

# VOLUSIA FLAGLER 2050

Long Range Transportation Plan



## APPENDIX E

Plan and Data Summary Review

This document provides a summary of the planning documents and studies that were reviewed and considered during the development of *Volusia-Flagler 2050*, the Volusia-Flagler TPO’s (VFTPO) 2050 Long Range Transportation Plan (LRTP). Relevant documents included here may have been published under the VFTPO’s former name, River to Sea TPO (R2CTPO). Each of the following documents is summarized to highlight key elements, notable findings, and relevance to the development of *Volusia-Flagler 2050*.

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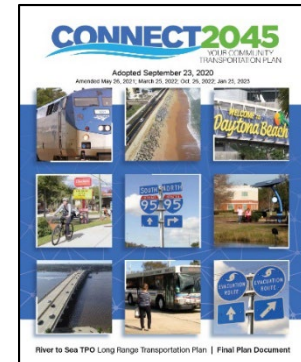
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## R2CTPO Connect 2045 LRTP

*Connect 2045*, the River to Sea TPO's 2045 Long Range Transportation Plan (adopted September 23, 2020) was developed with the goals of providing a balanced and efficient multimodal transportation system; supporting economic development; enhancing connectivity and transportation choices; improving safety and security; promoting livability; and providing transportation equity and opportunity through public participation.

While identifying the required roadway capacity projects, *Connect 2045* reported an estimated total projected revenue from 2026 to 2045 to be \$5.02 billion between federal, state, and local revenues. Approximately \$40 million was allocated for Local Initiative projects that include Complete Streets (streets that accommodate all users), roundabouts, technology projects, and climate adaptation. Additionally, VFTPO has held a continuous commitment to improving the safety of the region's transportation network. *Connect 2045* allocated \$45 million in TMA Local Initiatives set-aside funding for projects that improve safety and efficiency.

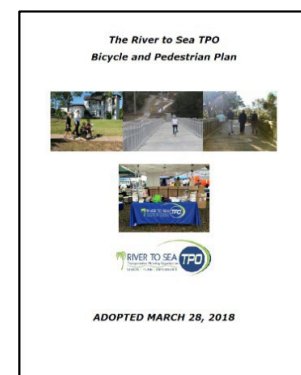


**Relevance to Volusia-Flagler 2050:** *Connect 2045* laid the groundwork for development of the 2050 LRTP by outlining priorities above and beyond enhancing roadway capacity (e.g. technology and climate adaptation), placing an emphasis on providing a multimodal transportation system for all users and focusing available financial resources to achieve these objectives. In order to comply with federal requirements, the TPO is updating the 2045 LRTP within five years of the adoption of the previous plan.

## R2CTPO Bicycle and Pedestrian Plan

The R2CTPO's Bicycle and Pedestrian Plan (adopted March 28, 2018) outlines a vision, goals, and objectives for providing a safe, accessible, and connected network of bicycle, pedestrian, and trail facilities for the TPO's planning area and respective regional connections. The plan provides data related to bicycle crashes, pedestrian crashes, and the location of high crash intersections. Inventories of bicycle, pedestrian, and regional trail facilities are also provided.

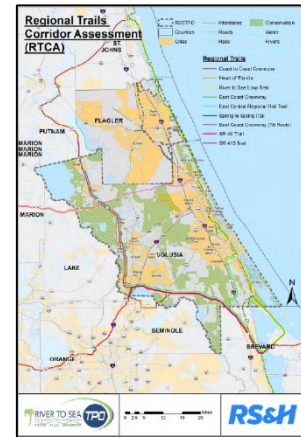
The Bicycle and Pedestrian Plan provides background on the concept of Complete Streets, related FDOT policy, and how it may be implemented within varying local contexts. The plan also outlines bicycle pedestrian facility design considerations including wayfinding, markings, crosswalks, and signal timings.



**Relevance to Volusia-Flagler 2050:** This plan conveys the TPO's commitment to bicycle and pedestrian planning, safety, and project implementation – all of which will inform the goals and objectives of *Volusia-Flagler 2050*. As the goals of this plan were inspired by the 2040 LRTP, the 2050 LRTP and the adopted Bicycle and Pedestrian plan should also be consistent with and complement each other. The data and facility design considerations provided informed the development of *Volusia-Flagler 2050*.

## Regional Trails Corridor Assessment

The Regional Trails Corridor Assessment (RTCA) Final Report, adopted May 2015, was conducted to understand overall status of the existing trail network in the regional planning area and to identify gaps within the regional trail network. Within the RTCA, nine regional trails were studied, including the Coast to Coast Connector (and Northern Connection), Heart of Florida Loop, (St. Johns) River to Sea Loop Trail, East Coast Greenway, East Central Regional Rail Trail (ECRRT), Spring to Spring Trail, East Coast Greenway (Alternative Route), SR 40 / Florida Black Bear Scenic Trail, and the SR 415 Trail. Stakeholder meetings, small group workshops, and field reviews were conducted to gather qualitative and quantitative data.

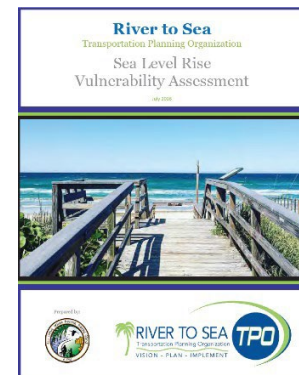


Out of the 195-miles of trails analyzed, 74.8-miles contain existing bicycle and pedestrian facilities (of which, 24.2-miles meet the preferred width for regional trails of 12-feet or wider). A total of 27.9-miles of trail gaps were identified. The results of the RCTA assisted in the development of recommendations for future trail segment prioritization, and funding and project development.

**Relevance to Volusia-Flagler 2050:** The Regional Trails Corridor Assessment was considered during the development of the *Volusia-Flagler 2050* needs assessment and bicycle/pedestrian priorities.

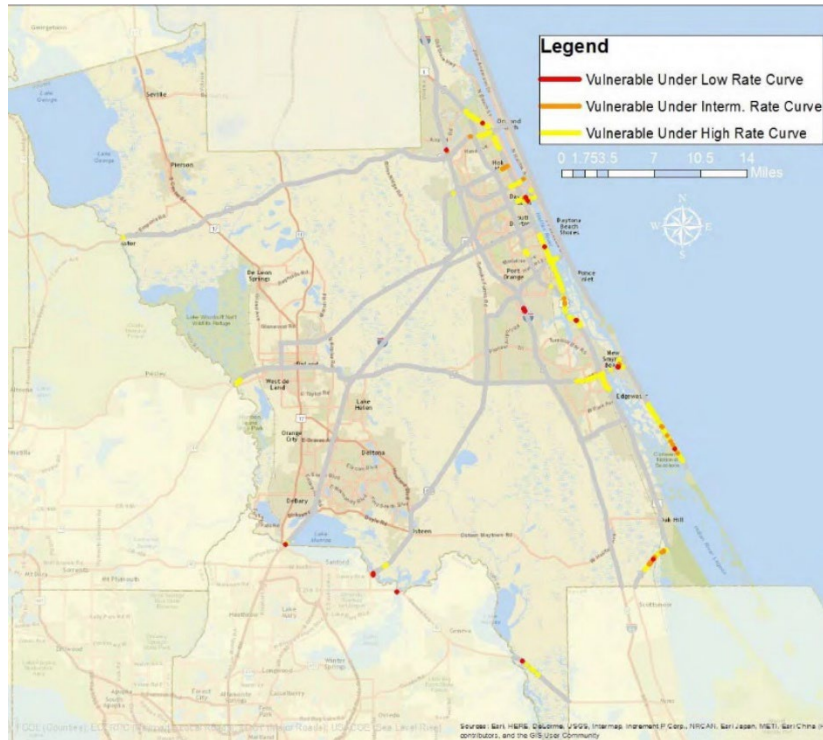
## R2CTPO Sea Level Rise Vulnerability Assessment

The Sea Level Rise Vulnerability Assessment prepared by the East Central Florida Regional Planning Council (ECFRPC) for the River to Sea TPO (adopted September 28, 2016) identifies vulnerable facilities that may be impacted by sea level rise, erosion, and coastal flooding. Because the TPO's planning area includes low-lying coastal areas, it is important to assess these potential impacts during advanced planning and considering future investments in transportation infrastructure and protecting current assets. Scenarios and modeling used the 2040, 2070, and 2100 planning horizons and utilized the U.S. Army Corps of Engineers Low, Intermediate, and High projection rate curves.



The vulnerability analysis was performed for designated evacuation routes, the major roadway network, scenic byways, railroads, facilities (e.g. public works facilities, emergency operations centers, airports, fleet storage), and sidewalks/trails. Varying levels of impact were modeled for each infrastructure type. The map below depicts evacuation routes that may be vulnerable to sea level rise under each scenario by the year 2100.

**Relevance to Volusia-Flagler 2050:** The Sea Level Rise Vulnerability Assessment's recommendations and approach supported the development of the Connect 2045 Resiliency Scenario and were considered in the development of the *Volusia-Flagler 2050* needs assessment and evaluation of projects.



# Resilient Volusia County and Resilient Flagler County

The Resilient Volusia County study (adopted September 27, 2017 and prepared by the ECFRPC), and the Resilient Flagler County study (adopted September 26, 2018 and prepared by the Northeast Florida Regional Council) both assessed the impacts that sea level rise may have on coastal flooding levels and the extent of a 100-year storm event for low, intermediate, and high sea level rise scenarios for the years 2040, 2070, and 2100. Similar to the R2CTPO Sea Level Rise Vulnerability Assessment, these studies analyzed designated evacuation routes, transportation facilities, emergency management centers, as well as analysis of impacts based on land uses.

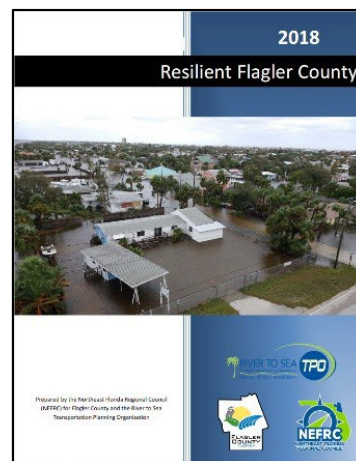
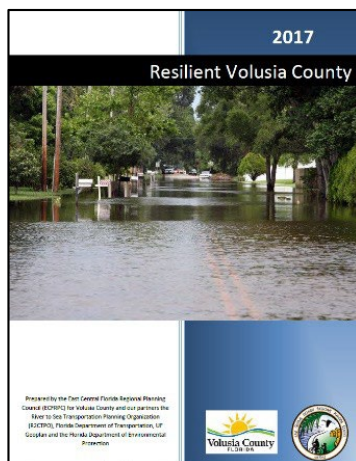
**USACE SLR Projections  
Feet of RSLR (relative to MSL)  
Daytona Beach Shores, FL**

	Low	Intermediate	High
<b>2040</b>	0.37 ft	0.57 ft	1.22 ft
<b>2070</b>	0.59 ft	1.14 ft	2.85 ft
<b>2100</b>	0.82 ft	1.86 ft	5.15 ft

For example, an analysis of evacuation routes estimated large impacts to SR A1A, US 1, and portions of I-95, with the low projection rate curve shows potential flooding of approximately 40 miles (total of flooded segments) of routes in Volusia County and at least 20 total miles of routes in Flagler potentially flooded.

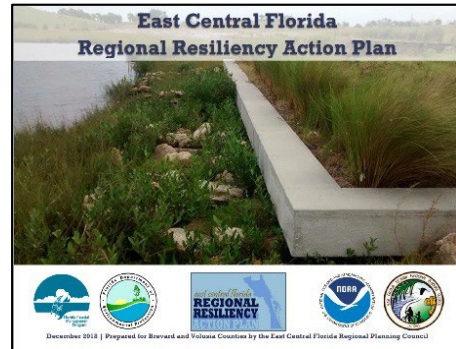
The study provides considerations and recommendations specific to emergency preparedness, land use planning, and transportation planning. These include recommendations directly related to the long-range transportation planning process and building consensus on policies and strategies to prepare for these possible impacts.

**Relevance to *Volusia-Flagler 2050*:** These studies supported the development of the *Connect 2045* Resiliency Scenario and were generally considered during development of *Volusia-Flagler 2050*. Additionally, each respective study suggests planning efforts should not only consider roadways that may be susceptible to sea level rise, but those that may be undercut by erosion/increased wave action, roadways near stormwater facilities, as well as bridge approaches and spans over water.



# East Central Florida (ECF) Regional Resiliency Action Plan

Completed in December 2018, the East Central Florida Regional Resiliency Action Plan (ECF RRAP) was developed by the ECFRPC for Volusia and Brevard counties. The Action Plan focuses on a five-year planning horizon focused on Leadership and Strategy; Economic and Society; Infrastructure and Environment; and Health and Wellbeing.



The ECF RRAP includes socio-economic profiles for both counties, a summary of stakeholder engagement findings, a regional planning for sea level rise recommendation, and an action plan matrix. This matrix

includes specific tasks for implementing the plan and their relationship to other plans, including long-range transportation plans.

**Relevance to Volusia-Flagler 2050:** The ECF RRAP identifies specific action items related to a range of plans including long range transportation plans (see matrix excerpt below). For example, an objective of the Action Plan is to “Preserve and adapt the built environment to keep people safe from and mitigate current and future natural hazards.” A related task is to “Develop prioritization process and funding mechanisms for infrastructure projects in Adaptation Action Areas.

Incorporate into CIP, stormwater master plan, long range transportation plan, and other appropriate plans and procedures.” Other action items note the role of the TPO as the appropriate agency responsible to complete or lead respective tasks. The Action Plan also includes a formal recommendation related to the use of a range of sea level rise projections for short-, medium-, and long-term planning, which informed development of the *Connect 2045* Resiliency Scenario and were considered in the development of *Volusia-Flagler 2050* needs assessment and evaluation of projects.

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Goal	Objective	Action	Agency	Task	Year	Related Plans
Infrastructure & Environment	IE5: Incorporate resiliency into local and regional plans, policies, processes and objectives.	IE5.1	NASA Port Canaveral Patrick Air Force Base All Jurisdictions FDOT TPOs	Utilizing input gathered from the RRAP Sea Level Rise Steering Committee, update policies, plans and procedures with the RRAP recommendation for planning for sea level rise and for use in the geographic delineation of an "Adaptation Action Area" where appropriate.	1	Comprehensive Plan Land Development Regulations Long Range Transportation Plan TPO Priority Project Methodology Local Mitigation Strategy Others
		IE5.2	Planning Department	Determine if Adaptation Action Area designation and policies are appropriate for the jurisdiction. If determined appropriate, develop policies and maps to identify the area, purpose and other related policies.	1	Comprehensive Plan
		IE5.3	All Jurisdictions	Create cross-discipline review committees to assist in the audit of various plan goals policies and strategies as they relate to resilience and review impacts of new projects and developments in regards to resilience.	1	All plans
		IE5.4	All Local Jurisdiction Commission All Jurisdictions	Adopt an "Adaptation Action Area" that includes the 100-year floodplain, the adopted sea level rise hazard zone, and the Coastal High Hazard Zone (Category 1 Storm Surge).	2	Comprehensive Plan Land Development Regulations
		IE5.5	Planning Department	Assess other plans to reference Adaptation Action Areas and incorporate language as appropriate.	2	
		IE5.6	Planning Department Sustainability Board	Audit Comprehensive Plan to ensure that resiliency strategies are adequately addressed and policies are compatible in all applicable sections. Add/adjust appropriate language where needed.	2	Comprehensive Plan

*Infrastructure & Environment: Incorporate resiliency into local and regional plans, policies, processes and objectives.*

## R2CTPO Connected and Automated Vehicle Readiness Study

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The R2CTPO Connected and Automated Vehicle Readiness Study (adopted June 2020) is a study conducted to form the Technology Transition Plan (TTP). This plan analyzes the region's existing readiness for new technologies and mobility solutions, outlines the TPO's goals and objectives for adopting transformational transportation technology, provides decision-maker guidance for updating TPO policy and procedures, and outlines a transition plan specific to the TPO planning area. The R2CTPO Connected and Automated Vehicle Readiness Study is consistent with the VFTPO (FKA R2CTPO) Connect 2045, the VFTPO (FKA R2CTPO) Intelligent Transportation System (ITS) Master Plan Phases I and II (2016 & 2018), and the FDOT District 5 ITS Master Plan (2016).

The TPO's transformational technology goals included identifying technology solutions for traffic management to solve regional mobility challenges, utilizing technology to improve transportation accessibility, and supporting technology that improves safety for all road users, equitability of transportation for all travelers, and the resiliency and sustainability of the region's transportation system. Examples of transformational technologies specific to the TPO's planning area include wireless telecommunication, electric vehicles, ridehail services (e.g., Uber and Lyft), big data analytics, and the Internet of Things (IoT). Recommended actions to ready the region's infrastructure for new technologies include creating a data marketplace, establishing a working group on emerging technologies, implementing the recommendations of the TPO's ITS Master Plan, and partnering with local agencies and higher education institutions for innovative grant funding.

**Relevance to *Volusia-Flagler 2050*:** The R2CTPO Connected and Automated Vehicle Readiness Study supported development of *Volusia-Flagler 2050* by providing an understanding of the region's existing transformative technology strengths and weaknesses, along with the region's goals and policy recommendations.

## R2CTPO Intelligent Transportation Systems Master Plan, Phase I

The R2CTPO ITS Master Plan, Phase I (adopted August 2016) includes a vision, goals, and objectives consistent with the 2040 LRTP; an inventory of existing ITS elements and organizational relationships; and stakeholder interviews with Volusia and Flagler counties, municipalities, FDOT District 5, law enforcement agencies, Votran, and SunRail.

A technical memorandum provides an overview of existing and planned ITS infrastructure within the R2CTPO boundary, and general overview of the types of communication infrastructure utilized by various agencies including FDOT District 5 its related services (e.g. Florida 511, Regional ITS Architecture, Traffic Incident Management). A qualitative assessment of the existing ITS system notes that are some challenges related to communication breakdowns between agency networks, and other interagency coordination issues. Staff shortages, aging equipment, maintenance, and the need for specialized training are other issues facing the ITS system. It is noted that each local transportation agency has a focus on connecting traffic signals to a common ITS network, automated vehicles, and pedestrian/bicycle data collection.



**Relevance to *Volusia-Flagler 2050*:** The R2CTPO ITS Master Plan (Phase I) supported development of *Volusia-Flagler 2050* by providing an understanding of the current state of ITS infrastructure opportunities and challenges.

## R2CTPO Transportation Systems Management & Operations (TSM&O) Master Plan, Phase 2

TSM&O is an approach to improving the performance and efficiency of the transportation network by addressing traffic-related problems and minimizing congestion through the utilization of ITS, signal system control, and other management and operational strategies. The R2CTPO TSM&O Master Plan, Phase 2 (adopted June 27, 2018) provides an overview of various TSM&O strategies and based on a scoring and ranking of roadway segments within the LRTP network and offers recommendations regarding the most applicable strategies and projects.

Overall strategies identified to improve operations include traffic operations/management; system communications and interconnectivity; maintenance and construction; incident management; emergency management; traveler information; public transportation management; information management; and emerging technologies. The Plan recommended four TSM&O deployments (Early Deployment, East Volusia, West Volusia, and Flagler) for which high-level cost analyses were performed to approximate the funding requirements for each.

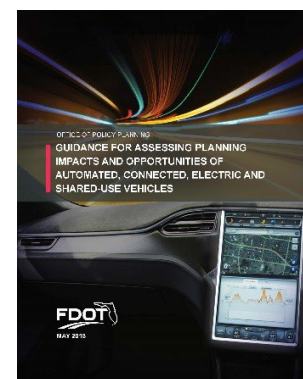
**Relevance to Volusia-Flagler 2050:** This plan ranks SIS, Regional, Non-Regional, and Collector roadway segments within the LRTP network to determine where TSM&O strategies are expected to provide the greatest benefit and optimum return on investment. It also includes four (4) recommended TSM&O deployments with related cost information. This information was generally considered during the development of *Volusia-Flagler 2050*.

## Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles (ACES)

This September 2018 document was developed by FDOT to provide guidance to MPOs regarding ACES and on how to best account for emerging technologies and shared mobility within respective planning processes and long-range transportation plans.

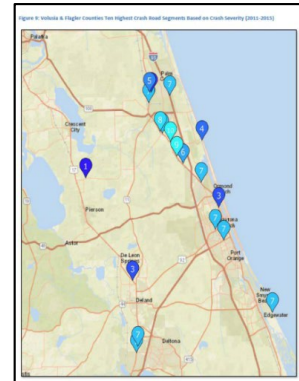
This guide also provides a table that includes potential impacts of ACES on common LRTP goals. For example, when considering an LRTP goal of providing choices in transportation, ACES technology's potential impact on mode choice maybe be a potential decrease in individual vehicle ownership.

**Relevance to Volusia-Flagler 2050:** The Connect 2045 LRTP's Technology Scenario utilized the FHWA ACES scenarios, recommended in this guidance, that is a component of the Central Florida Regional Planning Model, version 7. These scenarios informed considerations during the development of *Volusia-Flagler 2050*.



## R2CTPO 2017 Crash Analysis Report

This report (adopted September 27, 2017) provides a detailed review and analysis of crash data for Volusia and Flagler County, covering the period from 2011-2015. Both roadway segments and intersections were analyzed based on crash frequency and severity, as well as the types of crashes (rear-end, left-turn, sideswipe, right angle, head-on, impaired driving, distracted driving, crashes involving bicyclists/pedestrians).



Of note, annual crash totals increased substantially over the study period, with rear-end collisions accounting for 28% of the total. The sample figures below from the report show the crash rates (annual crashes per annual 100 million vehicle miles traveled for Volusia and Flagler counties over the course of the study period. In relation to the state, rates in both counties were lower than those statewide (185.69 in 2011 and 325.42 in 2015).

The report recommends more detailed review of the high-crash intersection and roadway segments, rear-end collisions, motorcycle crashes, and crash-related behavior to identify causes and potential countermeasures.

**Relevance to Volusia-Flagler 2050:** With safety being a consistent high priority of Volusia-Flagler TPO, and a goal of *Volusia-Flagler 2050*, data and recommendations of this report were considered in the development of the LRTP through identification and prioritization of projects and programming.

Figure 2: Volusia County Total Crashes (2011-2015)

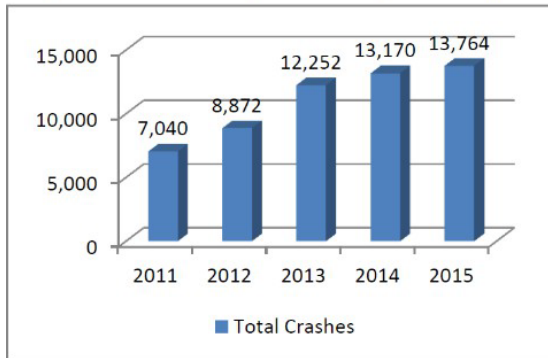
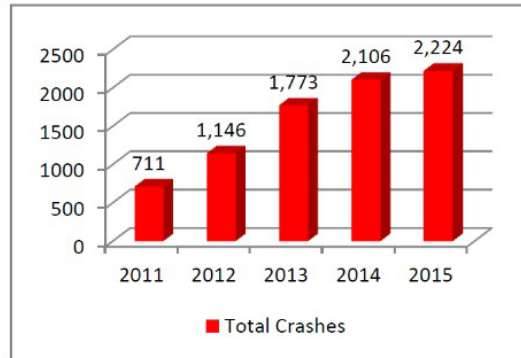


Figure 3: Flagler County Total Crashes (2011-2015)



## R2CTPO SR/CR A1A Pedestrian Safety & Mobility Study

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The R2CTPO SR/CR A1A Pedestrian Safety & Mobility Study, adopted May 2017, was prepared to assist the VFTPO (FKA R2CTPO) in generating a list of suggested improvements addressing the needs of pedestrians and bicyclists along SR/CR A1A. The study corridor (extending from Bethune Beach to Marineland) serves local residents and tourists, providing access to several restaurants, retail shops, hotels, and housing. Stakeholder and board meetings assisted in identifying additional site visits and areas of concern within the community, while the “sliding window” methodology as described in the *Highway Safety Manual (HCM)* helped to identify crash frequency and severity locations. Nine focus area locations were identified for this study.

A meeting with FDOT was held to discuss the results of the study and create an implementation plan for next steps. Safety improvement suggestions included crosswalk installations and mid-block crossing studies. Each suggestion was categorized into short-term, near-term, or long-term, creating varying implementation and funding strategies.

**Relevance to Volusia-Flagler 2050:** Development of *Volusia-Flagler 2050* considered the R2CTPO’s SR/CR A1A Pedestrian Safety & Mobility Study data and information to inform safety goals, objectives, needs and priorities.

## R2CTPO Roadway Safety Evaluation and Improvement Recommendations

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The R2CTPO Roadway Safety Evaluation and Improvement Recommendations study, adopted August 2018, utilized the R2CTPO’s 2017 Crash Analysis Report and further refined the data to develop a process to address and mitigate the high volume of crashes within the planning area. Crash clusters for five locations were identified and sorted into categories, intersection crashes by frequency and severity, and segment crashes by frequency and severity. Field observations and an existing conditions analysis was conducted to identify undesirable conditions, driver behavior, and efficiency of traffic operations. After the crash analysis, mitigation strategies were proposed to improve roadway safety at each of the study segments / intersections.

Notable results revealed a total of 67,836 crashes within a five year period (2012 – 2016), most of which resulting from rear-end collisions (29%), and most of which resulting in property damage only (PDO) (69%). According to the crash data, the most dangerous segment to pedestrians and cyclists was US 1/Ridgewood Ave/State Rd/Dixie Freeway/SR 5, resulting in 102 pedestrian crashes (19 fatal) and 105 bicycle crashes (2 fatal).

**Relevance to Volusia-Flagler 2050:** Development of *Volusia-Flagler 2050* considered the R2CTPO’s Roadway Safety Evaluation and Improvement Recommendations data and information to inform safety goals, objectives, needs and priorities.

# R2CTPO Transportation Congestion Management Process

The R2CTPO updated and refined its Congestion Management Process (CMP) in consideration of the *Connect 2045* LRTP. The Transportation Congestion Management Process was adopted June 2022. The CMP addresses the multimodal transportation network within the TPO's Metropolitan Planning Area that includes the roadway, transit, bicycle and pedestrian, transportation system management & operations (TSM&O), and evacuation route networks.



National Highway System (NHS), Interstate System, Strategic Intermodal System (SIS), State Highway System (SHS), and Off-System Arterial and Collector roadways.

The purpose of the CMP is to provide a *toolbox of actions and strategies* the [VFTPO] and partner agencies can refer to when addressing congestion management issues. The CMP uses an 8-Action Process model (guided by FHWA 's Congestion Management Process). VFTPO used several performance measures to understand the existing conditions of the planning area's transportation network including, but not limited to, vehicle miles traveled (VMT), Level of Travel Time Reliability (LOTTR), and Signal Four Analytics (S4) crash data. Results of the analysis reveal the planning area to be generally uncongested, an increase in fatalities from 2016 to 2019, and the top 25 highest crash segments within the planning area.

**Relevance to Volusia-Flagler 2050:** The Congestion Management Process and the on-going evaluation of system performance informed development of *Volusia-Flagler 2050* by contributing to the identification and prioritization of planned improvements. This report includes measures related to PM 1 – Safety and has adopted required performance measures (adopted 1/24/18 and updated most recently on 1/24/24). Measures and targets for PM 2 – Pavement and Bridge Condition were adopted 10/24/18 and updated most recently on 5/24/23. Data for system performance was included in this report and measures and targets for PM 3 were adopted 10/24/18 and updated most recently on 5/24/23. Transit Asset Management Plan Targets were also adopted 10/24/18 and updated most recently on 6/26/24.

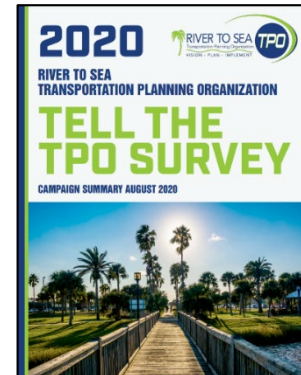
Safety Metric	2016	2017	2018	2019	2020
Number of Fatalities	142	156	122	135	155
Rate of Fatalities (per 100M VMT)	2.01	2.14	1.63	1.78	2.11
Number of Serious Injuries	773	825	841	758	612
Rate of Serious Injuries (per 100M VMT)	10.77	11.30	11.26	9.97	8.33
Number of Non-Motorized (Pedestrian/ Bicycle) Fatalities and Serious Injuries	112	111	100	110	106

Performance Measure	2020 Statistics	R2CTO Target	R2CTPO Target Achieved
Number of Fatalities	155	118	X
Rate of Fatalities	2.11	1.55	X
Number of Serious Injuries	612	808	✓
Rate of Serious Injuries	8.33	10.60	✓
Number of Non-Motorized Fatalities and Serious Injuries	106	96	X

## R2CTPO “Tell the TPO” Survey

The 2020 “Tell the TPO” Community Transportation Survey Campaign was launched on March 30, 2020, and ran through June 7, 2020, and received a total of 1,344 responses. Physical outreach was severely restricted due to the COVID-19 pandemic, resulting in decreased response rate compared to the previous survey conducted in 2018.

Based on the responses to the nine questions included in the survey, key findings included: providing travel choices is a priority; greater levels of use were shown for alternative transportation modes such as ridesourcing (e.g., Uber/Lyft/Taxi), SunRail, and vanpooling/carpooling; improving roadway design and constructing additional bike lanes and sidewalks would incentivize greater bicycle and pedestrian use; respondents understand the benefits of using technology to benefit transportation network; minimizing impact on environmentally sensitive areas ranked as the top priority for improving quality of life in the region, followed by reducing traffic congestion and sprawl; respondents support increased investment to improve roadway safety for all roadway users; increased penalty for distracted driving. However, it is to be noted that while the results of the survey demographics are similar to previous surveys conducted, it is not a true representation of the community due to the restricted community outreach processes due to COVID-19.



**Relevance to Volusia-Flagler 2050:** The results of the 2020 “Tell the TPO” Survey provided an understanding of previous collected preferences and priorities from the TPO’s planning area. This information was generally informative to the public outreach approach of *Volusia-Flagler 2050* and associated surveys distributed at key points during the planning process.

## R2CTPO Transportation Impact Analysis (TIA)

### Guidelines

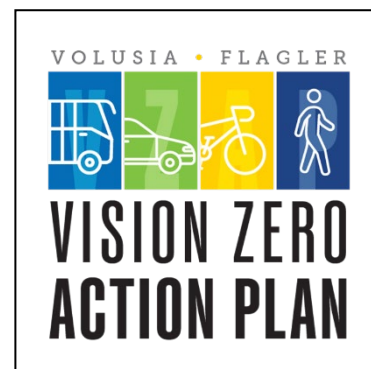
The R2CTPO Transportation Impact Analysis (TIA) Guidelines, adopted June 2016, provides the guidelines needed to conduct a TIA, an analysis conducted to provide information on the projected traffic expected from a proposed development. The purpose of these guidelines is to provide a coordinated process for performing a TIA within Volusia County, Beverly Beach, Flagler Beach, and portions of Palm Coast and Bunnell.

**Relevance to Volusia-Flagler 2050:** Per the R2CTPO Transportation Impact Analysis (TIA) guidelines, the adoption of the *Volusia-Flagler 2050* will be used as a reference when conducting future TIAs.

## Volusia-Flagler Vision Zero Action Plan

The Volusia-Flagler Vision Zero Action Plan follows the same principles as the Safe System approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. These principles are to be used to reduce traffic related deaths to zero, a goal coined as “Vision Zero”.

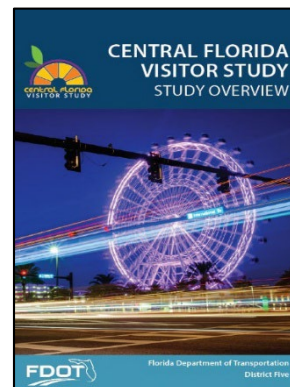
**Relevance to Volusia-Flagler 2050:** The TPO adopted its Vision Zero Action Plan in June 2025 which identifies a High Injury Network – the locations with the highest risk for fatal and serious injury crashes. Volusia-Flagler 2050 considered Vision Zero data to help inform the prioritization and selection of projects for funding.



## FDOT District Five Central Florida Visitor Study

The Central Florida Visitor Study (July 2019) was conducted by the Florida Department of Transportation District Five to explore visitor travel within the region, recommend ways to best capitalize on tourism assets, and recommend strategies to best prepare for expected growth within the 10-county Central Florida region. Daytona Beach, Daytona International Speedway, and Daytona Beach International Airport are identified as Central Florida Visitor Activity Centers.

The results of the of the study were documented in an Executive Summary, Visitor Data Dictionary (guide to locate and utilize existing data for transportation), Global Review of Visitor Attractions (for identification of transportation best practices), TransValU Visitor Module (tool designed to evaluate the economic assessments of proposed transportation investments in Florida), Visitor Data Analysis Report, and Scenario Planning & Recommendations.



The first recommendation from the study is to institutionalize visitor mobility analysis and planning, and to support MPO’s in meeting FAST ACT requirements by accounting for visitor transportation and considering projects that enhance travel and tourism in the LRTP process. One of the new provisions in the FAST Act is the creation of the National Advisory Committee on Travel and Tourism Infrastructure (NACTTI). The Committee’s objective is to provide information, advice, and recommendations on matters relating to the role of intermodal transportation in facilitating mobility with respect to travel and tourism activities.

**Relevance to Volusia-Flagler 2050:** This study and related data supported consideration of programs and improvements for *Volusia-Flagler 2050* that support tourism activities, access to tourist attractions, and economic development. *Volusia-Flagler 2050*’s Technical Scoring Criteria included provisions that give higher priority to projects that provide improved access to tourism/activity centers and ecotourism locations.

## R2C Paratransit Service Analysis

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The R2CTPO Paratransit Service Analysis (September 2021) was a study used to analyze the increasing demand for paratransit and transportation disadvantaged (TD) services within Volusia and Flagler counties. An existing conditions analysis was conducted to understand the socioeconomic demographics of the existing population and the currently available transit services offered by Votran and Flagler County Transit.

The identified recommendations to accommodate the increasing need for paratransit and TD services were separated into short-term, mid-term, and long-term recommendations. The recommendations include:

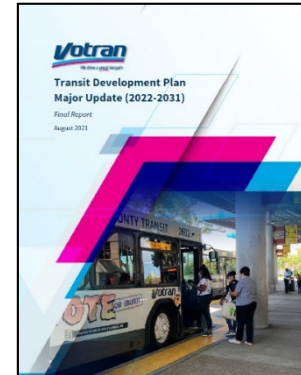
- Short-term Recommendations
  - Coordinating with other public and private transportation providers
  - Coordinating with medical practices for better multiloading opportunities
  - Evaluating access to senior living facilities and programs
  - Participating in the land development process
- Mid-Term Recommendations:
  - Developing a phased implementation plan to improve bus stop accessibility
  - Implementing a free bus pass pilot program for paratransit eligible riders
  - Contracting for TNC first mile/last mile services
  - Contracting for TNC supplemental service
  - Conducting an MOD study
  - Implementing Votran's Phase II MOD recommendations from the short-term redesigned COA network
- Long-Term Recommendations:
  - Adding MOD zone in South DeLand

**Relevance to *Volusia-Flagler 2050*:** The R2CTPO Paratransit Service Analysis was considered in developing transit provisions within *Volusia-Flagler 2050*.

## Votran Transit Documents

### Votran Transit Development Plan (TDP) Major Update

The Votran TDP Major Update (August 2021) summarizes baseline conditions and socioeconomic demographics of the study area, reviews existing transit services within Volusia County, summarizes public involvement activities, provide a situational appraisal of the current planning/policy environment, analyzes various demand and mobility needs assessments, prepares a 10-year Transit Needs Development and Evaluation process, includes a 10-year financial plan, and provides approaches to facilitate plan implementation and coordination after TDP adoption. Several public involvement and stakeholder meetings were conducted to gather feedback on the existing transit services and the needs in the community.



**Relevance to *Volusia-Flagler 2050*:** The Votran TDP Major Update proposed service enhancements, proposed capital enhancements, and 10-year financial plan provided the basis for addressing transit service and needs within *Volusia-Flagler 2050*. The TDP was considered in developing the Cost Feasible Plan.

### Votran Transit Development Plan (TDP) Annual Update

The Votran TDP Annual Update (November 2024) is the first annual update to the Votran TDP Major Update (adopted August 2021). This update reflects updated Goals, Objectives, and Policies, as well as a revised ten-year financial plan.

**Relevance to *Volusia-Flagler 2050*:** The Votran TDP Annual Update was considered in developing transit provisions within *Volusia-Flagler 2050*.

### Votran Transportation Disadvantaged Service Plan (TDSP)

The Votran Transportation Disadvantaged Service Plan (TDSP) (June 2021) was developed in compliance with the policies of the Commission for the Transportation Disadvantaged, and was approved by the Board in July 2021. The Votran TDSP analyzes the existing conditions of Volusia County and develops a strategy to achieve the long-term transportation goals within the County. Five focus areas were used to develop the Goals, Objectives, and Strategies of the TDSP, including system administration and education, service delivery, policy, technology, and funding.

**Relevance to *Volusia-Flagler 2050*:** The Votran TDSP Goals, Objectives, and Strategies was used as a reference during public engagement initiatives, and during the development of *Volusia-Flagler 2050*.

### Votran Comprehensive Operational Analysis (COA)

The Votran Comprehensive Operational Analysis (COA) (2021) was developed to analyze the existing operations of Votran and identify methods to increase quality service while minimizing costs. This study was conducted concurrently with the Votran TDP Major Update (August 2021).

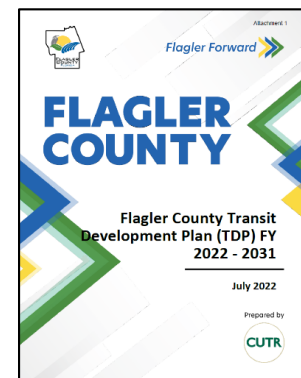
Existing operational deficiencies identified include complexity with loop or one-direction routes, routes with an excessive number of deviations, limited night and Sunday hours, and an overlap with SunRail service. Several changes to existing routes are proposed within the COA for greater efficiency and best practice.

**Relevance to *Volusia-Flagler 2050*:** The Votran COA’s identified deficiencies and proposed improvements to the operation of Votran were considered in the development of transit provisions within *Volusia-Flagler 2050*.

## Flagler County Transit Documents

### Flagler County Transit Development Plan (TDP)

The Flagler County Transit Development Plan (TDP) (July 2022) includes an assessment of the socioeconomic demographics and commuting patterns in the county; evaluation of demand response service, operations, and financial performance; summary of public input; vision, goals, objectives, and strategies; situational appraisal and transit demand analysis, existing plan review, and an identification of needs and opportunities to enhance service with a summary of the agency’s 10-year revenue and cost projections.



**Relevance to *Volusia-Flagler 2050*:** The Flagler County TDP includes prioritized recommended alternatives to the existing transit system including proposed service enhancements and additional fixed-route service. The TDP was considered in the development of the *Volusia-Flagler 2050* Cost Feasible Plan.

### Flagler County Transportation Disadvantaged Service Plan (TDSP)

The Flagler County Transportation Disadvantaged Service Plan (TDSP) (November 2021) was completed in compliance with Florida’s Transportation Disadvantaged program to “ensure the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons”, governed by Part 1 of Chapter 427, Florida Statutes (F.S.) and Florida Administrative Code (F.A.C.) Rule 41-2.

A socioeconomic analysis was conducted for Flagler County to understand existing and future population characteristics, along with a service analysis considering the projected transportation disadvantaged population, historic funding, and notable barriers to the coordination process. Goals, Objectives, Strategies, and an Implementation Plan were established to improve coordination efforts.

**Relevance to *Volusia-Flagler 2050*:** The Flagler County TDSP Goals, Objectives, and Strategies were used as a reference during public engagement initiatives, and during the development of *Volusia-Flagler 2050*.

## Florida Strategic Highway Safety Plan

The Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on working towards Vision Zero, the elimination of fatalities and serious injuries on all public roads. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local traffic safety partners and was last updated in March 2021. The SHSP focuses on roadway users, analyzing notable emphasis areas and strategies to mitigate potentially harmful impacts (e.g., lane departure crashes and speeding). The SHSP and safety plans for other modes align with the Florida Transportation Plan (FTP) and national programs funded by the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), and the National Highway Traffic Safety Administration (NHTSA).

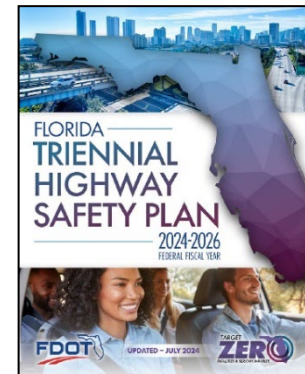


**Relevance to Volusia-Flagler 2050:** *Volusia-Flagler 2050* incorporates the SHSP emphasis areas and considers the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the Highway Safety Improvement Program (HSIP), including the Strategic Highway Safety Plan (SHSP) required under 23 U.S.C. 148. The SHSP emphasis areas are documented in the Transportation Plan chapter.

## FDOT Florida Triennial Highway Safety Plan

FDOT's Florida Triennial Highway Safety Plan Highway Safety Plan (3HSP) is Florida's action plan for distribution of NHTSA highway safety funds, last updated July 2024 for fiscal years 2024 - 2026. The Plan is based on Florida's SHSP goals and objectives, crash data and Federal requirements.

The 3HSP was developed by analyzing the existing affected and potentially affected communities through a thorough data analysis process across Florida. Additionally, 24 performance measures were developed by NHTSA to record progress towards the state's safety goals. The results of this analysis, along with public input, assisted in developing several countermeasure strategies for programming funds, providing a list of strategies and considerations to account for when programming funding for various safety goals or outcomes (e.g., mitigating distracted driving and motorcycle safety).



**Relevance to Volusia-Flagler 2050:** Development of *Volusia-Flagler 2050* considered 3HSP data and information, in companion with the SHSP, to define safety goals, objectives, and priorities.

## Florida Transportation Plan (2045)

### Vision Element

The Florida Transportation Plan (FTP) Vision Element (May 2020) defines the vision and goals for Florida's transportation system for the next 25 years. based on comprehensive input from the public and statewide, regional, and local partners. The Vision Element considers the potential implications of growth, diversity, development, innovation, global integration, and risks/disruptions on the state's transportation system.



**Relevance to Volusia-Flagler 2050:** *Volusia-Flagler 2050* was developed with consideration for the long-term vision set forth in the FTP. At the time of this plan review, the 2045 FTP is the latest to be adopted. The 2055 FTP is anticipated to be adopted by December 2025.

### Policy Element

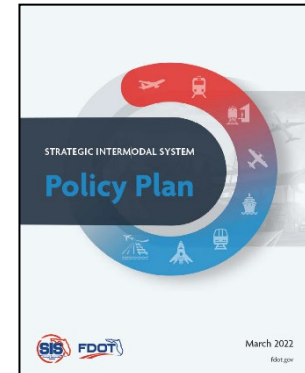
The FTP Policy Element (December 2015) is Florida's 25-year long-range transportation plan as required by both state and federal law. It is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida created by, and providing direction to, the Florida Department of Transportation (FDOT) and the many partner organizations that are involved in planning and managing transportation throughout the state. It was developed in close cooperation with Florida's 27 MPOs [23 C.F.R. 450.216(g)] and is the result of extensive public input. The plan encompasses seven goal areas with supporting objectives to guide planning and programming.



**Relevance to Volusia-Flagler 2050:** Each MPO's/TPO's long-range transportation plan must consider the goals and objectives identified in the Florida Transportation Plan (FTP)[s.339.175(7)(a), F.S.]. The goals of *Volusia-Flagler 2050* were developed to reflect the FTP's goals (see Chapter 2). At the time of this plan review, the 2045 FTP is the latest to be adopted. The 2055 FTP is anticipated to be adopted December 2025.

## Strategic Intermodal System Policy Plan

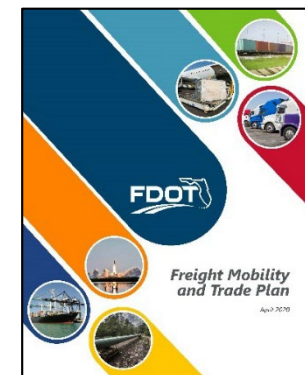
Florida's Strategic Intermodal System (SIS) is the high priority network of transportation facilities important to the state's economic competitiveness. The SIS Policy Plan (March 2022) establishes the policy framework for planning and managing Florida's SIS. The Plan is a primary emphasis of FTP implementation and aligns with the FTP Policy Element. The SIS Policy Plan includes five (5) focus areas to guide future SIS plans and investments, including Safety, Resilience, Technology and Innovation, Urban Mobility and Connectivity, and Rural Mobility and Connectivity.



**Relevance to Volusia-Flagler 2050:** L RTPs must identify transportation facilities that include major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. L RTPs must also give emphasis to those transportation facilities that serve national, statewide, or regional functions [s. 339.175(7) F.S.]. In fulfillment of these requirements, *Volusia-Flagler 2050* documents SIS facilities within the Cost Feasible Plan. The SIS Policy Plan focus areas of safety, resilience, technology and innovation, and urban/rural mobility and connectivity are also reflected in the *Volusia-Flagler 2050* goals and objectives, and the plan's evaluation criteria.

## Florida Freight Mobility and Trade Plan (2020)

In 2013 and 2014, FDOT developed the first Freight Mobility and Trade Plan (FMTP) designed to set the stage for freight planning in Florida, raise awareness, and galvanize the freight community. The latest FMTP was adopted in April 2020, the 2024 FMTP update is currently pending FHWA approval. This document built upon the foundation set by the previous FMTP by using tactical and strategic approaches to implement immediate opportunities while also positioning Florida for future possibilities. One key recommendation from both FMTP efforts was that freight issues and needs shall be given emphasis in all appropriate transportation plans including the MPO long range transportation plans.



**Relevance to Volusia-Flagler 2050:** The goals and objectives of the *Volusia-Flagler 2050* were developed to be consistent with the FMTP objectives. The relationship of these plans is outlined in Chapter 2. *Volusia-Flagler 2050* Technical Scoring Criteria included a provision that gives higher priority to projects that are within designated freight corridors or serving high truck volumes. The TPO also supports the state freight planning process and has coordinated with FDOT to set appropriate performance targets for the measurement of Truck Travel Time Reliability (Truck travel time reliability ratio (TTTR) on the Interstate system).

## FDOT District Five Truck Parking Study

The availability of safe, and legal truck parking is directly related to the safety of commercial vehicle operators and the general traveling public, as well being instrumental to economic competitiveness. FDOT District Five’s Truck Parking Study (December 2018) assesses existing truck parking capacity and future demand within the District, including R2CTPO’s planning area.

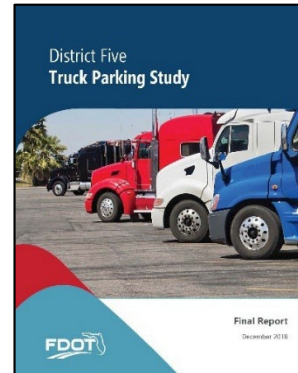


Figure 10 | Corridor-Level Truck Parking Supply and Demand, Interstate Highways

Interstate 4	Interstate 75	Interstate 95
Average Demand: 481	Average Demand: 518	Average Demand: 472
Available Spaces: 89	Available Spaces: 728	Available Spaces: 424

According to the study’s truck parking location summary, there is one privately- operated location at Love’s Travel Center on US 1 (107 truck parking spaces) in Volusia County, and two public truck parking locations in Flagler County at Mile Marker 286 on I-95 Northbound and Southbound, with each having 41 parking spaces.

**Relevance to Volusia-Flagler 2050:** Continued population growth and economic activity will increase freight transportation demand, and in turn increase demand for sufficient truck parking within the TPO’s planning area. *Volusia-Flagler 2050* considered the location of existing truck parking facilities, estimated parking space demand ranges for the corridors evaluated within the planning area (I-4, I-95, SR 44, SR 100, US 17), and freight intensive/truck trip generating land uses within the planning area.

## Local Government Comprehensive Plans

The adopted Comprehensive Plans of the local governments listed below were reviewed in the process of developing *Volusia-Flagler 2050*:

- Volusia County
- Flagler County
- City of Bunnell
- City of Daytona Beach
- City of Daytona Beach Shores
- City of Debarry
- City of Deland
- City of Deltona
- City of Edgewater
- City of Flagler Beach
- City of Holly Hill
- City of Lake Helen
- City of New Smyrna Beach
- City of Oak Hill
- City of Orange City
- City of Ormond Beach
- City of Palm Coast
- City of Port Orange
- City of South Daytona
- Town of Beverly Beach
- Town of Ponce Inlet
- Town of Pierson

**Relevance to *Volusia-Flagler 2050*:** The Future Land Use Element of each respective Comprehensive Plan was analyzed during the development of the *Volusia-Flagler 2050* socioeconomic forecasts. Similarly, the Transportation Element of each plan provided adopted level of service standards and identified constrained corridors as potential needs. *Volusia-Flagler 2050* was developed to be consistent with these plans. Staff from member local governments also participated in oversight of plan development through participation on the TPO's LRTP Subcommittee and Technical Coordinating Committee.

## Central Florida Regional Planning Model (CFRPM)

The CFRPM v7 is maintained by FDOT District Five and covers the nine counties within the District, including Flagler and Volusia counties. The model considers factors such as population, socioeconomic data, land use, trip generation, trip distribution, and modal split to project traffic levels and patterns in the designated planning horizon. The CFRPM v8 is currently in development, however, based on the timeline of the *Volusia-Flagler 2050*, v7 will be used.

**Relevance to *Volusia-Flagler 2050*:** The CFRPM was utilized as a primary travel demand forecasting tool in the development of the Needs Assessment and Cost Feasible Plan within the LRTP. Related documentation is provided in the Technical Appendix.

## Daytona Beach International Airport Master Plan

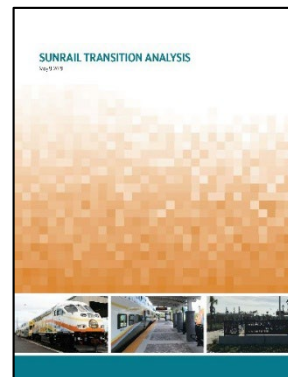
Last updated in 2020, the Daytona Beach International Airport (DAB) Master Plan evaluated the airport's existing conditions and makes recommendations to accommodate projected activity and demand. Significant growth has occurred from the last Daytona Beach International Airport Master Plan (2003), including pilot training operations in partnership with Embry-Riddle Aeronautical University (ERAU), and spikes in tourism due to major local events from the Daytona Beach International Speedway. The master plan projects the future and projected Airport activity in the short-, intermediate-, and long-term planning horizons. This Airport activity includes market area impacts for DAB, this is emphasized in the attached South Development Area Market Assessment plan (December 2018). Notable recommended development plan projects include parking lot improvements, runway rehabilitation projects, and stormwater pond rehabilitation / relocation projects.



**Relevance to Volusia-Flagler 2050:** The DAB Airport Master Plan was created in September 2020 but adopted in April 2022 due to delays caused by COVID-19. The Master Plan was evaluated by identifying any planned improvements at the airport that may impact the regional transportation network and the prioritization of projects within the LRTP.

## SunRail Transition Analysis

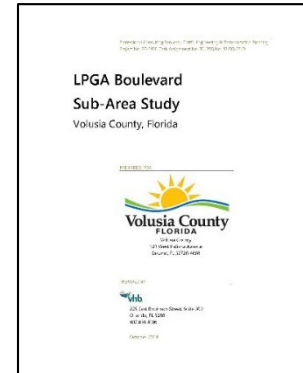
The latest SunRail Transitional Analysis is currently unavailable / is currently being updated. Therefore, the latest adopted SunRail Transition Plan (2019) and SunRail Transition Updates from the March 28, 2024, Central Florida Commuter Rail Commission meeting were reviewed. The transition will occur in two phases: Phase 1 – Financial Transition (December 2024) and Phase 2 – Operations Transition (< 3 years). The original transition plan (2019) provides a summary of information relevant to creating a framework for the transition of SunRail operations from FDOT to the five local funding partners (City of Orlando, Orange County, Osceola County, Seminole County, and Volusia County) comprising the Central Florida Commuter Rail Commission (CFCRC) in 2021. The transition framework addresses administrative structure, proposed interlocal agreements, transit provider agreements & coordination, and recommendations encompassing activities for the CFCRC to consider as it enters the upcoming transition period.



**Relevance to Volusia-Flagler 2050:** The development of *Volusia-Flagler 2050* considered the forthcoming SunRail transition of responsibility to local funding partners and incorporates by reference the SunRail Transition Analysis report included in the 2050 LRTP documentation. This includes the financial/budget reports and proposed interlocal agreements, as well as the recommendations to perform an assessment of last-mile connections and to develop a Transit Development Plan. This will be important when considering not only the future of SunRail service within the TPO's planning area, but for investments in connectivity and access to SunRail stations through bicycle/pedestrian infrastructure, bus service, and complementary paratransit services.

## LPGA Boulevard Sub-Area Study

Completed in October 2019 and updated in February 2020, the LPGA Sub-Area Study provides an evaluation of the effect of approved and planned development on state, county, and major city roadways by 2040 within an approximately 35 square mile area around the I- 95/LPGA Boulevard interchange. There has been considerable growth and development within the study area including the Tanger Outlet Mall, Trader Joe’s Distribution Center, and several apartment complexes. The study assessed operating conditions and capacity constraints on these roadways and developed four (4) future scenarios to evaluate the benefits of additional transportation infrastructure within the study area.



Scenario 3 (“Northern Relief”), which includes the extension of Hand Avenue from Williamson Boulevard to Tymber Creek Road Extension provided the greatest benefit in reducing congestion on deficient facilities compared to the amount of required infrastructure. However, it is noted that Scenario 1 (“Low-Hanging Fruit”), is the scenario Volusia County would most likely proceed with, when considering current funding. The study also notes the following segments were found to be near or over capacity in multiple scenarios and should be on the radar of the TPO: Dunn Avenue, Tomoka Farms Road to Williamson Boulevard; Mason Avenue, Fentress Boulevard to Bill France Boulevard; Tymber Creek Road Extension, LPGA Boulevard to Minto Latitudes; and Tymber Creek Road Extension, Riverbend Road to SR 40.

**Relevance to Volusia-Flagler 2050:** The data obtained on the roadway segments in the study area, as well as the alternatives and cost estimates related to each of the future scenarios, were considered in the identification and prioritization of projects in the development of *Volusia-Flagler 2050*.

## R2CTPO Community Safety Action Plan (CSAP)

The R2CTPO Community Safety (CSAP), adopted on November 27, 2019, is used to address the five (5) “E’s” of safety – engineering, enforcement, education, encouragement, and evaluation. Existing plans and data were analyzed to evaluate what driving patterns contribute to the highest number of fatalities and injury, and the existing programs / campaigns that are currently occurring. Notable results concluded distracted driving and speeding to cause the greatest number of fatalities and injuries, and that the speed of the vehicle greatly impacts the survival rate of pedestrians. An implementation plan was outlined with the intensions of spreading awareness about the dangers of speeding and distracted driving.



**Relevance to Volusia-Flagler 2050:** Development of *Volusia-Flagler 2050* considered the R2CTPO’s CSAP data and information to define safety goals, objectives, needs and priorities.

## FDOT Central Florida Safety Strategic Plan

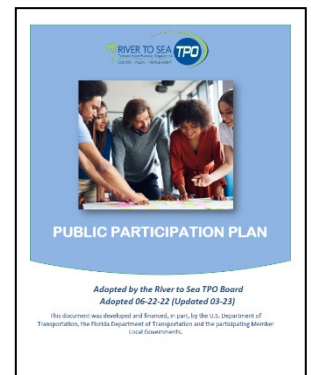
FDOT’s Central Florida Safety Strategic Plan, adopted May 2024, analyzing key steps needed to reach “Vision Zero”, the goal of zero serious injury or fatalities on Central Florida public roadways. This plan outlines the existing crash statistics in the Central Florida area; the goals of the plan, including focusing on safer street design and changing driver behavior, identifying internal and external collaboration opportunities within District 5, building on existing Vision Zero work, and creating action oriented 1-, 3-, and 5-year goals. The proposed action steps were organized into three central themes: increasing collaboration, thinking beyond infrastructure, and continued focus on safety.

**Relevance to Volusia-Flagler 2050:** Development of *Volusia-Flagler 2050* considered FDOT’s Central Florida Safety Strategic Plan data and information to define safety goals, objectives, needs and priorities.

## R2C Public Participation Plan

R2C Public Participation Plan (PPP), adopted June 22, 2022 (updated March 2023), was created to ensure that participation with community members is both meaningful and inclusive. The PPP outlines the objectives of the plan; roles and responsibilities of the TPO Board, Committees, Subcommittees, and staff; notable plans that would be of significant public interest, information about the TPO Speakers Bureau, and public involvement tools and strategies.

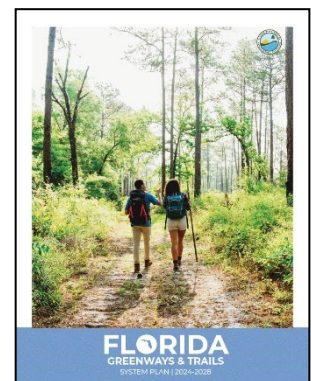
**Relevance to Volusia-Flagler 2050:** The guidance provided in the R2C Public Participation Plan (PPP) was referenced when creating the Public Involvement Plan (PIP) for *Volusia-Flagler 2050*. The R2C PPP was also used as a tool when creating public engagement materials and conducting public outreach.



## Florida Greenways and Trails System Plan

The Florida Greenways and Trails System Plan, adopted in March 2024, was created to outline the vision for the Florida Greenways and Trails System (FGTS), broken into four (4) goals: implement regional systems, allocate strategic investments and resources to accelerate the completion of the system, promote and market the FGTS to residents and visitors, and to establish partnerships and engage stakeholders. This plan expands on the previous 2019 – 2023 FGTS Plan, and explores methods to advance Florida’s economy tourism, health, transportation choices, recreation, conservation, and quality of life through Florida’s 13 distinct regional trail systems.

**Relevance to Volusia-Flagler 2050:** The Florida Greenways and Trails Systems Plan was considered during the development of the *Volusia-Flagler 2050* needs assessment and bicycle/pedestrian priorities.



## R2C Transportation Improvement Program (TIP)

The R2C Transportation Improvement Program (TIP), adopted June 26, 2024, includes federal and state funded transportation projects and programs that have been scheduled for implementation within the Volusia-Flagler TPO planning area over the next 5-year period (FY25 – FY29). The TIP also identifies performance measures to ensure investment and policy decisions aligns with the goals adopted in the TPO’s latest LRTP.

**Relevance to *Volusia-Flagler 2050*:** The R2C Transportation Improvement Program (TIP) was used as a reference during the development of *Volusia-Flagler 2050*’s goals and objectives, performance measures, and cost feasible plan.

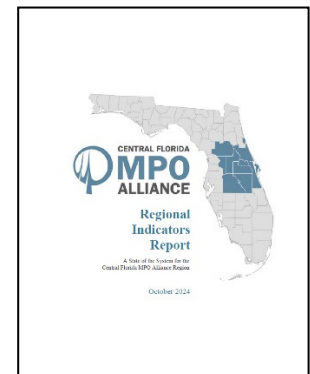
## R2C List of Priority Projects (LOPP)

The R2C List of Priority Projects (LOPP), adopted June 26, 2024, are project applications submitted by local governments to compete for future federal and state funding opportunities. These projects are unfunded needs identified by local governments and adopted by the Volusia-Flagler TPO Board.

**Relevance to *Volusia-Flagler 2050*:** The R2C List of Priority Projects (LOPP) was used as a reference during development of *Volusia-Flagler 2050*’s unfunded needs plan.

## CFMPOA Regional Indicators Report

The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) Regional Indicators Report, adopted in October 2024, was created to understand transportation challenges from a regional perspective (across several MPO / TPO planning areas). The plan outlines the existing conditions of the regional transportation system and the impacts of the economy, population growth, technology, travel behavior, and funding. By identifying the emerging trends, these MPOs / TPOs are able to better plan within their planning areas and provide an improved transportation system across Central Florida.



**Relevance to *Volusia-Flagler 2050*:** The CFMPOA Regional Indicators Report was considered in the development of *Volusia-Flagler 2050*’s needs assessment and evaluation.

## CFMPOA List of Priority Projects (LOPP) List

The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) List of Priority Projects (LOPP), adopted October 13, 2023, identifying transportation needs across the six (6) MPO’s / TPO’s that represent an unfunded need.

**Relevance to *Volusia-Flagler 2050*:** The CFMPOA List of Priority Projects (LOPP) was considered when developing *Volusia-Flagler 2050*’s needs assessment and identifying project alignment with regional priorities.

## Volusia County Schools Strategic Plan 2024 – 2027

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The Volusia County Schools Strategic Plan (2024 – 2027) was developed to provide instruction for future school years. The Volusia County Schools Strategic Plan identified one central goal, for *ALL students [to] engage in high levels of learning EVERY day*. These goals are supported by “guardrails”, standards that guide proposed priority strategies of the plan. Notable strategy ideas include ensuring systems are implemented to recruit, support, and retain high-quality staff and to enhancing support around school safety and security.

**Relevance to *Volusia-Flagler 2050*:** The Volusia County Schools Strategic Plan was considered during the development of *Volusia-Flagler 2050*. Understanding the goals of the school board aids in developing the needs and priorities of the adjacent transportation systems around existing and future schools.

## Flagler County Schools Strategic Plan 2024 – 2026

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The Volusia County Schools Strategic Plan (2024 – 2026) was developed to provide instruction for future school years. The Flagler County Schools Strategic Plan identified a vision, mission, guiding principles, and beliefs prior to identifying strategic planning goals and analyzing existing metrics of Flagler County schools. Each goal has been labeled with an outcome metric and priority strategies to guide implementation and measure success. A notable goal includes *Operational Efficiency*, aiming to increase on-time arrivals from 90% to 92%.

**Relevance to *Volusia-Flagler 2050*:** The Flagler County Schools Strategic Plan was considered during the development of *Volusia-Flagler 2050*. Understanding the goals of the school board aids in developing the needs and priorities of the adjacent transportation systems around existing and future schools.