



**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 Maps
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

**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:

## I. TRAILS AND SCENIC CORRIDORS

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

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

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

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

### OBJECTIVE:

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

### POLICIES:

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

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

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

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

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 : 1-4 Frontage Road (Summit Ave to SR 372), Madeline Ave Extension (Tomoka Farms Road to Williamson Blvd), LPGA Blvd Extension (US 92 to Tomoka Farms Road), the Westside Connector (Minnesota Ave-Hamilton Ave to SR 44), and Martin Luther King Jr. Blvd/Veterans Memorial Highway Intersection Realignment.

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 these 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 roadway standards, the road may be eligible for impact fee credits.

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.

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

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.

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

#### J.K. Transportation Element Map Series

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

- Figure 2-1 Thoroughfare Roadway System ~~2025-2035~~ Map
- Figure 2-2 ~~Roadway Number of Lanes 2006~~ Map
- Figure 2-3 ~~Roadway Number of Lanes 2025-2035~~ Map
- Figure 2-4 ~~Roadway Level of Service Standard 2006~~ Map
- Figure ~~2-5~~2.3 ~~Roadway Level of Service Standard 2025-2035~~ Map
- Figure 2-6 ~~Public Transportation Map 2025~~ Map
- Figure ~~2-7~~2-4 ~~Designated Evacuation Routes 2025-2035~~ Map
- Figure ~~2-8~~2-5 ~~Scenic Corridors 2025-2035~~ Map
- Figure 2-9 ~~Roadway Maintenance 2025~~ Map
- Figure ~~2-10~~2-6 ~~Farmton Local Plan – Spine Transportation Network~~

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

Reference – Chapter 2 Transportation Element

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**SECTION XV:** EFFECTIVE DATE – Within ten (10) days after enactment, a certified copy of this Ordinance shall be filed in the Office of the Secretary of State by the Clerk of the County 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

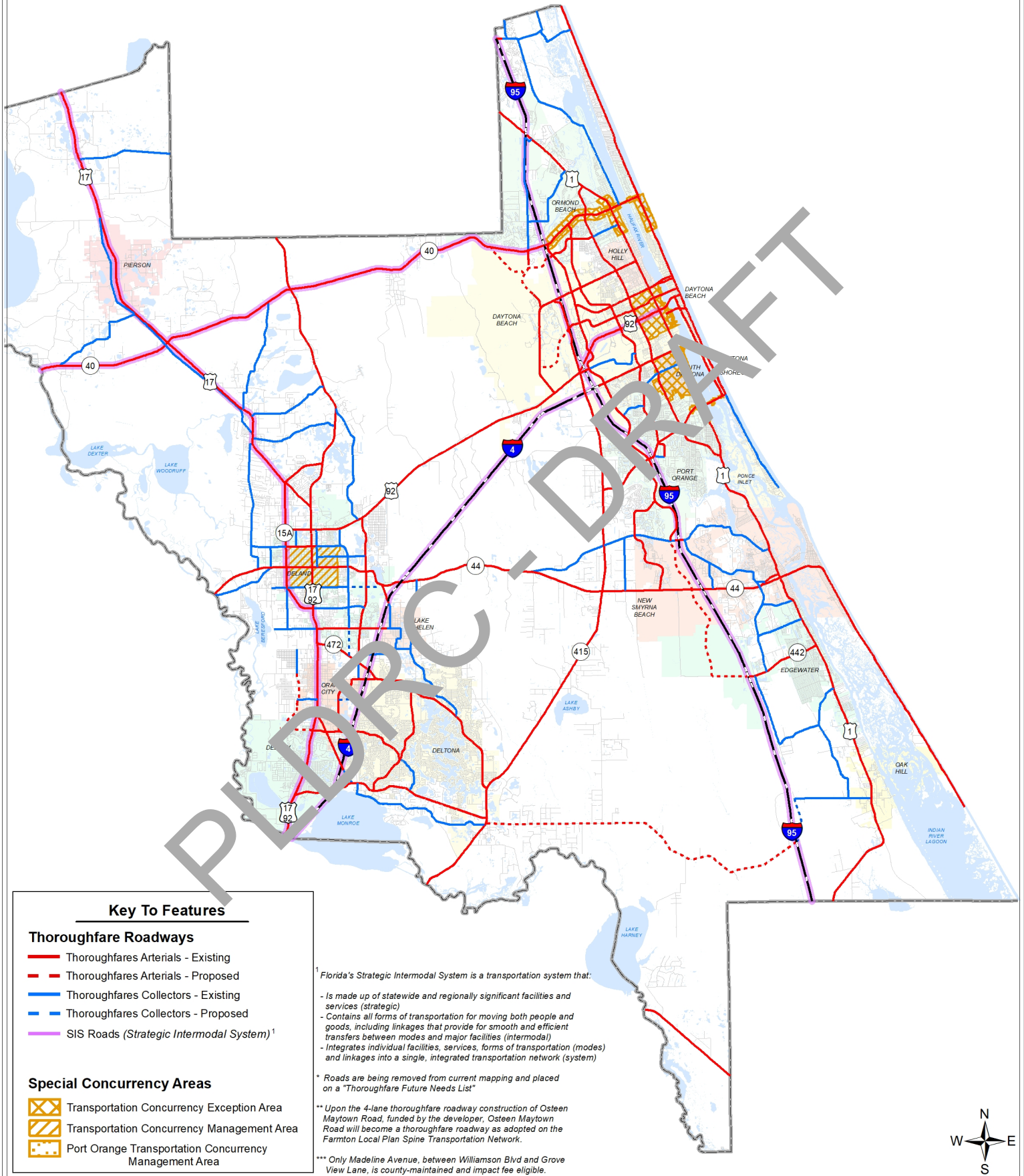
17  
18  
19 \_\_\_\_\_  
20 George Recktenwald  
21 County Manager  
22

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



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

EXHIBIT A

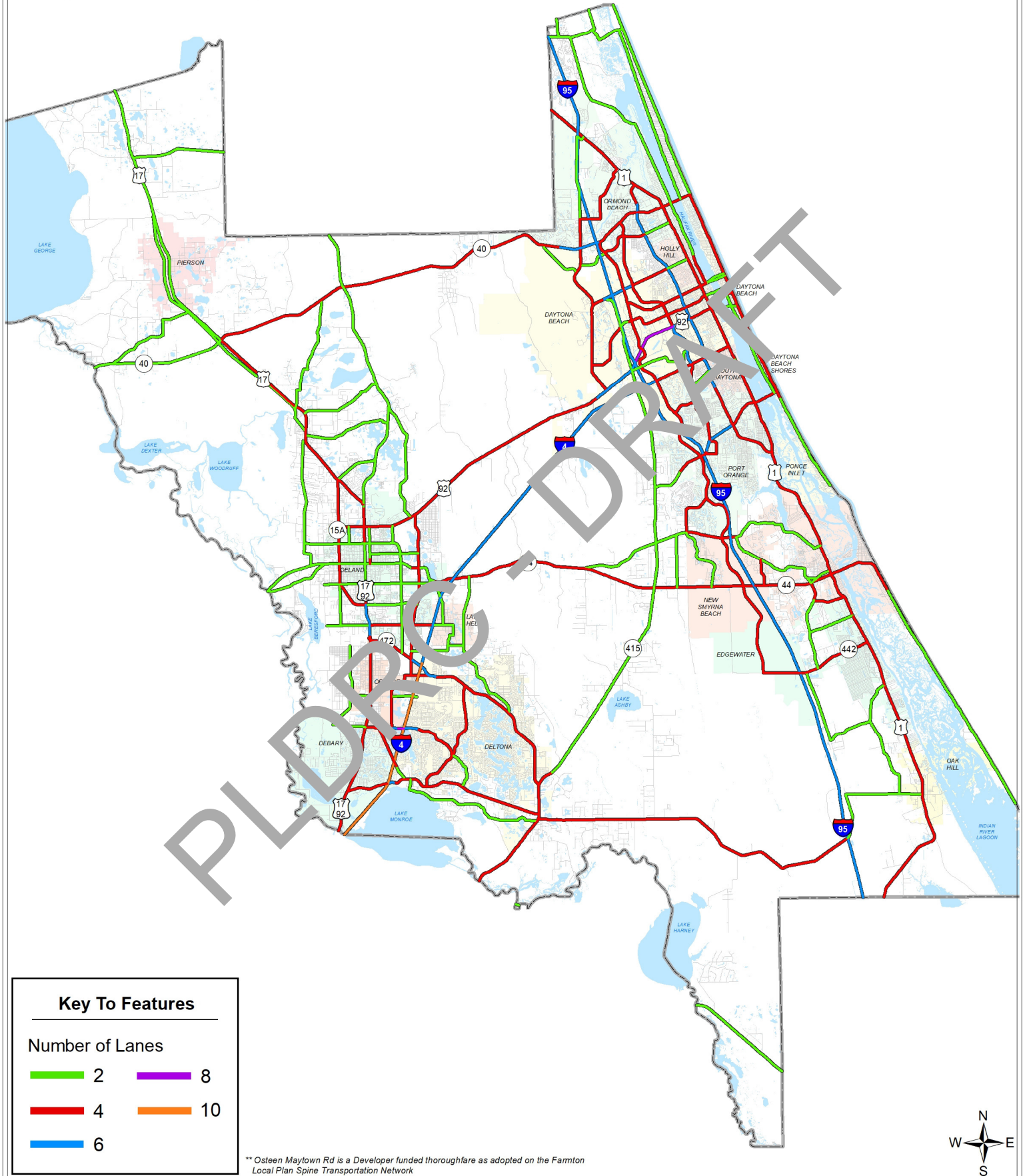


# Figure 2-2 (Final with Adoption) Roadway Number of Lanes 2035 Map

## Volusia County, Florida

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

### EXHIBIT B

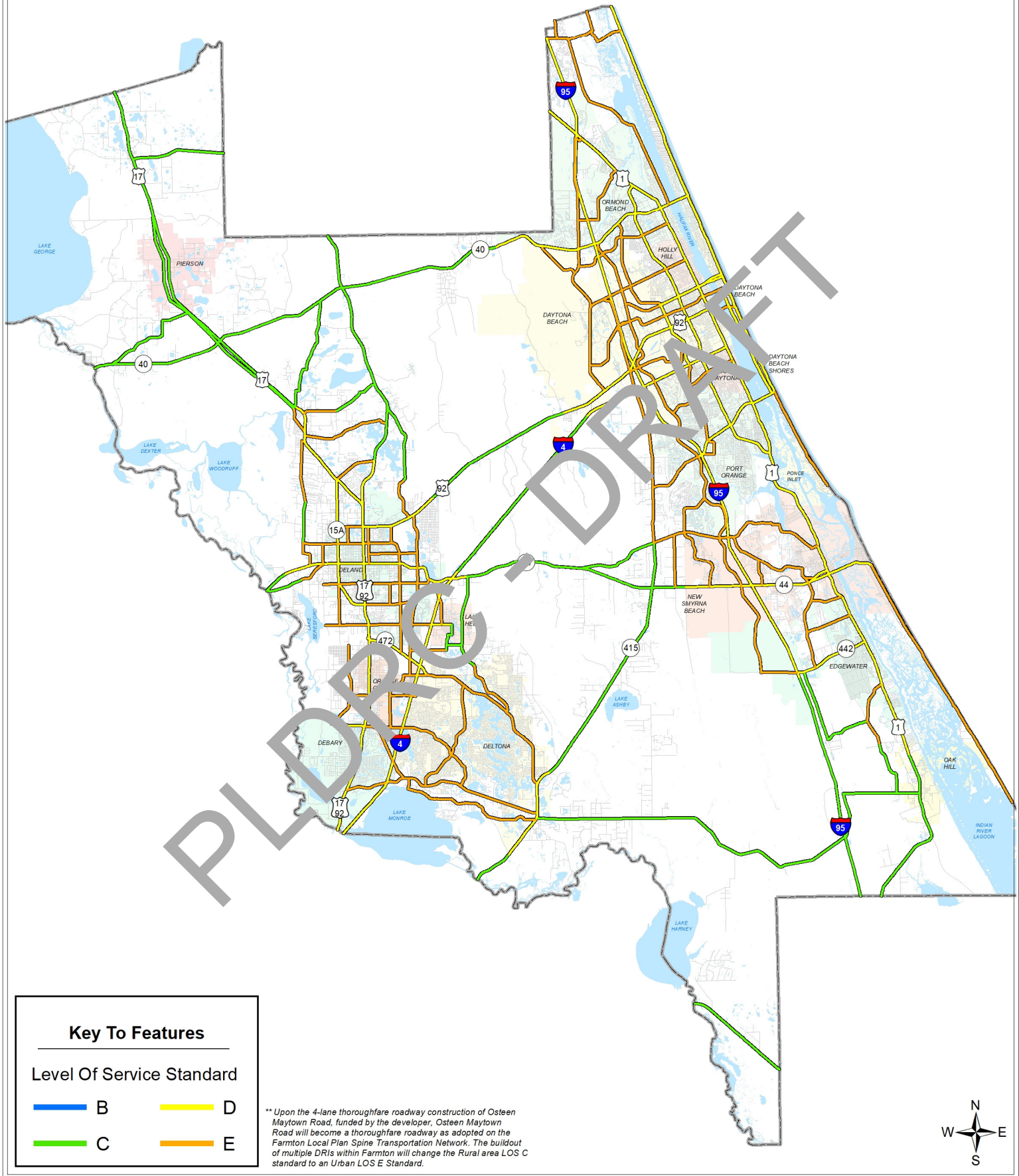




**Figure 2-3 (Final with Adoption)**  
**Roadway Level of Service Standard 2035 Map**  
**Volusia County, Florida**

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

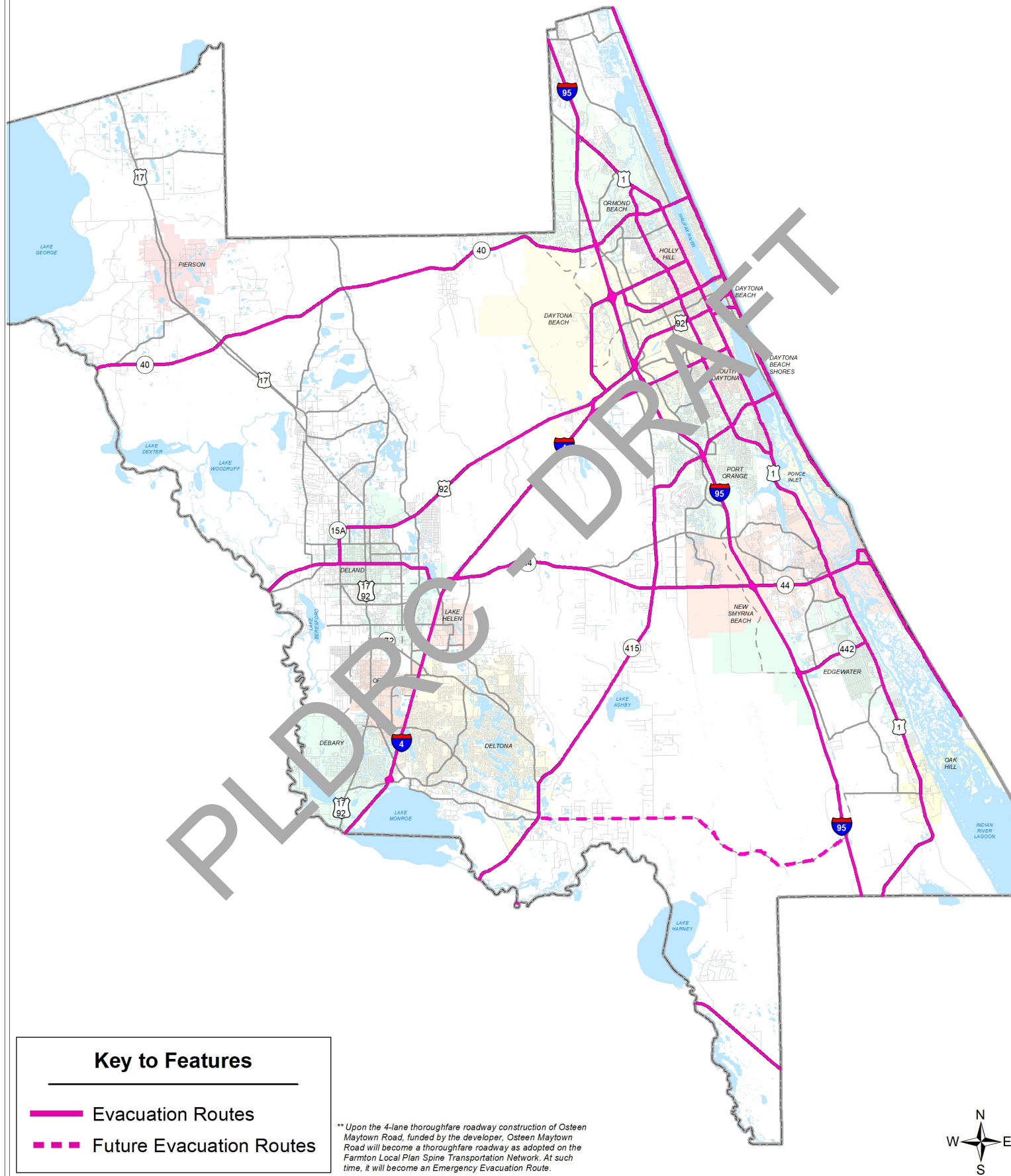
**EXHIBIT C**



# Figure 2-4 (Final with Adoption) Designated Evacuation Routes 2035 Volusia County, Florida

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

## EXHIBIT D





## EXHIBIT E

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

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

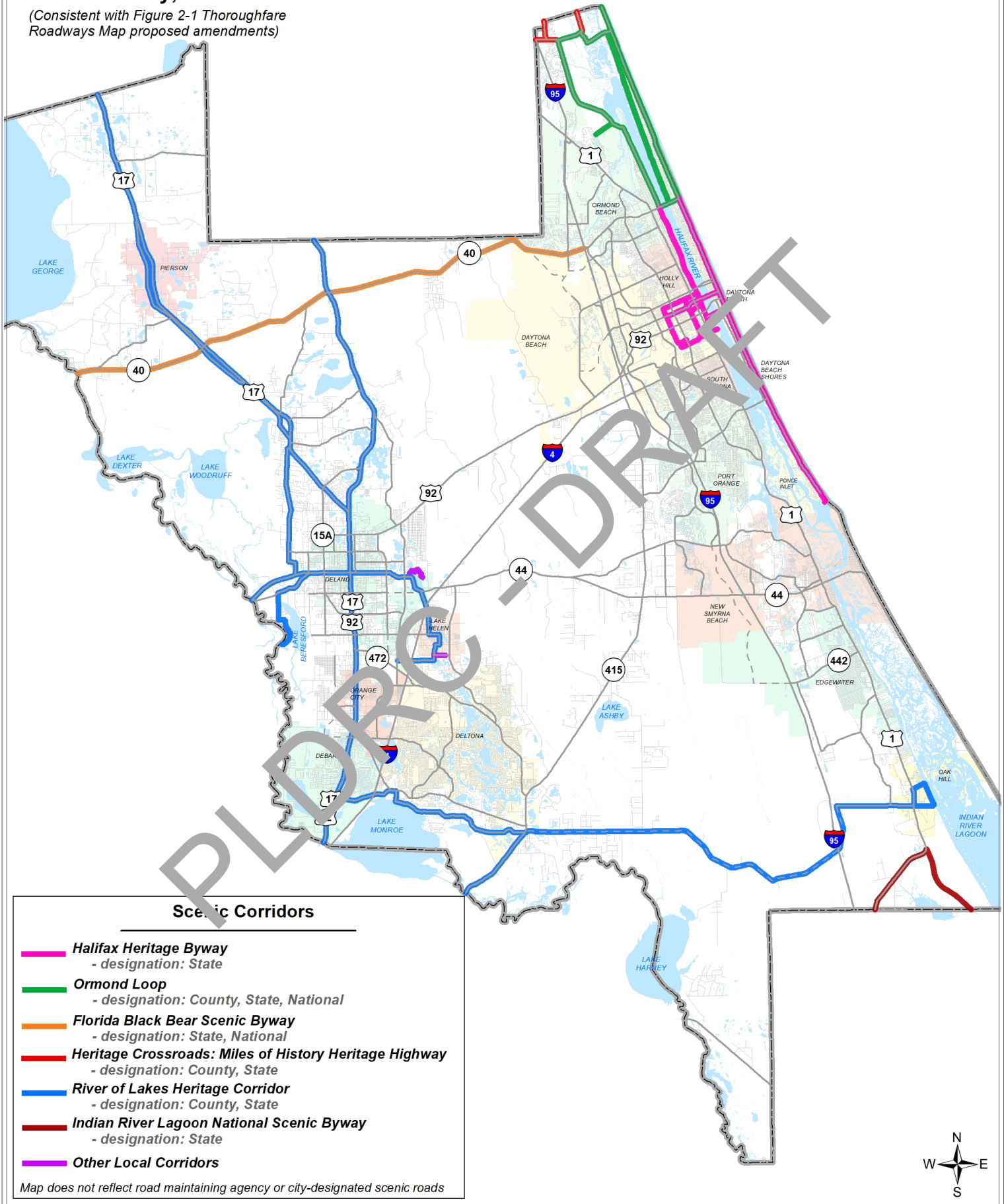
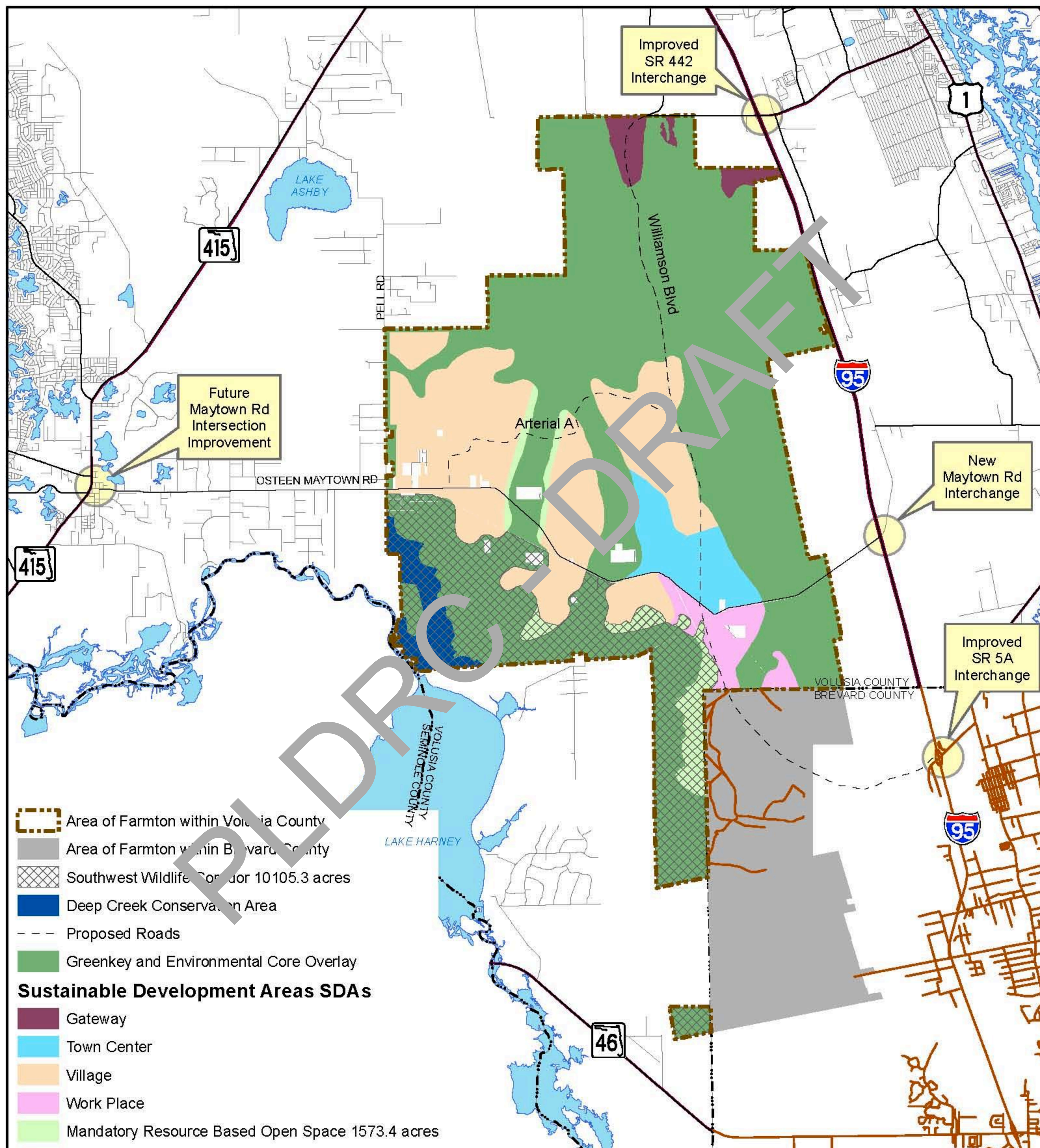




Figure 2-6  
(Final With Adoption)

# Farmton Local Plan Spine Transportation Network

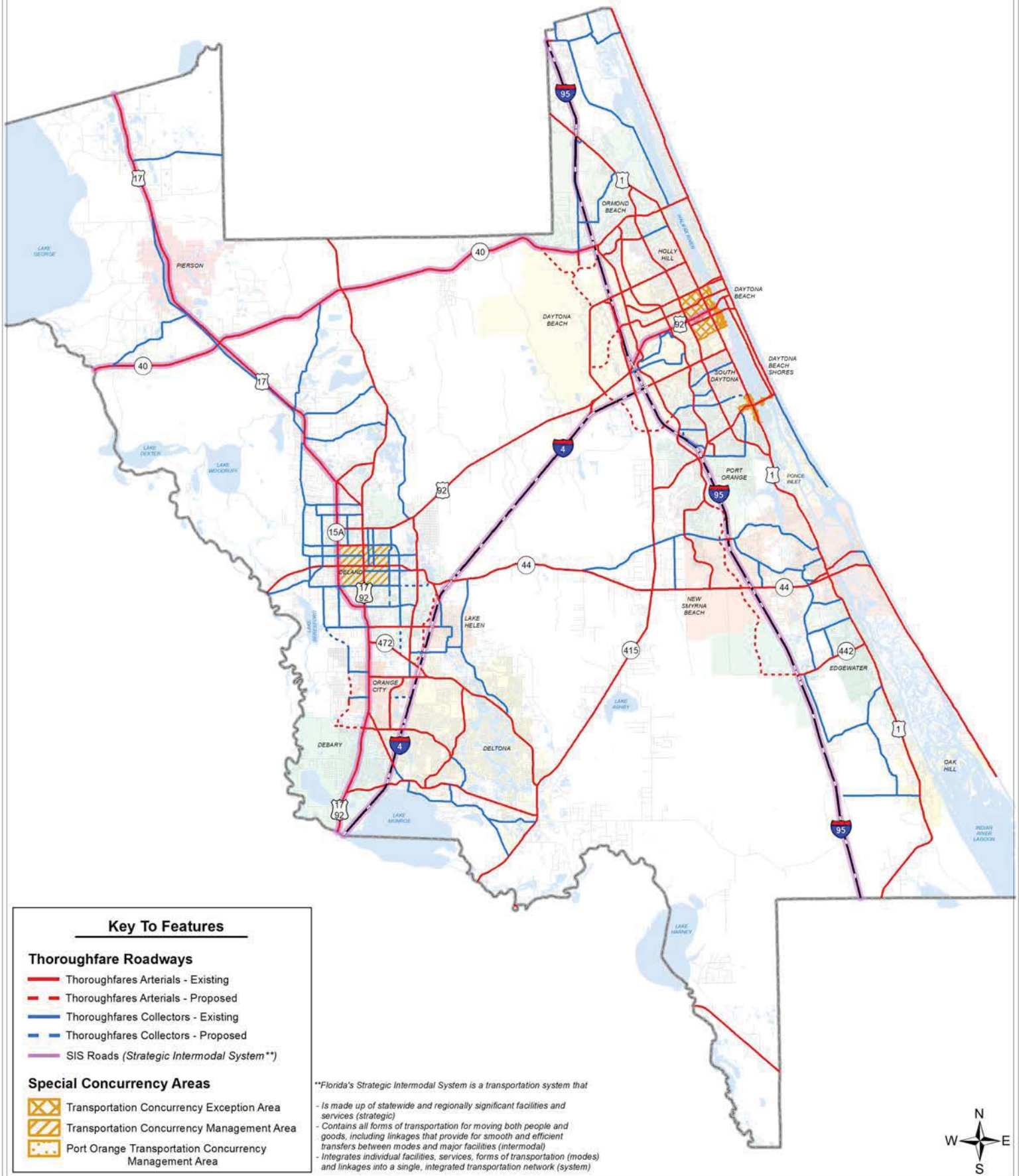


1" = 2.5 Mile

7/05/19



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

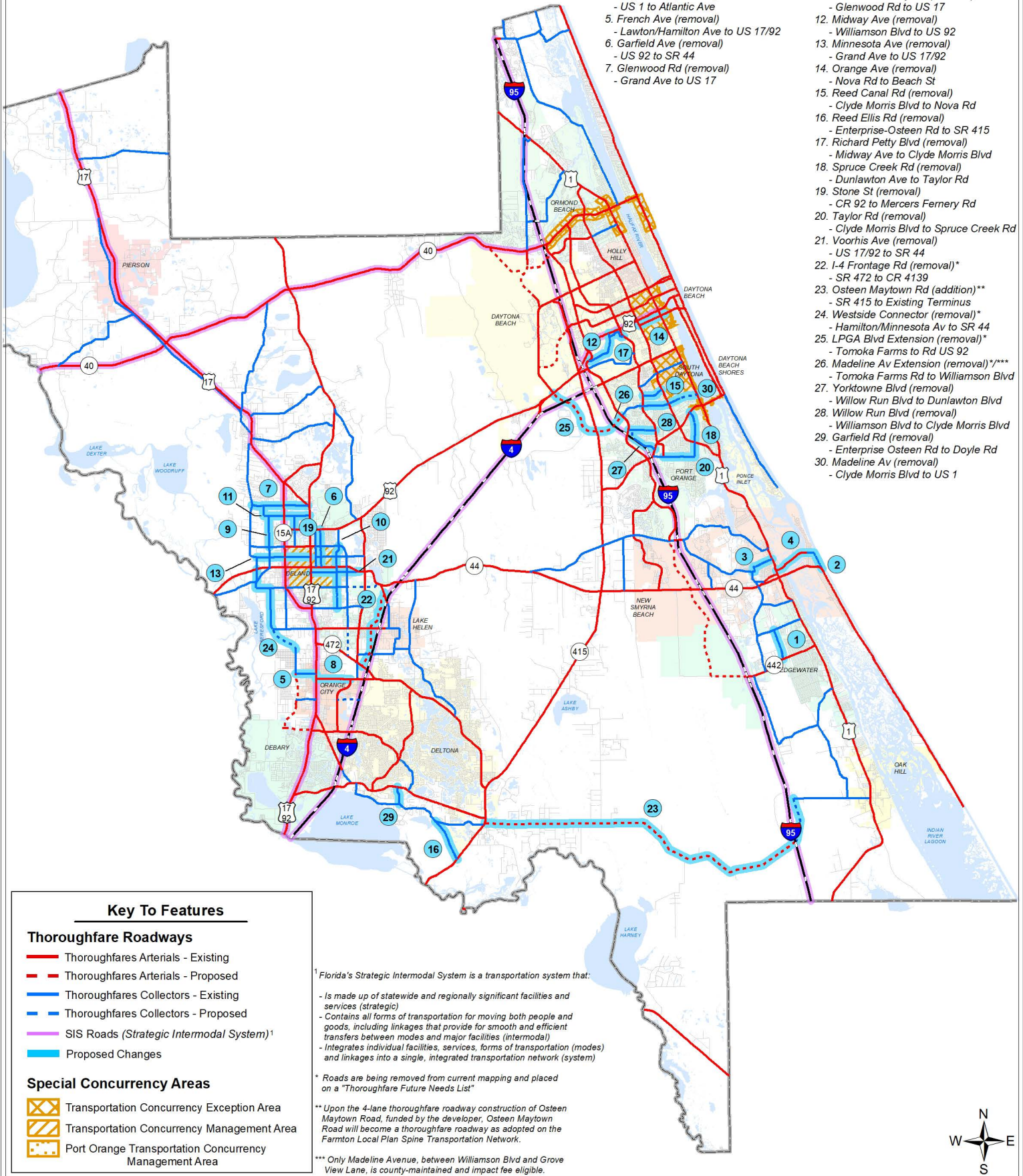




**Figure 2-1 (Proposed Changes)**  
**Thoroughfare Roadways Map**  
**Volusia County, Florida**

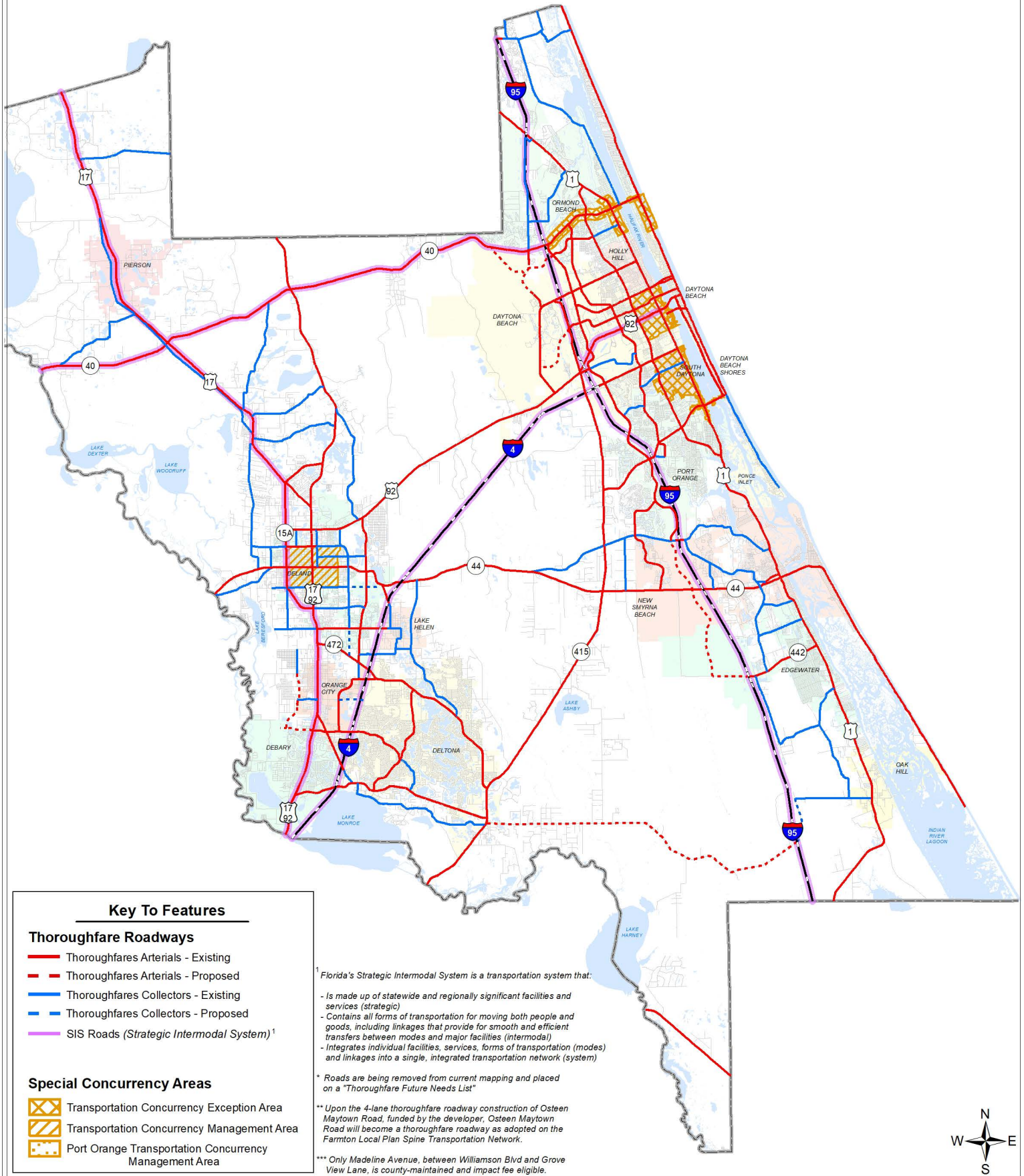
**Cycle Year 2019 Proposed Changes**

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)\*\*  
- SR 415 to Existing Terminus
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)\*/\*\*  
- Tomoka Farms Rd to Williamson Blvd
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



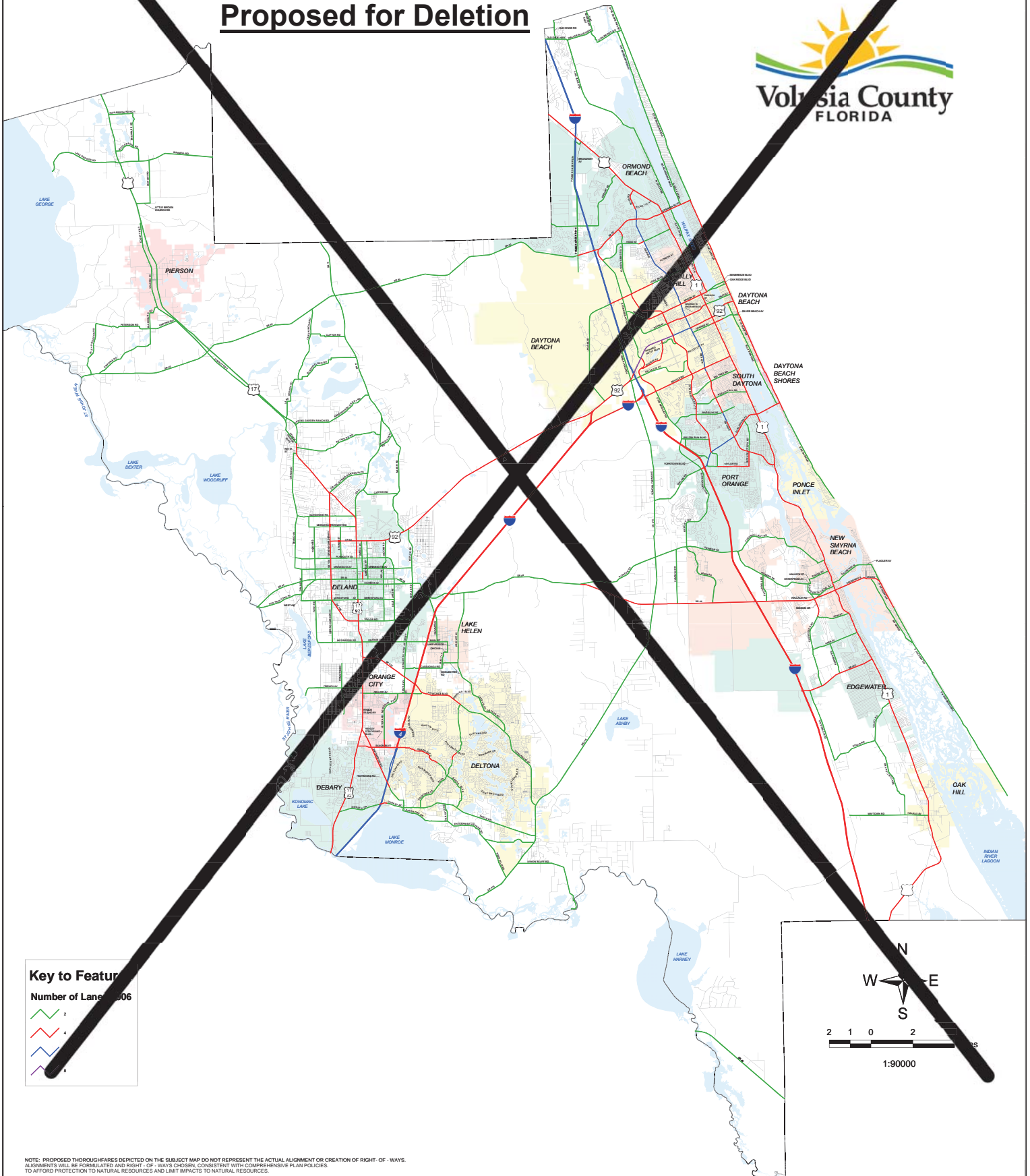


**Figure 2-1 (Final with Adoption)**  
**Thoroughfare Roadways Map**  
**Volusia County, Florida**



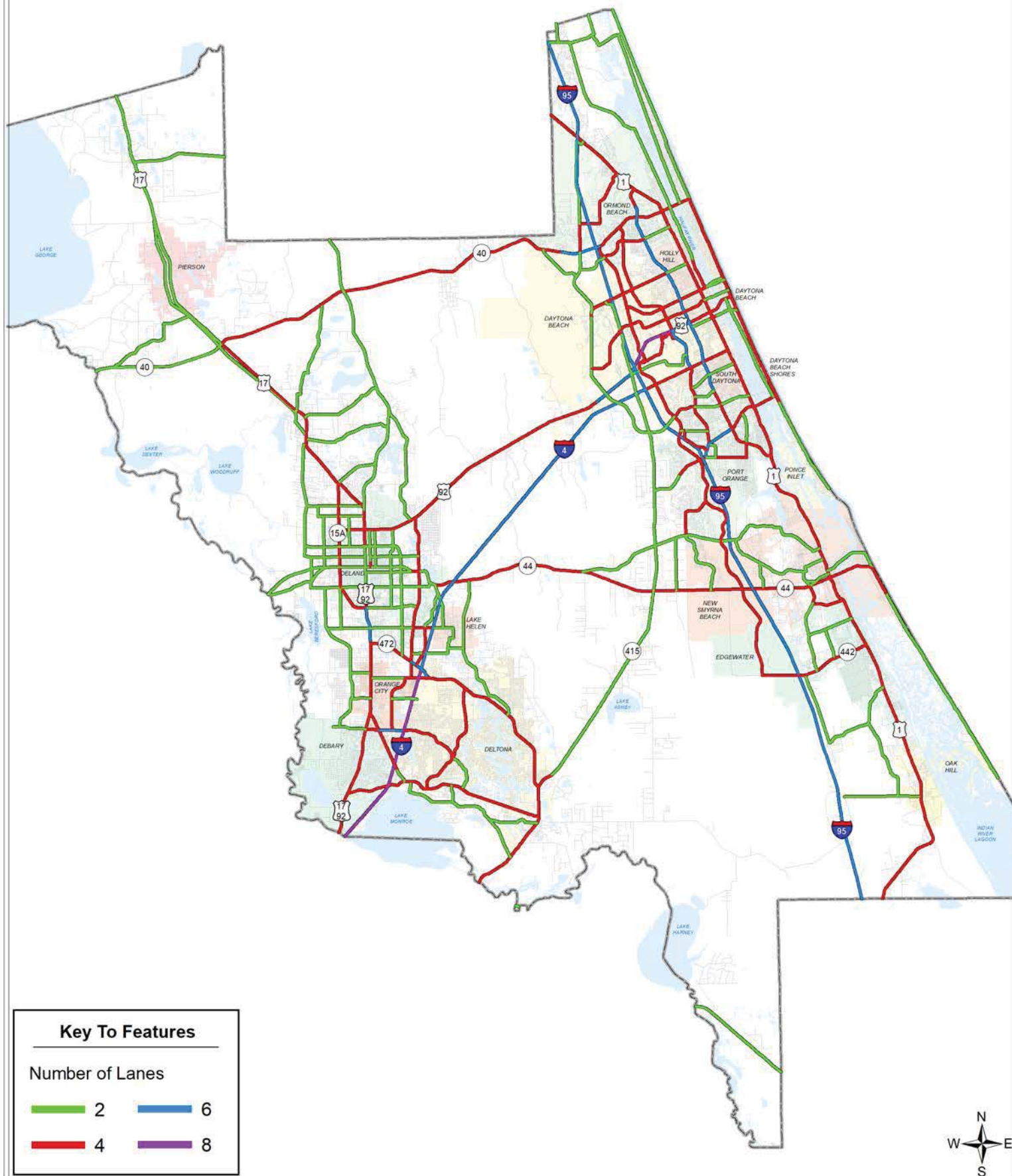
# Figure 2 - 2 (Currently Adopted) Roadway Number of Lanes 2006 Map Volusia County, Florida

Proposed for Deletion





**Figure 2-3 (Currently Adopted)**  
**Roadway Number of Lanes 2025 Map**  
**Volusia County, Florida**

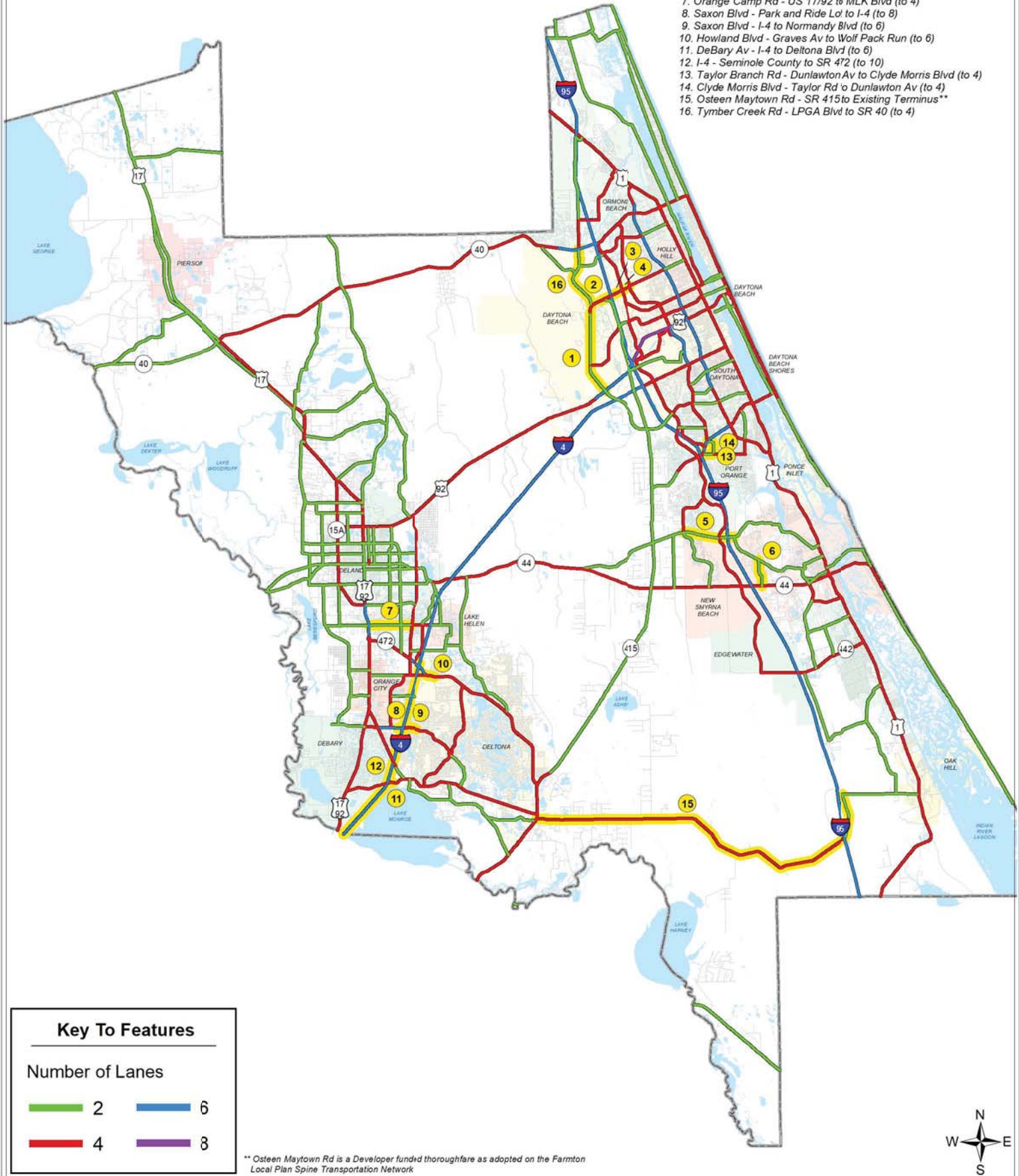


## Figure 2-3 2-2 (Proposed Changes) Roadway Number of Lanes 2025 2035 Map Volusia County, Florida

(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

#### 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

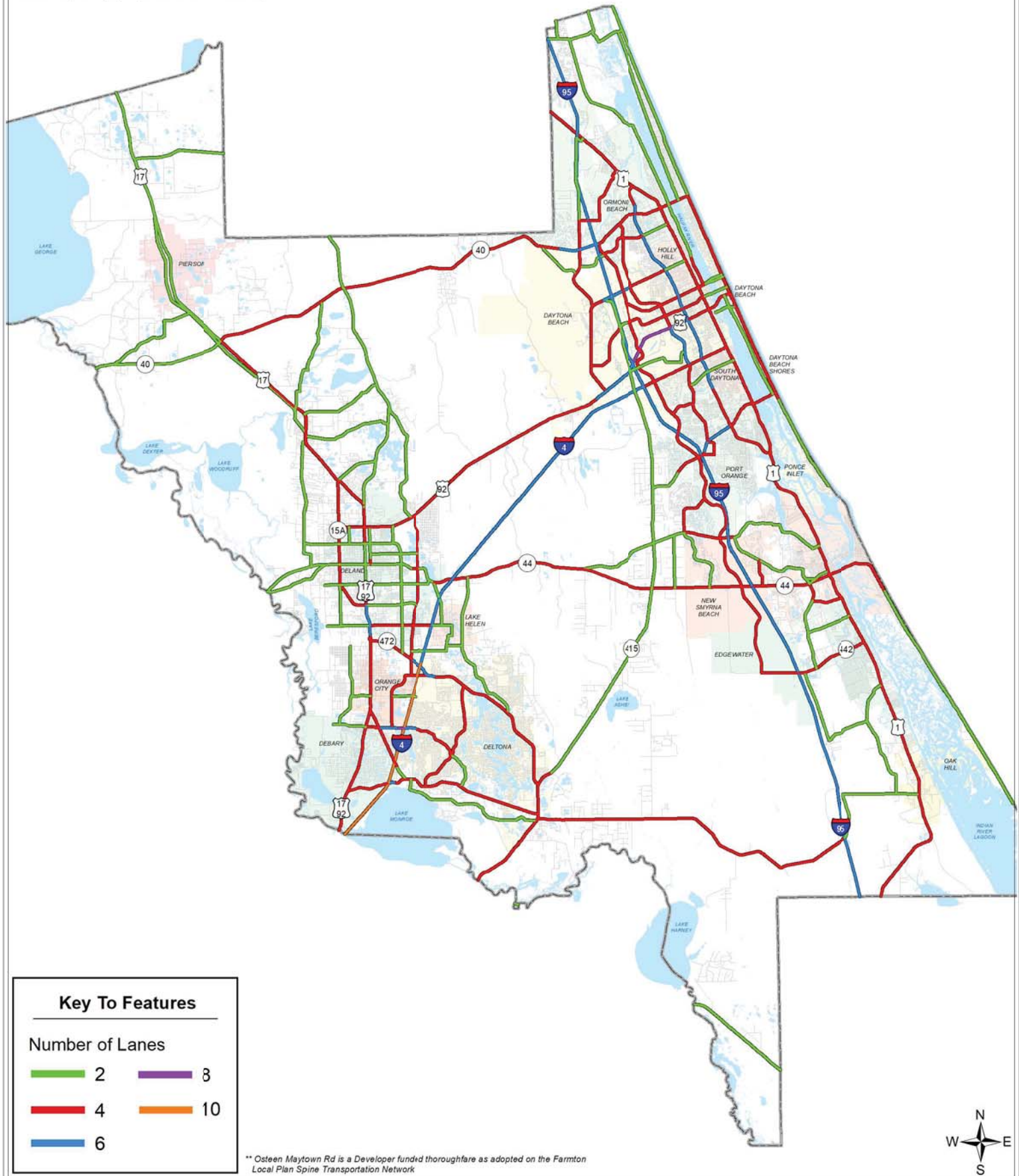
\*\* Osteen Maytown Rd is a Developer funded thoroughfare as adopted on the Farmton Local Plan Spine Transportation Network



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

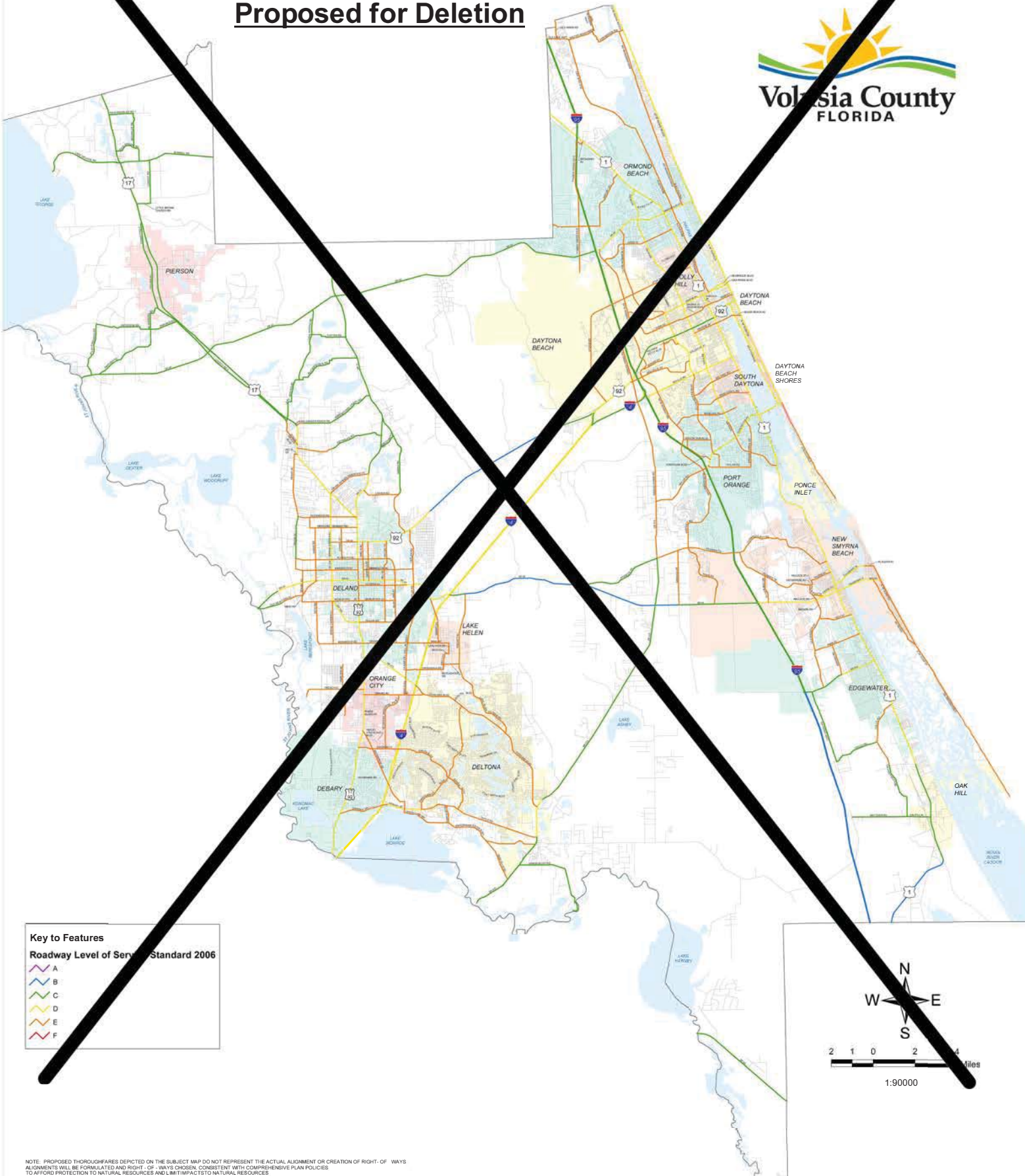
### Volusia County, Florida

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



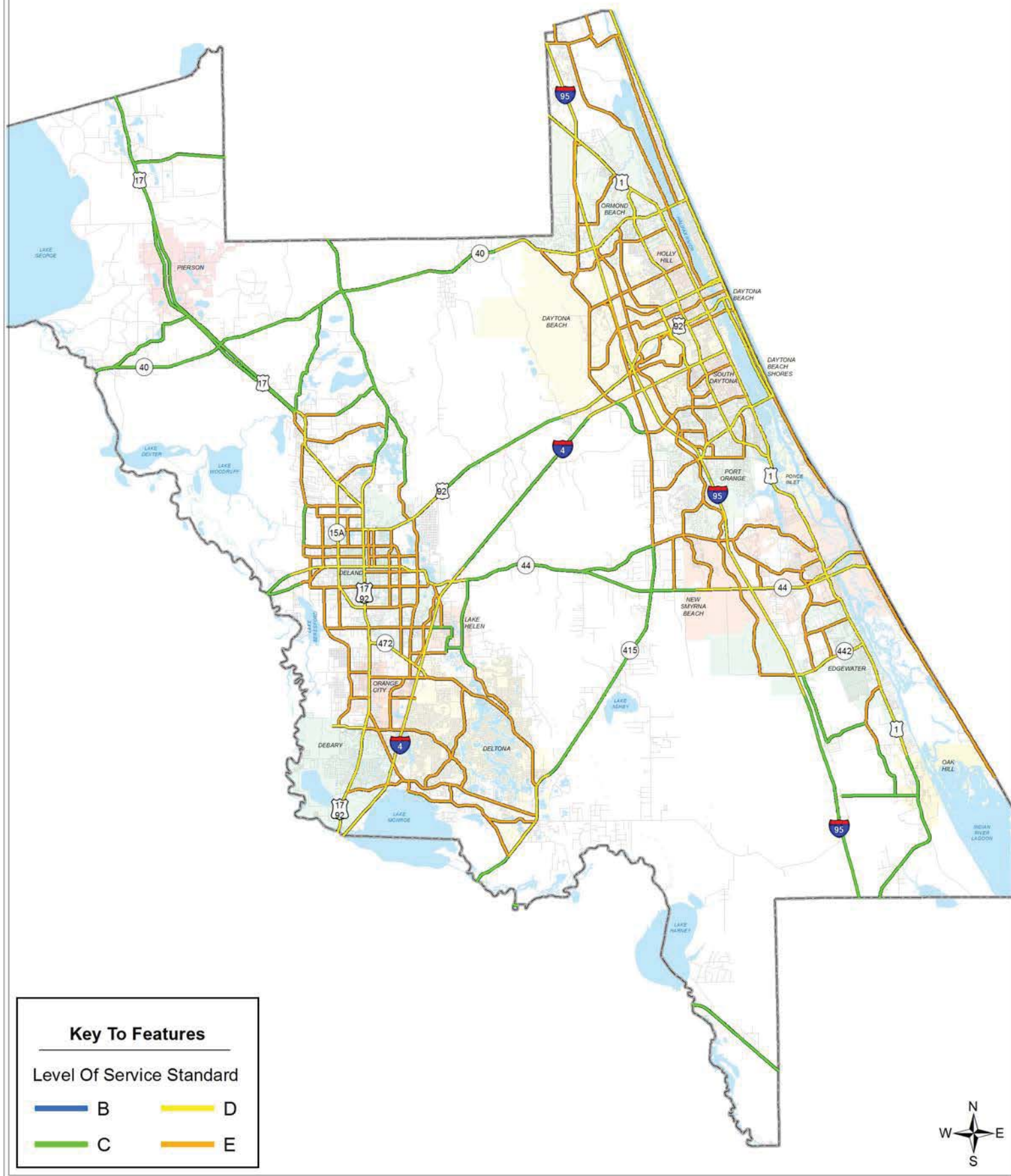
# Figure 2 - 4 (Currently Adopted Roadway Level of Service Standard 2006 Map Volusia County, Florida

Proposed for Deletion





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

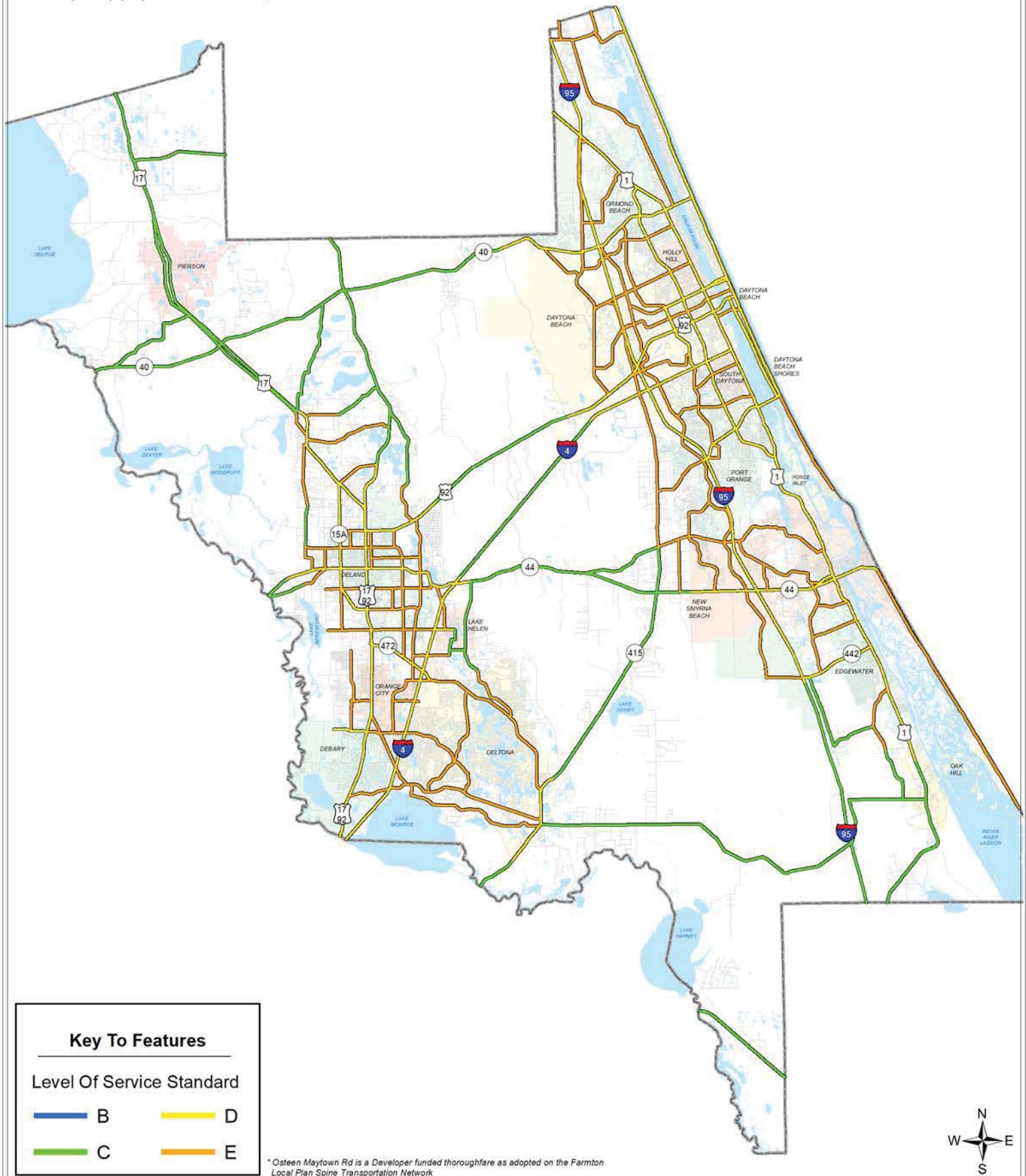






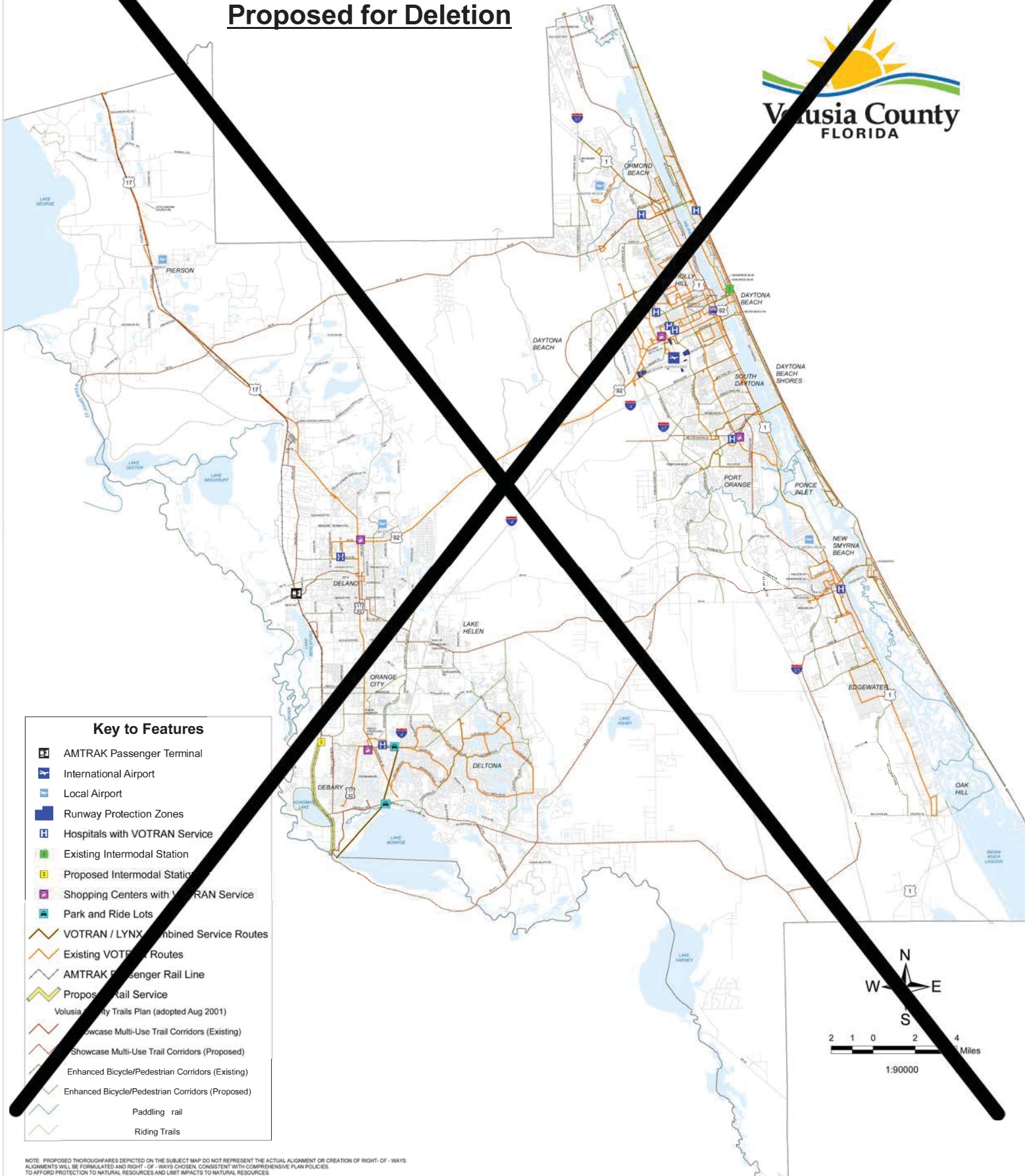
# Figure 2-3 (Final with Adoption) Roadway Level of Service Standard 2035 Map Volusia County, Florida

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



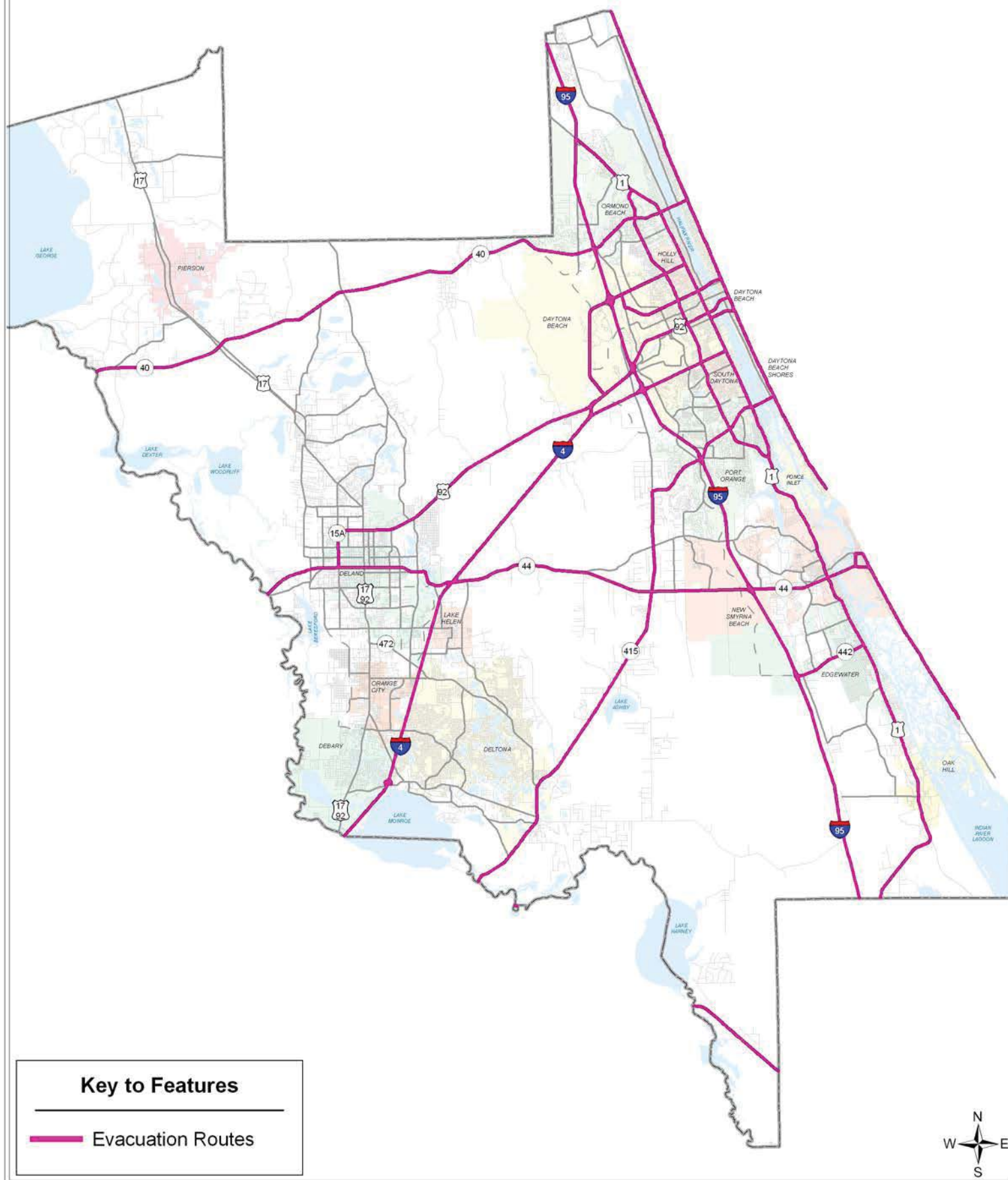
# Figure 2 - 6 (Currently Adopted Public Transportation System 2025 Map Volusia County, Florida

Proposed for Deletion





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



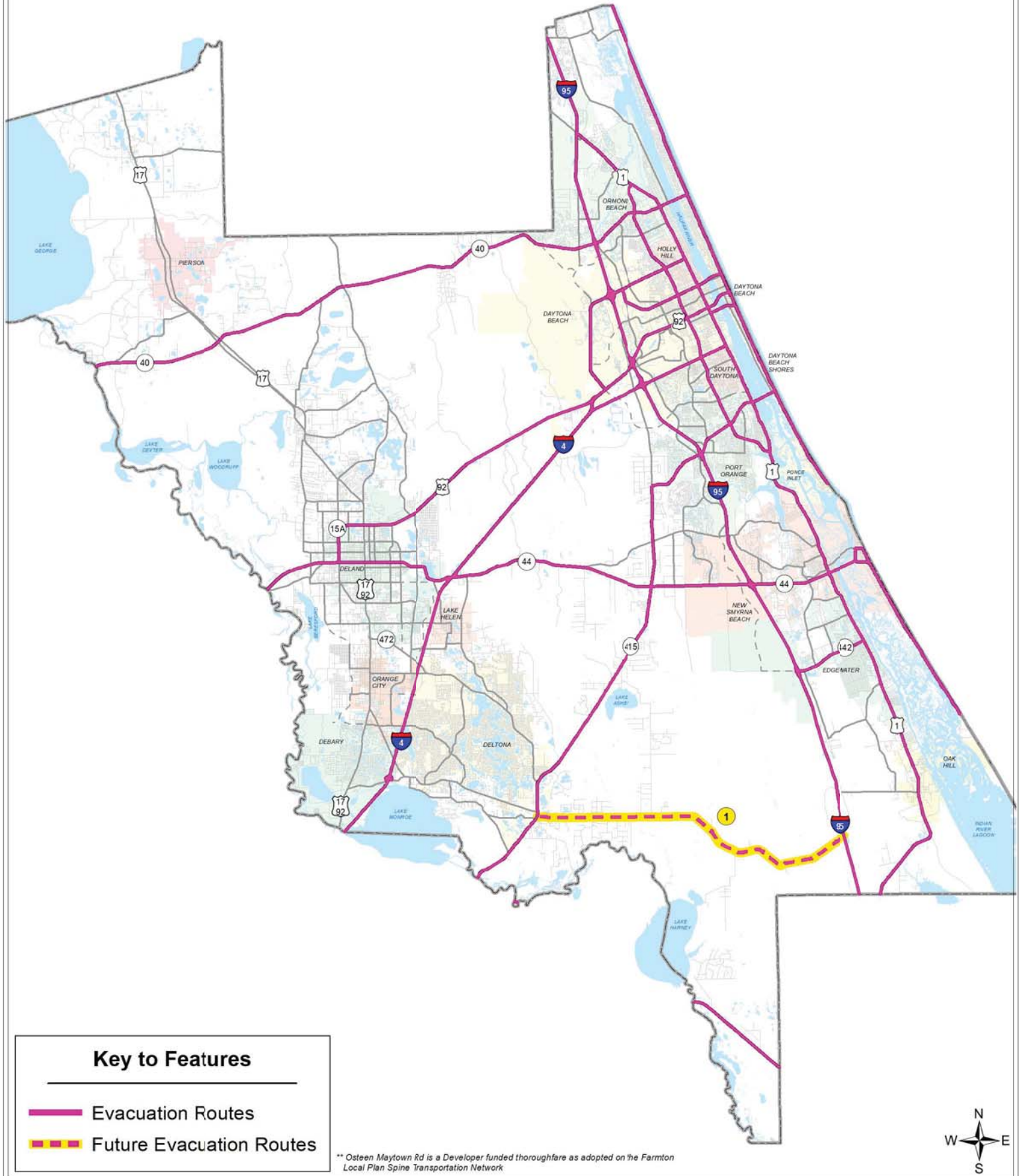
# Figure 2-7 2-4 (Proposed Changes) Designated Evacuation Routes-2025 2035 Map

## Volusia County, Florida

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

### Cycle 2019 Propcsed Changes

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

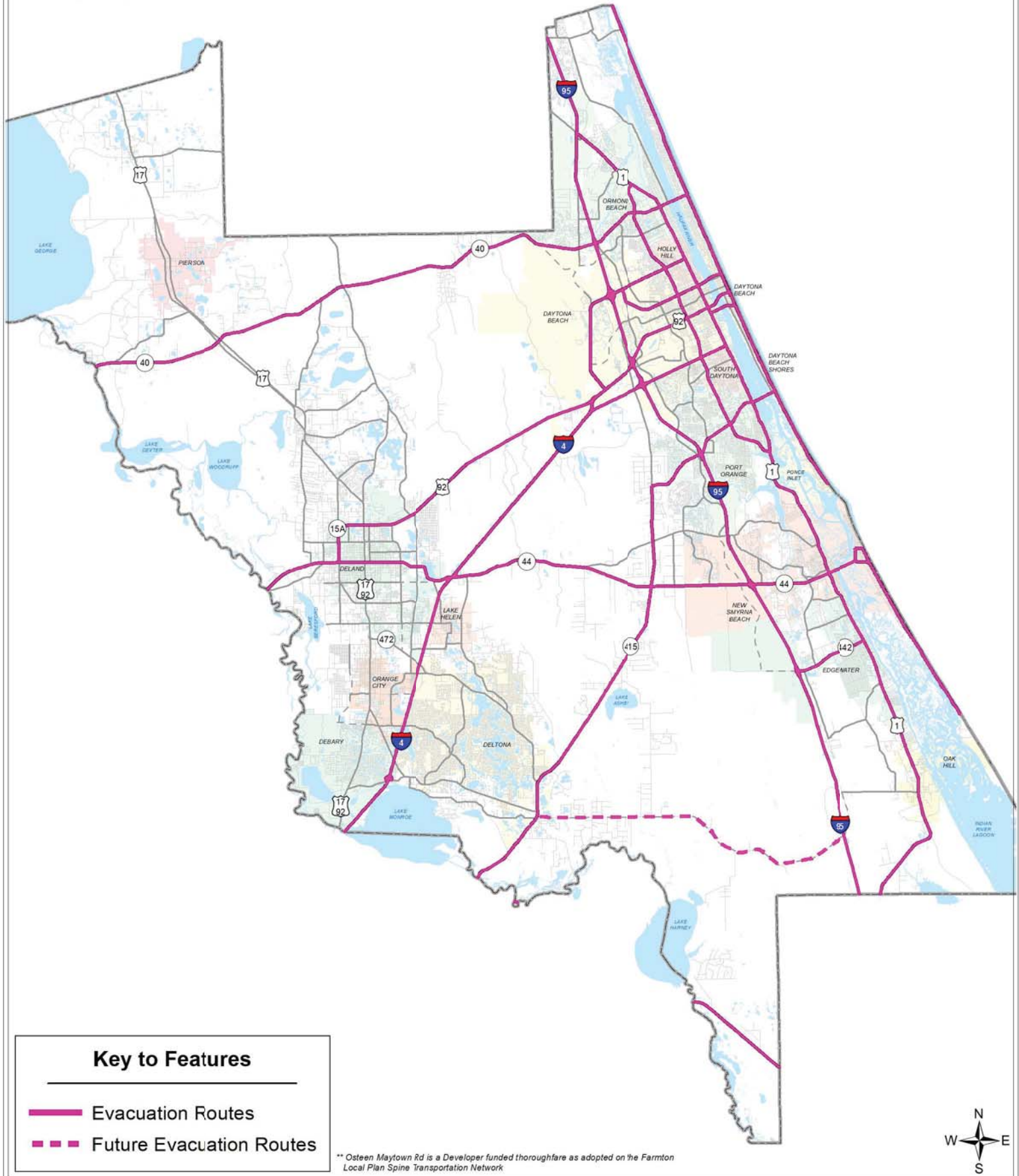




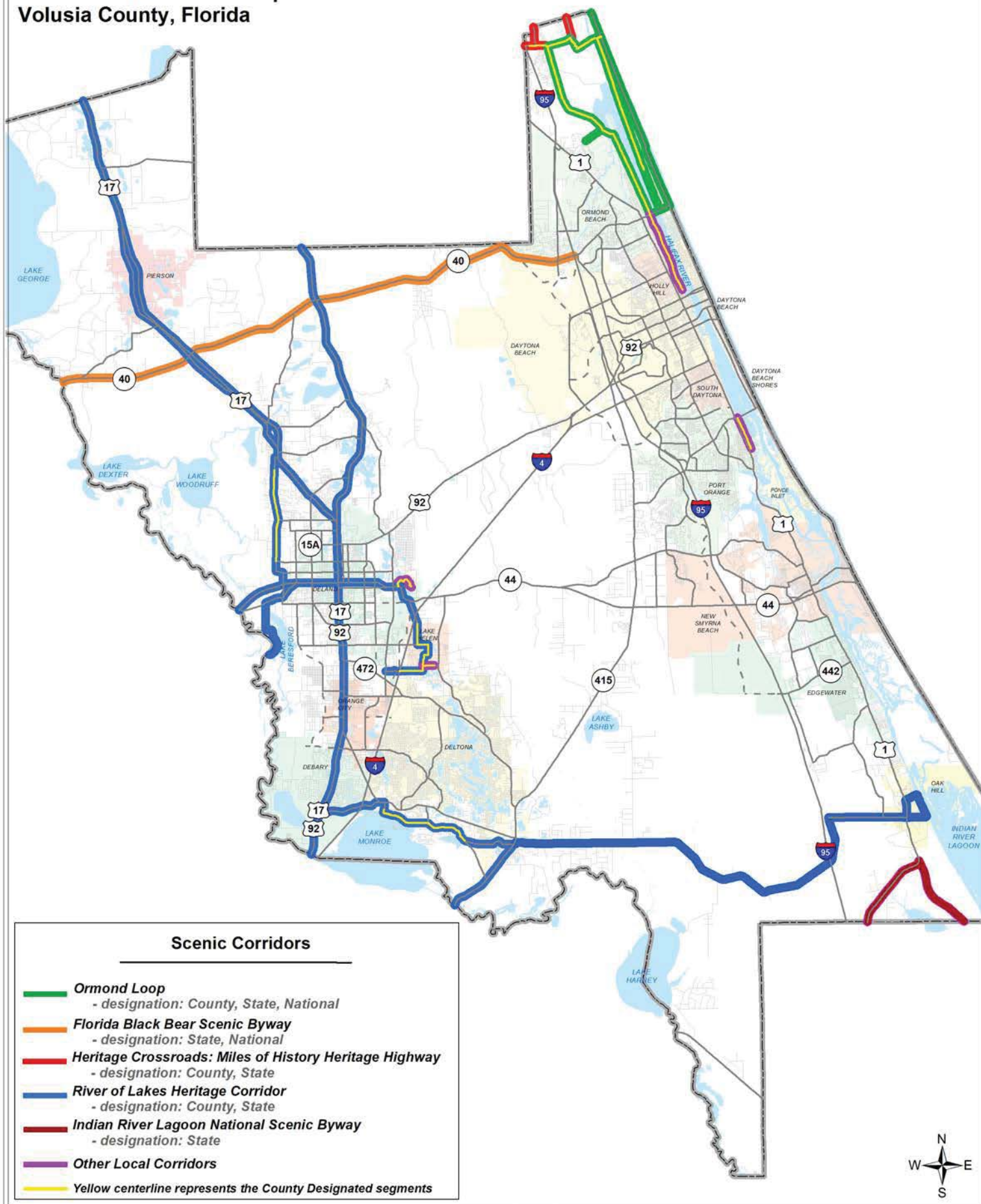
## Figure 2-4 (Final with Adoption) Designated Evacuation Routes 2035

### Volusia County, Florida

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



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



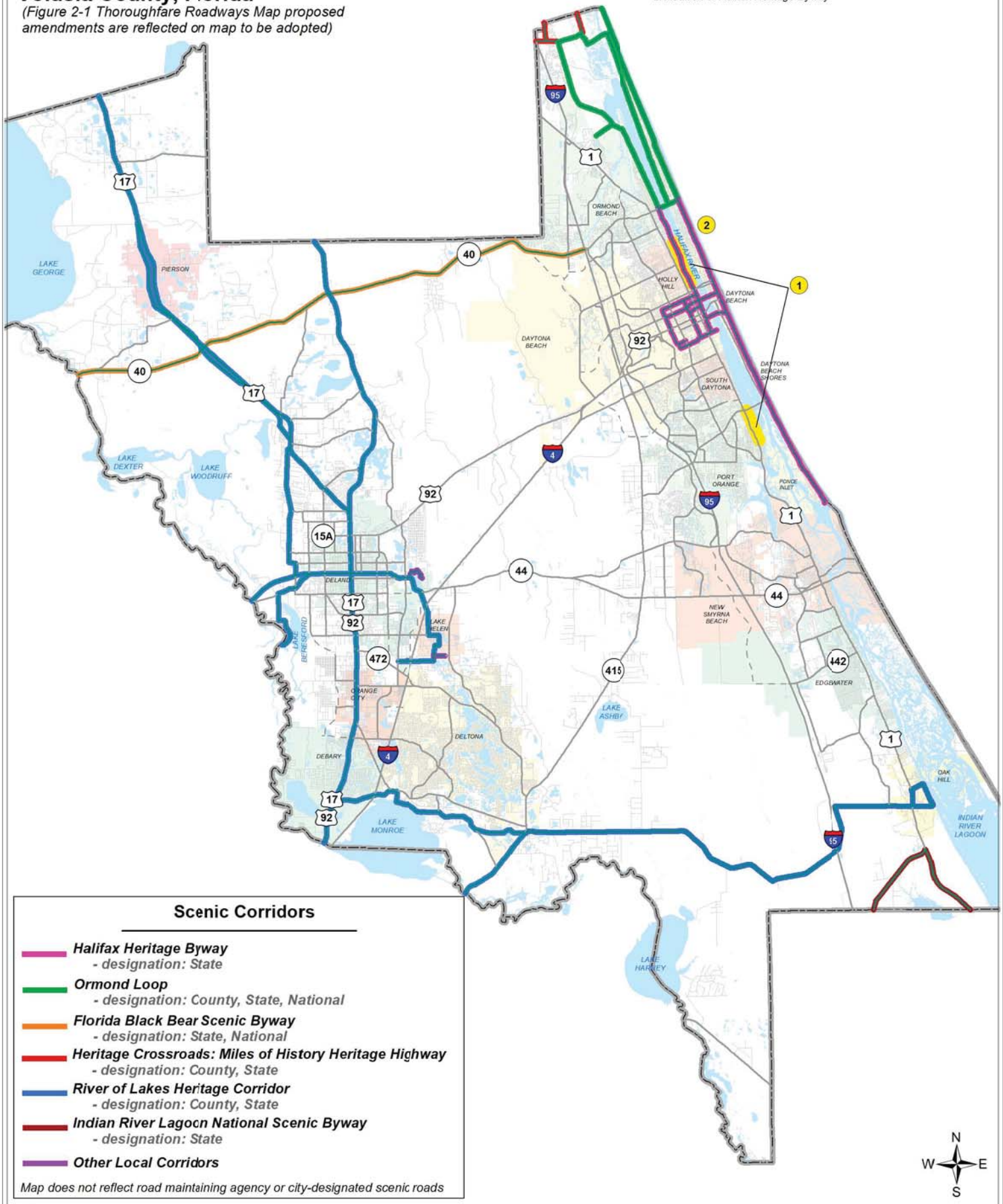


# Figure 2-8 2-5 (Proposed Changes) Scenic Corridors 2025-2035 Map Volusia County, Florida

(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



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

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

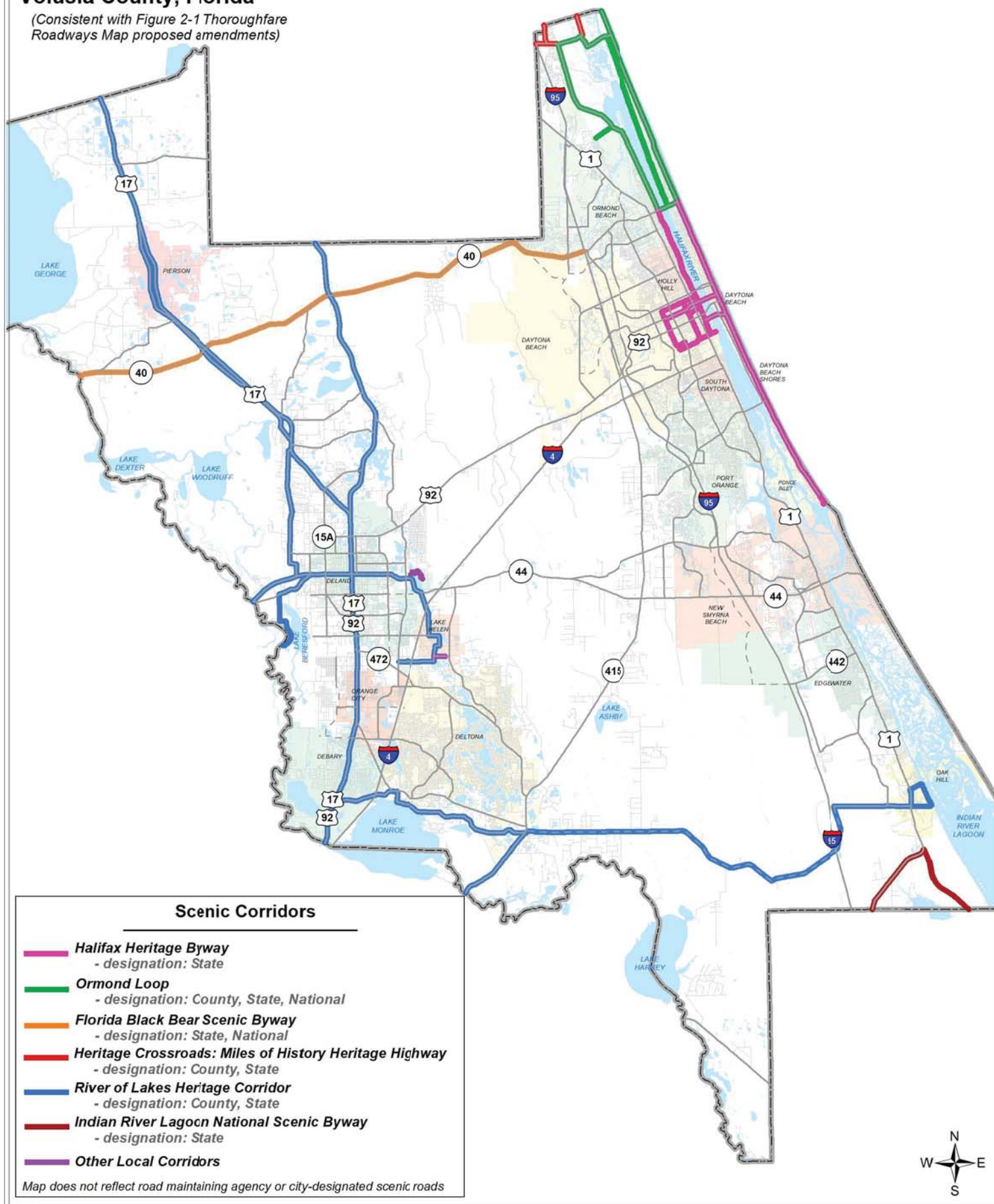
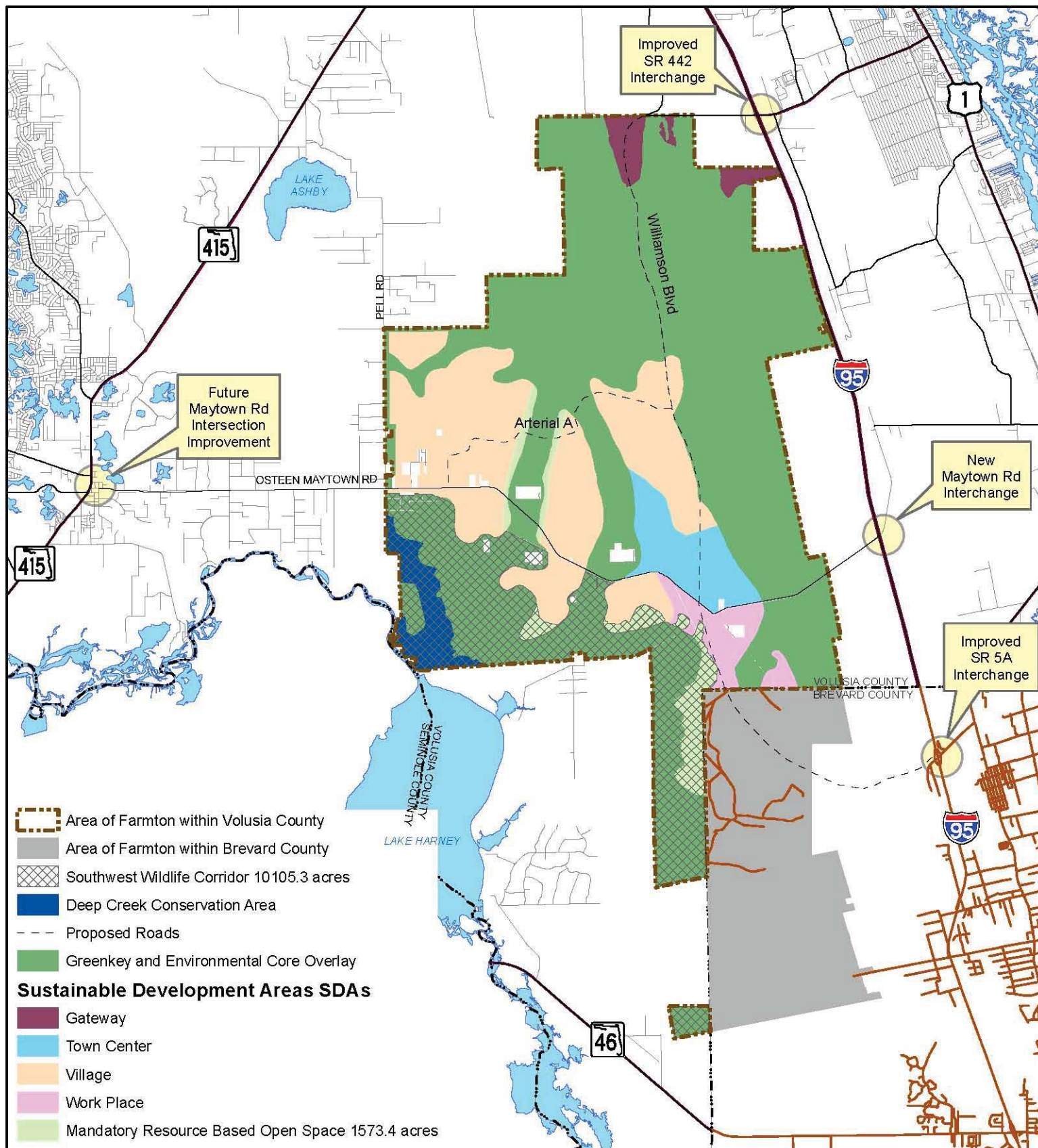






Figure 2-10  
(Currently Adopted)

# Farmton Local Plan Spine Transportation Network



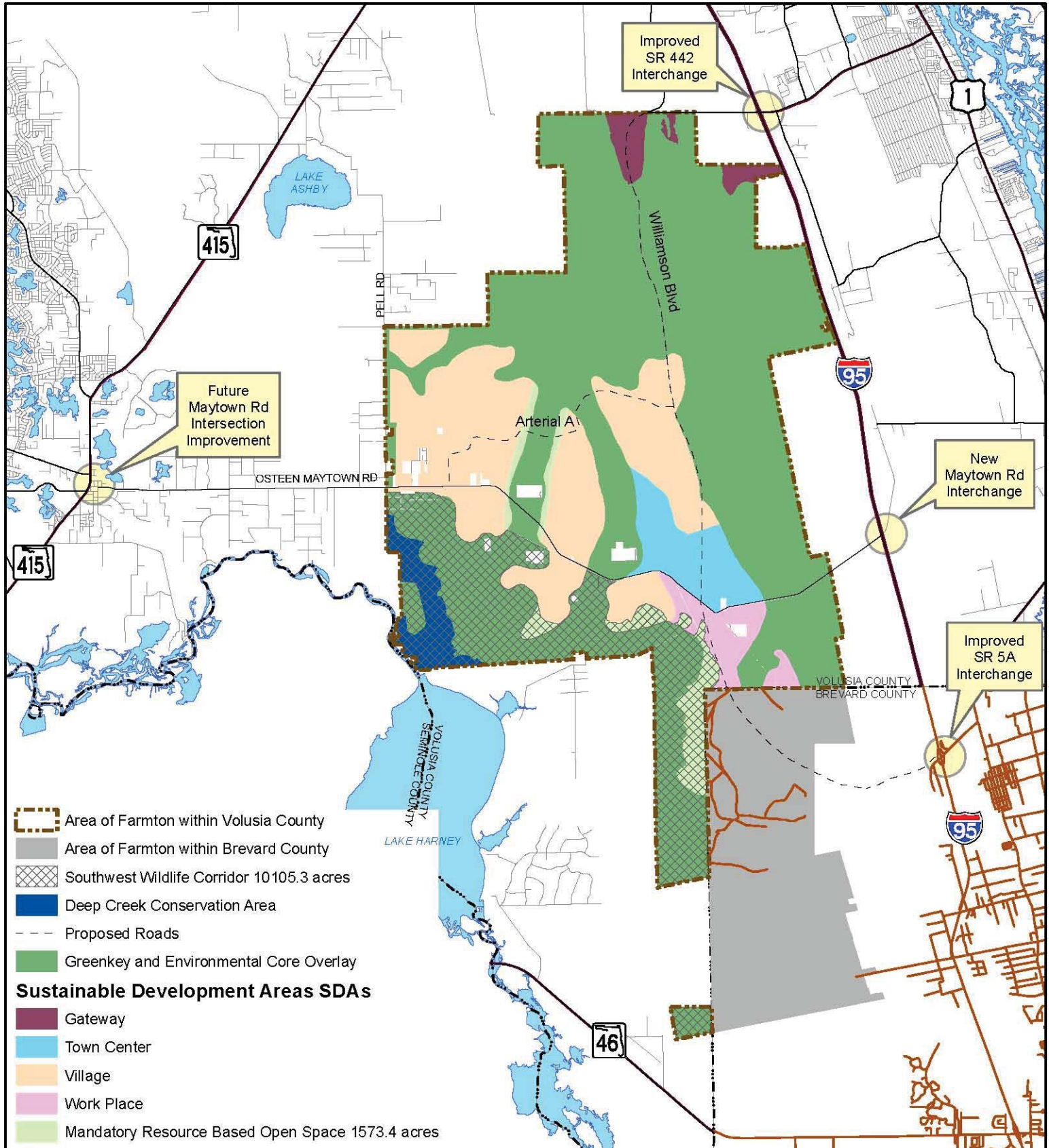
1" = 2.5 Mile  
10/15/15



~~Figure 2-10~~  
(Proposed Changes)

## Farmton Local Plan Spine Transportation Network

Figure 2-6



1" = 2.5 Mile

~~10/15/13~~

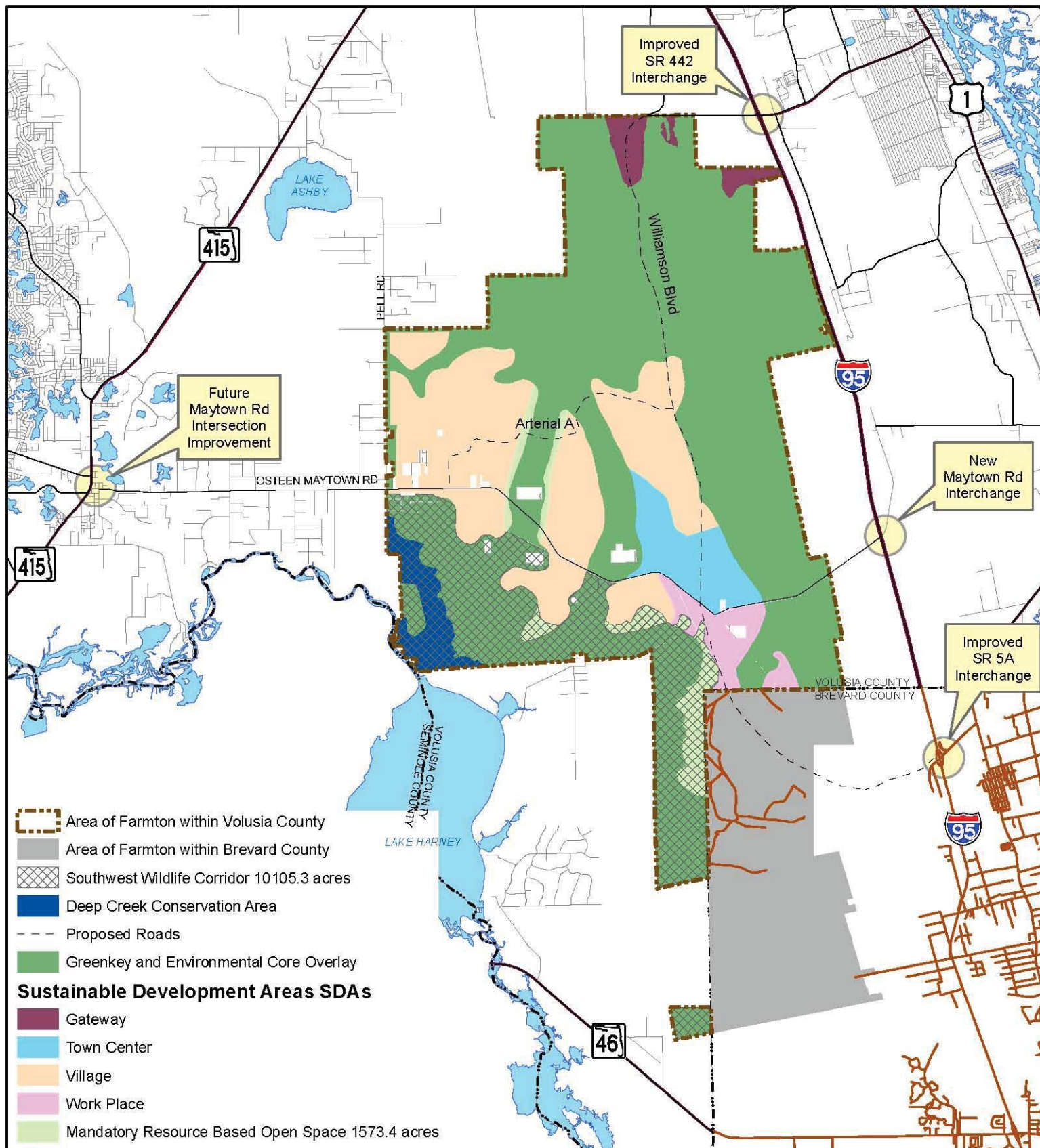
7/05/19



# Farmton 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.

<b>Maps Proposed for Removal</b>	<b>Explanation</b>
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:

<b>Thoroughfare Future Needs List*</b>	<b>Existing Thoroughfare Roadway</b>
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**

<b>Thoroughfare Roadway</b>	<b>Roadway Limits</b>	<b>Location</b>	<b>Notes/ Reason *</b>
<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**

<u>Thoroughfare Roadway</u>	<u>Roadway Limits</u>	<u>Location</u>	<u>Non-Regional-Single jurisdiction</u>	<u>Short segment (&lt;=3 Miles)</u>	<u>Speed Limit (= &lt; 30 MPH)</u>
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

2019 County Thoroughfare "Local Road" Removal Analysis

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						NOT ANALYZED: 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	2017 AADT*	2017 Daily LOS Capacity		
County Thoroughfare AIR PARK ROAD	PARK AVE TO SR 442	1.42	2	40	Minor Collector - Urban			x		2,470	24,975	County	Remove, meets 2 of 3 character criteria.	
	Park Ave. to Rags Rd		2	40	Minor Collector - Urban					2,630	24,975	County	Remove, low traffic volume	
	Rags Rd. to SR 442													
County Thoroughfare AIRPORT ROAD (OB)	TYMBER CREEK RD TO US 1	3.75	2	35	Major Collector - Urban			x		6,660	24,975	County	Retain, meets 1 of 3 character criteria.	
	Lybster Creek Rd. to Pineland Tr.		2	35	Major Collector - Urban					5,400	24,975	County		
	Pineland Tr. to Sunshine Blvd.		2	45	Major Collector - Urban					6,260	24,975	County		
	Sunshine Blvd. to US 1		2	35	Major Collector - Urban									
County Thoroughfare AMELIA AVE	US 92 TO SR 44	1.65	2	35	Major Collector - Urban			x	x	7,050	14,040	County	Retain until after Safety Project on designed FDOT detour route for special events impacting US 17-92.	
	US 92 to Plymouth Ave.		2	30	Major Collector - Urban					11,500	14,040	County		
	Plymouth Ave. to Minnesota Ave.		2	30	Major Collector - Urban					11,140	13,640	County		
	Minnesota Ave. to Ohio Ave.		4	30	Major Collector - Urban					11,250	22,820	County		
	Ohio Ave. to SR 44													
County Thoroughfare AREDONDO GRANT RD/SPRING GARDEN RD	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.	
	Spring Garden Ranch Rd.		2	30	Major Collector - Urban/Rural					1,150	6,300	County		
	Spring Garden Ranch Rd. to James St.		2	35	Major Collector - Rural					780	6,300	County		
County Thoroughfare ATLANTIC AVE (DBS)	SR 41A/DUNLAWTON TO BEACH ST	5.25	4	35	Minor Collector - Urban								Retained-Evacuation Route	
	SR 41A/Dunlawn Ave. to Phillis Ave.		2	35	Minor Collector - Urban			x						
	Phillis Ave. to Marcelle Ave.		2	35	Minor Collector - Urban									
County Thoroughfare ATLANTIC AVE (DBS)	Marcelle Ave. to Major St		2	35	Minor Collector - Urban									
	Major St to Beach St		2	35	Minor Collector - Urban									
County Thoroughfare ATLANTIC AVE (PI)														
County Thoroughfare ATLANTIC AVE (NSB)	FLAGLER AVE TO 6TH AVE	1.25	2	35	Principal Arterial - Other - Urban			x	x				Remove, city owned	
	Flagler Ave. (N. Causeway) to 6th Ave.		2	35	Principal Arterial - Other - Urban									
County Thoroughfare BEACON LIGHT RD	VOLCO RD TO HALIFAX AVE	4.00	2	35	Minor Collector - Rural		x						Retained-removal studied in 2008 and wasn't recommended.	
	Beacon Light Rd.		2	35	Minor Collector - Rural									
	Ariel Rd. to Halifax Ave.		2	35	Minor Collector - Rural									
County Thoroughfare BELLEVUE AVE EXTENSION	CR 415 TO CLYDE MORRIS AVE	2.95	2	35	Minor Collector - Urban					x			Retained-Evacuation Route	
	Bellevue Ave. Extension		2	45	Minor Collector - Urban									
	Williamson Blvd to SR 483/Clyde Morris Blvd		2											
County Thoroughfare BERESFORD AVE	BERESFORD RD TO SR 44	7.90	2	35	Major Collector - Urban			x	partial	2,110	13,640	County	Retain Parallel facility to SR 44.	
	Beresford Ave.		2	35	Major Collector - Urban									
	Fatio Rd. to SR 15A		2	30	Major Collector - Urban					4,160	13,640	County		
	Beresford Ave.		2	30	Major Collector - Urban					5,210	13,640	County		
	SR 15A to US 17/92		2	35	Major Collector - Urban					10,480	14,740	County		
	US 17/92 to Amelia Ave		2	40	Major Collector - Urban					7,090	17,900	County		
County Thoroughfare BERESTORD AVE	Amelia Ave. to Hill Ave.		2	40	Major Collector - Urban					4,440	13,640	County		
	Hill Ave. to Blue Lake Ave.		0	40	n/c					-	-	County		
	Blue Lake Ave. to MLK (Kopler Rd.)		0	40	n/c					-	-	County		
County Thoroughfare BERESTORD AVE	MLK (Kopler Rd.) to SR 44		0	40	n/c									
County Thoroughfare 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.	
	Old New York Ave. to Beresford Ave.		2	30	Major Collector - Urban					1,370	13,640	County		
	Beresford Ave. to Fatio Rd.		2	30	Major Collector - Urban					780	13,640	County		
	Fatio Rd. to Spring Garden Ave.		2	30	Major Collector - Urban					1,000	13,640	County		
County Thoroughfare BIG TREE ROAD	Spring Garden Ave. to SR 15A		2	30	Major Collector - Urban									
	CLYDE MORRIS BLVD TO US 1	2.50	2	35	Minor Collector - Urban			x	x	5,650	13,640	County	Retain, meets 2 of 3 character criteria.	
	Clyde Morris Blvd. to Nova Rd.		2	35	Minor Collector - Urban					13,190	14,740	County		
	Nova Rd. to Magnolia Ave.		3	35	Minor Collector - Urban					10,010	14,740	County		
County Thoroughfare BLUE LAKE AVE	Magnolia Ave. to Kenilworth Ave.		3	35	Minor Collector - Urban					6,970	14,740	County		
	Kenilworth Ave. to US 1		3	35	Minor Collector - Urban									
County Thoroughfare 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 1/2 of 3 character criteria.	
	Blue Lake Ave.		2	40	Major Collector - Urban					5,380	13,640	County		
	Minnesota Ave. to SR 44		2	30	Major Collector - Urban					3,900	13,640	County		
	Blue Lake Ave.		2	30	Major Collector - Urban					4,610	13,640	County		
	SR 44 to Voorhis Ave.		2	30	Major Collector - Urban					6,910	13,640	County		
	Voorhis Ave. to Beresford Ave.		2	45	Major Collector - Urban									



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						NOT ANALYZED: Outside Volusia Adjusted Urban Area	NOT ANALYZED: RURAL ROADS STUDIED IN 2012 STUDY	Located in Single Jurisdiction or Area	Speed Limit <= 30 MPH	2017 AADT*	2017 Daily LOS Capacity		
County Thoroughfare	Blue Lake Ave.												
	US 17 to US 17	1.80	2	45	Major Collector - Urban					5,140	17,050	County	Retain, regional connectivity in combination w/adjacent segments.
	W. Volusia BLTWY to MACY AVE		2	30	Major Collector - Urban			x	x		13,640	County	
	CASSADAGA RD												
	W. Volusia Bldwy. to Macy Ave.												
	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.
	US 17 to Washington Ave.		2	30	Minor Collector - Rural					2,300	13,300	County	
	CR 3		2	45	Minor Collector - Rural					1,030	13,300	County	
	Washington Ave. to Emporia Rd		2	35	Minor Collector - Rural					850	12,740	County	
	CR 3		2	45	n/c					850	12,740	County	
	SR 40 to Lake Winona Rd		2	35	n/c					1,670	13,640	County	
	Lake Winona Rd. to Prince Delcort Blvd.		2	35	n/c								
	CR 3 to US 17		2	35									
	PRINCE DELCORT BLVD												
	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.)		2	50	Major Collector - Rural							County	
	US 17 to Cow Creek Rd.		2	50	Major Collector - Rural							County	
	CR 305 (Bunnell Rd.)		2	50	Major Collector - Rural							County	
	COW CREEK ROAD	3.50	2	50	n/c		x			800	6,300	County	Retained-removal studied in 2008 and wasn't recommended.
	Cow Creek Rd.		2	50									
	SR 442 to Volco Rd.												
	SR 40 TO US 17	4.45	2	40	Minor Collector - Rural		x					County	Retained-removal studied in 2008 and wasn't recommended.
	SR 40 to Peterson/Blackburn		2	40	Minor Collector - Rural							County	
	Emporia Rd.		2	40	Minor Collector - Rural							County	
	Peterson/Blackburn to US 17		2	40	Minor Collector - Rural							County	
	ENTERPRISE RD (DELTONA)	0.75	2	35	Major Collector - Urban			x	x	8,660	14,040	County	Retain, carries significant traffic volume. Connects one arterial to a
	Deltona Blvd to DeBary Ave		2	35									
	PROVIDENCE TO SR 415	5.70							partial				Retain, meets 1/2 of 3 character criteria.
	PROVIDENCE TO SR 415												
	Providence to Garfield Rd		2	30	Minor Collector - Urban					3,360	10,220	County	
	Garfield Rd to Reed Ellis Rd.		2	35	Minor Collector - Urban					2,930	10,220	County	
	Reed Ellis Rd. to SR 415		2	35	Minor Collector - Urban					1,360	10,220	County	
	ENTERPRISE/HALLECK/WAYNE AVE (NSB)	1.30	2	35	Major Collector - Urban			x	x	9,760	13,640	County	Remove, meets 2 1/2 of 3 character criteria.
	Pioneer Tr. to Halleck St.		2	30	Major Collector - Urban					6,940	13,640	County	Remove, low traffic volume
	Halleck St. (NSB)		2	30	Major Collector - Urban					7,030	13,640	County	
	Wayne Ave. to Enterprise Ave.		2	30	Major Collector - Urban								
	Halleck St. to US 1		2	30	Major Collector - Urban								
	N. CAUSEWAY TO PENINSULA AVE	2.20	2	35	Minor Arterial - Urban			x	x			City	Remove, city owned
	US 1 to Peninsula Ave.		2	20	Major Collector - Urban							City	
	Peninsula Ave. to Atlantic Ave.		2	20	Major Collector - Urban								
	FRENCH AVENUE	1.00	2	35	Minor Collector - Urban			x	x		13,640	County	Remove, meets 2 of 3 character criteria
	Lawton Ave/Hamilton to US 17/92		2	35	Minor Collector - Urban						13,640	County	Section between terminus and Lawton Ave - city owned
	US 92 TO SR 44	1.85	2	30	n/c			x	x	2,760	13,640	County	Remove, meets 3 of 3 character criteria.
	GARFIELD AVE		2	30	n/c					2,270	13,640	County	Remove, low traffic volumes
	US 92 to Plymouth Ave.		2	30	n/c							County	
	Plymouth Ave. to SR 44		2	30									
	DOYLE RD TO ENTERPRISE-OSTEEN RD	0.90	2	40	Minor Collector - Urban			x	x	2,130	13,640	County	Remove, meets 2 of 3 character criteria.
	Doyle Rd. to Enterprise-Osteen Rd		2	40	Minor Collector - Urban							County	Remove, low traffic volumes
	GRAND AVE TO US 17	1.85	2	35	Major Collector - Urban			x	x	4,120	13,640	County	Remove, meets 2 of 3 character criteria.
	Grand Ave. to SR 15A		2	35	Major Collector - Urban					2,260	13,640	County	Remove, low traffic volumes
	SR 15A to US 17		2	35	Major Collector - Urban							County	
	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.
	Retta St. to Lemon St.		2	40	Major Collector - Urban					4,020	14,740	County	
	Grand Av/Cr 4063		2	35	Major Collector - Urban					2,310	12,300	County	
	Lemon St. to Glenwood Rd.		2	40	Major Collector - Urban					1,530	13,640	County	
	Glenwood Rd. to Plymouth Ave.		2	40	Major Collector - Urban					3,010	13,640	County	
	Plymouth Ave. to Minnesota Ave.		2	35	Major Collector - Urban					1,230	13,640	County	
	Minnesota Ave. to SR 44		2	35	Major Collector - Urban							County	
	Grand Av/Cr 4063		2	30	Major Collector - Urban							County	
	SR 44 to Old New York Ave.		2	30	Major Collector - Urban							County	
	US 17-92 TO VETERANS MEMORIAL PKWY	1.70						x	x			Remove	

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Graves Ave/CR 4145	US 17-92 to Leavitt Ave		2	30	Major Collector - Urban					2017 Daily LOS Capacity	Roadway Maintaining Agency	Decision
Graves Ave/CR 4145	Leavitt Ave to Veterans Memorial Parkway		2	30	Major Collector - Urban					6,270	County	City-Maintained Road
HAND AVE	NOVA RD TO US 1	3.65								14,740	County	
Hand Ave.	Nova Rd. to US 1		2				x			7,410	County	Retained-Evacuation Route
HAZEN ROAD	MERCERS FERNERY RD TO SR 44	2.50										
Hazen Rd.	Mercers Fernery Rd. to Plymouth Ave.		2	35	Minor Collector - Urban			x		910	County	Remove, meets 2 of 3 character criteria.
Hazen Rd.	Plymouth Ave. to SR 44		2	40	Minor Collector - Urban					1,660	County	Remove northern portion.
HIGHBRIDGE ROAD	WALTER BOARDMAN TO JOHN ANDERSON	1.80					x					Retain per coordination with City of Deland staff.
Highbridge Rd.	Walter Boardman Ln. to John Anderson Dr.		2	30	Major Collector - Rural						County	Retained-removal studied in 2008 and wasn't recommended.
Highbridge Rd.	John Anderson Dr. to SR 41A		2	30	Major Collector - Urban						County	
HILL AVE/JACOBS ROAD	US 92 TO TAYLOR ROAD	3.85										
Hill Ave/Jacobs Rd.	US 92 to Plymouth Ave.		2	40	Major Collector - Urban			x	partial	7,510	County	Retain partial & remove, meets 1 1/2 of 3 character criteria.
Hill Ave. (Deland)	Plymouth Ave. to Minnesota Ave.		2	30	Major Collector - Urban					5,800	County	Retain per coordination w/ City of Deland staff (Deland HS)
Hill Ave. (Deland)	Minnesota Ave. to SR 44		2	30	Major Collector - Urban					-	City	To be transferred to city in future.
Hill Ave.	SR 44 to Voorhis Ave.		2	30	Major Collector - Urban					3,150	County	To be transferred to city in future.
Hill Ave.	Voorhis Ave. to Benestford Ave.		2	30	Major Collector - Urban					2,780	County	To be transferred to city in future.
Hill Ave.	Benestford Ave. to Taylor Rd.		2	30	nc					1,030	County	To be transferred to city in future.
I-4 FRONTAGE ROAD	SR 472 TO SUMMIT AVE	3.85										TFARE PROPOSED FOR REMOVAL OTHER REASONS
I-4 Frontage Road	SR 472 to Summit Ave		2	35	Major Collector - Urban					4,080	County	
JOHN ANDERSON HWY	WALTER BOARDMAN LN TO FLAGLER CO	1.00					x					Retained-removal studied in 2008 and wasn't recommended.
John Anderson Hwy.	Walter Boardman Lane to Flagler Co.		2	3 NB / 30 S	Minor Collector - Rural						County	
JOSEPHINE ST/10TH ST	OLD MISSION TO TATUM BLVD	2.10										
Josephine St/10th St.	Old Mission Rd. to Tatum Blvd.		2	30	Major Collector - Urban			x	partial	6,230	County	Retain, meets 1 1/2 of character criteria, serves 2 cities.
Josephine St/10th St. (NSB)	Tatum Blvd. to US 1		2	35	Major Collector - Urban					-	City	
KICKLIGHTER RD	MACY AVE TO LAKE HELEN-OSTEEN/PRE	0.75						x	x			Retain, regional connectivity in combination w/adjacent segments.
Kicklighter Rd.	Macy Ave. to Lake Helen-Osteen/Prevatt		2	30	Minor Collector - Urban					2,100	County	
LAKE HELEN-OSTEEN RD	KICKLIGHTER RD TO HOWLAND BLVD	4.45										
Lake Helen-Osteen Rd.	Kicklighter Rd. to Captain Dr.		2	40	Minor Arterial - Urban					7,910	County	Retain, meets 0 of 3 character criteria.
Lake Helen-Osteen Rd.	Captain Dr. to Catalina Blvd.		2	45	Minor Arterial - Urban					7,830	County	
Lake Helen-Osteen Rd.	Catalina Blvd. to Fallowater Blvd.		2	45	Minor Arterial - Urban					11,260	County	
Lake Helen-Osteen Rd.	Fallowater Blvd. to Elkcam Blvd.		2	45	Minor Arterial - Urban					5,460	County	
Lake Helen-Osteen Rd.	Elkcam Blvd. to Howland Blvd.		2	35	Minor Arterial - Urban					7,430	County	
LAKEVIEW DR	MAIN ST TO OHIO AVE	0.50						x	x			Retain, regional connectivity in combination w/adjacent segments.
Lakeview Dr.	Main St. to Ohio Ave.		2	30	Major Collector - Urban					4,330	County	
LAKE WINONA RD	SR 40 TO CR 3	6.10					x					Retained-removal studied in 2008 and wasn't recommended.
Lake Winona Rd.	SR 40 to Blackwelder Rd.		2	35	Minor Collector - Rural						County	
Lake Winona Rd.	Blackwelder Rd. to US 17		2	35	Minor Collector - Rural						County	
Lake Winona Rd.	US 17 to CR 3		2	35	nc						County	
MACY AVE	OHIO ST TO CASSADAGA RD	0.75						x	x			Retain, regional connectivity in combination w/adjacent segments.
Macy Ave.	Ohio St. to Cassadaga Rd.		2	30	Major Collector - Urban					1,500	County	
MAIN ST/LAKESHORE DRIVE/ENTERPRISE OSTEEN	JACOB BROCK AVE TO DEBARY AVE	7.20										
Main St. (Enterprise)	DeBary Ave. to Jacob Brock Ave		2	30	nc					2,750	County	Retain, meets 1 1/2 of 3 character criteria.
Children's Way/Lakeshore Dr.	Main St. to Providence Blvd.		2	30	nc				partial	1,000	County	
Lakeshore Dr.	Providence Blvd. to Garfield Rd.		2	30	nc					13,640	County	
Enterprise-Osteen Rd.	Providence to Garfield Rd.		2	30	Minor Collector - Urban					3,180	County	
Enterprise-Osteen Rd.	Garfield Rd. to Reed Ellis Rd.		2	35	Minor Collector - Urban					3,360	County	
Enterprise-Osteen Rd.	Reed Ellis Rd. to SR 415		2	35	Minor Collector - Urban					10,220	County	
Enterprise-Osteen Rd.			2	35	Minor Collector - Urban					2,930	County	
Enterprise-Osteen Rd.			2	35	Minor Collector - Urban					1,360	County	
MAIN STREET (LAKE HELEN)	I-4 TO LAKEVIEW DR	0.95						x	x			Retain, regional connectivity in combination w/adjacent segments.
Main St. (Lake Helen)	I-4 to Lakeview Dr.		2	35	Major Collector - Urban					8,420	County	





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County Thoroughfare Plymouth Ave. Plymouth Ave. Plymouth Ave. Plymouth Ave.	Hazen Rd. to SR 15A		2	40	Major Collector - Urban						5,380	13,640	Decision
	US 17/92 to Amelia Ave.		2	30	Major Collector - Urban						8,620	14,040	
	Amelia Ave. to Garfield Ave.		2	30	Major Collector - Urban						6,540	13,640	
	Garfield Ave. to Blue Lake Rd./Jacobs Dairy Rd		2	30	Major Collector - Urban						5,910	13,640	
	SR 44 TO KICKLIGHTER RD	3.30							x				
PREVATT AVE Prevatt Ave.	SR 44 to Lake Pearl Dr.		2	55	Minor Arterial - Urban						5,510	17,060	Retain, meets 1 of 3 character criteria. Regional connectivity.
	Lake Pearl Dr. to Kicklighter Rd		2	40	Minor Arterial - Urban						5,070	17,060	
REED CANAL RD Reed Canal Rd	CLYDE MORRIS BLVD TO NOVA RD	0.80							x	x			Remove, meets 2 of 3 character criteria.
	Clyde Morris Blvd. to SR54/Nova Rd.		2	35	Minor Collector - Urban						7,060	13,640	
REED ELLIS RD Reed Ellis Rd.	ENTERPRISE-OSTEEN RD TO SR 415	2.10							x	x			Remove, meets 2 of 3 character criteria
	Enterprise-Osteen Rd. to SR 415		2	45	Minor Collector - Urban						2,380	13,640	
REYNOLDS RD Reynolds Rd	US 17 TO SR 11	4.40											Retain, meets 0 of 3 character criteria.
	US 17 to SR 11		2	35	Minor Collector - Urban/Rural						1,110	6,300	
RHODE ISLAND AVE Rhode Island Ave. Rhode Island Ave. Rhode Island Ave.	WESTSIDE CONNECTOR TO US 17/92	0.95							x	x			Retain, regional connectivity to Westside Connector.
	Westside Connector to Sparkman Ave		2	35	Minor Collector - Urban						7,160	14,740	
	Sparkman Ave to Carpenter Ave		2	35	Minor Collector - Urban						8,510	14,740	
	Carpenter Ave to US 17/92		2	35	Minor Collector - Urban						7,970	14,740	
RHODE ISLAND AVE Rhode Island Ave.	VETERAN'S MEMORIAL PKWY TO NORMANDY BLVD	1.80								x	Not Built		Retain, meets 1 of 3 character criteria future overpass over I-4 between two cities.
	Veteran's Memorial Pkwy. to Normandy Blvd		2		n/c						-	13,640	
Halifax/Riverside Dr. (PO) Riverside Dr. (PO)	Dunlawton Ave. to Commonwealth Ave	1.55	2	25	Minor Collector - Urban							13,640	City
	Commonwealth Ave. to Main St	1.20	2	25	Minor Collector - Urban							13,640	
							x						
SAMSULA DRIVE Samsula Dr.	PIONEER TRAIL TO SR 44	2.60											Retained-removal studied in 2008 and wasn't recommended.
	Pioneer Tr. to SR 44		2	45	Minor Collector - Rural								
SAXON BLVD Saxon Blvd. Saxon Blvd.	PROVIDENCE BLVD TO DOYLE RD	1.70							x	x			Retain. Connects to Arterial section of Saxon.
	Providence Blvd. to Normandy Blvd.		2	35	Major Collector - Urban						7,810	13,640	
	Normandy Blvd. to Doyle Rd.		2	40	Major Collector - Urban						5,980	13,640	
SPRING GARDEN AVE Spring Garden Ave. Spring Garden Ave.	BERESFORD AVE TO MCGREGOR RD	1.50							x	x	x		Retain until Westside Parkway alignment is finalized.
	Beresford Ave. to Beresford Rd. West		2	30	Minor Collector - Urban						2,120	13,640	
	Beresford Rd. West to McGregor Rd.		2	30	Minor Collector - Urban						2,620	13,640	
SPRUCE CREEK RD Spruce Creek Rd. Spruce Creek Rd. Spruce Creek Rd.	COMMONWEALTH BLVD TO TAYLOR RD	1.53							x	x			Remove, meets 2 of 3 character criteria City Maintained section delete along with Taylor Road.
	Dunlawton Ave to Commonwealth Blvd.		2	35	Major Collector - Urban						n/a	13,640	
	Commonwealth Blvd. to SR54/Nova Rd.		2	35	Major Collector - Urban						9,180	13,640	
	SR54/Nova Rd. to Taylor Rd.		4	45	Major Collector - Urban						15,910	37,970	
STONE STREET Stone St. Stone St.	MERCERS FERRY RD TO PLYMOUTH AVE	1.50							x	x			Remove partial, meets 2 of 3 character criteria. Remove - meets 2 of 3 character criteria. Retain per coordination with City of Deland staff (Hospital)
	Mercers Ferry Rd. to CR 92/ISB		2	35	n/c						640	13,640	
	CR 92 to Plymouth Ave.		2	35	Major Collector - Urban						5,160	13,640	
SUGAR MILL DRIVE Sugar Mill Dr.	PIONEER TRAIL TO SR 44	1.30							x	x			Retain, high development growth adjacent to roadway.
	Pioneer Tr. to SR 44		2	45	Minor Collector - Urban						3,320	13,640	
SUMMIT AVE Summit Ave.	SR 44 TO MAIN STREET	2.20								x			Retain, meets 1 of 3 criteria.
	SR 44 to Main St.		2	50	Minor Collector - Urban						2,710	13,640	
TAYLOR ROAD (PO) Taylor Rd. (PO) Taylor Rd. (PO) Taylor Rd. (PO)	DUNLAWTON AVE TO SPRUCE CREEK RD	2.05							x	x			Remove, meets 2 of 3 criteria. Remove only between Clyde Morris and Spruce Creek Rd.
	Dunlawton Ave. to Clyde Morris Blvd		2	35	Major Collector - Urban						14,100	13,640	
	Clyde Morris Blvd. to Hensel Rd		4	45	Major Collector - Urban						20,250	37,970	
	Hensel Rd. Spruce Creek Rd.		4	45	Major Collector - Urban						15,930	37,970	
TAYLOR RD (DL) Taylor Rd. (DL) Taylor Rd. (DL) Taylor Rd. (DL)	US 17/92 TO MARTIN LUTHER KING BLVD	2.55							x	x			Retain, Designated Truck Route.
	US 17/92 to Stratford Dr.		2	35	Minor Arterial - Urban						7,020	13,640	
	Stratford Dr. to Blue Lake Ave.		2	50	Minor Arterial - Urban						5,740	17,050	
	Blue Lake Ave. to Martin Luther King Blvwy.		2	50	Minor Arterial - Urban						5,980	13,640	

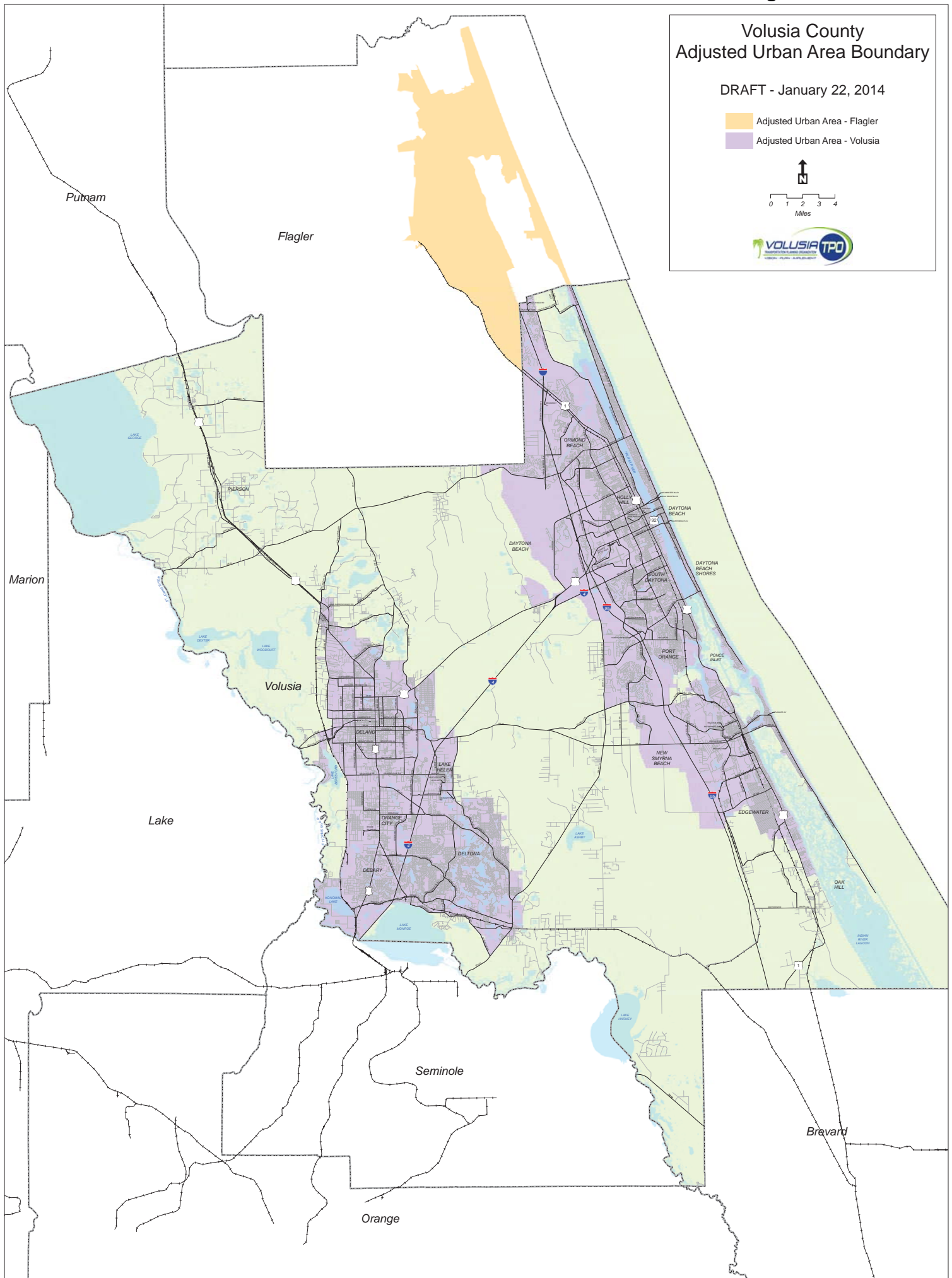
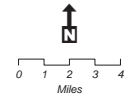


Volusia County  
Adjusted Urban Area Boundary

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 – Laureen 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 TR Future Needs Map should be included.	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	Do we need to address varying size R/W by number of required lanes? Policies and existing agreements need to be consistently implemented with this amendment.	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	Maintains consistency with map references for other Cities	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	Provides connection to bypass regardless of speed or length (similar to Rhode Island Ave, to the south)	French Ave is city-maintained.
7	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	7	Glenwood Rd (Removal)	Potentially Retain	Provides connection to Grand Ave regardless of speed or length (suggest retain this or Mercers Fernery Rd)	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	Significant reliever to US 92	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	Recommend retention as Madeline Ave East Ext to US 1 is not likely	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	Recommend connection to US 17	For Tfare network continuity purposes, Retta Street should be retained.
11	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	21	Taylor Rd (Removal)	Retain	Taylor Rd is planned for widening and is shown on future number of lanes map	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	This section is under development	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	Yorltowne Blvd (removal)	Retain	Provides parallel capacity to Williamson Blvd (TR)	Yorltowne Blvd is maintained by the City of Port Orange.
14	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	29	Willow Run Blvd (Removal)	Retain	Provides parallel connection between TRs regardless of speed or length	Willow Run Blvd is maintained by the City of Port Orange.
15	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)	From Veterans Memorial Pkwy/Graves Ave to Existing Kentucky Ave south of SR 472	The VMP-MLK realignment will be added to the Needs List. It cannot be shown on the map because official alignment is not known.
16	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	New	Madeline Ave East - 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.
17	Figure 2-1 (Proposed Changes) Thoroughfare Roadways	N/A	Ormond Beach TCEA not shown	Add Ormond Beach TCEAs	Maintains consistency with map references for other Cities	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 2-3 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 PD&E 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 2-3 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 PD&E 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 2-3 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 PD&E 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 2-3 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 2-3 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 2-3 2-2 (Proposed Changes) Roadway Number of Lanes Map (cont.)	New	Taylor Rd fm Tomoka Farms Rd to Granes 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 2-3 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 2-3 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, various intersections should be improved.
25	Figure 2-3 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 2-3 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>2-4</del> 2-3 (Proposed Changes) Roadway Level of Service	2	Maytown Rd	Retain LOS E	Consistent with Master DRI; Not a state road	Farmon 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 Farmon 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 Winson 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 Winson 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.





## Zone 1

**Figure 2-1 Proposed Channel  
Comprehensive Plan**



**COMPLETE LIST OF PROPOSED  
CHANGES FOR**

- ve to SR A1A  
/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)
  - SR 415 to Existing Terminus
24. Westside Connector (removal)
  - Hamilton/Minnesota Av to SR 44
25. LPGA Blvd Extension (removal)
  - Tomoka Farms Rd to US 92
26. Madeline Av Extension (removal)
  - Tomoka Farms Rd to Williamson Blvd
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

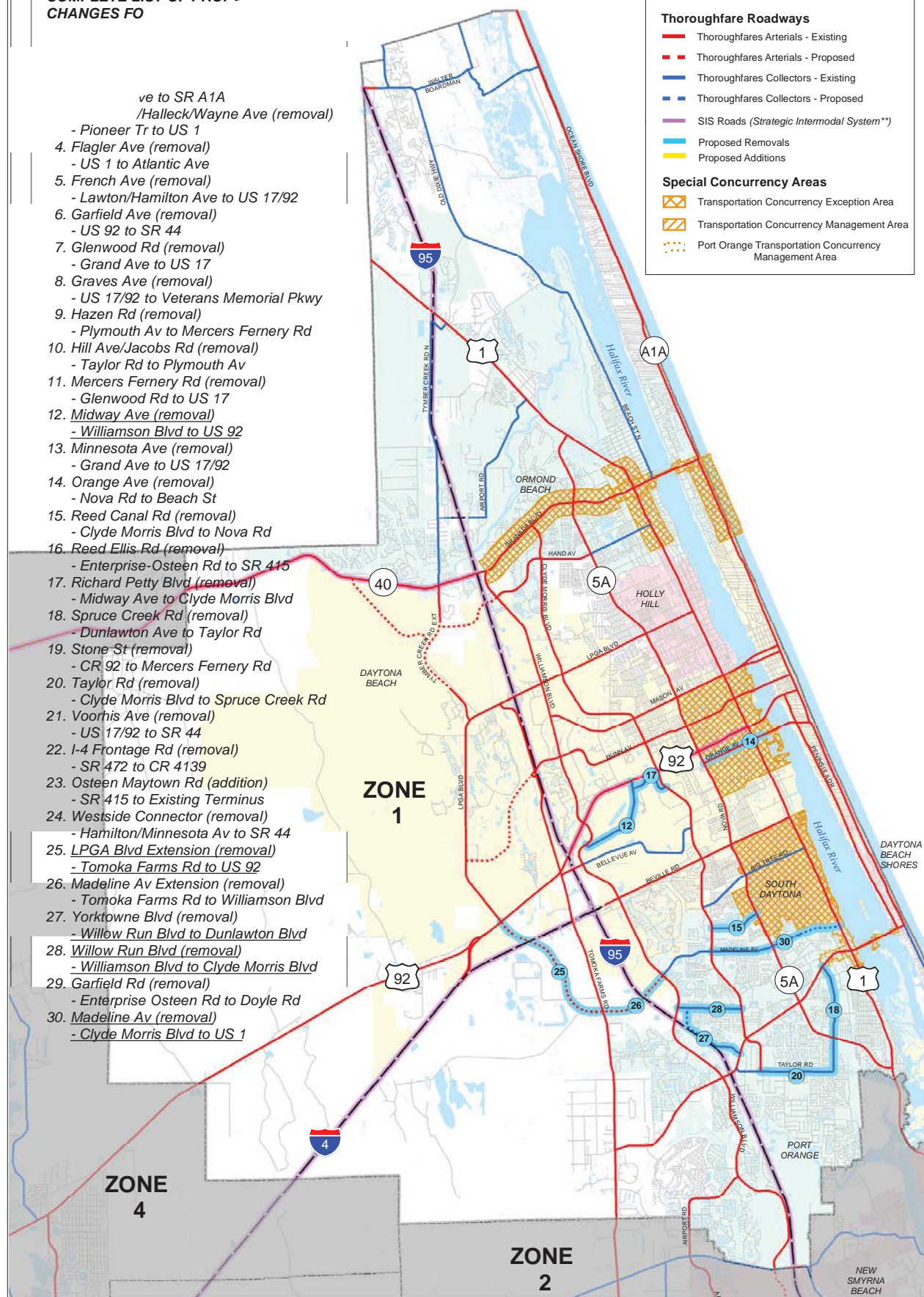
### Key To Features

## Thoroughfare Roadways

- Thoroughfares Arterials - Existing
- - Thoroughfares Arterials - Proposed
- Thoroughfares Collectors - Existing
- - Thoroughfares Collectors - Proposed
- SIS Roads (*Strategic Intermodal System*™)
- Proposed Removals
- Proposed Additions

### Special Concurrency Areas

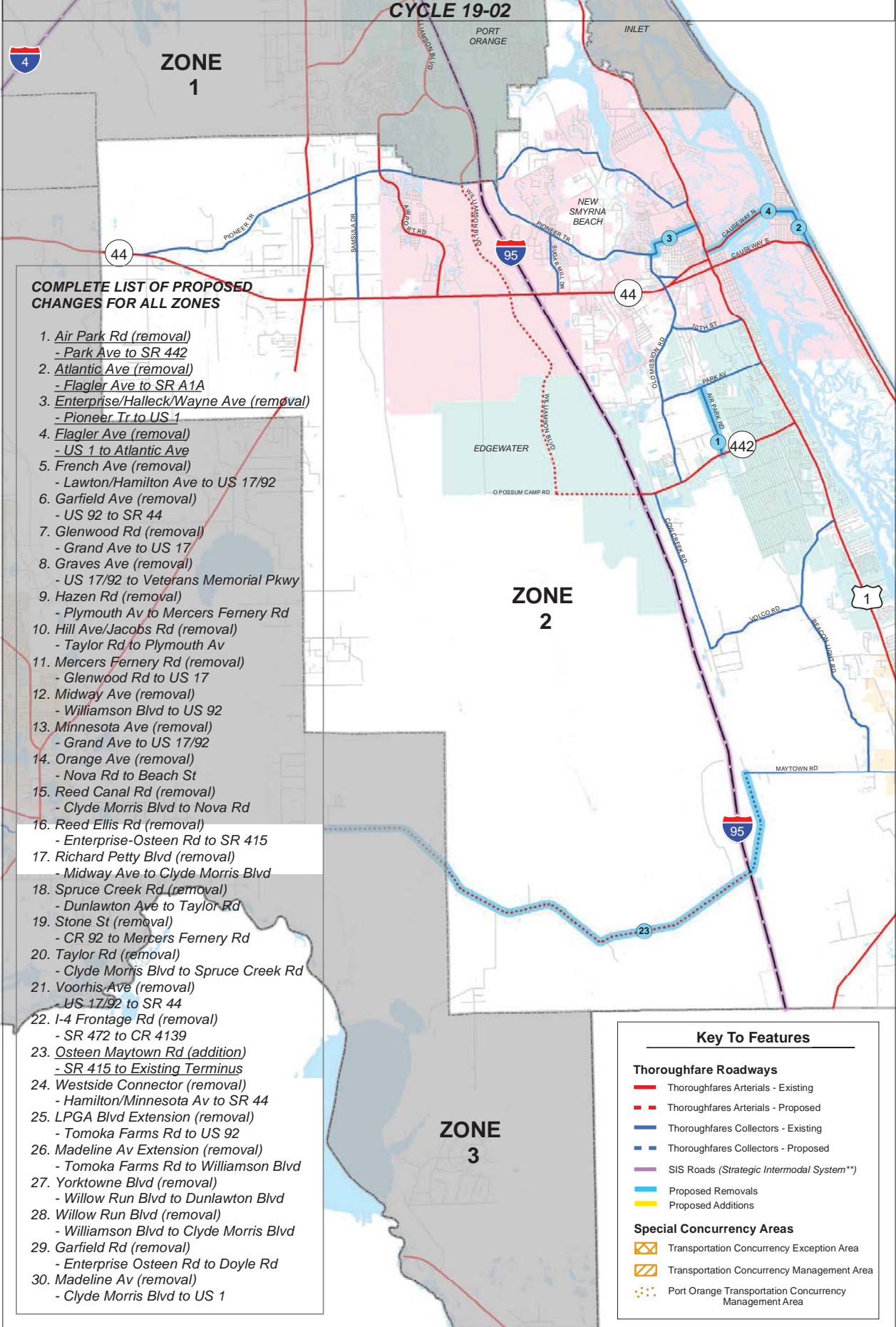
- Transportation Concurrency Exception Area
- Transportation Concurrency Management Area
- Port Orange Transportation Concurrency Management Area





Zone 2

# Figure 2-1 Proposed Changes Comprehensive Plan Thoroughfare Map



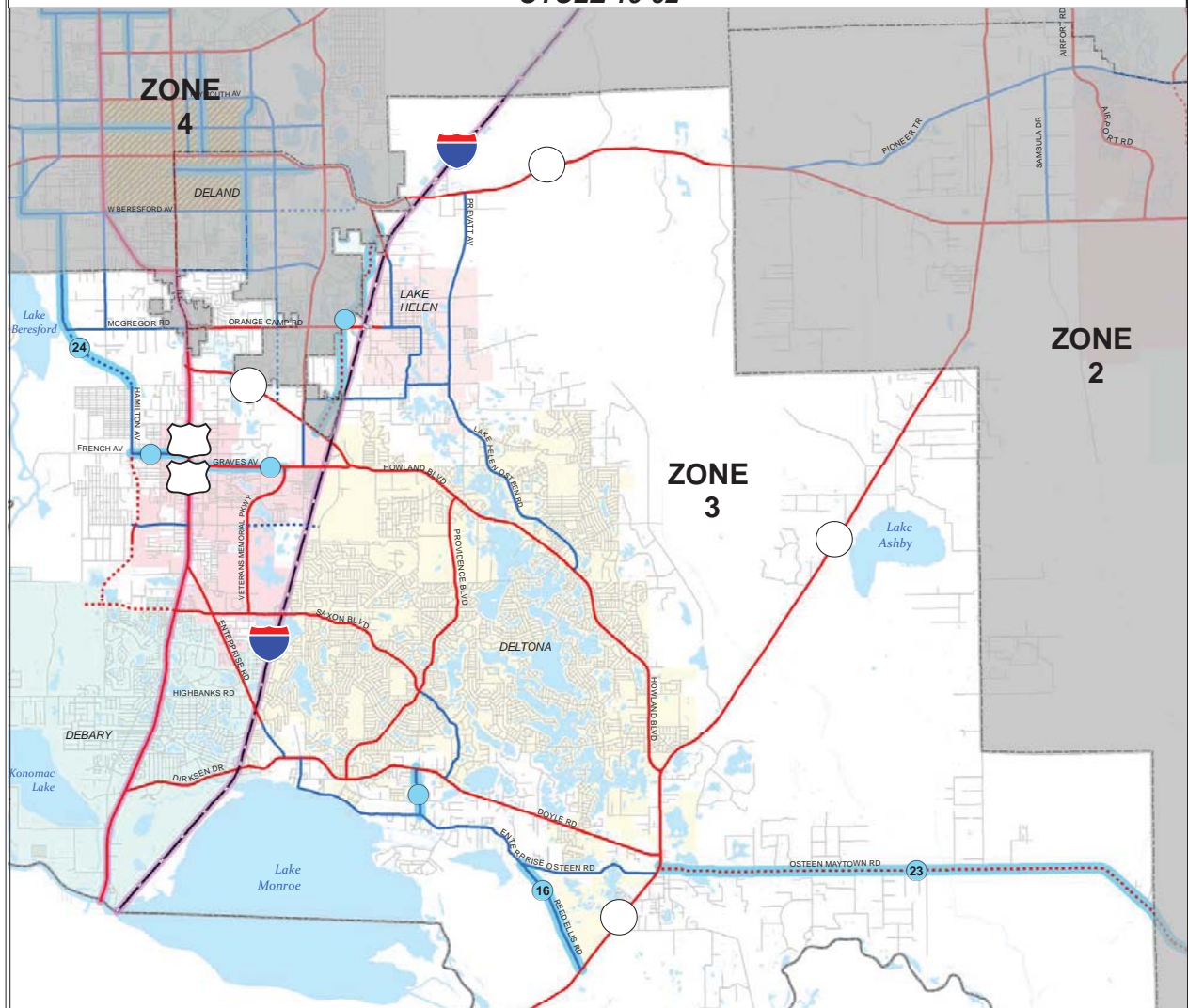




Zone 3

# Figure 2-1 Proposed Changes Comprehensive Plan Thoroughfare Map

CYCLE 19-02



## COMPLETE LIST OF PROPOSED CHANGES FOR ALL ZONES

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)  
- SR 415 to Existing Terminus
24. Westside Connector (removal)  
- Hamilton/Minnesota Av to SR 44
25. LPGA Blvd Extension (removal)  
- Tomoka Farms Rd to US 92
26. Madeline Av Extension (removal)  
- Tomoka Farms Rd to Williamson Blvd
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\*\*)
- Proposed Removals
- Proposed Additions

### Special Concurrency Areas

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



