

CHAPTER 2

TRANSPORTATION ELEMENT

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A. INTRODUCTION

The purpose of the Transportation Element is to coordinate local transportation planning with the long range transportation plan of the Volusia Transportation Planning Organization (Volusia TPO) in order to develop a multimodal and intermodal transportation system with an emphasis on public transportation. The Transportation Element must establish policies to guide the delivery of transportation services, including performance standards, future expansions, financial feasibility, and plan coordination. The transportation network is identified to maintain adequate service levels to the public based on estimates of future development and population growth.

Chapter 163, Part II of the Florida Statutes requires that a local government which has all or part of its jurisdiction included within the urbanized area of the Volusia TPO, prepare and adopt a transportation element consistent with the provisions of the Chapter. Thus, the Traffic Circulation, Mass Transit, Ports, Aviation and Related Facilities, and the Scenic Roadway Elements are contained in this comprehensive Transportation Element.

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

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

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

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

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

The Volusia TPO 2035 Long Range Transportation Plan, the VOTRAN Transit Development Plan 2012-2021 (prepared by Tindale Oliver and Associates), the Ponce de Leon Inlet Management Plan (prepared by Taylor Engineering, Inc.), the Daytona Beach International Airport Master Plan (prepared by HNTB), and the Scenic Corridors Plan and Corridor Management Plans in Volusia County will be printed separately as support documents.

B. THOROUGHFARE ROADWAY SYSTEM

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

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

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

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

C. THOROUGHFARE OVERLAY ZONE

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

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

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

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

D. PUBLIC TRANSPORTATION

Public transportation is a necessary service provided as a cost-effective alternative to the automobile. In Volusia County, public transportation is provided by VOTRAN through a variety of modes: Directly Operated Fixed Route Service; Directly Operated Demand Response Service; Purchased Demand Response Service; Shuttle Service for Special Events; Commuter Assistance Services; and Express Bus Service. Since the County has a transit modal split of less than one percent, the Transportation Element includes policies that promote additional mobility alternatives to automobile use.

In December 2006, the Center for Urban Transportation Research (CUTR) completed a major Transit Development Plan (TDP) update. The purpose of a TDP is to provide the community and VOTRAN employees with a compelling vision of what VOTRAN is to achieve and become. The plan provides direction, insight, creativity, objectives, actions, and above all, organizational values. The TDP included 46 recommendations, most of which are ongoing and operational or capital related. Important planning recommendations were: (1.) pursue a long-term dedicated funding source for VOTRAN; (2.) pursue Florida Growth Management Act and Proportionate Fair Share Transit

Opportunities; (3.) continue to work with other government agencies to enhance community “walk ability” and to achieve better bus stop accessibility; (4.) maintain VOTRAN’s involvement in the transportation and land use planning process, (5.) strive to ensure that all municipalities recognize and support VOTRAN’s involvement as a review agency in the local land use planning process and (6.) ensure consistency with the Local Comprehensive Plan Transportation Elements. These recommendations are significant since VOTRAN operates countywide among 16 municipalities making intergovernmental coordination vital to the success of public transportation.

E. PORTS AND AVIATION

The Daytona Beach International Airport and the Ponce de Leon Inlet & Port District are aviation/port facilities managed by Volusia County government.

Ponce de Leon Port Authority

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

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

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

Daytona Beach International Airport

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

The Master Plan updated June 2003 for the Daytona Beach International Airport was submitted to the County to guide the development of a capital improvement program for facilities and uniform property development plan and to provide an Environmental Impact Assessment. This Master Plan was prepared by a consultant, HNTB, and was adopted by the Volusia County Council. This Plan establishes minimum standards for portions of the Transportation Element.

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

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

F. RAIL

Traffic congestion is a growing concern for those who live, work and visit Central Florida. As the region continues to grow, the congestion is only expected to worsen. Therefore, the Florida Department of Transportation (FDOT), in cooperation with local government officials in Orange, Seminole, Volusia and Osceola counties and the federal government, is developing a commuter rail transit project to run along a 61 mile stretch of existing rail freight tracks in the four-county area. Phase 1 is proposed as a 31 mile segment serving 10 stations, linking DeBary to Orlando, and phase 2 extends commuter rail to the Amtrak Station in the unincorporated DeLand Area. The commuter rail facility will provide a convenient alternative to driving on I-4 and will provide commuters access to employment centers in Orlando. The proposed DeLand stop will provide transit access to most of west Volusia County, as well as Lake County. In addition, the area immediately surrounding the station provides a unique redevelopment opportunity for local residents and elected officials to serve commuter rail passengers in a fast growing residential area.

G. BICYCLE AND PEDESTRIAN

Volusia County recognizes the importance of providing pedestrian and bicycle facilities as a means of expanding the travel opportunities for residents who, either by choice or by circumstance, do not use an automobile. These groups often include, but are not limited to, disabled individuals, children, the elderly, and the financially disadvantaged. Volusia County supports the intent of the Moving Ahead for Progress in the 21st Century Act (MAP-21) to help support an integrated, intermodal transportation system which provides travelers with a choice of transportation modes.

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

There were 174 bicyclists injured and four fatality crashes in 2010. That same year 194 pedestrians were injured and 26 pedestrians were killed. The statistics support the continued need to develop a multi-modal network that places a high importance on accommodating safe bicycle and pedestrian activity. Volusia County, over twenty-five years ago, developed a construction program to build sidewalks in needed areas. Projects built within the past ten years have included sidewalks in urban areas and paved shoulders in rural areas. Volusia County sets aside approximately \$500,000 a year to fund this program.

The Volusia TPO Board approved the reconstitution of the Bicycle and Pedestrian Advisory

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

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

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

Volusia County's first multi-use trail opened in August 2000. The Spring-to-Spring Trail located in Gemini Springs Park and connecting to DeBary Mansion is the first of many trails that will connect throughout Volusia County and to adjacent Counties including Seminole, Brevard and Flagler. In 2006 the Lake Monroe Trail opened connecting trails in Gemini Springs Park to Lake Monroe Park. To date, the Spring-to-Spring Trail in western Volusia County has nearly 15 miles completed and opened to the public.

In 2007, efforts began to start the construction of the East Central Florida Regional Rail Trail along the longest abandoned rail line ever purchased in Florida, extending from the Enterprise Area to Edgewater and Titusville. The first rail trail segment opened in February 2012, and extends 5.7 miles from Providence Boulevard to State Road 415.

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

H. SCENIC CORRIDORS

One aspect of land use planning which is often addressed indirectly is the concern for the visual form and composition of a community. It is projected that the population of Volusia County in the year 2025 will be approximately 550,500. Accommodation of this growth will likely require the

intensification and/or conversion of existing land uses. This development activity may erode the visual quality of the County's transportation system through, for example, the establishment of typically intensive land uses (industrial and commercial projects), the inappropriate placement of structures (including associated signage and supporting infrastructure), and increased traffic volumes which may necessitate capacity related roadway improvements and degradation of the quality of the natural landscape, in particular the loss of tree canopy. The challenge is to strike a balance between the pressures brought about by growth and the desire to preserve and enhance the existing visual qualities of Volusia County.

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

Figure 2-8 depicts several roadways that the County, State or Federal government has designated as Scenic Corridors. Collectively, these corridors provide a range of the visual experiences available to the traveler of the County's thoroughfares. A brief narrative of each of these roadways is contained in the companion document supporting this Element.

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

I. GOALS, OBJECTIVES, AND POLICIES

GOAL:

- 2.1 Volusia County shall provide a coordinated multimodal transportation system to serve current and future land uses and population needs. The multimodal transportation system will discourage urban sprawl and encourage energy efficient land use patterns.

OBJECTIVE:

- 2.1.1 Volusia County shall implement programs to provide a safe, convenient, and energy efficient multimodal transportation system, thereby reducing vehicle miles traveled and greenhouse gas emissions.

POLICIES:

- 2.1.1.1 Volusia County has adopted the Federal Functional Classification criteria to functionally classify all roads within Volusia County.
- 2.1.1.2 Volusia County has designated a county wide network of thoroughfare system corridors and shall continue to annually monitor and analyze for LOS problems. Before the designation of new thoroughfare(s) in non-urban areas or communities of special interests (with local plans), a study will be conducted that demonstrates a need for the new thoroughfare(s) related to traffic demands (existing or projected); assesses impacts to environmental resources; and analyzes land use trends. Non-Urban areas are defined by the latest approved Volusia TPO's and Florida Department of Transportation's Urban and Transitioning Area Boundaries map(s).
- 2.1.1.3 Volusia County shall coordinate and cooperate with the Florida Department of Transportation (FDOT) to limit access to the State thoroughfare system in order to facilitate the efficient flow of traffic and to enhance the State thoroughfare system's capacity.
- 2.1.1.4 Volusia County shall establish strategies to facilitate local traffic to use alternatives to the Florida Intrastate Highway System (FIHS) and Strategic Intermodal System (SIS) to protect its interregional and intrastate functions.
- 2.1.1.5 Volusia County shall coordinate major transportation system improvements with the Volusia TPO and with all appropriate Volusia County municipalities.
- 2.1.1.6 Volusia County shall consider multimodal terminals and access to multimodal facilities, where applicable, in its assessment of future transportation needs.
- 2.1.1.7 Volusia County shall coordinate and cooperate with the FDOT, the Volusia TPO, MetroPlan Orlando, VOTRAN, LYNX, and other agencies to support state-wide high-speed, regional commuter, and/or light rail in Volusia County.
- 2.1.1.8 Volusia County shall expend County transportation funds in a manner which encourages compact urban development.
- 2.1.1.9 Volusia County shall coordinate with the Volusia TPO to ensure that the provision of public transportation is considered in lieu of or part of major transportation construction projects.
- 2.1.1.10 Volusia County shall work cooperatively with the Volusia TPO and VOTRAN in their efforts at developing efficient and effective public transportation and other commuter assistance programs.
- 2.1.1.11 Volusia County will continue to work with VOTRAN in providing public transportation service to passengers to and from the Daytona Beach International Airport.
- 2.1.1.12 Volusia County shall continue to monitor the surface conditions of the Thoroughfare Roadway System to provide a safe driving environment, and to maintain those conditions in an acceptable manner.

- 2.1.1.13 Volusia County shall continue to maintain crash data for arterial thoroughfares in order to identify and implement, when economically feasible, design improvements that will alleviate high crash problem areas.
- 2.1.1.14 Volusia County shall require applicants for development proposals as determined by the County's land development regulations, to control the connections and access points of driveways and roads to the County Thoroughfare Roadway System. Access management relating to thoroughfares shall be managed in a manner that reduces stop and go traffic, protects public investments in roadway capacity and enhances safety.
- 2.1.1.15 Volusia County shall discourage the use of dead-end streets, loop streets, and oversized blocks in favor of through-streets (collectors) and shorter blocks; provide cut-throughs for pedestrian access to public transportation; and promote landscaping of rights-of-way.
- 2.1.1.16 Volusia County shall encourage new residential development to include: an interconnected system of collector streets in their development plans which consider appropriate adjacent parcels with potential compatible future developments; stub streets that connect to adjacent undeveloped parcels with potential future developments; and stub streets that tie into existing adjacent stub streets.
- 2.1.1.17 Volusia County shall require subdivisions be designed so that all individual lots have access to the internal street system consistent with the Future Land Use Element. Peripheral lots adjacent to the Thoroughfare Roadway System, as shown in Figure 2-1, will be buffered to prevent vehicular access.
- 2.1.1.18 Volusia County shall require applicants for development proposals to be consistent with all adopted transportation plans of the FDOT, the Volusia TPO, Volusia County, and all affected municipalities.
- 2.1.1.19 Volusia County has established parking strategies that promote its transportation goals and objectives by encouraging carpooling, ridesharing, and other methods of reducing the use of single-occupant vehicles.
- 2.1.1.20 Volusia County shall continue to coordinate with the FDOT, the Volusia TPO, and VOTRAN in the placement of Park-n-Ride lots.
- 2.1.1.21 Volusia County has established land use and other strategies to promote the use of bicycles and walking, especially within corridors served by transit to promote transit ridership.
- 2.1.1.22 Volusia County has developed and will maintain land use regulations for the safe and efficient movement of pedestrians within all new development proposals.
- 2.1.1.23 Volusia County shall continue to coordinate with the Volusia TPO to develop and update the County wide Bicycle and Pedestrian Plan.

- 2.1.1.24 Volusia County shall continue to work with the Volusia TPO and VOTRAN to establish transportation system management strategies as appropriate to improve system efficiency and enhance public safety.
- 2.1.1.25 Volusia County shall work with the Volusia TPO and VOTRAN to develop transportation demand management programs (e.g., telecommuting, compressed work weeks, flex work schedules, etc.) to modify peak hour travel demand and to reduce the number of vehicle miles traveled per capita within the community and region.
- 2.1.1.26 Volusia County shall work with the Volusia TPO and VOTRAN to develop numerical indicators against which the achievement of the mobility goals of the community can be measured, such as: modal split, annual transit trips per capita, or an automobile occupancy rate.
- 2.1.1.27 Volusia County has established and will maintain a Beach Parking Plan incorporated into the Volusia County Beach Management Plan to promote the protection of natural resources as well as to serve the need for public beach access.
- 2.1.1.28 Volusia County shall continue to work with the City of Daytona Beach to implement the Ocean Center/Peabody Auditorium Transportation Parking Plan.
- 2.1.1.29 Volusia County shall research traffic calming techniques and explore their feasibility.
- 2.1.1.30 Volusia County shall participate in safety education programs to include all types of roadway users on the road.
- 2.1.1.31 Volusia County shall continue to coordinate with the Florida DOT and the City of Daytona Beach on the operation and management of computerized signal systems and traffic monitoring devices to improve traffic flow.
- 2.1.1.32 Volusia County shall work with the Florida DOT, Volusia TPO, and local jurisdictions to establish designated truck route network that maximizes the efficiency of goods movement and minimizes delay.

OBJECTIVE:

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

POLICIES:

- 2.1.2.1 The Transportation, Future Land Use and Capital Improvements Elements shall be coordinated to ensure compatibility between land uses, the transportation network and individual County Thoroughfare projects.
- 2.1.2.2 Volusia County has developed and will maintain land use regulations which provide for the continuation of the Thoroughfare Roadway System.

- 2.1.2.3 The Transportation Element shall be coordinated with the Future Land Use Element to ensure that future high intensity areas are served by public transportation.
- 2.1.2.4 In the evaluation of proposed land use changes, the existing and proposed design of the Thoroughfare Roadway System shall be considered in addition to its functional and level- of-service (LOS) classifications to evaluate the impacts that a land use change would have on the operation of the Thoroughfare Roadway System.
- 2.1.2.5 Volusia County shall maintain an inventory of State and County thoroughfares in order to assess the impacts of development on the Thoroughfare Roadway System. All proposed developments shall be evaluated using the Central Florida Regional Planning Model (CFRPM) version 4.02 or higher as adopted by the Volusia TPO in conjunction with the most recent traffic counts to assess the impact of development on the County's transportation system.
- 2.1.2.6 Volusia County shall provide for the separation of local subdivision traffic from through traffic to facilitate efficient and safe vehicular movement.
- 2.1.2.7 Frontage roads shall be considered with development proposals, as determined by the County's land development regulations.
- 2.1.2.8 Residential neighborhoods shall be buffered away from the impacts of high traffic volumes due to the Thoroughfare Roadway System.
- 2.1.2.9 Volusia County has developed and will maintain land use regulations which will provide for the safe and efficient movement of local traffic and will discourage through traffic on residential streets.
- 2.1.2.10 Volusia County shall continue to monitor development in and around the Daytona Beach International Airport for incompatible land uses.
- 2.1.2.11 Volusia County shall continue to coordinate land use decisions affecting access to the airport with the Florida Department of Transportation, the Federal Aviation Administration, the military services, the Continuing Florida Aviation Systems Plan, the Volusia TPO, and the City of Daytona Beach.

OBJECTIVE:

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

POLICIES:

- 2.1.3.1 Volusia County has established measures for the acquisition, preservation, and protection of existing and future Thoroughfare Roadway System rights-of-way.
- 2.1.3.2 Volusia County has developed and will maintain land use regulations designed to protect existing and future rights-of-way necessary for the Thoroughfare Roadway System.

- 2.1.3.3 Volusia County shall require applicants for new development proposals that are adjacent to Thoroughfare Roadway System roads slated for construction within the County's Five Year Road Program to dedicate the right-of-way necessary for future transportation system improvements at the time of development approval as determined in the County's land development regulations.

OBJECTIVE:

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

POLICIES:

- 2.1.4.1 Volusia County shall establish strategies, agreements, and other mechanisms with applicable local governments and regional and state agencies that demonstrate the area wide coordination necessary to implement transportation, land use, parking and other provisions of the Transportation Element.
- 2.1.4.2 Volusia County shall coordinate the County's transportation system with the FDOT, the Volusia TPO, and all appropriate Volusia County municipalities to provide a coordinated system of arterials, collectors, local streets, public transportation, and air service.
- 2.1.4.3 Volusia County shall coordinate major transportation system improvements with the FDOT, the Volusia TPO, VOTRAN, and with all appropriate Volusia County municipalities.
- 2.1.4.4 Volusia County will maintain representation on the Volusia TPO Technical Advisory Committee.
- 2.1.4.5 Volusia County shall coordinate all major transportation system improvements with the Volusia TPO, the FDOT, the East Central Florida Regional Planning Council (ECFRPC), the St. Johns River Water Management District (SJRWMD), the U.S. Army Corps of Engineers, the Federal Aviation Administration (FAA), VOTRAN, Volusia County municipalities, and all other affected agencies in Volusia County.
- 2.1.4.6 Volusia County shall coordinate the development of its Five Year Road Program with the FDOT, the Volusia TPO, and all Volusia County municipalities.
- 2.1.4.7 The Volusia County Five Year Road Program shall be developed with input from an acceptable level of service methodology and an acceptable transportation modeling process.
- 2.1.4.8 Volusia County shall continue to involve the citizens and those affected agencies within Volusia County in the development and implementation of its Five Year Road Program.

- 2.1.4.9 Volusia County shall coordinate with Corridor Advocacy Groups in the pursuit of state and national scenic highway designations.

OBJECTIVE:

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

POLICIES:

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

OBJECTIVE:

- 2.1.6 Volusia County shall coordinate with the Volusia TPO and other related agencies to achieve and maintain levels of service on the thoroughfare system as well as for mass transit services.

POLICIES:

- 2.1.6.1 Volusia County shall evaluate the transportation system based upon a professionally acceptable methodology at the time of said evaluations.
- 2.1.6.2 Volusia County shall utilize the most recent capacity tables developed by the Florida Department of Transportation as a guide in the determination of the local system capacity to be used for all future updates of the Transportation Element.
- 2.1.6.3 Volusia County shall set peak hour level of service “D” standard for urbanized areas and level of service “C” standard for those areas outside urbanized areas for all Florida State Highway System roads, as consistent with FDOT procedure No. 525-000-006, Level of Service Standards, and Highway Capacity Analysis for the State Highway System.
- 2.1.6.4 Volusia County shall establish the following peak hour level of service standards for County maintained thoroughfares as shown on the Thoroughfare Roadway System Map.

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

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

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

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

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

Source: VOTRAN Transit Development Plan 2007 - 2016

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

2.1.6.7 Volusia County shall coordinate with the FDOT and local jurisdictions seeking Level of Service variances on the constrained facilities listed below:

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

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

*Florida Department of Transportation, 2002 Level of Service Handbook

- 2.1.6.8 Volusia County shall coordinate with the FDOT, the Volusia TPO, the municipalities of Volusia County, and the ECFRPC to designate the following County thoroughfares as constrained.

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

P = Physical
PO = Policy

- 2.1.6.9 For those roadway and public transportation facilities which indicate a lower level of service than the adopted standard, based on the most recent FDOT Generalized Daily Level of Service Tables used by Volusia County and are not scheduled in either the FDOT or Volusia County 5 Year Work programs, Volusia County shall perform an evaluation at the request and expense of the developer to provide evidence that the

roadway is operating at an acceptable peak hour level of service and that the proposed use would not lower the level of service below the acceptable standard.

- 2.1.6.10 On County roads designated as Constrained Facilities, Volusia County shall maintain the existing road, however, the County shall not schedule improvements to increase the number of through lanes. The County shall closely monitor the traffic volumes on designated Constrained Facilities, and at the time a County Constrained Facility reaches its minimum acceptable level of service standard the County may not allow further development which cannot provide acceptable mitigative measures to the adverse transportation impacts of the proposed development.
- 2.1.6.11 Volusia County shall require the developer of property in the unincorporated County which impacts constrained thoroughfares to prepare a Transportation Impact Analysis consistent with the most recent methodology contained in the Volusia TPO TIA Guidelines, as adopted by Volusia County Council.
- 2.1.6.12 Volusia County recognizes the Transportation Concurrency Exception Area (TCEA) and the Transportation Concurrency Management Area (TCMA) established within the municipalities as depicted on the Thoroughfare Roadway System Map (Figure 2-1).
- 2.1.6.13 For those State and/or County thoroughfares on which another local government wishes to establish a level of service which is higher than that established by Volusia County, the County shall accept and respect that higher standard provided the local government which desires that higher standard demonstrates in their Capital Improvements Program the ability to maintain the applicable thoroughfares at that higher standard using their own revenue sources, or unless such municipalities are able to program these improvements to meet these higher service levels with the approval of the Volusia County Council.
- 2.1.6.14 Volusia County has approved a level of service C for all County roads in the Hontoon Island Study Area as contained in the Future Land Use Element.
- 2.1.6.15 For the purpose of determining concurrency, Volusia County shall include all capacity-related transportation improvements which are fully funded for construction in the FDOT Five Year Work Program, in the most recently adopted TPO Transportation Improvement Program, and in the Volusia County Five-Year Schedule of Capital Improvements, and shall consider the planned capacity as existing in the concurrency analysis.
- 2.1.6.16 Volusia County, in conjunction with the Volusia TPO, shall develop a methodology to track development in both the incorporated and unincorporated areas of Volusia County. The information will be used to determine whether area wide levels of service are being maintained for the County transportation system.
- 2.1.6.17 Volusia County shall coordinate with the Florida Department of Transportation, City of Deltona and the Volusia TPO so that the SR 415 road widening project, which currently extends from the Seminole County line to Acorn Lake Drive, is segmented into two parts. The two segments will be defined as Seminole County Line to Reed Ellis Road and Reed Ellis Road to Acorn Lake Drive.
- 2.1.6.18 Because the 6-lane widening of Interstate 4 between SR 44 and I-95 has been

deferred until the year 2020, Volusia County and FDOT acknowledge that this segment will fall below the adopted LOS C standard in the near future and agree to continue to work together to secure the necessary funding to achieve completion of this important project.

- 2.1.6.19 Until the 4-lane widening of SR 415 between Enterprise-Osteen Road and the Seminole County line is constructed, Volusia County, in coordination with FDOT and the City of Deltona, shall set a LOS D standard, instead of LOC C, for this segment to reflect the type of traffic that uses the corridor (urbanized) and not reflect the adjacent land uses and area type (transitional).

OBJECTIVE:

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

POLICIES:

- 2.1.7.1 Volusia County shall continue to finance transportation system improvements necessitated by new development through the use of impact fees, proportionate share contributions, mobility fees, and/or public-private partnership ventures.
- 2.1.7.2 Volusia County shall regularly evaluate its transportation impact fee schedule by monitoring the cost of developing its transportation system to meet the demand attributable to new development.
- 2.1.7.3 Taking into account economic development, Volusia County shall maintain its transportation impact fees at an appropriate rate which is commensurate with the cost of providing Thoroughfare Roadway System improvements necessitated by new development.
- 2.1.7.4 Volusia County shall pursue and support alternative and innovative methods (i.e. proportionate share) of financing transportation system improvements to meet the County's transportation needs.
- 2.1.7.5 All thoroughfares represented on the Volusia County 2025 Thoroughfare Roadway System Map may be eligible for improvements as provided for in the Transportation Impact Fee Ordinance. For those thoroughfares on the 2025 Thoroughfare Roadway System Map which are city maintained, eligibility for the use of impact fees must be granted by the Volusia County Council.

OBJECTIVE:

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

POLICIES:

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

OBJECTIVE:

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

POLICIES:

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

OBJECTIVE:

2.1.10 Encourage bicycle use and pedestrian activity throughout Volusia County.

POLICIES:

2.1.10.1 Volusia County shall use the Volusia Trails Plan, as accepted by the Volusia County Council, as a guide to supplement Volusia's transportation network with interconnected non-motorized bicycling and walking corridors.

2.1.10.2 Volusia County shall develop pedestrian and bicycle ways to connect public uses such as schools, libraries, parks, and intermodal transit nodes where feasible.

2.1.10.3 Volusia County shall develop bicycle-compatible design standards in the Land Development Code for all new and reconstructed collector and arterial roads.

2.1.10.4 Volusia County shall include sidewalks alongside all roadways as consistent with the requirements of the Land Development Code.

2.1.10.5 Volusia County shall integrate bicycle (i.e., bicycle racks on buses, secure bicycle storage lockers, and park and ride lots), and pedestrian features into transit planning.

GOAL:

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

OBJECTIVE:

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

POLICIES:

2.2.1.1 Where possible, Volusia County shall direct major transportation system improvements away from environmentally sensitive areas.

2.2.1.2 Volusia County shall evaluate the potential environmental impacts of major transportation system improvements.

2.2.1.3 Volusia County shall coordinate its transportation system with the Conservation Element of the Comprehensive Plan to ensure that there is compatibility and that environmentally sensitive areas are protected from the present and future impacts of the transportation system.

2.2.1.4 Volusia County shall follow the recommendations contained in Section 6 of the Ponce de Leon Inlet Management Plan.

- 2.2.1.5 Volusia County shall follow and implement the recommendations contained in Sections 7 (Environmental Overview) and 8 (Airport Drainage Plan) of the Airport Master Plan which conform to FAA Order 5050.4A.

GOAL:

- 2.3 Volusia County shall provide for the designation and management of a system of Scenic Corridors which reflect the varying aesthetic qualities of the County. There are three types of scenic corridors as listed below:
1. County designated Scenic Corridors
 2. Florida State designated Scenic Highways
 3. National Scenic Byways

OBJECTIVE:

- 2.3.1 Volusia County has established and will maintain a program for the designation of aesthetically significant corridors. The following policies apply to all designated Scenic Corridors unless otherwise noted:

POLICIES:

- 2.3.1.1 Volusia County has established procedures and the evaluative criteria to be used in designating County designated Scenic Corridors.
- 2.3.1.2 Volusia County may not designate a new County designated Scenic Corridor which traverses an incorporated area unless the governing body of the appropriate municipality has entered into an interlocal agreement with the County to preserve the scenic value of the roadway corridor.
- 2.3.1.3 Volusia County shall refrain from designating isolated roadways as scenic unless the corridor possesses significant aesthetic value.
- 2.3.1.4 The establishment of a comprehensive system of interconnected scenic roadways which reflect the diverse environments of the County is to be encouraged.
- 2.3.1.5 Wherever historical sites, parks, recreational, and other public uses exist along a Scenic Corridor, consideration shall be given to continue the scenic qualities to driveways and accessways leading into these sites.
- 2.3.1.6 Volusia County shall follow state and national procedures that are separate and distinct from the County's program for scenic roads. While many of the scenic and resource protection concerns required by the state and federal governments are similar to the county program, the means of achieving protection are considered under different frameworks.
- 2.3.1.7 Volusia County shall promote and protect scenic views by recognizing and participating in voluntary community based scenic highway initiatives through state and federal scenic highways programs.

- 2.3.1.8 A scenic corridor may be designated and under the jurisdiction of multiple agencies, in which case, the policies which administer the County designated Scenic Corridors should be consistent with the policies which administer State and Federal Scenic Corridors.

OBJECTIVE:

- 2.3.2 Volusia County has established and will maintain a program for the management of County designated Scenic Corridors. The following policies apply to County designated Scenic Corridors as shown in Figure 2-8 of the transportation map series:

POLICIES:

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

OBJECTIVE:

- 2.3.3 Volusia County will cooperate with Corridor Management Entities, Corridor Advocacy Groups, participating municipalities, and the FDOT in the management of Florida State designated scenic highways (under Section 1S-1.001(9)(a), F.A.C., Rule 14-15.016, the Florida Scenic Highway Program). The following policies apply only to Florida State designated Scenic Corridors:

POLICIES:

- 2.3.3.1 Volusia County recognizes the boundaries of the Florida State designated scenic highways in Figure 2-8 of the transportation map series.
- 2.3.3.2 Volusia County will assist Corridor Management Entities to implement the vision statements of Florida State designated scenic highways.
- 2.3.3.3 Volusia County will adopt by reference the Corridor Vision of the following Florida State designated scenic highways (as found in the corresponding Corridor Management Plans):
- The Ormond Scenic Loop and Trail
 - Florida Black Bear Scenic Byway
 - River of Lakes Heritage Corridor Scenic Highway: Phase I
 - River of Lakes Heritage Corridor Scenic Highway: Phase II, consistent with the Farnton Local Plan policies regarding alignment and construction of Maytown Road.
 - Heritage Crossroads: Miles of History Heritage Highway
 - Indian River Lagoon National Scenic Byway
- 2.3.3.4 Infrastructure and utility structures, such as cellular communications, water, sewer, and energy transmission should be designed and located to minimize adverse visual impacts upon the scenic qualities of Florida State designated scenic highways. Utilities should be located underground to the maximum extent possible in an effort to minimize visual impacts along the corridors.
- 2.3.3.5 The County shall coordinate with the FDOT and any relevant municipalities in the preparation of Master Plans for Florida State designated scenic highways to provide for safe bicycle and pedestrian circulation, traffic calming and aesthetic improvements.
- 2.3.3.6 Volusia County shall cooperate with the Corridor Management Entity and any relevant municipalities in the development of an interpretive/educational signage along Florida State designated scenic highways. The display kiosks will highlight the flora, fauna, land forms, water bodies and historical/archeological resources along the scenic corridors.
- 2.3.3.7 Volusia County shall cooperate with and assist local Corridor Management Entities in their application to the Federal Highway Administration's National Scenic Byways Program.

J. Transportation Element Map Series

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

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