I-4 Frontage Road (Summit Ave to SR 472)	x
Madeline Ave Extension (Tomoka Farms Road to Williamson Blvd)	x
LPGA Blvd Extension (US 92 to Tomoka Farms Road)	x
Westside Connector (Minnesota Ave-Hamilton Ave to SR 44)	x
Martin Luther King Jr. Blvd/Veterans Memorial Parkway Intersection Realignment	x (although not depicted since alignment is unknown)

Having a Future Needs List improves the county's ability to prioritize current and near-future transportation needs rather than having to shift funding and priorities to a different, less significant project. For example, the county continuously works with cities and developers to fund capacity improvements that typically have been needed for years. Because these needs reveal themselves as level of service deficiencies, developers pay proportionate fair share (PFS) contributions until construction is funded. The county funds these capacity improvements with mostly impact fee and PFS revenue. State law requires developers to be entitled to impact fee credits for PFS payments made to the county, but the county is able to address the current capacity need. But, if a developer wants to construct a thoroughfare roadway that traverses his property, the county must shift focus of the previous priority and provide the developer with impact fee credits for such construction despite whether the new road is needed or not. This "refocusing" essentially compels the county to pay the developer credits that it had been saving to pay for an existing system capacity need of which the county, cities, and other developers had been trying to fund. The Future Needs List has the ability to prevent this new roadway from being funded prior to the existing system need. But most importantly, it promotes developer-government enhanced coordination when expanding the thoroughfare network.

All roads proposed for relocation are currently on the adopted Thoroughfare Roadway Map with the exception of the Martin Luther King Jr. Blvd/Veterans Memorial Parkway realignment near Graves Avenue, which cannot be shown since it has no approved alignment. County staff held several meetings with the affected municipalities, and all reached consensus that unfunded projects should be memorialized through a needs list or a needs map. The county chose to maintain a needs list that will be maintained by the Transportation Engineering Division. If the Thoroughfare Future Needs List is adopted, the following policies would be added to the comprehensive plan to address this new concept:

*Policy 2.1.3.4: Volusia County shall utilize a Future Needs List to identify planned future thoroughfares that are not financially feasible during the currently adopted Volusia County comprehensive planning horizon.*

*Policy 2.1.3.5: Local governments and landowners are encouraged to secure needed right of way for roads on the Future Needs List. Volusia County will provide transportation impact fee credits for said right of way for those projects, subject to approval of the alignment by the County Engineer.*

*Policy 2.1.3.6: Volusia County shall look for opportunities to move Future Needs List improvements to the Thoroughfare Roadway Map by partnering with local governments and landowners that have secured right of way.*

The following explains why the respective roads were chosen:

- *I-4 Frontage Road:*  
In April 2018, county council voted to abandon the Interstate 4/State Route 472 Southwest Activity Center Areawide Development of Regional Impact (DRI). The abandonment required comprehensive plan policy changes, a zoning map amendment, and the establishment of related zoning classifications and development regulations. The I-4 Frontage Road was originally and is still envisioned as a major economic development road supporting the Activity Center. Though the DRI was abandoned, the I-4 Frontage Road will remain a thoroughfare road; however, the county has no immediate plans to construct it and views it as a road that will be built by developers concurrent with development.
- *Madeline Ave Extension & LPGA Blvd Extension:*  
Due to the significant cost associated with both extensions' construction, the county does not plan to construct either extension in the planning horizon. Instead, the focus will be primarily be completion of the Williamson Blvd and Taylor Road four-lane widening projects, both of which are in need of additional capacity today.
- *Westside Connector:*  
West Volusia has two parallel north-south roadways on the adopted Thoroughfare Roadway Map – The Westside Connector and West Volusia Beltway. The county's priority is the pursuit of the West Volusia Beltway (also known as Veteran's Memorial Parkway, Martin Luther King, Jr. Blvd, and Kepler Road) widening, which will be where

the majority of growth in the area will occur. The Westside Connector will be placed on the Future Needs List until such time that the county is fiscally able to pursue the project.

- *Martin Luther King Jr. Blvd/Veterans Memorial Parkway Intersection Realignment:*  
The realignment of Martin Luther King Jr. Blvd and Veterans Memorial Parkway will allow seamless transition from Martin Luther King Jr. Blvd to Veterans Memorial Parkway rather than having to make a series of stops and turns using Graves Avenue, which creates the traffic bottleneck present today. Volusia County has been and continues to look for ways to bring this important realignment to reality. Because staff is unsure whether the realignment connection will occur south or north of Graves Avenue, the realignment cannot be shown on the Thoroughfare Roadway Map. Instead, it has been added to the Future Needs List with hopes that someday, sooner than later, the county will be able to work with a developer to achieve this important improvement. VCARD proposed the idea of including it on the Thoroughfare Roadway Map, since it is adopted, however, county staff chose to add it to the list since the alignment cannot be accurately depicted.

## Appendix H: Roadway Number of Lanes 2025 Map Update

This section of the amendment proposes to update the Roadway Number of Lanes 2025 Map, Figure 2-3, to reflect road widening improvements that are now needed or will be needed in the future to accommodate approved, proposed and foreseen development trips. Due to recent transportation impact analysis (TIA) approvals in the cities, a number of roadways are presently needing future widening beyond that of which the current Number of Lanes map depicts. This proposed map amendment only includes changes to county thoroughfare roadways, and changes to the Number of Lanes Map do cautiously consider future funding so that the county is someday able to construct the lanes that are adopted on the map.

Over the past few years, development activity has increased countywide – especially in the cities. This has resulted in the need for roadway widenings in order to maintain the adopted levels of service and meet the demands of the traveling public. Through the review of large developments and TIAs, and coordinating with cities, staff keeps track of roadways that are in need of additional lanes.

Based on staff's review of future needs, the following roadway segments are proposed to be amended on the Number of Lanes Map:

**Table 2 – Proposed Changes to the Number of Lanes Map**

Roadway	Segment	Adopted 2025 Number of Lanes	Proposed 2035 Number of Lanes	Notes/Reasons (See Reference Number Below)
LPGA Blvd	US 92 to Champions Drive	2	4	1
LPGA Blvd	Champions Drive to Clyde Morris Blvd	4	6	1
Pioneer Trail	Airport Road to Turnbull Bay Road	2	4	2
Sugar Mill Drive	Pioneer Trail to SR 44	2	4	2
Orange Camp Road	US 17-92 to Martin Luther King Jr. Blvd	2	4	3
Saxon Blvd	Park and Ride Lot to I-4	6	8	4
Saxon Blvd	I-4 to Normandy Blvd	4	6	8
Howland Blvd	Graves Ave to Wolf Pack Run	4	6	4
DeBary Avenue	I-4 to Deltona Blvd	4	6	5
Maytown Osteen Rd	I-95 to SR 415	n/a	4	6
Taylor Branch Road	Dunlawton Ave to Clyde Morris Blvd	2	4	7
Interstate 4	Seminole County to SR 472	6	10	8
Tymber Creek Road	LPGA Blvd to SR 40	2	4	9

**Notes/Reasons:**

1. *Daytona Beach Area: Project TIAs that have shown the need for all or a portion of the proposed widenings include (should not be limited to): Minto Parcel A, Buc-ee's, North American Development Group Tomoka Town Center Phases 1 and 2, Mosaic, Integrated LPGA, Suncoast Subaru, Great American Auto, Honda dealership, and Shade Tree Apartments.*
2. *New Smyrna Beach Area: Project TIAs that have shown the need for all or a portion of the proposed widenings include (should not be limited to): Shell Point and Grooms Estates. Additionally, four lanes would support the proposed Pioneer Trail/I-95 interchange.*
3. *DeLand area: Project TIAs that have shown the need for all or a portion of the proposed widenings include (not should not be limited to): Victoria Park DRI Phase III A and Huntington Downs.*
4. *Orange City/Deltona Area: Project TIAs that have shown the need for all or a portion of the proposed widenings include (should not be limited to): Parc Hill, Sparkman Ridge, Halifax Crossings, and Deltona Wawa.*
5. *DeBary/Deltona Area: Project TIAs that have shown the need for all or a portion of the proposed widenings include (should not be limited to): Canterwood, Hawthorne Landings, and Dirksen Site.*
6. *Maytown Osteen Road is proposed to be added as a thoroughfare arterial (to be funded by private developer) on the thoroughfare roadway plan and shown as a "future" evacuation route on the emergency evacuation route map.*

7. *County staff is currently working with city staff to complete a feasibility study and design work for improvements since this roadway segment has been labeled a "Critical Roadway" for several years. The county views this section, along with Clyde Morris north to Dunlawton Avenue, as a traffic reliever for Dunlawton Avenue.*
8. *As part of FDOT's Beyond the Ultimate I-4 project, I-4 will be widened to 10 lanes to account for the additional auxiliary lanes that will be added in the future. Additionally, Saxon Blvd is being widened to 6 lanes as part of the interstate interchange improvements.*
9. *Per VCARD's request and since area developer(s) contributed right of way widths to support 4-lane thoroughfare typical section.*

The following roadways were intentionally not amended despite needing LOS improvement:

- Williamson Blvd between the Spruce Creek Bridge and Taylor Road in Port Orange was also not proposed to be 6 lanes since it is a policy and physically constrained roadway.
- Dirksen Drive in DeBary is in need of additional capacity; however, the engineering and policy decisions have not been finalized.

### Appendix I: Thoroughfare Roadway Map Update

This section of the amendment proposes to add one road and remove 25 roads from the Thoroughfare Roadways Map, Figure 2-1. It also proposes to relocate some roads to the newly proposed "Future Needs List" and adds two cities' Transportation Concurrency Exception Areas (TCEA). The table below includes a list of all map additions and deletions:

#### Proposed Thoroughfare Road Additions/Deletions/Modifications

Thoroughfare Roadway	Roadway Limits	Location	Notes/Reason *
<b>REMOVALS</b>			
Air Park Road	Park Ave to SR 442	Edgewater	1, 2
Atlantic Ave	Flagler Ave to SR A1A	New Smyrna Beach	1, 3
Enterprise/Halleck/Wayne	Pioneer Trail to US 1	New Smyrna Beach	1
Flagler Ave	US 1 to Atlantic Ave	New Smyrna Beach	1, 3
French Ave	Lawton Ave/Hamilton to US 17-92	Orange City	1, 4
Garfield Ave	US 92 to SR 44	DeLand	1, 2
Garfield Rd	Doyle Rd to Enterprise Osteen Rd	Deltona	1
Glenwood Rd	Grand Ave to US 17	Unincorporated	1, 2
Graves Ave	US 17-92 to Veterans Memorial Pkwy	Orange City	1, 4
Hazen Rd	Mercer's Fernery Rd to Plymouth Ave	Unincorporated	1, 2
Hill Ave/Jacobs Rd	Plymouth Ave to Taylor Road	DeLand	1, 2
Madeline Ave	US 1 to Clyde Morris Blvd	Port Orange/South Daytona	1, 2, 3, 8
Mercers Fernery Rd	Glenwood Rd to US 17	Unincorporated	1, 2
Midway Ave	Williamson Blvd to US 92	Daytona Beach	1, 2
Minnesota Ave	Grand Ave to US 17-92	DeLand	1, 2
Orange Ave	Nova Rd to Beach Street	Daytona Beach	3
Reed Canal Rd	Clyde Morris Blvd to Nova Road	South Daytona	1
Reed Ellis Rd	Enterprise-Osteen Rd to SR 415	Unincorporated	1, 2
Richard Petty Blvd	Midway Ave to Clyde Morris Blvd	Daytona Beach	1
Spruce Creek Road	Dunlawton Ave to Taylor Road	Port Orange	1, 4
Stone Street	Mercers Fernery Road to CR 92	DeLand	1, 2
Taylor Road	Clyde Morris Blvd to Spruce Creek Rd	Port Orange	1
Voorhis Ave	US 17-92 to SR 44	DeLand	1, 2
Willow Run Blvd	Williamson Blvd to Clyde Morris Blvd	Port Orange	3
Yorktowne Blvd	Dunlawton Ave to Willow Run Blvd	Port Orange	3
<b>ADDITIONS</b>			
Maytown Osteen Road	(I-95 to SR 415)	Farmton Area	6
<b>RELOCATION TO THE FUTURE NEEDS LIST</b>			
I-4 Frontage Road	SR 472 to Summit Ave	DeLand/Lake Helen	5, 7
LPGA Blvd Extension	US 92 to Tomoka Farms Road	Unincorporated	7
Madeline Ave Extension	Williamson Blvd to Tomoka Farms Rd	Daytona/Port Orange/Unincorp	7
Westside Connector	Minnesota Ave/Hamilton Ave to SR 44	Orange City/DeLand/Unincorp	7
<b>Special Concurrency Areas ADDITIONS</b>			
TCEA Illustration	City limits	South Daytona	9
TCEA Illustration	Various parts of city	Ormond Beach	9

1. Roadways are local in character and are not considered regionally significant or able to move traffic at higher speeds.
2. Roadways are not envisioned to be capacity-improved or carry large amounts of traffic.
3. Roadways are city-owned or city-maintained.
4. Road being transferred to city or partially owned by city.
5. Due to Southwest Activity Center DRI abandonment.
6. Added to map series as a developer-paid thoroughfare roadway.
7. See proposed Future Needs List Goals, Objectives, and Policies on page 15.
8. City-requested removal due to various reasons outlined in email request.
9. City-requested additions.

## **Addition/Deletion/Modification Analysis**

The Thoroughfare Roadway map analysis is broken into five sections:

- Addition of Ormond Beach and South Daytona TCEA illustration
- Addition of Maytown Osteen Road
- Removals associated with Relocation to and Creation of Future Needs List.
- City-Maintained Thoroughfare Removal
- “Local Roadway” Thoroughfare Removal

### **1. Addition of Ormond Beach and South Daytona TCEA illustration**

Per individual requests of the City of Ormond Beach and City of South Daytona, the map is being updated to depict these cities’ Transportation Concurrency Exception Areas (TCEAs) since the currently adopted map shows special concurrency areas within Daytona Beach, Port Orange, and DeLand.

### **2. Addition of Maytown Osteen Road**

Since the Farnton Local Plan (FLP) includes Maytown Osteen Road as a future thoroughfare arterial in the future, it is proposed to be shown on the proposed 2035 Thoroughfare Roadway Plan with notation that future improvements will be paid for by private development. This is consistent with the FLP goals, objectives and policies. Maytown Osteen Road will also be shown on the proposed 2035 Emergency Evacuation Map, but depicted as a “future” route since it is currently substandard and not recommended for evacuation in its current state. In the future, it will be a strategic evacuation route for the southeastern Volusia area.

### **3. Removals associated with Relocation to and Creation of Future Needs List**

As outlined in this report, several large, very expensive and complex projects are planned to be constructed beyond 30 years due to the county’s transportation funding shortage and the need for constructing capacity improvements that are already occurring or near occurring today within the developed/developing urban areas. Therefore, the following thoroughfares are proposed to be relocated to the proposed Thoroughfare Future Needs List:

<b>Thoroughfares Proposed to be Relocated to the Thoroughfare Future Needs List</b>
I-4 Frontage Road (Summit Ave to SR 472)
Madeline Ave Extension (Tomoka Farms Road to Williamson Blvd)
LPGA Blvd Extension (US 92 to Tomoka Farms Road)
Westside Connector (Minnesota Ave-Hamilton Ave to SR 44)

#### 4. City-Maintained Thoroughfare Removal

The following roadways are being removed since they are city-maintained:

City-Maintained Thoroughfare Roadway Removals	Jurisdiction
Atlantic Avenue (Flagler Ave to SR A1A)	New Smyrna Beach
Flagler Ave (US 1 to Atlantic Ave)	New Smyrna Beach
French Ave (Lawton Ave/Hamilton Ave to US 17-92)*	Orange City
Graves Ave (US 17-92 to Veterans Memorial Pkwy)	Orange City
Madeline Ave (Clyde Morris Blvd to US 1**)	Port Orange
Orange Ave (Nova Rd to Beach Street)	Daytona Beach
Yorktowne Blvd (Dunlawton Ave to Willow Run Blvd)	Port Orange
Willow Run Blvd (Williamson Blvd to Clyde Morris Blvd)	Port Orange

\*City of Orange City maintains French Ave between Sparkman Ave and US 17-92. The remaining section to the west between Sparkman Avenue and Hamilton Avenue was therefore also deleted even though it is maintained by the county.

\*\*City of Port Orange requested such removal since the thoroughfare standards promote high-speeds that conflict with the adjacent neighborhoods.

#### 5. “Local Roadways” Thoroughfare Removal – Analysis and Matrix

In 2012, County Council approved an amendment to remove several rural roadways from the 2025 Thoroughfare Roadway System map. With this update, staff was tasked with researching and developing a methodology for evaluating current thoroughfare roadways that do not serve the regional thoroughfare system and, instead, function as local collectors or local roadways.

The following roads were evaluated:

- Thoroughfare collector classified roads within the adopted urban area as shown on the Volusia County 2010 Urban Area Boundary and Federal Functional Classification map adopted by the Volusia TPO in January 2014.
- Clyde Morris Blvd (arterial thoroughfare), Dunlawton Avenue to Taylor Road, due to functioning as a local collector and being located in one jurisdiction.

The following roads were not evaluated:

- Thoroughfares classified as arterials
- Roads with planned short or long-range capacity improvements
- Roads envisioned to carry high traffic volumes in the future
- Roads on the adopted emergency evacuation route map
- Roads that were previously analyzed and retained in the 2012 Rural Roads removal amendment analysis

Each roadway was independently analyzed and given a score that was used in the overall removal determination. “Local Roadway” thoroughfare removal was based on the following three character criteria:

Removal Criteria	Justification
1. Removed if located in a single jurisdiction or area.	Thoroughfare roadways are intended to serve a region and not a specific city or community.
2. Removed if segment length is less than three miles.	Thoroughfare roadways are typically longer in length.
3. Removed if segment's speed limit is below or equal to 30 MPH.	Thoroughfare roadways are intended to move regional through traffic at higher speeds.

Typically if a roadway met one and one-half to three of the character criteria, it was recommended for removal. In certain circumstances, roadways that met all or most of the removal criteria were chosen to be retained. Reasons for retaining included the roadway serving as a special event detour route for a major arterial and the roadway being part of several road segments that form a regional roadway.

Removal of the proposed roads would only remove their thoroughfare designations. If approved, all proposed roads would be designated as county-maintained local roads. The attached spreadsheet provides the full analysis; however, the table below provides a summary of the analysis conclusions:

#### “Local Roadways” Thoroughfare Roadway Removals

Thoroughfare Roadway	Roadway Limits	Location	Non-Regional-Single jurisdiction	Short segment (<=3 Miles)	Speed Limit (= < 30 MPH)
Air Park Road	Park Ave to SR 44	Edgewater	x	x	
Enterprise/Halleck/Wayne	Pioneer Trail to US 1	New Smyrna Beach	x	x	partial
French Ave	Lawton Ave to US 17-92	Orange City	X	x	
Garfield Ave	US 92 to SR 44	DeLand	x	x	partial
Garfield Rd	Doyle Rd to Enterprise Osteen Rd	Deltona	X	x	
Glenwood Rd	Grand Ave to US 17	Unincorporated	x	x	
Hazen Rd	Mercers Fernery Rd to Plymouth Ave	Unincorporated	x	x	
Hill Ave/Jacobs Rd	Plymouth Ave to Taylor Road	DeLand	x		partial
Mercers Fernery Rd	Glenwood Rd to US 17	Unincorporated	x	x	
Midway Ave	Williamson Blvd to US 92	Daytona Beach	x	x	
Minnesota Ave	Grand Ave to US 17-92	DeLand	x	x	
Reed Canal Rd	Clyde Morris Blvd to Nova Road	South Daytona	x	x	
Reed Ellis Rd	Enterprise-Osteen Rd to SR 415	Unincorporated	x	x	
Richard Petty Blvd	Midway Ave to Clyde Morris Blvd	Daytona Beach	x	x	x
Spruce Creek Road	Dunlawton Ave to Taylor Road	Port Orange	x	x	
Stone Street	Mercers Fernery Road to US 92	DeLand	x	x	
Taylor Road	Clyde Morris Blvd to Spruce Creek Rd	Port Orange	x	x	
Voorhis Ave	US 17-92 to SR 44	DeLand	x	x	partial

**Appendix I**  
**Thoroughfare Roadway Map update, analysis and TPO Map**

2019 County Thoroughfare "Local Road" Removal Analysis

County Thoroughfare	Limits (From - To)	Total Segment Distance (in miles)	No. of Lanes 2017	Posted Speed	2010 Federal Functional Classification	Removal from Analysis		Removal due to road character			Removal - low volume		Removal - ownership	Areas in GREY signify roads not analyzed.
						NOT ANALYZED: Outside Urban Adjoined Urban Area	NOT ANALYZED: RURAL ROADS STUDIED IN 2012 STUDY	Located in Single Jurisdiction n or Area 3 Miles	Speed limit <= 30 MPH	2017 AADT*	2017 Daily LOS Capacity			
County Thoroughfare														
AIR PARK ROAD	Limits (From - To)													
AIR PARK ROAD	Park Ave. to Rags Rd	1.42	2	40	Minor Collector - Urban			x		2,470	24,975	County	Remove, meets 2 of 3 character criteria.	
AIR PARK ROAD	Rags Rd. to SR 442		2	40	Minor Collector - Urban					2,630	24,975	County	Remove, low traffic volume	
AIR PARK ROAD														
AIRPORT ROAD (OB)														
AIRPORT ROAD (OB)	Timber Creek Rd. to Pheasant Tr.	3.75	2	35	Major Collector - Urban			x		6,680	24,975	County	Retain, meets 1 of 3 character criteria.	
AIRPORT ROAD (OB)	Pheasant Tr. to Sunshine Blvd.		2	45	Major Collector - Urban					5,400	24,975	County		
AIRPORT ROAD (OB)	Sunshine Blvd. to US 1		2	35	Major Collector - Urban					6,260	24,975	County		
AMELIA AVE														
AMELIA AVE	US 92 to SR 44	1.65	2	35	Major Collector - Urban			x		7,050	14,040	County	Retain until Major Safety Project on designed FDOT detour route for special events impacting US 17-92.	
AMELIA AVE	US 92 to Plymouth Ave.		2	30	Major Collector - Urban					11,500	14,040	County		
AMELIA AVE	Plymouth Ave. to Massachusetts Ave.		2	30	Major Collector - Urban					11,140	13,640	County		
AMELIA AVE	Massachusetts Ave. to Ohio Ave.		4	30	Major Collector - Urban					11,250	22,820	County		
AMELIA AVE	Ohio Ave. to SR 44													
ARREDONDO GRANT RDS/SPRING GARDEN RAN	US 17 TO SR 11	4.10	2	35	Major Collector - Urban		x			3,180	13,640	County	Retained-removal studied in 2008 and wasn't recommended.	
ARREDONDO GRANT RDS/SPRING GARDEN RAN	Spring Garden Ranch Rd.		2	30	Major Collector - Urban/Rural					1,150	6,900	County		
ARREDONDO GRANT RDS/SPRING GARDEN RAN	Spring Garden Ranch Rd. to James St.		2	30	Major Collector - Urban/Rural					780	6,900	County		
ARREDONDO GRANT RDS/SPRING GARDEN RAN	James St. to SR 11		2	35	Major Collector - Rural									
ATLANTIC AVE (DBS)														
ATLANTIC AVE (DBS)	SR 1A/DUNLAWTON TO BEACH ST	5.25	4	35	Minor Collector - Urban									
ATLANTIC AVE (DBS)	SR 1A Dunlawn Ave. to Phillips Ave.		2	35	Minor Collector - Urban									
ATLANTIC AVE (DBS)	Phillips Ave. to Marcelle Ave.		2	35	Minor Collector - Urban									
ATLANTIC AVE (DBS)	Marcelle Ave. to Major St.		2	35	Minor Collector - Urban									
ATLANTIC AVE (PI)	Major St to Beach St.		2	35	Minor Collector - Urban									
ATLANTIC AVE (NSB)														
ATLANTIC AVE (NSB)	FLAGLER AVE TO 6TH AVE	1.25	2	35	Principal Arterial - Other - Urban			x						
ATLANTIC AVE (NSB)	Flagler Ave. (N. Causeway) to 6th Ave.													
BEACON LIGHT RD														
BEACON LIGHT RD	VOLCO RD TO HALIFAX AVE	4.00	2	35	Minor Collector - Rural		x							
BEACON LIGHT RD	Volco Rd. to Ariel Rd.		2	35	Minor Collector - Rural									
BEACON LIGHT RD	Ariel Rd. to Halifax Ave.		2	35	Minor Collector - Rural									
BELLEVUE AVE EXTENSION														
BELLEVUE AVE EXTENSION	CR 415 TO CLYDE MORRIS AVE	2.95	2	35	Minor Collector - Urban									
BELLEVUE AVE EXTENSION	CR 415/Tonaca Farms Rd. to Williamson Blvd.		2	45	Minor Collector - Urban									
BELLEVUE AVE EXTENSION	Williamson Blvd to SR 483/Clyde Morris Blvd		2	45	Minor Collector - Urban									
BERESFORD AVE														
BERESFORD AVE	BERESFORD RD TO SR 44	7.90	2	35	Major Collector - Urban				partial	2,110	13,640	County	Retain Parallel facility to SR 44.	
BERESFORD AVE	Beresford Rd. to Fatio Rd		2	30	Major Collector - Urban					4,160	13,640	County		
BERESFORD AVE	Fatio Rd. to SR 15A		2	30	Major Collector - Urban					5,210	13,640	County		
BERESFORD AVE	SR 15A to US 17/92		2	35	Major Collector - Urban					10,480	14,740	County		
BERESFORD AVE	US 17/92 to Amelia Ave		2	40	Major Collector - Urban					7,090	17,900	County		
BERESFORD AVE	Amelia Ave. to Hill Ave.		2	40	Major Collector - Urban					4,440	13,640	County		
BERESFORD AVE	Hill Ave. to Blue Lake Ave.		0	40	n/c					-	-	County		
BERESFORD AVE	Blue Lake Ave. to MLK (Kepler Rd.)		0	40	n/c					-	-	County		
BERESFORD AVE	MLK (Kepler Rd.) to SR 44		0	40	n/c					-	-	County		
BERESFORD ROAD														
BERESFORD ROAD	OLD NEW YORK AVE TO SR 15A	2.75	2	35	Major Collector - Urban			x	partial	2,620	13,640	County	Retain, future connectivity, part of Westside Connector.	
BERESFORD ROAD	Old New York Ave. to Beresford Ave.		2	30	Major Collector - Urban					1,370	13,640	County		
BERESFORD ROAD	Beresford Ave. to Fatio Rd.		2	30	Major Collector - Urban					780	13,640	County		
BERESFORD ROAD	Fatio Rd. to Spring Garden Ave.		2	30	Major Collector - Urban					1,000	13,640	County		
BERESFORD ROAD	Spring Garden Ave. to SR 15A		2	30	Major Collector - Urban									
BIG TREE ROAD														
BIG TREE ROAD	CLYDE MORRIS BLVD TO US 1	2.50	2	35	Minor Collector - Urban					5,650	13,640	County	Retain, meets 2 of 3 character criteria.	
BIG TREE ROAD	Clyde Morris Blvd to Nova Rd.		2	35	Minor Collector - Urban					13,190	14,740	County		
BIG TREE ROAD	Nova Rd. to Magnolia Ave.		3	35	Minor Collector - Urban					10,070	14,740	County		
BIG TREE ROAD	Magnolia Ave. to Kenilworth Ave.		3	35	Minor Collector - Urban					6,970	14,740	County		
BIG TREE ROAD	Kenilworth Ave. to US 1		3	35	Minor Collector - Urban									
BLUE LAKE AVE														
BLUE LAKE AVE	PLYMOUTH AVE TO ORANGE CAMP RD	4.65	2	40	Major Collector - Urban			x	partial	6,750	13,640	County	Retain, meets 1/2 of 3 character criteria.	
BLUE LAKE AVE	Plymouth Ave. to Massachusetts Ave.		2	40	Major Collector - Urban					3,680	13,640	County		
BLUE LAKE AVE	SR 44 to Plymouth Ave.		2	30	Major Collector - Urban					3,680	13,640	County		
BLUE LAKE AVE	SR 44 to Blue Lake Ave.		2	30	Major Collector - Urban					4,610	13,640	County		
BLUE LAKE AVE	Voorhis Ave. to Beresford Ave.		2	45	Major Collector - Urban					6,910	13,640	County		
BLUE LAKE AVE	Beresford Ave. to Taylor Rd.		2	45	Major Collector - Urban									

2019 County Thoroughfare "Local Road" Removal Analysis

County Thoroughfare	Limits (From - To)	Total Segment Distance (in miles)	No. of Lanes 2017	Posted Speed	2010 Federal Functional Classification	Removal from Analysis		Removal due to road character			Removal - low volume	Removal - ownership	Areas in GREY signify roads not analyzed.	
						NOT ANALYZED: Outside Volusia Adjusted Urban Area	NOT ANALYZED: RURAL ROADS STUDIED IN 2012 STUDY	NOT ANALYZED: Evacuation Route	Located in Single Jurisdiction or Area 3 Miles	Speed limit <= 30 MPH				2017 LOS Capacity
Blue Lake Ave.	Taylor Rd. to Orange Camp Rd.	1.80	2	45	Major Collector - Urban						5,140	17,050	County	Decision
CASSADAGA RD	W. Volusia Bldwy to Macy Ave		2	30	Major Collector - Urban							13,640	County	Retain - regional connectivity in combination w/adjacent segments.
CR 3	US 17 TO US 17	13.14	2	35	Minor Collector - Rural			partial			1,100	13,300	County	Retain, met 1/2 of 3 character criteria.
CR 3	US 17 to Washington Ave.		2	30	Minor Collector - Rural						2,500	13,300	County	
CR 3	Washington Ave. to Emporia Rd		2	45	Minor Collector - Rural						1,030	13,300	County	
CR 3	SR 40 to Lake Winona Rd		2	35	Minor Collector - Rural						850	13,300	County	
CR 3	Lake Winona Rd. to Prince DelLeon Blvd.		2	45	n/c						850	13,740	County	
CR 3	CR 3 to US 17		2	35	n/c						1,670	13,640	County	
CR 305 (Bunnell Rd.)	US 17 TO FLAGLER COUNTY	4.50	2	50	Major Collector - Rural		x						County	Retained-removal studied in 2008 and wasn't recommended.
CR 305 (Bunnell Rd.)	US 17 to Cowart Rd.		2	50	Major Collector - Rural								County	
CR 365 (Bunnell Rd.)	Cowart Rd. to Flagler Co.		2	50	Major Collector - Rural								County	
COW CREEK ROAD	SR 442 TO VOLCO ROAD	3.50	2	50	n/c		x				800	6,300	County	Retained-removal studied in 2008 and wasn't recommended.
Cow Creek Rd.	SR 442 to Volco Rd.		2	50	n/c									
EMPORIA ROAD	SR 40 TO US 17	4.45	2	40	Minor Collector - Rural		x						County	Retained-removal studied in 2008 and wasn't recommended.
Emporia Rd.	SR 40 to Peterson/Blackburn		2	40	Minor Collector - Rural								County	
Emporia Rd.	Peterson/Blackburn to US 17		2	40	Minor Collector - Rural								County	
ENTERPRISE RD (DELTONA)	DELTONA BLVD TO DEBARY AVE	0.75	2	35	Major Collector - Urban				x		8,650	14,040	County	Retain, carries significant traffic volume. Connects one arterial to a
Enterprise Rd	Deltona Blvd to Debary Ave		2	35	Major Collector - Urban									
ENTERPRISE/OSTEEN ROAD	PROVIDENCE TO SR 415	5.70	2	30	Minor Collector - Urban			partial						Retain, meets 1/2 of 3 character criteria.
Enterprise-Osteen Rd.	Providence to Garfield Rd		2	30	Minor Collector - Urban						3,360	10,220	County	
Enterprise-Osteen Rd.	Garfield Rd to Reed Ellis Rd.		2	35	Minor Collector - Urban						2,930	10,220	County	
Enterprise-Osteen Rd.	Reed Ellis Rd. to SR 415		2	35	Minor Collector - Urban						1,360	10,220	County	
ENTERPRISE/HALLECKWAYNE AVE (NSB)	PIONEER TRAIL TO HALLECK ST	1.30	2	35	Major Collector - Urban				x		9,760	13,640	County	Remove, meets 2 1/2 of 3 character criteria.
Enterprise Ave. (NSB)	Pioneer Tr. to Halleck St.		2	35	Major Collector - Urban						6,940	13,640	County	Remove, low traffic volume
Halleck St. (NSB)	Wayne Ave. to Enterprise Ave.		2	30	Major Collector - Urban						7,030	13,640	County	
Wayne Ave. (NSB)	Halleck St. to US 17		2	30	Major Collector - Urban								County	
FLAGLER AVE (NSB)	N. CAUSEWAY TO PENINSULA AVE	2.20	2	35	Minor Arterial - Urban				x				City	Remove, city owned
Flagler Ave. (NSB)	US 17 to Peninsula Ave.		2	20	Minor Arterial - Urban								City	
Flagler Ave. (NSB)	Peninsula Ave. to Atlantic Ave.		2	20	Major Collector - Urban									
FRENCH AVENUE	LAWTON AVE/HAMILTON TO US 17/92	1.00	2	35	Minor Collector - Urban				x				County	Remove, meets 2 of 3 character criteria
French Ave.	Lawton Ave/Hamilton to US 17/92		2	35	Minor Collector - Urban									Section between terminus and Lawton Ave - city owned
GARFIELD AVE	US 92 TO SR 44	1.85	2	30	n/c				x		2,760	13,640	County	Remove, meets 3 of 3 character criteria.
Garfield Ave.	US 92 to Plymouth Ave.		2	30	n/c						2,270	13,640	County	Remove, low traffic volumes
Garfield Ave.	Plymouth Ave. to SR 44		2	30	n/c								County	
GARFIELD ROAD	DOYLE RD TO ENTERPRISE-OSTEEN RD	0.90	2	40	Minor Collector - Urban				x		2,130	13,640	County	Remove, meets 2 of 3 character criteria.
Garfield Rd.	Doyle Rd. to Enterprise-Osteen Rd		2	40	Minor Collector - Urban								County	Remove, low traffic volumes
GLENWOOD RD	GRAND AVE TO US 17	1.85	2	35	Major Collector - Urban				x		4,120	13,640	County	Remove, meets 2 of 3 character criteria.
Glenwood Rd.	Grand Ave. to SR 15A		2	35	Major Collector - Urban						2,260	13,640	County	Remove, low traffic volumes
Glenwood Rd.	SR 15A to US 17		2	35	Major Collector - Urban								County	
GRAND AVE	RETTA ST TO OLD NEW YORK AVE	7.20	2	40	Major Collector - Urban						1,860	13,640	County	Retain, meets 0 of 3 criteria.
Grand Av/CR 4053	Retta St. to Lemon St.		2	40	Major Collector - Urban						4,020	14,740	County	
Grand Av/CR 4053	Lemon St. to Glenwood Rd.		2	35	Major Collector - Urban								County	
Grand Av/CR 4053	Glenwood Rd. to Plymouth Ave.		2	40	Major Collector - Urban						1,530	13,640	County	
Grand Av/CR 4053	Plymouth Ave. to Minnesota Ave.		2	40	Major Collector - Urban								County	
Grand Av/CR 4053	Minnesota Ave. to SR 44		2	35	Major Collector - Urban								County	
Grand Av/CR 4053	SR 44 to Old New York Ave.		2	30	Major Collector - Urban						1,230	13,640	County	
GRAVES AVE	US 17-92 TO VETERANS MEMORIAL PKWY	1.70	2	30	Major Collector - Urban				x				County	Remove

2019 County Thoroughfare "Local Road" Removal Analysis

County Thoroughfare Graves Ave/CR 4145 Leavitt Ave to Veterans Memorial Parkway	Total Segment Distance (in miles)	No. of Lanes 2017	Posted Speed	2010 Federal Functional Classification	Removal from Analysis		Removal due to road character		Removal - low volume	Removal - ownership	Areas in GREY signify roads not analyzed.
					NOT ANALYZED: RURAL ROADS STUDIED IN 2012 STUDY	NOT ANALYZED: EVACUATION ROUTE	Located in Single Jurisdiction n or Area 3 Miles	Speed Limit <= 30 MPH			
Limits (From - To) US 17-92 to Leavitt Ave Graves Ave/CR 4145	3.65	2	30	Major Collector - Urban					6,270 14,740	County County	City-Maintained Road Decision
NOVA RD TO US 1 Nova Rd. to US 1		2				x					Retained-Evacuation Route
MERCERS FERRY RD TO SR 44 MERCERS FERRY RD. to Plymouth Ave. Plymouth Ave. to SR 44	2.50	2	35	Minor Collector - Urban			x		910 1,660	County County	Remove, meets 2 of 3 character criteria. Remove northern portion. Retain per coordination with City of Deland staff.
WALTER BOARDMAN TO JOHN ANDERSON Walter Boardman Ln. to John Anderson Dr. John Anderson Dr. to SR 41A	1.80	2	30	Major Collector - Rural		x					Retained-removal studied in 2008 and wasn't recommended.
US 92 TO TAYLOR ROAD US 92 to Plymouth Ave. Plymouth Ave. to Minnesota Ave. Minnesota Ave. to SR 44 SR 44 to Voorhis Ave. Voorhis Ave. to Beresford Ave. Beresford Ave. to Taylor Rd.	3.85	2	40	Major Collector - Urban				partial	7,510 5,800 3,150 2,780 1,030	County County City County County	Retain partial & remove, meets 1 1/2 of 3 character criteria. Retain per coordination w/ City of Deland staff (Deland HS) To be transferred to city in future. To be transferred to city in future. To be transferred to city in future. To be transferred to city in future.
SR 472 TO SUMMIT AVE SR 472 to Summit Ave	3.85	2	35	Major Collector - Urban					4,080	County	TFARE PROPOSED FOR REMOVAL-OTHER REASONS
WALTER BOARDMAN LN TO FLAGLER CO Walter Boardman Lane to Flagler Co.	1.00	2	30	Minor Collector - Rural		x				County	Retained-removal studied in 2008 and wasn't recommended.
JOSEPHINE ST/10TH ST Josephine St/10th St.	2.10	2	30	Major Collector - Urban			x	partial	6,230	County	Retain, meets 1 1/2 of character criteria, serves 2 cities.
KICKLIGHTER RD Kicklighter Rd.	0.75	2	30	Minor Collector - Urban					2,100	County	Retain, regional connectivity in combination w/adjacent segments.
LAKE HELEN-OSTEEN RD Lake Helen-Osteen Rd. Captain Dr. to Catalina Blvd. Catalina Blvd. to Hallowell Blvd. Hallowell Blvd. to Ellicam Blvd. Ellicam Blvd. to Howard Blvd.	4.45	2	40	Minor Arterial - Urban					7,910 17,830 9,460 7,430	County County County County	Retain, meets 0 of 3 character criteria.
LAKEVIEW DR Lakeview Dr.	0.50	2	30	Major Collector - Urban			x		4,330	County	Retain, regional connectivity in combination w/adjacent segments.
LAKE WINONA RD Lake Winona Rd. Blackwelder Rd. to US 17 Lake Winona Rd.	6.10	2	35	Minor Collector - Rural		x				County County	Retained-removal studied in 2008 and wasn't recommended.
MACY AVE Macy Ave.	0.75	2	30	Major Collector - Urban			x		1,500	County	Retain, regional connectivity in combination w/adjacent segments.
MAIN ST/LAKESHORE ORIENTERPRISE OSTEEN Main St. to Jacob Brook Ave Children's Way/Lakeshore Dr. Providence Blvd. to Garfield Rd. Enterprise-Osteen Rd. Garfield Rd to Reed Ellis Rd. Reed Ellis Rd. to SR 415	7.20	2	30	Major Collector - Urban				partial	2,750 1,000 3,180 3,360 2,930 1,360	County County County County County County	Retain, meets 1 1/2 of 3 character criteria.
MAIN STREET LAKE HELEN Main St. (Lake Helen)	0.95	2	35	Major Collector - Urban			x		8,420	County	Retain, regional connectivity in combination w/adjacent segments.

2019 County Thoroughfare "Local Road" Removal Analysis

County Thoroughfare	Limits (From - To)	Total Segment Distance (in miles)	No. of Lanes 2017	Posted Speed	2010 Federal Functional Classification	Removal from Analysis		Removal due to road character			Removal - low volume	Removal - ownership	Areas in GREY signify roads not analyzed.
						NOT ANALYZED: RURAL ROADS ADJUSTED Urban Area	NOT ANALYZED: RURAL ROADS STUDIED IN 2012 STUDY	NOT ANALYZED: Evacuation Route	Located in Single Jurisdiction n or Area 3 Miles	Speed limit <= 30 MPH			
County Thoroughfare													
MARSH RIDDAUGHARTY RD	SR 92 TO SR 11	5.85	2	40	Minor Collector - Rural			x			920	County	Retain, meets 1 of 3 character criteria. Regional connectivity.
	Daugherty Rd. to Carter Rd.		2	35	Minor Collector - Urban						2,700	County	
	Marsh Rd. to SR 92		2	35	nc						500	County	
	Daugherty Rd. (S. End)		2	35									
MAYTOWN RD/HALIFAX AVE	BEACON LIGHT RD TO US 1	1.10	2	35	Minor Collector - Rural		x					County	Retained-removal studied in 2008 and wasn't recommended.
	Beacon Light Rd. to US 1		2	35									
MCGREGOR ROAD	WESTSIDE CONFATIO TO US 1792	2.10	2	40	Minor Collector - Urban			x			2,040	County	Retain, meets 1 of 3 character criteria. Access to Westside Corner
	Westside Conf. Fatio to Spring Garden Ave.		2	40	Major Collector - Urban						4,650	County	
	Spring Garden Ave. to US 1792		2	40									
MERCERS FERNERY RD	GLENWOOD RD TO US 17	2.70	2	35	nc			x			980	County	Remove, meets 2 of 3 criteria.
	Mercers Fernery Rd.		2	35	nc						1,570	County	
	Mercers Fernery Rd.		2	35									
MIDWAY AVE	WILLIAMSON BLVD TO US 92	2.00	4	40	Minor Collector - Urban			x			3,220	County	Remove, meets 2 of 3 criteria.
	Williamson Blvd. to US 92		4	40									
MINNESOTA AVE (DELAND)	GRAND AVE TO KEPLER ROAD	4.70	2	35	Minor Collector - Urban			x	partial		3,500	County	Remove section between Grand Avenue and US 17-92
	Grand Ave. to SR 15A		2	35	Minor Collector - Urban						1,280	County	
	Minnesota Ave. (DeLand)		2	30	Minor Collector - Urban						2,230	County	
	SR 15A to US 1792		2	30	Major Collector - Urban						4,580	County	
	Minnesota Ave. (DeLand)		2	30	Major Collector - Urban								
	Hillside Ave. to Hill Ave.		2	40	Major Collector - Urban								
	Minnesota Ave. (DeLand)		2	40	Major Collector - Urban								
	Blue Lake Ave. to Kepler Rd.		2	40									
OHIO AVE (LH)	MACY AVE TO LAKEVIEW DR	0.20	2	30	Major Collector - Urban			x	x		900	County	Retain, regional connectivity in combination w/adjacent segments
	Ohio Ave. (LH)		2	30									
	Macy Ave. to Lakeview Dr.		2	30									
OLD DIXIE HWY	I-95 TO INGELISA	6.75	2	45	Major Collector - Urban				partial		8,890	County	Retain, meets 0 of 3 character criteria.
	I-95 to Old Kings Rd.		2	45	Major Collector - Urban						4,230	County	
	Old Dixie Hwy.		2	45	Major Collector - Urban						2,490	County	
	Old Dixie Hwy. to Walker Boardman Ln.		2	45	Major Collector - Urban						2,040	County	
	Walker Boardman Ln. to Pine Tree Dr.		2	35	Major Collector - Urban								
	Pine Tree Dr. to Ingelsia		2	35									
FLAGLER COUNTY TO OLD DIXIE HWY	FLAGLER COUNTY TO OLD DIXIE HWY	4.50	2	50	Major Collector - Urban						3,880	County	Retain, meets none of the 3 criteria. Part of road in Flagler County that connects to SR 100.
	Flagler Co. to Old Dixie Hwy.		2	50									
OLD NEW YORK AVE	SR 44 TO SR 44	3.21	2	40	Minor Collector - Urban			x			1,130	County	Retain, meets 1 of 3 character criteria.
	SR 44 to Hontoon Rd.		2	40	nc						3,970	County	
	Old New York Ave.		2	40	Minor Collector - Urban						4,630	County	
	Hontoon Rd. to Lakeview Dr.		2	40									
	Old New York Ave.		2	40									
ORANGE AVE (DB)	NOVA RD TO BEACH STREET	1.40	2	30	Major Collector - Urban			x	x		4,280	City	Remove- City-owned.
	Orange Ave		2	30									
	Nova Rd to Beach Street		2	30									
PIONEER TRAIL/WALLACE RD	SR 44 TO ENTERPRISE AVE	13.15	2	50	Major Collector - Rural						4,780	County	Retain, meets 0 of 3 character criteria.
	SR 44 to Tomoka Farms Rd.		2	50	Major Collector - Urban						4,630	County	
	Pioneer Tr.		2	45	Major Collector - Urban						5,020	County	
	Tomoka Farms Rd. Airport Rd.		2	45	Major Collector - Urban						8,120	County	
	Airport Rd. to Turnbull Bay Rd.		2	30	Major Collector - Urban						9,120	County	
	Pioneer Tr.		2	40	Major Collector - Urban						8,120	County	
	Turnbull Bay Rd. to Sugar Hill Dr		2	40	Major Collector - Urban						8,190	County	
	Pioneer Tr.		2	35	Major Collector - Urban						8,190	County	
	Enterprise Ave. to Enterprise Ave		2	35	Major Collector - Urban						2,300	County	
	Pioneer Tr.		2	35	Major Collector - Urban						7,230	County	
	Turnbull Rd. to Canal St.		3	35	Major Collector - Urban								
	Canal St to SR 44		3	35									
MISSION/OLD MISSION RD	SR 44 TO SR 442	5.20	4	40	Major Collector - Urban						13,300	County	Retain, meets 0 of 3 character criteria.
	SR 44 to Old Mission Rd.		4	40	Major Collector - Urban						13,280	County	
	Mission Dr.		4	40	Major Collector - Urban						7,070	County	
	Old Mission Rd. to Josephine St.		2	35	Major Collector - Urban						4,210	County	
	Josephine St. to Park Ave		2	45	Major Collector - Urban								
	Old Mission Rd.		2	45									
PLYMOUTH AVE	GRAND AVE TO BLUE LAKE AVE	4.25	2	40	Major Collector - Urban			x	partial		1,120	County	Retain. Used as detour route during special events.
	Grand Ave. to Hazen Rd.		2	40									

2019 County Thoroughfare "Local Road" Removal Analysis

County Thoroughfare	Limits (From - To)	Total Segment Distance (in miles)	No. of Lanes 2017	Posted Speed	2010 Federal Functional Classification	Removal from Analysis		Removal due to road character			Removal - low volume	Removal - ownership	Areas in GREY signify roads not analyzed.
						NOT ANALYZED: OUTSIDE URBAN ADJUSTED URBAN AREA	NOT ANALYZED: RURAL ROADS STUDIED IN 2012 STUDY	NOT ANALYZED: EVACUATION ROUTE	Located in Single Jurisdiction n or Area 3 Miles	Speed Limit <= 30 MPH			
Country Thoroughfare	Hazen Rd. to SR 15A	3.30	2	40	Major Collector - Urban						2017 Daily LOS Capacity	County	
	Plymouth Ave. to SR 15A		2	30	Major Collector - Urban						5,380	County	
	Plymouth Ave. to Amelia Ave.		2	30	Major Collector - Urban						13,640	County	
	Amelia Ave. to Garfield Ave.		2	30	Major Collector - Urban						8,620	County	
	Plymouth Ave. to Blue Lake Rd./Jacobs Dairy Rd		2	30	Major Collector - Urban						6,540	County	
	SR 44 TO KICKLIGHTER RD										5,910	County	
	SR 44 to Lake Peart Dr.		2	55	Minor Arterial - Urban			x			17,060	County	Retain, meets 1 of 3 character criteria. Regional connectivity.
	Prevatil Ave.		2	40	Minor Arterial - Urban						5,070	County	
	Lake Peart Dr. to Kicklighter Rd										17,060	County	
REED CANAL RD	CLYDE MORRIS BLVD. TO NOVA RD	0.80	2	35	Minor Collector - Urban			x			7,060	County	Remove, meets 2 of 3 character criteria.
	Reed Canal Rd.										13,640	County	
	Clyde Morris Blvd. to SR5A/Novia Rd.										13,640	County	
REED ELLIS RD	ENTERPRISE-OSTEEN RD TO SR 415	2.10	2	45	Minor Collector - Urban			x			2,380	County	Remove, meets 2 of 3 character criteria.
	Reed Ellis Rd.										13,640	County	
REYNOLDS RD	US 17 TO SR 11	4.40	2	35	Minor Collector - Urban/Rural						1,110	County	Retain, meets 0 of 3 character criteria.
	Reynolds Rd										6,300	County	
RHODE ISLAND AVE	WESTSIDE CONNECTOR TO US 17/92	0.95	2	35	Minor Collector - Urban			x			7,160	County	Retain, regional connectivity to Westside Connector.
	Rhode Island Ave.										14,740	County	
	Rhode Island Ave. to Spartan Ave		2	35	Minor Collector - Urban						8,510	County	
	Rhode Island Ave. to Carpenter Ave		2	35	Minor Collector - Urban						14,740	County	
	Rhode Island Ave. to US 17/92		2	35	Minor Collector - Urban						7,970	County	
RHODE ISLAND AVE	VETERAN'S MEMORIAL PKWY. TO NORMANNDY BLVD	1.80	2		n/c			x			13,640	County	Retain, meets 1 of 3 character criteria future overpass over I-4 between two cities.
	Rhode Island Ave.										13,640	County	
	Halifax/Riverside Dr. (PO)	1.55	2	25	Minor Collector - Urban						13,640	City	
	Riverside Dr. (PO)	1.20	2	25	Minor Collector - Urban						13,640	City	
SAMSULA DRIVE	PIONEER TRAIL TO SR 44	2.60	2	45	Minor Collector - Rural							County	Retained/removal studied in 2008 and wasn't recommended.
	Samsula Dr.											County	
SAXON BLVD	PROVIDENCE BLVD TO DOYLE RD	1.70	2	35	Major Collector - Urban			x			7,810	County	Retain, Connects to Arterial section of Saxon.
	Saxon Blvd.										13,640	County	
	Providence Blvd. to Normandy Blvd.		2	40	Major Collector - Urban						5,980	County	
	Normandy Blvd. to Doyle Rd.										13,640	County	
SPRING GARDEN AVE	BERESFORD AVE TO MCGREGOR RD	1.50	2	30	Minor Collector - Urban			x			2,120	County	Retain until Westside Parkway alignment is finalized.
	Spring Garden Ave.										13,640	County	
	Beresford Ave. to Beresford Rd. West		2	30	Minor Collector - Urban						2,620	County	
	Beresford Rd. West to McGregor Rd.										13,640	County	
SPRUCE CREEK RD	COMMONWEALTH BLVD TO TAYLOR RD	1.53	2	35	Major Collector - Urban			x			n/a	City	Remove, meets 2 of 3 character criteria City Maintained section delete along with Taylor Road.
	Spruce Creek Rd.										13,640	County	
	Spruce Creek Rd. to Commonweath Blvd.		2	35	Major Collector - Urban						9,180	County	
	Spruce Creek Rd. to SR5A/Novia Rd.		4	45	Major Collector - Urban						15,910	County	
STONE STREET	MERCERS FERRY RD TO PLYMOUTH A	1.50	2	35	n/c			x			640	County	Remove partial, meets 2 of 3 character criteria.
	Stone St.										5,160	County	Remove - meets 2 of 3 character criteria.
	Mercers Ferry Rd. to CR 92/ISB		2	35	Major Collector - Urban						13,640	County	Retain per coordination with City of DeLand staff (Hospital)
	CR 92 to Plymouth Ave.										3,320	County	Retain, high development growth adjacent to roadway.
SUGAR MILL DRIVE	PIONEER TRAIL TO SR 44	1.30	2	45	Minor Collector - Urban			x			13,640	County	
	Sugar Mill Dr.										13,640	County	
SUMMIT AVE	SR 44 TO MAIN STREET	2.20	2	50	Minor Collector - Urban						2,710	County	Retain, meets 1 of 3 criteria.
	Summit Ave.										13,640	County	
TAYLOR ROAD (PO)	DUNLAWTON AVE TO SPRUCE CREEK RD	2.05	2	35	Major Collector - Urban			x			14,100	County	Remove, meets 2 of 3 criteria.
	Taylor Rd (PO)										20,250	County	
	Clyde Morris Blvd. to Hensel Rd		4	45	Major Collector - Urban						15,930	County	Remove only between Clyde Morris and Spruce Creek Rd.
	Hensel Rd. Spruce Creek Rd.										37,970	County	
TAYLOR RD (DL)	US 17/92 TO MARTIN LUTHER KING BLWY	2.55	2	35	Minor Arterial - Urban			x			7,020	County	Retain, Designated Truck Route.
	Taylor Rd. (DL)										17,050	County	
	Stratford Dr. to Blue Lake Ave.		2	50	Minor Arterial - Urban						5,740	County	
	Blue Lake Ave. to Martin Luther King Blwy.		2	50	Minor Arterial - Urban						5,980	County	

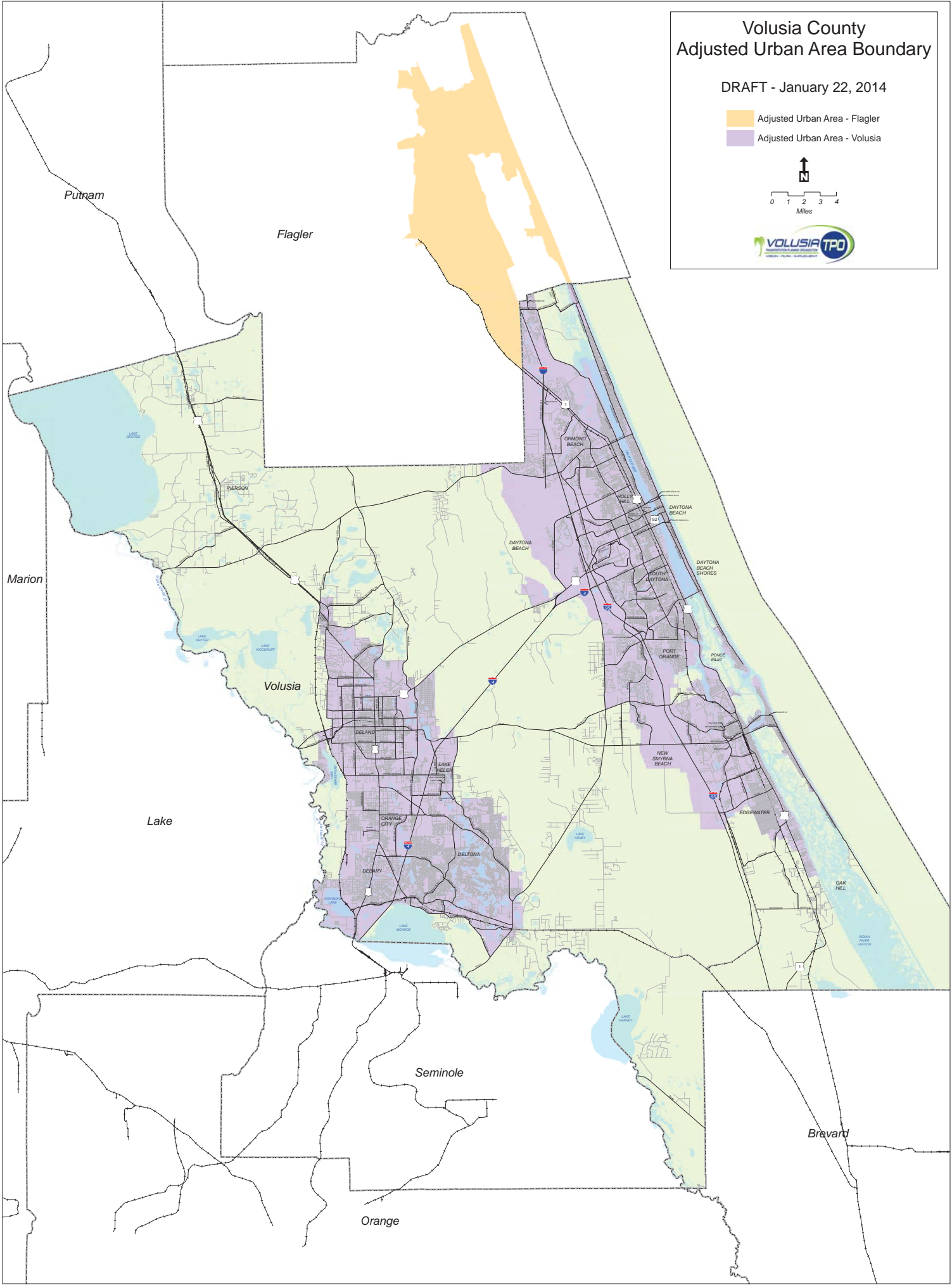
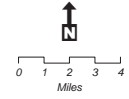
2019 County Thoroughfare "Local Road" Removal Analysis

County Thoroughfare	Limits (From - To)	Total Segment Distance (in miles)	No. of Lanes 2017	Posted Speed	2010 Federal Functional Classification	Removal from Analysis		Removal due to road character			Removal - low volume	Removal - ownership	Areas in GREY signify roads not analyzed.
						NOT ANALYZED: Outside Volusia Adjusted Urban Area	NOT ANALYZED: RURAL ROADS STUDIED IN 2012 STUDY	NOT ANALYZED: Evacuation Route	Located in Single Jurisdiction or Area	Speed limit <= 30 MPH			
County Thoroughfare	Limits (From - To)												
Wolf Dr. (DELE)	Nomandy Blvd. to Saxon Blvd.	0.60	2	30	Major Collector - Urban						11,880		
Troll Dr. (DELE)	Saxon Blvd. to Providence Blvd	0.85	2	30	Major Collector - Urban						10,660		
Tumbull Bay Rd.	Industrial Park Ave. to US 1		2	30	Minor Collector - Urban					4,930	13,640	County	
<b>TYMBER CREEK ROAD</b>	<b>BROADWAY AVE/US 1 TO RIVERBEND RD</b>	<b>6.05</b>											
Timber Creek Rd.	Broadway Ave./US 1 to Airport Rd		2	40	n/c					2,730	13,640	County	
Timber Creek Rd.	Airport Rd. to Timber Run		2	40	Major Collector - Urban					10,810	17,060	County	
Timber Creek Rd.	Timber Run to SR 40		4	40	Major Collector - Urban					14,720	17,060	County	
Timber Creek Rd.	SR 40 to Riverbend Rd.		2	30	n/c					350	13,640	County	
<b>VOLCO ROAD</b>	<b>COW CREEK RD. TO US 1</b>	<b>4.40</b>											
Volco Rd.	Cow Creek Rd. to Beacon Light Rd.		2	30	n/c								
Volco Rd.	Beacon Light Rd. to 35th St.		2	45	Minor Collector - Urban/Rural		x						
Volco Rd.	35th St. to US 1		2	35	Minor Collector - Urban								
<b>VOORHIS AVE</b>	<b>US 17/92 TO SR 44</b>	<b>2.20</b>											
Voorhis Ave.	US 17/92 to Amelia Ave.		2	30	Major Collector - Urban						4,270	13,640	County
Voorhis Ave.	Amelia Ave. to Hill Ave.		2	35	Major Collector - Urban						3,380	13,640	County
Voorhis Ave.	Hill Ave. to Blue Hill Ave.		2	35	Major Collector - Urban						3,610	13,640	County
Voorhis Ave.	Blue Hill Ave. to SR 44		2	35	Major Collector - Urban								
<b>WALTER BOARDMAN LN</b>	<b>OLD DIXIE HWY TO HIGHBRIDGE RD</b>	<b>1.20</b>											
Walter Boardman Ln.	Old Dixie Hwy. to Highbridge Rd.		2	30	Major Collector - Rural								
<b>WESTSIDE PARKWAY</b>	<b>S. OF SR 44 TO FRENCH AVE</b>	<b>6.20</b>											
Westside Parkway (new/Fatio)	S. of SR 44 south of SR 44 to Forestford Ave.		2	40	n/c						1,960	13,640	County
Westside Parkway (Fatio Rd)	Forestford Ave. to McGeeport Rd		0	40	Minor Collector - Urban								
Westside Parkway (new)	McGeeport Rd. to existing Hamilton/Fatio		2	35	n/c						2,590	13,640	County
Westside Parkway (Hamilton Ave)	Hamilton Ave. (north end) to French Ave.		2	35	Minor Collector - Urban								
<b>W VOLUSIA BLVDY (KENTUCKY)</b>	<b>SR 472 TO GRAVES AVE</b>	<b>0.80</b>											
W. Volusia Blvdy (Kentucky Ave)	SR 472 to Graves Ave		2	45	Major Collector - Urban						10,350	17,060	County

# Volusia County Adjusted Urban Area Boundary

DRAFT - January 22, 2014

- Adjusted Urban Area - Flagler
- Adjusted Urban Area - Volusia



## Appendix J: City and VCARD Comments

### Transportation Map Questions

#### **City of Port Orange – Tim Burman**

1. For the Volusia County roadway segments being removed from the Volusia County thoroughfare map, please verify that these roadway segments will remain Volusia County roadways and be maintained by Volusia County. It is staff understanding that these will remain Volusia County roadways and be maintained by Volusia County, just that there will be different standards that apply (maintenance, access, speed, etc...). Therefore, removal of roadway segments from Volusia County thoroughfare map does **not** make it the responsibility of the City to maintain these roadway segments. For example in Port Orange, Reed Canal Road, Spruce Creek Road, and Taylor Road are fully or there are segments currently maintained by Volusia County and these roads are shown to be removed from the Volusia County thoroughfare map, will these roadways still be maintained by Volusia County?
2. The proposed maps show Madeline Avenue between Clyde Morris Blvd and US 1 as a Volusia County thoroughfare collector existing/proposed. However, of the past few years they have been some changes or additional information brought forward related to this existing/proposed segment of Madeline Avenue Clyde Morris Blvd and US 1 to evaluate it being on the Volusia County thoroughfare list/map:
  - In 2019 the City of South Daytona approved an apartment complex in the general location where the Madeline Avenue extension would connect into US 1 (Ridgewood Avenue).
  - Through preliminary discussions with Florida East Coast Railway officials in the past it has been stated to allow a new rail crossing for Madeline Avenue, other crossing sites would have to be closed and this could have adverse impact on the current roadway network going west to east in Port Orange and South Daytona.
  - Madeline Avenue from Clyde Morris Blvd to the east terminus is city-maintained and the amendments indicate city-maintained thoroughfares are being removed from the county's thoroughfare roadway map as part of this package.
  - The area the existing/proposed Volusia County thoroughfare collector is located is generally developed or zoned for residential and there is an elementary school adjacent to the south of the proposed thoroughfare collector. Future development in this area of Port Orange would suggest the construction of a local residential roadway that interconnects with existing roadway network extension of Madeline Ave. within Port Orange. The City will also need to modify its Comp Plan Maps as it relates to this roadway segment

Response

The removal of a road from the thoroughfare does not change maintenance responsibility. If the corridor is county maintained, it will remain county maintained.

**City of Ormond Beach – Steven Spraker**

Ormond Beach Transportation Concurrency Exception Areas (TCEA) are not shown on Figure 2-1, Thoroughfare Roadways. This should be updated. (GIS shape files were provided by the city).

Response

The TCEAs will be added to the map.

**City of South Daytona – Lauren Kornel**

Please add the TCEA for the City of South Daytona to the thoroughfare roads map.

Response

The TCEAs will be added to the map.

**VCARD – Kerry Karl**

The Volusia County Association for Responsible Development (VCARD) does have significant comments to make and we look forward to discussing them at the meeting scheduled by County staff on October 28. Also, we recommend delaying the planned PLDRC hearing in November so that we have adequate time to discuss and review our comments.

Response

A meeting was scheduled for October 28, 2020 to discuss their concerns.

## City of Ponce Inlet – Michael Disher

The Town of Ponce Inlet is requesting one change, the addition of a 1,200-foot segment of S. Atlantic Avenue running from Beach Street to Lighthouse Drive to the County's Thoroughfare Roadway map and all other relevant maps. Currently, the County's maintenance of S. Atlantic Avenue ends at Beach Street, but resumes 1,200 feet to the south, where S. Atlantic Avenue becomes Robert A. Merrell Parkway at the entrance to Lighthouse Point Park. The road here also intersects with Lighthouse Drive, also a County-maintained park roads. The addition of this 1,200-foot segment would ensure continuous County maintenance between three County-maintained roads and three County-maintained facilities: 1) the Beach Street vehicular beach approach; 2) the entrance to Lighthouse Point Park; and 3) the Marine Science Center via the County-maintained Lighthouse Drive.

Maintenance responsibility for this segment was transferred to the Town in 1987 when the federal functional classification changed from a minor collector to a local road. However, the justification stated by the County at the time for transferring maintenance to the Town is no longer valid. Since the transfer, Lighthouse Drive has been constructed and now serves as the most southern street connecting S. Atlantic Avenue with S. Peninsula Drive. In addition, S. Atlantic Avenue is the main access to both the County's Marine Science Center and Lighthouse Point Park. For these reasons, the Town requests the County resume maintenance of this 1,200 segment and amend its Thoroughfare maps accordingly.

### Response

The Thoroughfare Road network is a specialized system of collectors and arterial roads that serve a county-wide need for accessibility. This is a separate issue from ownership and maintenance, except that the county is solely responsible for the Thoroughfare Road network. The design criteria for the Thoroughfare Road network are not appropriate for the segment (4-lane, divided with medians, design speed of 45 mph).

Color Code:  
 Other  
 VC staff does not agree that the request conforms with the intent of the amendments.  
 VC staff sees request as developer-related. Developer needs to request comp plan amendment separately.

VC staff agrees/Change to be made

Comment No.	Reference	Map Ref. No.	Change Proposed by Amendment	Change Proposed by VCARD	Comment	VC Staff Notes/Answers
1	General	N/A	Reduction in Thoroughfare Roads (TR)	N/A	Appears that the reduction in TR changes the local travel factor used in the calculation of Impact Fees which will require adjustment to the impact fee rates. It is also noted that the local travel factor includes travel on State Roads yet impact fee credits for improvements to State Roads have not been allowed.	County Staff explained why VC does not provide IF credits for state road improvements. Understood that with the next IMF update, the reduces mileage may impact fee rate.
2	General	N/A	Text reference to TR Future Needs Map	Add TR Future Needs Map with this amendment		A separate map is not necessary - especially when the alignments are not known. Will Add note to the Needs List to contact Engineering and Construction for alignment details.
3	General	N/A	Lane reductions/increases	Corresponding R/W reductions/increases		This is related to understanding the ROW width requirements so it is clear to developers. VCPW staff acknowledged the need to update the LDC. Specific ROW requirements inappropriate for the comp plan.
4	Needs list	N/A	Policy 2.1.3.5 Suggests that Right-of-Way for Needs Lists Roads is impact fee creditable.	Add that "construction of" Needs List Roadways are impact fee creditable, as well.	See proposed change.	VC Staff disagrees. The Needs List allows county staff to prioritize projects that help existing and near term development needs and capacity issues.
5	Figure 2-1 (Currently Adopted) Thoroughfare Roadways	N/A	Ormond Beach TCEAs not shown	Add Ormond Beach TCEAs		VC Staff already received and approved TCEA addition requests from South Daytona and Ormond Beach.
6	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	5	French Ave (Removal)	Retain		French Ave is city-maintained.
7	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	7	Glenwood Rd (Removal)	Potentially Retain		Glenwood Ave is a local road residential road, which should not have high speeds or limited access.
8	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	14	Orange Ave - Nova Rd to Beach St	Retain		Orange Ave is maintained by the City of Daytona.
9	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	15	Reed Canal Rd (Removal)	Retain from Clyde Morris Blvd to US 1		Reed Canal Rd is a local road residential road, which should not have high speeds or limited access.
10	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	17	Retta St (Removal)	Replace with Reynolds Rd		For Tfare network continuity purposes, Retta Street should be retained.
11	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	21	Taylor Rd (Removal)	Retain		The county is removing the section between Clyde Morris Blvd and Spruce Creek Rd - not the proposed 4L section between Clyde and Dunlawton.
12	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	27	Madeline Ave Extension (transfer to Needs List)	Retain portion from I-95 to Williamson Blvd		The section between Williamson Blvd and I-95 is proposed by the Walkers Green developer. Since the section does not physically connect to any other Tfares outside the development, county staff proposed to retain this on the Needs List. The County Engineer is willing to work with the developer with regard to awarding Impact fee credits for a portion or all of the segment between I-95 and Williamson Blvd.
13	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	28	Yorktowne Blvd (removal)	Retain		Yorktowne Blvd is maintained by the City of Port Orange.
14	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	New	Veteran's Memorial Pkwy Ext (add)	Add to this map or TR Future Needs Map (and other maps, as appropriate)		The VMP-MLK realignment will be added to the Needs List. It cannot be shown on the map because official alignment is not known.
15	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	New	Madeline Ave East Ext - McDonald Rd to US 1 (removal)	Question	Is this a potentiality?	The City of Port Orange made this request and VC staff agrees. The extension to US 1 has been cut off by a recently approved apartment complex approved by the City of South Daytona.
16	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	N/A	Ormond Beach TCEA not shown	Add Ormond Beach TCEAs		VC Staff already received and approved TCEA addition requests from South Daytona and Ormond.

Comment No.	Reference	Map Ref. No.	Change Proposed by Amendment	Change Proposed by VCARD	Comment	VC Staff Notes/Answers
17	Figure 2-2 (Proposed Changes) Roadway Number of Lanes Map	2	LPGA Blvd Champions Dr to I-95	Change western limit to Tymber Creek Rd	Portions of the LPGA Blvd studied as 6-lanes under the LPGA Blvd Subarea Model appear to exceed 6-lane capacity; Consistent with 1/2-Cent Sales Tax	VC Staff proposed updating the maps with an additional 2 lanes on the 2 and 4-lane sections to match the 6-lane interchange PDEE Study and what the county could afford. Even if developers pay or provide the additional lanes, the county will have to provide IF credits for widenings shown on the Number of Lanes Map. Additional capacity is currently available via Dunn Ave and Hand Ave extensions.
18	Figure 2-2 (Proposed Changes) Roadway Number of Lanes Map	3	LPGA Blvd - I-95 to Williamson Blvd	Evaluate number of lanes	Portions of the LPGA Blvd studied as 6-lanes under the LPGA Blvd Subarea Model appear to exceed 6-lane capacity	VC Staff proposed updating the maps with an additional 2 lanes on the 2 and 4-lane sections to match the 6-lane interchange PDEE Study and what the county could afford. Even if developers pay or provide the additional lanes, the county will have to provide IF credits for widenings shown on the Number of Lanes Map. Additional capacity is currently available via Dunn Ave and Hand Ave extensions.
19	Figure 2-2 (Proposed Changes) Roadway Number of Lanes Map	4	LPGA Blvd - Williamson Blvd to Clyde Morris Blvd	Evaluate number of lanes	Portions of the LPGA Blvd studied as 6-lanes under the LPGA Blvd Subarea Model appear to exceed 6-lane capacity	VC Staff proposed updating the maps with an additional 2 lanes on the 2 and 4-lane sections to match the 6-lane interchange PDEE Study and what the county could afford. Even if developers pay or provide the additional lanes, the county will have to provide IF credits for widenings shown on the Number of Lanes Map. Additional capacity is currently available via Dunn Ave and Hand Ave extensions.
20	Figure 2-2 (Proposed Changes) Roadway Number of Lanes Map	New	Tymber Creek Rd - Ormond Crossings S Border to US 1	4 Lanes	Per development plan, within Ormond Beach TCEA	The segment is actually called Broadway Ave and it's approximately 750-ft long. The TIA showed this short segment as falling with buildout conditions in year 2025. When it was a DRI, this section was not anticipated to be 4-lanes. Intersection improvements, required and paid for by the developer, are anticipated to accommodate the traffic volumes on this road segment.
21	Figure 2-2 (Proposed Changes) Roadway Number of Lanes Map	New	Tymber Creek Rd - LPGA Blvd to SR 40	Evaluate number of lanes	Portions of the LPGA Blvd studied as 6-lanes under the LPGA Blvd Subarea Model appear to exceed 6-lane capacity; Minto donated 4-lane R/W	County staff is agreeable to change to 4-lanes due to ROW donation.
22	Figure 2-2 (Proposed Changes) Roadway Number of Lanes Map (cont.)	New	Taylor Rd fm Tomoka Farms Rd to Ganes Lake Blvd	4 Lanes	Consistent with 1/2-Cent Sales Tax Mapping	Request is inconsistent with 2004 Taylor Rd Preliminary ROW Study, which concluded that 2-lanes would be needed, between Tomoka Farms Rd and Spruce Creek Blvd, through Design Year 2027. Staff proposes monitoring and visiting at a later date - especially due to the adjacent rural land uses in the area.
23	Figure 2-2 (Proposed Changes) Roadway Number of Lanes Map	New	Tomoka Farms Rd - Taylor Rd to US 92	4 Lanes	Consistent with 1/2-Cent Sales Tax Mapping	Conflicts with 2007 Corridor ROW Analysis resulting in retaining 2 lanes in response to public concerns about retaining rural character (Tomoka Farms Village, Sansula, etc.).
24	Figure 2-2 (Proposed Changes) Roadway Number of Lanes Map	New	SR 44 fm Grand Ave to SR 15A	4 Lanes	Consistent with 2045 Cost Feasible L RTP improvements to be completed by 2035	Per page 5-12 of the Connect 2045 L RTP, this segment is considered "Unfunded" and operates with plenty of capacity (40-50% capacity available per 2019 traffic count data). Staff will continue to monitor conditions and coordination for potential change to Volusia County's Number of Lanes Map. Additionally, the FDOT SR 44 Corridor Study concluded that through Year 2025 widening wasn't needed. Instead Beresford Ave should be extended to Summit Ave and various intersections should be improved. The study did not conclude that this section should be widened.
25	Figure 2-2 (Proposed Changes) Roadway Number of Lanes Map	New	SR 44 fm I-4 to Prewatt Ave	6 Lanes	Consistent with 2045 Cost Feasible L RTP improvements to be completed by 2035	Per page 5-12 of the Connect 2045 L RTP, this segment is considered "Unfunded" and operates with plenty of capacity (40% capacity available per 2019 traffic count data). Staff will continue to monitor conditions and coordination for potential change to Volusia County's Number of Lanes Map. Additionally, the FDOT SR 44 Corridor Study concluded that through Year 2025 widening wasn't needed. Instead Beresford Ave should be extended to Summit Ave and various intersections should be improved. The study did not conclude that this section should be widened.
26	Figure 2-2 (Proposed Changes) Roadway Number of Lanes Map	New	SR 472 fm Kentucky Ave to Graves Ave	6 Lanes	Consistent with 2045 Cost Feasible L RTP improvements to be completed by 2035	County Staff agrees, which is why this is already adopted.

Comment No.	Reference	Map Ref. No.	Change Proposed by Amendment	Change Proposed by VCARD	Comment	VC Staff Notes/Answers
27	Figure <del>2-3</del> 2-3 (Proposed Changes) Roadway Level of Service	2	Maytown Rd	Retain LOS E	Consistent with Master DRI; Not a state road	Farmton Goal 5.8 states, "The ultimate location and design of the spine network shall be approved by the county and constructed to county arterial standards." Per comp plan policy 2.1.6.4, rural area arterials shall have a LOS C standard (based on the TPO's adopted Urbanized Boundary map based on latest census data). Transitioning and urban areas shall have a LOS E standard; therefore, as the Farmton area grows from rural to transitional or urban, the LOS standard will change to LOS E.
28	Figure <del>2-4</del> 2-4 (Proposed Changes) Designated Evacuation Routes	New	Stagecoach Rd	Add	Provides alternative evac route to SR 40 when combined with Hand Ave	VC staff believes this is premature since the road isn't built.
29	Figure <del>2-4</del> 2-4 (Proposed Changes) Designated Evacuation Routes	New	Hand Ave Extension fm Tymber Creek to Wmson Blvd	Add	Provides alternative evac route to SR 40 when combined with Stagecoach Rd	VC staff believes this is premature since the road isn't built.
30	Figure <del>2-4</del> 2-4 (Proposed Changes) Designated Evacuation Routes	New	LPGA Blvd Ext fm US 92 to Tomoka Farms Rd	Add	Provides alternative evac route to US 92	VC staff believes this is premature since the road isn't built.
31	Figure <del>2-4</del> 2-4 (Proposed Changes) Designated Evacuation Routes	New	Madeline Ave. Ext fm Wmson Blvd to Tomoka Farms Rd	Add	Provides alternative evac route to US 92	VC staff believes this is premature since the road isn't built.
32	Figure <del>2-4</del> 2-4 (Proposed Changes) Designated Evacuation Routes	New	Pioneer Trail fm SR 44 to I-95 (or further east)	Add	Provides alternative evac route to SR 44	VC staff does not agree. Current map was coordinated with the East Central Florida Regional Planning Council, Putnam County and Flagler County. Effort is to get the visitor to the interstate (and out of the State of Florida). Pioneer Trail is not a easy route to follow for those out of town. Additionally, it traverses low lying areas and is prone to flooding.
33	Figure 2-4 (Final with Adoption) Designated Evacuation Routes	New	Tournament Dr	Eliminate	This roadway does not show up in the Proposed Changes figure nor does it show up on any other figure.	The draft Evacuation map's based layer contained an error by showing Tournament Drive, a proposed Tfare at one point in time. It has been removed to correct the error.

\*\*Note: Edits to figures with Proposed Changes noted are assumed to have the same changes made to the associated Final figures, as well.

Retain Stagecoach Rd as a potential holding place for Avalon Park Blvd (note - Stagecoach is still on the County's proposed TR network even though it is not in the Roads Agmt.

VC staff is not proposing changes in the area of Hand Ave, Tymber Creek Rd, and Stagecoach since Avalon Park MDA is not completed.