

# VOLUSIA FLAGLER 2050

Long Range Transportation Plan



# Volusia-Flagler 2050 Public Involvement Activities

## Contents

Volusia-Flagler 2050 Public Involvement Activities .....	1
Introduction.....	3
Measures of Effectiveness.....	5
Long Range Transportation Plan (LRTP) Website and Social Media .....	6
Website .....	6
Social Media .....	6
Videos .....	7
Video 1 – Plan Introduction .....	7
Video 2 – Cost Feasible Plan .....	7
Video 3 – LRTP Summary.....	7
Volusia-Flagler 2050 Interactive Map & Mini-Survey.....	8
Virtual Public Workshops/Open Houses .....	9
Needs Assessment Public Open Houses.....	9
LRTP Virtual Workshops.....	9
Key Overall Themes.....	10
Cost Feasible Plan Virtual Public Meeting.....	10
Transportation Disadvantaged Local Coordinating Board Meeting .....	10
Environmental Mitigation Consultation .....	11
Economic Development and Freight Coordination .....	11
Media and Stakeholder Outreach .....	11
30-Day Public Review Period .....	12

**Attachments**

Attachment A – Volusia-Flagler TPO Website Resources

Attachment B – Volusia-Flagler 2050 Surveys and Results

Attachment C – Virtual Workshop Support Materials

Attachment D – Needs Assessment Public Open Houses Support Materials

Attachment E – Cost Feasible Plan Virtual Workshop Support Materials

Attachment F – Transportation Disadvantaged Local Coordinating Board Meeting Support Materials

Attachment G – Media and Stakeholder Outreach Support Materials

Attachment H – 30-Day Public Review Period Comments

## Introduction

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The following includes a comprehensive summary of the public involvement activities undertaken during the development of Volusia-Flagler 2050. This plan required a unique and nimble approach to public involvement and utilized a wide range of strategies and outreach methods. This approach is outlined in the Volusia-Flagler 2050 Public Involvement Plan (PIP) approved by the TPO Board on February 26, 2025 (**Appendix G**). The PIP was developed to be consistent with the objectives and measurements from the Volusia-Flagler TPO Public Participation Plan. The PIP also includes specific measures to track the effectiveness of public outreach efforts (see **Table 2**).

The TPO offered a variety of public involvement opportunities throughout the development of the plan for members of the community, local and agency representatives, and other stakeholders to provide their perspective, input, and feedback. A significant part of outreach to the community was achieved through in-person local events, TPO Committee and Board meeting presentations and discussions, and virtual LRTP workshops. See **Table 1** for a timeline of public involvement activities.

Some key themes reflected in the public's input include funding availability, the importance of bicycle and pedestrian safety, the relationship between transportation and land use, and the need to provide the community with a variety of transportation options. The input received through the TPO's public outreach efforts helped guide the development of Volusia-Flagler 2050 and validate the list of projects that were ultimately adopted in the Cost Feasible Plan.

**Table 1: Public Involvement Activities**

<b>Date</b>	<b>Activity</b>	<b>Location</b>
February 10, 2025	L RTP Virtual Workshop #1	Virtual
March 10, 2025	L RTP Virtual Workshop #2	Virtual
April – May 2025	Needs Assessment Interactive Public Input Map and Survey	Virtual
April 7, 2025	L RTP Virtual Workshop #3	Virtual
April 9, 2025	Transportation Disadvantaged Local Coordinating Board (TDLCB) Meeting	In Person/Virtual
April 21, 2025	L RTP Public Open House #1	Port Orange
April 28, 2025	L RTP Public Open House #2	Palm Coast
April 29, 2025	L RTP Public Open House #3	DeLand
June 2, 2025	L RTP Virtual Workshop #4	Virtual
July 10, 2025	Cost Feasible Plan Virtual Public Meeting	Virtual
January 2025 – September 2025	8 TPO Board Meeting Presentations	In Person/Virtual
January 2025 – September 2025	7 Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Presentations	In Person/Virtual
January 2025 – September 2025	8 Citizens Advisory Committee (CAC) Meeting Presentations	In Person/Virtual
January 2025 – September 2025	8 Technical Coordinating Committee (TCC) Meeting Presentations	In Person/Virtual
<b>Other Events Where 2050 L RTP Information Was Shared</b>		
March 25, 2025	Volusia-Flagler Vision Zero Action Plan Workshop	In Person
April 3, 2025	Volusia-Flagler Vision Zero Action Plan Workshop	In Person
April 17, 2025	Volusia-Flagler Vision Zero Action Plan Workshop	In Person
April 26, 2025	Earth Day Event at Washington Oaks Gardens State Park	In Person
May 9, 2025	Central Florida Safety Summit	In Person
May 31, 2025	Early Learning Center Partners in Play Event	In Person
June 7, 2025	National Trails Day in DeBary Event	In Person

## Measures of Effectiveness

The Volusia-Flagler 2050 PIP included measures of effectiveness and targets for various public involvement activities. **Table 2** provides actual performance (e.g. event attendance, survey responses, etc.) in comparison to each target identified in the PIP.

**Table 2: Evaluation of the Effectiveness of the Volusia-Flagler 2050 PIP**

Activity	Target	Actual
LRTP Web Page and Social Media (Section 4.1)	<ul style="list-style-type: none"> <li>250 unique visitors to 2050 LRTP Web Page</li> <li>150 likes on LRTP-specific Facebook posts</li> </ul>	<ul style="list-style-type: none"> <li>2,101 unique visitors to 2050 LRTP Web Page</li> <li>20 likes on LRTP-specific Facebook posts</li> </ul>
LRTP Virtual Workshops (4.3)	<ul style="list-style-type: none"> <li>Target 20 attendees per LRTP Workshop</li> </ul>	<ul style="list-style-type: none"> <li>24 attendees at Workshop #1</li> <li>42 attendees at Workshop #2</li> <li>14 attendees at Workshop #3</li> <li>27 attendees at Workshop #4</li> </ul>
Needs Assessment Public Open Houses (4.4)	<ul style="list-style-type: none"> <li>50 combined attendees across all Needs Assessment Public Open House</li> </ul>	<ul style="list-style-type: none"> <li>23 combined attendees</li> </ul>
Mini-Survey (4.4)	<ul style="list-style-type: none"> <li>300 total respondents</li> </ul>	<ul style="list-style-type: none"> <li>33 total respondents</li> </ul>
Interactive Public Comment Map (4.4)	<ul style="list-style-type: none"> <li>100 participants providing comments</li> </ul>	<ul style="list-style-type: none"> <li>154 comments</li> </ul>
Virtual Cost Feasible Plan Public Meeting (4.6)	<ul style="list-style-type: none"> <li>100 total attendees</li> </ul>	<ul style="list-style-type: none"> <li>17 total attendees</li> </ul>
Environmental Mitigation Consultation (4.7)	<ul style="list-style-type: none"> <li>Contact and communicate with applicable federal, state, and local agencies</li> </ul>	<ul style="list-style-type: none"> <li>US Fish and Wildlife Service (US Department of the Interior) including the Lake Woodruff National Wildlife Refuge and Merritt Island National Wildlife Refuge</li> <li>National Park Service (US Department of the Interior) including Canaveral National Seashore</li> <li>Florida Department of Environmental Protection</li> <li>St. Johns River Water Management District</li> <li>Florida Fish and Wildlife Conservation Commission</li> <li>Florida Forest Service (Florida Department of Agriculture and Consumer Services)</li> <li>Volusia County</li> <li>Flagler County</li> </ul>
Freight Coordination (4.8)	<ul style="list-style-type: none"> <li>Contact and communicate with five (5) freight-related entities</li> </ul>	<ul style="list-style-type: none"> <li>Flagler County Economic Development</li> <li>Team Volusia Economic Development Corporation</li> </ul>
LRTP Promotional Videos (4.9)	<ul style="list-style-type: none"> <li>500 viewings total across videos</li> </ul>	<ul style="list-style-type: none"> <li>85 views total across videos</li> </ul>
Media and Stakeholder Outreach (4.12)	<ul style="list-style-type: none"> <li>200 combined attendees across all presentations</li> </ul>	<ul style="list-style-type: none"> <li>180 combined attendees</li> </ul>

## Long Range Transportation Plan (LRTP) Website and Social Media

### Website

The dedicated page for Volusia-Flagler 2050 was launched on the TPO's website at the beginning of the planning process to provide a consistent and frequently updated resource for information about the development of the LRTP. This page's contents included:

- General information about the 2050 LRTP including the approved goals and an overview of the long-range transportation planning process;
- Project schedule showing key activities and plan development steps;
- Notices of open houses, meetings, workshops, and activities where the public can participate in the development of the 2050 LRTP;
- A platform for the public to provide comments online and by email; and
- Draft documents and information for public review, and final plan documents as they were approved.

The Volusia-Flagler 2050 LRTP web page within the TPO website can be viewed at the following link: <https://www.vftpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>



### Social Media

In addition to the Volusia-Flagler TPO website, the TPO also utilized Facebook (<https://www.facebook.com/VFTPO>), X (<https://x.com/tellthetpo>), YouTube (<https://www.youtube.com/user/volusiatpoFL>), and NextDoor (<https://nextdoor.com/agency-detail/fl/daytona-beach/volusia-flagler-transportation-planning-organization-tpo/>) to share timely and relevant content related to the development of Volusia-Flagler 2050. In addition, many of the TPO's partner local governments posted information related to the LRTP to their respective websites and social media channels.

## Videos

Another innovative method utilized to engage the public was the development of three videos that were released during specific and targeted phases of the planning process. These videos provided an additional opportunity for the public to interact with the plan and provided engaging content on the TPO’s website and social media channels. The videos each run approximately 40 seconds long and include footage and photography from throughout the planning area and narration providing topical information related to the LRTP. The videos were posted to the TPO’s website and are available on the TPO’s YouTube channel.

### Video 1 – Plan Introduction

The first video (<https://www.youtube.com/watch?v=1Cma4dDpEsA>) was released at the onset of the planning process to introduce the public to Volusia-Flagler 2050, provide an overview of the LRTP, and to include a call to action to visit the dedicated LRTP website to provide input.



### Video 2 – Cost Feasible Plan

The second video (<https://www.youtube.com/watch?v=QLvLUKZsJbA>) was an invitation to the Cost Feasible Plan Virtual Public Meeting hosted on July 10, 2025. This video provided a brief description of the Cost Feasible Plan and encouraged participation at the meeting.



### Video 3 – LRTP Summary

The third video (<https://www.youtube.com/watch?v=UZrIXAxD80A>) was developed to provide a summary of the planning process and LRTP document. This video accompanied the posting of the adopted plan.

## Volusia-Flagler 2050 Interactive Map & Mini-Survey

An interactive public input map and connected brief survey were launched during the Needs Assessment phase of the process and in conjunction with the Needs Assessment Public Open Houses. The link to the input map and survey was provided on the TPO's website and shared via the TPO's social media channels.

The public input map depicted the Preliminary Needs Assessment, including roadway needs (Strategic Intermodal System, State Highway System (Non-SIS), and Non-State Major Roadways), public transit needs as identified in existing transit development plans, and regional trail needs identified in existing state plans. Respondents were able to provide comments on the map and had the ability to choose categories for each of their comments:

- Bicycle - Where are new or improved bicycle facilities needed?
- Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?
- Pedestrian - Where are new or improved pedestrian facilities needed?
- Public Transit - What improvements can be made to public transit service?
- Safety - What safety issues do you experience in the area?
- Other - What other comments, ideas, or concerns do you have?

The public input map received over 150 comments reflecting common themes such as:


- Congestion concerns, recommended widening, and ideas for updated alignments
- Suggestions for operational improvements
- Safety concerns including dangerous intersections
- Desire for improved connectivity between trails and other bicycle/pedestrian facilities

The brief survey was embedded with the interactive map application, providing respondents with the opportunity to rank the goals of the LRTP in order of priority, identify primary transportation challenges in the planning area, rate preferred transportation improvement types, and contribute any additional comments or suggestions.

The survey had more than 30 responses with highlights including:

- Safety was the top priority LRTP goal based on average rankings by respondents, and safety-focused improvements had the highest average priority rating amongst various improvement types
- Congestion and traffic safety were identified as the primary transportation challenges in the region
- Open comments reflected themes including the desire for expanded public transportation service, concerns about traffic congestion and safety, completion of trail/sidewalk gaps, improved walkability, and varying views on the pursuit of roadway expansion versus the prioritization of other modes.

The location-based comments and feedback provided through both the interactive map and survey were a helpful tool in the development of the Needs Assessment and throughout the planning process. The complete list of comments from the interactive map and the survey results are included in **Attachment B**.



The Volusia-Flagler Transportation Planning Organization (TPO) is developing our region's next Long Range Transportation Plan (LRTP), *Volusia-Flagler 2050*. The LRTP is a plan that defines the future transportation needs for Volusia and Flagler counties. Once completed and adopted later this year, *Volusia-Flagler 2050* will replace *Connect 2045*, the TPO's current LRTP.

To follow the progress of the LRTP and for information on upcoming opportunities to get involved, visit the *Volusia-Flagler 2050* page on the TPO's website: <https://www.r2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

Please help us define our region's long-range transportation priorities by completing this brief survey and providing your feedback.

**Thank you!**

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**The following goals have been established to guide the development of *Volusia-Flagler 2050*.**

**Please rank the goals in order of priority to you.**

Rank 1	<input type="text"/>	
Rank 2	<input type="text"/>	
Rank 3	<input type="text"/>	
Rank 4	<input type="text"/>	
Rank 5	<input type="text"/>	
Rank 6	<input type="text"/>	

## Virtual Public Workshops/Open Houses

### Needs Assessment Public Open Houses

Three (3) Needs Assessment Public Open Houses were held between April 21 and April 29, 2025, in Port Orange, Palm Coast, and DeLand. Stations throughout the meeting space included maps depicting projects identified as needs in order to receive input from the public. TPO and consultant staff provided information to the attendees on the planning process and solicited their comments and feedback. Comments provided by attendees included both concerns and support regarding particular roadway projects, and expressions of support for expanding SunRail and improving Votran.

**Attachment D** includes the maps available for review at the workshop, handouts given to each attendee, sign-in sheets, and comment forms completed by attendees.

### LRTP Virtual Workshops

Four (4) Virtual Workshops took place monthly from February 2025 to June 2025. The public was invited to participate in these workshops to provide meaningful input and local perspectives related to the transportation challenges and opportunities facing the region, and to provide guidance in the development of the LRTP.

The workshops included an overview of the LRTP, goals and objectives, and progress made on the plan. An open discussion period followed, as well as an opportunity for public comment.

## Key Overall Themes

Over the course of the four workshops, there were notable, common, and recurring themes that emerged based on the input of workshop participants:

- There is a desire for a cross-county transportation system to give individuals access to a greater area for employment opportunities, healthcare, etc.
- Respondents believe certain areas are too car-centric, such as New Smyrna Beach.
- Creating connectivity in trail networks is important, such as along Grenada Bridge and between the north and south links of the River-to-Sea Loop.
- Safety for bicyclists and pedestrians is also a concern.

**Attachment C** includes each of the Virtual Workshop presentations and corresponding support materials.

## Cost Feasible Plan Virtual Public Meeting

The Cost Feasible Plan virtual workshop took place on July 10, 2025. Participants were given the opportunity to comment on projects that might be included in the draft Cost Feasible Plan prior to its presentation to the TPO Board and Advisory Committees. A recording of the Cost Feasible Plan Workshop was posted to the TPO website. Comments and questions submitted by the public encompassed topics such as Vision Zero implementation and performance measures.

**Attachment E** includes the Cost Feasible Plan virtual workshop presentation, and a list of comments/questions submitted both before and during the workshop. A recording of the presentation given during these workshops can viewed on YouTube at the following link: <https://www.youtube.com/watch?v=gILwP8HCq1c>

## Transportation Disadvantaged Local Coordinating Board Meeting

A Transportation Disadvantaged Local Coordinating Board (TDLCB) Meeting was conducted on April 9, 2025. The meeting shared information about the status of the plan, including the LRTP's goals, public involvement plan strategies, and needs assessment maps. Additionally, the meeting provided an opportunity for the discussion of potential impacts of transportation improvements located near economic opportunity zones, as well as the potential impacts on elderly, minority, disabled, and low-income populations throughout the Volusia-Flagler TPO planning area. This type of input is important to help guide and prioritize needs and future projects in the LRTP, with the goal of minimizing negative impacts of transportation improvement projects to these identified areas.

**Attachment F** includes the presentation given during the TDLCB Meeting. This included an overview of the draft transportation plan, maps of proposed projects, and maps of identified transportation disadvantaged populations.

## Environmental Mitigation Consultation

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Environmental mitigation includes activities that have potential to restore and maintain environmental functions impacted by projects. The TPO conducted direct outreach to the appropriate federal, state and local land management, resource, environmental, and historic preservation agencies to understand the environmental mitigation opportunities and issues within the metropolitan planning area. More detail on this outreach and the feedback received is provided in the Environmental Mitigation Consultation summary included in Volusia-Flagler 2050 as **Appendix J**.

## Economic Development and Freight Coordination

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The TPO engaged the economic development and freight community, including extended coordination with FDOT as a key agency planning for regional and statewide freight transportation.

The TPO conducted direct outreach to Flagler County Economic Development and Team Volusia Economic Development Corporation representatives to discuss the goals of the LRTP, obtain feedback related to corridors experiencing high truck volumes or congestion, and to identify areas anticipated to experience significant growth in population and industrial/commercial activity. Additional discussion topics during these meetings addressed the effects of housing market dynamics and workforce commuting patterns on the region's transportation network.

## Media and Stakeholder Outreach

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During the LRTP planning process, local media was contacted to promote public participation opportunities. TPO staff also engaged various stakeholder groups by providing information related to the development of Volusia-Flagler 2050 at other related events.

The TPO shared and promoted Volusia-Flagler 2050 updates and events via its monthly email newsletter and through posts to its Facebook, X, Next Door, and LinkedIn accounts. Posts were shared and reposted by members of the public, partner jurisdictions, and community organizations. A number of these agencies and organizations shared Volusia-Flagler 2050 information on their respective websites. Volusia-Flagler 2050 was also covered in various municipal newsletters. Social media posts were shared by members of the public, partner jurisdictions, and community organizations. Posts on Facebook related to the LRTP received approximately 7,000 views. On X, LRTP-related posts garnered about 950 impressions. LinkedIn content received over 175 impressions. On Next Door, post impressions reached 33,996 people. A number of these agencies and organizations shared Volusia-Flagler 2050 information on their respective websites and through their social media channels. Volusia-Flagler 2050 also received coverage in the *Daytona Beach News-Journal* and *Volusia Hometown News*, and *Flagler News Weekly*.

**Attachment G** includes a listing of earned media coverage, social media interactions, online promotion of Volusia-Flagler 2050 events, and the groups that viewed LRTP presentations given by TPO staff.

## 30-Day Public Review Period

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On August 15, 2025, a 30-day public review period was initiated for the draft Volusia-Flagler 2050 LRTP, pursuant to the TPO's Public Participation Plan. Comments were received via the TPO's website, or directly from public agencies (i.e., FDOT and Voltran) and committee members (i.e., CAC).

**Attachment H** includes all of the public comments received during the 30-day public review period.

## Attachment A

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Volusia-Flagler TPO Website Resources

# Volusia-Flagler 2050 Long Range Transportation Plan - Under Development

Home / Planning & Studies / Volusia-Flagler 2050 Long Range Transportation Plan - Under Development

## Planning & Studies

### Volusia-Flagler 2050 Long Range Transportation Plan - Under Development

#### Priority Projects

##### Bicycle/Pedestrian

- Bicycle Suitability Maps
- Bicycle/Pedestrian Studies
- Bicycle and Pedestrian Plan
- SR/CR A1A Pedestrian Safety & Mobility Study



Long Range Transportation Plan

## What is the Long Range Transportation Plan (LRTP)?

The Volusia-Flagler TPO is developing its next Long Range Transportation Plan (LRTP), *Volusia-Flagler 2050*. The LRTP is a federally required plan that addresses future transportation needs in Volusia and Flagler Counties for a minimum of twenty years. The LRTP is

updated every five years to ensure consistency with current and forecasted transportation conditions and needs and is reflective of public input and the community's vision. The 2050 LRTP will be financially constrained and include projects that enhance the performance of the transportation system over the next 25 years. Once completed and adopted later this year, *Volusia-Flagler 2050* will replace *Connect 2045*, the TPO's current LRTP.

Regional Trails Corridor Assessment – RTCA

Transportation Improvement Program - TIP

2045 Long Range Transportation Plan - LRTP

Transit Planning and Studies

Traffic Operations/Safety

Florida's Efficient Transportation Decision Making (ETDM) Process

Unified Planning Work Program - UPWP

Congestion Management Process - CMP

Resiliency Planning and Studies

Transportation Performance Measures

TIA Guidelines

Archived Studies

Special Studies

*Volusia-Flagler 2050* is being developed to:

- Identify future needs and improvements for pedestrian, bicycle, transit, highway and freight mobility;
- Guide the expenditure of transportation funds;
- Ensure new transportation improvements meet community values;
- Prioritize transportation projects; and
- Promote safe and efficient transportation services.

### Public Review and Comment on the *Volusia-Flagler 2050* LRTP:

Below are the draft Volusia-Flagler 2050 Long Range Transportation Plan (LRTP) and draft Cost Feasible Plan Element for your review and input:

[Draft Volusia-Flagler TPO 2050 LRTP](#)

[Draft Cost Feasible Plan Element](#)

Members of the public are invited to provide input regarding the Draft 2050 LRTP in one of the following ways:

**Email:** [CNicoulin@r2ctpo.org](mailto:CNicoulin@r2ctpo.org)

**Phone:** 386-271-0249 ext. 4

**Write:** Colleen Nicoulin, TPO Executive Director

1540 Cornerstone Blvd., Suite 240

Daytona Beach FL 32117

**Share** your comments at the Volusia-Flagler TPO Board meeting at 9:00 am on September 17, 2025 (in the TPO Conference Room located at 1540 Cornerstone Blvd., Suite 240, Daytona Beach FL 32117)

**Fill out** the form below with your comments:

### Contact

### Contact

Name \*

First

Last

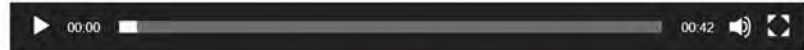
Email Address \*

Message \*

SUBMIT

The Volusia-Flagler TPO Board will take action on the Volusia-Flagler 2050 LRTP at its meeting on September 17, 2025 (9:00 am).





On-Demand Viewing for the Volusia-Flagler 2050 LRTP Cost-Feasible Plan Virtual Public Meeting

Link: [View the public meeting](#)

[2050 LRTP CFP Virtual Public Meeting Presentation](#)





FLAGLER  
2050  
Long Range Transportation Plan



## How to Get Involved

### *Past Events & Workshops*

#### [Volusia-Flagler 2050 LRTP Cost-Feasible Plan Public Meeting \(Virtual\)](#)

Thursday, July 10, 2025

2:00 pm

\*A recorded version will be available for viewing afterward\*

#### [LRTP Public Open House #1](#)

Monday, April 21

4:00 pm – 6:00 pm

Lakeside Community Center

1999 City Center Circle

Port Orange FL 32129

#### [LRTP Public Open House #2](#)

Monday, April 28

4:00 pm – 6:00 pm

Palm Coast Community Center Room 112

305 Palm Coast Parkway NE

Palm Coast FL 32137

**[LRTP Public Open House #3](#)**

Tuesday, April 29  
4:00 pm – 6:00 pm  
Wayne G. Sanborn Activity Center  
815 South Alabama Avenue  
DeLand FL 32724

**[LRTP Virtual Workshop #4](#)**

Monday, June 2  
2:00 pm – 3:30 pm  
Workshop Materials:  
[LRTP Virtual Workshop #4 Agenda](#)  
[LRTP Virtual Workshop #4 Presentation](#)

**[LRTP Virtual Workshop #3](#)**

Monday, April 7  
2:00 pm – 3:30 pm  
Workshop Materials:  
[VF2050 LRTP Virtual Workshop 3 AGENDA](#)  
[VF-2050 – LRTP Evaluation-Criteria DRAFT](#)  
[VF 2050 – Preliminary-Needs-Assessment](#)  
[VF2050 – System-Reliever-Evaluation](#)

**[LRTP Virtual Workshop #2](#)**

Monday, March 10  
2:00 pm – 3:30 pm  
Workshop Materials:  
[03-10-25 LRTP Virtual Workshop 2 Agenda](#)  
[VF2050 Preliminary Needs Assessment 03.10.2025](#)  
[LRTP Workshop 2 Presentation](#)

**[LRTP Virtual Workshop #1](#)**

**L RTP Virtual Workshop #1**

Monday, February 10

2:00 pm – 3:00 pm

Workshop Materials:

[02-10-25 L RTP Virtual Workshop 1 Agenda](#)

[Draft L RTP Goals and Objectives 2.10.2025](#)

[Draft L RTP Public Involvement Plan 1.28.2025](#)

## Volusia-Flagler 2050 Documents and Schedule

**Volusia-Flagler 2050 Draft Cost Feasible Tables:**

[Preliminary Draft Cost Feasible Tables](#)

Want a simple way to explain or understand the Long Range Transportation Plan?

Check out the TPO's [Volusia-Flagler 2050 L RTP Info Flyer!](#)

### **Project Schedule/Milestones**

**January-March 2025**

- Preliminary Planning/Needs Assessment
- Virtual Workshops

**April-May 2025**

- Finalize Needs Assessment/Draft Cost Feasible Plan (CFP)
- Virtual Workshops/Needs Assessment Public Open Houses

**June-July 2025**

- Finalize CFP and LRTP Documentation
- Virtual CFP Public Meetings & Public Hearing Period

**September 2025**

- *Volusia-Flagler 2050* Adoption

**Contact Us**

If you would like to submit a comment, have a question or be added to the email list to receive Volusia-Flagler 2050 LRTP information and/or updates, please submit your information in the contact form below, call 386.271.0249, or email Pamela Blankenship at [PBlankenship@r2ctpo.org](mailto:PBlankenship@r2ctpo.org). We appreciate your input.

**Contact**

**Name \***

First

Last

**Email Address \***

**Message \***

Message

SUBMIT

## Contact Us

Volusia-Flagler TPO  
1540 Cornerstone Blvd., Suite 240  
Daytona Beach, FL 32117

Phone: (386) 271-0249  
[staff@r2ctpo.org](mailto:staff@r2ctpo.org)  
[Like us on Facebook](#)

*Our transportation system will provide a safe and accessible range of options that enhance existing urban areas while providing mobility in a fiscally responsible, energy-efficient, and environmentally compatible manner.*

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## Attachment B

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Volusia-Flagler 2050 Interactive Map and Surveys Results

# Volusia-Flagler 2050 – LRTP Mini-Survey #1 (Needs Assessment Phase)

*Mini-Survey #1 to be launched in conjunction with, and embedded with, the PublicCoordinate map.*

1. The following goals have been established to guide the development of *Volusia-Flagler 2050*. Please rank the goals in order of priority to you.
  - Multimodal – Develop and maintain a balanced and efficient multimodal transportation system
  - Economic Development - Support the economic development and growth of the TPO area and region
  - Connectivity - Enhance and expand transportation connectivity and choice for all users
  - Safety - Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network
  - Livability - Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources
  - Involvement - Promote equity, transparency, and opportunities for the public to be involved with their transportation system
  
2. What are the primary transportation challenges in the Volusia-Flagler TPO region? Select all that apply.
  - Congestion on roadways and intersections
  - Traffic safety (e.g. crashes, distracted driving)
  - Roadway conditions (e.g. pavement, flooding issues, etc.)
  - Accessing public transit/bus service
  - Not enough travel lane capacity on roadways
  - Gaps or lack of connections on sidewalks and bicycle facilities
  - Gaps or lack of connections on trail facilities
  - Connecting between different modes of transportation
  - Traffic signal timing
  - Other (please describe)
  
3. Please rate the following transportation improvements. Rate from 1-5.
  - Add lanes to existing roads
  - Build new roads
  - Add bicycle facilities, sidewalks, and trails
  - Improve public transit service

- Roadway/bridge maintenance and repairs
- Safety-focused improvements
- Operational improvements (e.g. traffic signal timing, Intelligent Transportation Systems (ITS), improving intersections)

4. Please share any additional comments or suggestions:

Home Zip Code:

Work/School Zip Code (if applicable):

If you would like to stay up-to-date on the development of *Volusia-Flagler 2050* and other TPO planning initiatives, provide your contact information below:

First Name:

Last Name:

Email:









Response Code	Response Status	Last Modified Date (GMT-05:00 Eastern US & Canada)	Speaker Name	Chapter	1. The following goals have been established to guide the development of Volusia Fugate 2020. Please rank the goals in order of priority to you. Rank 1	1. The following goals have been established to guide the development of Volusia Fugate 2020. Please rank the goals in order of priority to you. Rank 2	1. The following goals have been established to guide the development of Volusia Fugate 2020. Please rank the goals in order of priority to you. Rank 3	1. The following goals have been established to guide the development of Volusia Fugate 2020. Please rank the goals in order of priority to you. Rank 4	1. The following goals have been established to guide the development of Volusia Fugate 2020. Please rank the goals in order of priority to you. Rank 5	1. The following goals have been established to guide the development of Volusia Fugate 2020. Please rank the goals in order of priority to you. Rank 6	2. What are the primary goals in the Volusia Fugate TPO region? Select all that apply.	3. Please rate the following transportation improvements: (1 star = Lowest Priority, 5 stars = Highest Priority). Add lanes to existing roads.	3. Please rate the following transportation improvements: (1 star = Lowest Priority, 5 stars = Highest Priority). Build new roads.	3. Please rate the following transportation improvements: (1 star = Lowest Priority, 5 stars = Highest Priority). Add sidewalks and trails.	3. Please rate the following transportation improvements: (1 star = Lowest Priority, 5 stars = Highest Priority). Improve public transit service.	3. Please rate the following transportation improvements: (1 star = Lowest Priority, 5 stars = Highest Priority). Roadway bridge, maintenance and repairs.	3. Please rate the following transportation improvements: (1 star = Lowest Priority, 5 stars = Highest Priority). Operational improvements (e.g. traffic signals, intelligent Transportation Systems, ITS), improving Intersections).	4. Please share any additional comments or suggestions.	5. Please provide your contact info: Home Zip Code.	5. Please provide your contact info: Work/School Code (if applicable).	6. If you would like to be contacted by the development of Volusia Fugate 2020 and other TPO planning initiatives, provide your contact information below: First Name.	6. If you would like to be contacted by the development of Volusia Fugate 2020 and other TPO planning initiatives, provide your contact information below: Last Name.	6. If you would like to be contacted by the development of Volusia Fugate 2020 and other TPO planning initiatives, provide your contact information below: Email.	
<a href="#">LAWYDOL</a>	Complete Response	5/2/2025 17:39									Very High Priority	Low Priority	Very Low Priority	Very High Priority	High Priority	Very High Priority	High Priority	turning lanes in Palm Coast need to be longer	32164		Wanda	Rusell	wandyrusell@pd.com	
<a href="#">LAWYDOL</a>	Complete Response	5/2/2025 17:01									High Priority	High Priority	High Priority	Very High Priority	Neutral	Neutral	Neutral	The county has done a good job of improving interconnectivity through the bike lanes and sidewalks along 415 to some extent county are great, however thoroughfares for isolated transportation systems to suffer (The public/schooling facilities on 44 between NSB and Delaney are poor, and the public/schooling facilities on US 10 between NSB and Port Orange are poor)	32137					
<a href="#">DUBRETT</a>	Complete Response	5/2/2025 14:29									Very Low Priority	Low Priority	Very High Priority	Very Low Priority	Very Low Priority	Very High Priority	Neutral	Traffic safety (e.g. crashes, distracted driving, Cap or lack of connections on sidewalks and bicycle facilities, Caps or lack of connections on trail facilities, Connecting between different modes of transportation, Traffic signal timing, Other "road kill" hazards like unmarked, narrow, or poorly lit roadways, etc.)	32169	32146	Brian	Duffy	Brian@Duffy.com	
<a href="#">LAWYDOL</a>	Complete Response	5/2/2025 8:49									Very High Priority	High Priority	Neutral	Very High Priority	Very High Priority	Very High Priority	Neutral	Traffic safety (e.g. crashes, distracted driving, Cap or lack of connections on sidewalks and bicycle facilities, Caps or lack of connections on trail facilities, Connecting between different modes of transportation, Traffic signal timing, Other "road kill" hazards like unmarked, narrow, or poorly lit roadways, etc.)	32164		Sherril	Maloney	Kevin.sherril@volusia.net	
<a href="#">LAWYDOL</a>	Complete Response	5/1/2025 20:24									Very Low Priority	Low Priority	High Priority	Very High Priority	Very High Priority	Very High Priority	High Priority	I really think accessible public transport can really help the counties, especially in high end areas like palm coast and the surrounding area, especially economically	32164	32164				
<a href="#">LAWYDOL</a>	Complete Response	5/1/2025 20:22									Low Priority	Very Low Priority	Neutral	Very High Priority	High Priority	Very High Priority	Neutral	Accommodating public transit service, Caps or lack of connections on sidewalks and bicycle facilities, Connecting between different modes of transportation, Traffic signal timing, Other "road kill" hazards like unmarked, narrow, or poorly lit roadways, etc.)	32164					
<a href="#">LAWYDOL</a>	Complete Response	5/1/2025 10:54									Neutral	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	Accommodating public transit service, Caps or lack of connections on sidewalks and bicycle facilities, Connecting between different modes of transportation, Traffic signal timing, Other "road kill" hazards like unmarked, narrow, or poorly lit roadways, etc.)	32164					
<a href="#">LAWYDOL</a>	Complete Response	5/1/2025 8:17									Very High Priority	High Priority	Very Low Priority	Neutral	High Priority	High Priority	High Priority	Lower residential speed limits to 25mph and place speed cameras on residential streets that are not "open" to speeding (not needed for completed or main trail is more accessible, New neighborhoods also being built with sidewalks around them that need to be expanded through existing communities. There's no real pedestrian trail from new Sanfall station to downtown)	32137		Brian	Turbot	bturbot@yahoo.com	
<a href="#">DUBRETT</a>	Complete Response	4/30/2025 8:41									Low Priority	Very Low Priority	Very High Priority	Very High Priority	Neutral	Neutral	Low Priority	Roadway conditions (e.g. pavement, flooding, potholes, etc.), Caps or lack of connections on sidewalks and bicycle facilities, Caps or lack of connections on trail facilities, Connecting between different modes of transportation, Traffic signal timing, Other "road kill" hazards like unmarked, narrow, or poorly lit roadways, etc.)	32150	32174	Daniel	Fisch	Ryanfisch@gmail.com	
<a href="#">LAWYDOL</a>	Complete Response	4/29/2025 19:10									Low Priority	Low Priority	Very High Priority	High Priority	Low Priority	High Priority	Neutral	Accommodating public transit service, Caps or lack of connections on sidewalks and bicycle facilities, Connecting between different modes of transportation, Traffic signal timing, Other "road kill" hazards like unmarked, narrow, or poorly lit roadways, etc.)	32120	32120	Natka	Llaveria-Hernandez	Nllaveria@gmail.com	
<a href="#">LAWYDOL</a>	Complete Response	4/29/2025 16:31									Low Priority	Neutral	Very High Priority	Neutral	High Priority	High Priority	Neutral	Roadway conditions (e.g. pavement, flooding, potholes, etc.), Caps or lack of connections on sidewalks and bicycle facilities, Caps or lack of connections on trail facilities, Connecting between different modes of transportation, Traffic safety (e.g. crashes, distracted driving, Cap or lack of connections on sidewalks and bicycle facilities, Caps or lack of connections on trail facilities, Connecting between different modes of transportation, Traffic signal timing, Other "road kill" hazards like unmarked, narrow, or poorly lit roadways, etc.)	32124		Tom	Williams	thomwilliams@gmail.com	
<a href="#">DUBRETT</a>	Complete Response	4/29/2025 14:01									Very Low Priority	Very Low Priority	Very High Priority	Very High Priority	Very Low Priority	Very High Priority	Very Low Priority	We need a robust public transit network that is supplemented by connective trails and walkways communities. No more road building, if only induces demand!	32124		Devon	Morris	Dwemorris74@gmail.com	
<a href="#">LAWYDOL</a>	Complete Response	4/29/2025 11:00									Very Low Priority	Very Low Priority	Very High Priority	High Priority	High Priority	High Priority	High Priority	The first priority on the list is whether it's a main road, vehicle lanes or bike lanes. The "Primary" and "priority" questions should be redesigned to prevent unhelpful responses such as selecting all top priority. The regional trails map needs a lot of work. It's inconsistent with both the Volusia Trails Master Plan and the FDOT SART map. The legend is all of and the county's symbology is all in new colors. Trail lines should be blue. Partially funded for this construction) note of the map show on FDOT Website. Delaney agreed route from Dulant to Sanfall Station along 415 to New Smyrna Beach/Spectator	32120	32120	Margaretta	Artho	maggie@overlook.org	
<a href="#">LAWYDOL</a>	Complete Response	4/25/2025 10:08									Very High Priority	High Priority	Neutral	Neutral	Neutral	Neutral	Neutral	Addressing traffic issues on SR 44 East of I-95, Road more turn lanes at intersection of 44 & Mission Dr., Dearing Park Innovation Center coming to SR 44 and West of I-95, What infrastructure is in place to handle non traffic & growth?	32169	32168	Stephanie	Ford	stford@wechamber.com	

Response Code	Response Status	Last Modified Date (GMT-05:00 Eastern US & Canada)	Speaker Name	Chapter	1. The following goals have been established to guide the development of Volusia-Flagler 2050. Please rank the goals in order of priority to you. Rank 1	1. The following goals have been established to guide the development of Volusia-Flagler 2050. Please rank the goals in order of priority to you. Rank 2	1. The following goals have been established to guide the development of Volusia-Flagler 2050. Please rank the goals in order of priority to you. Rank 3	1. The following goals have been established to guide the development of Volusia-Flagler 2050. Please rank the goals in order of priority to you. Rank 4	1. The following goals have been established to guide the development of Volusia-Flagler 2050. Please rank the goals in order of priority to you. Rank 5	1. The following goals have been established to guide the development of Volusia-Flagler 2050. Please rank the goals in order of priority to you. Rank 6	2. What are the primary goals in the Volusia-Flagler region? Select all that apply.	3. Please rate the following transportation improvements. (1 star = Lowest Priority, 5 stars = Highest Priority). Add lanes to existing roads	3. Please rate the following transportation improvements. (1 star = Lowest Priority, 5 stars = Highest Priority). Build new roads	3. Please rate the following transportation improvements. (1 star = Lowest Priority, 5 stars = Highest Priority). Add bike/ped facilities, sidewalks, and trails	3. Please rate the following transportation improvements. (1 star = Lowest Priority, 5 stars = Highest Priority). Improve public transit service	3. Please rate the following transportation improvements. (1 star = Lowest Priority, 5 stars = Highest Priority). Roadway/bridge maintenance and repairs	3. Please rate the following transportation improvements. (1 star = Lowest Priority, 5 stars = Highest Priority). Safety improvements (ITS, Improving Intersection)	4. Please share any additional comments or suggestions.	5. Please provide your zip code(s). Home Zip Code(s); Work/School Code (if applicable)	6. If you would like to provide your contact information below: First Name; Last Name; Email				
<a href="#">LAWRENCE</a>	Complete Response	4/23/2025 23:28			Liability - Promote liability through a multimodal transportation system that fosters quality communities and protects natural resources	Economic Development - Support the economic development and growth of the TPO area and region	Multimodal - Develop and maintain a balanced and efficient multimodal transportation system	Safety - Eliminate crash-related fatalities and injuries and improve safety throughout the transportation network	Connectivity - Enhance and expand transportation opportunities for the public to be involved with their transportation system	Involvement - Promote equity, transparency and opportunities for the public to be involved with their transportation system	Gaps or lack of connections on sidewalks and bike/ped facilities, Traffic signal timing	Very Low Priority	Very Low Priority	Very High Priority	High Priority	Neutral	High Priority	Neutral	If I must use, please to build sidewalks and bike lanes then to put in roads	32169	32168	Lisa	Martin	laurin@cityofdel.com
<a href="#">LAWRENCE</a>	Complete Response	4/23/2025 19:01			Safety - Eliminate crash-related fatalities and injuries and improve safety throughout the transportation network	Connectivity - Enhance and expand transportation opportunities for the public to be involved with their transportation system	Multimodal - Develop and maintain a balanced and efficient multimodal transportation system	Liability - Promote liability through a multimodal transportation system that fosters quality communities and protects natural resources	Involvement - Promote equity, transparency and opportunities for the public to be involved with their transportation system	Economic Development - Support the economic development and growth of the TPO area and region	Competition on roadways and intersections, Traffic safety (e.g. crashes, distracted driving, roadway conditions (e.g. pavement, flooding issues, etc.),	Very High Priority	High Priority	Low Priority	Neutral	Very High Priority	Very High Priority	Very High Priority	Accounting public transit bus service, Connecting between different modes of transportation	32724				
<a href="#">NICHOLS</a>	Complete Response	4/23/2025 13:30			Safety - Eliminate crash-related fatalities and injuries and improve safety throughout the transportation network	Connectivity - Enhance and expand transportation opportunities for the public to be involved with their transportation system	Multimodal - Develop and maintain a balanced and efficient multimodal transportation system	Liability - Promote liability through a multimodal transportation system that fosters quality communities and protects natural resources	Involvement - Promote equity, transparency and opportunities for the public to be involved with their transportation system	Economic Development - Support the economic development and growth of the TPO area and region	Competition on roadways and intersections, Traffic safety (e.g. crashes, distracted driving, roadway conditions (e.g. pavement, flooding issues, etc.),	Very Low Priority	Very Low Priority	Very High Priority	Very High Priority	Neutral	Very High Priority	Neutral	Accounting public transit bus service, Connecting between different modes of transportation	32714	32714			
<a href="#">LAWRENCE</a>	Complete Response	4/23/2025 16:53			Liability - Promote liability through a multimodal transportation system that fosters quality communities and protects natural resources	Safety - Eliminate crash-related fatalities and injuries and improve safety throughout the transportation network	Connectivity - Enhance and expand transportation opportunities for the public to be involved with their transportation system	Economic Development - Support the economic development and growth of the TPO area and region	Involvement - Promote equity, transparency and opportunities for the public to be involved with their transportation system	Multimodal - Develop and maintain a balanced and efficient multimodal transportation system	Competition on roadways and intersections, Traffic safety (e.g. crashes, distracted driving, roadway conditions (e.g. pavement, flooding issues, etc.),	Neutral	Neutral	High Priority	High Priority	High Priority	High Priority	High Priority	Accounting public transit bus service, Connecting between different modes of transportation	32773	32725	Jonathan	Knight	jknight@deltonafl.gov
<a href="#">WELLS</a>	Complete Response	4/23/2025 15:53			Liability - Promote liability through a multimodal transportation system that fosters quality communities and protects natural resources	Safety - Eliminate crash-related fatalities and injuries and improve safety throughout the transportation network	Connectivity - Enhance and expand transportation opportunities for the public to be involved with their transportation system	Economic Development - Support the economic development and growth of the TPO area and region	Involvement - Promote equity, transparency and opportunities for the public to be involved with their transportation system	Multimodal - Develop and maintain a balanced and efficient multimodal transportation system	Competition on roadways and intersections, Traffic safety (e.g. crashes, distracted driving, roadway conditions (e.g. pavement, flooding issues, etc.),	Very High Priority	High Priority	High Priority	Very High Priority	Neutral	High Priority	Very High Priority	Accounting public transit bus service, Connecting between different modes of transportation	32734	32801	Emilio M.	Santiago	emilio.santiago@alca.mflgo.com
<a href="#">NICHOLS</a>	Complete Response	4/23/2025 15:39			Safety - Eliminate crash-related fatalities and injuries and improve safety throughout the transportation network	Liability - Promote liability through a multimodal transportation system that fosters quality communities and protects natural resources	Connectivity - Enhance and expand transportation opportunities for the public to be involved with their transportation system	Economic Development - Support the economic development and growth of the TPO area and region	Multimodal - Develop and maintain a balanced and efficient multimodal transportation system	Involvement - Promote equity, transparency and opportunities for the public to be involved with their transportation system	Competition on roadways and intersections, Traffic safety (e.g. crashes, distracted driving, roadway conditions (e.g. pavement, flooding issues, etc.),	Low Priority	Very Low Priority	Very Low Priority	High Priority	Very High Priority	Very High Priority	Very High Priority	Accounting public transit bus service, Connecting between different modes of transportation	32717	32727			
<a href="#">WELLS</a>	Complete Response	3/17/2025 13:36			Liability - Promote liability through a multimodal transportation system that fosters quality communities and protects natural resources	Safety - Eliminate crash-related fatalities and injuries and improve safety throughout the transportation network	Connectivity - Enhance and expand transportation opportunities for the public to be involved with their transportation system	Economic Development - Support the economic development and growth of the TPO area and region	Involvement - Promote equity, transparency and opportunities for the public to be involved with their transportation system	Multimodal - Develop and maintain a balanced and efficient multimodal transportation system	Competition on roadways and intersections, Traffic safety (e.g. crashes, distracted driving, roadway conditions (e.g. pavement, flooding issues, etc.),	Neutral	Neutral	Very High Priority	High Priority	Neutral	Very High Priority	High Priority	Accounting public transit bus service, Connecting between different modes of transportation	32804		Jim	Wood	jim.wood@cityofdel.com

**Basemap Type**

Default

**Legend**

-  Strategic Intermodal System (SIS)
-  Strategic Intermodal System (SIS) Interchange
-  State Highway System (Non-SIS)
-  State Highway System (Non-SIS) Intersection
-  Other Roads (Non-SIS, Non-SHS)
-  VFTPO Boundary

# VOLUSIA FLAGLER 2050

## Welcome to the Volusia-Flagler 2050 Long Range Transportation Plan Feedback Map!

### We want to hear from you!

Thank you for providing feedback to support development of *Volusia-Flagler 2050*, the Volusia-Flagler TPO's next Long Range Transportation Plan (LRTP). The LRTP is a plan that defines the future transportation needs for Volusia and Flagler counties. Once completed and adopted later this year, *Volusia-Flagler 2050* will replace *Connect 2045*, the TPO's current LRTP.

A critical component of the LRTP is the **Cost Feasible Plan (CFP)**. The CFP is a fiscally constrained list of roadway projects based on projected available funding through 2050, as well as community priorities. This map depicts the draft Cost Feasible Plan for the 2050 LRTP as reviewed by the Volusia-Flagler TPO Board on June 25, 2025. Projects are shown in the following categories:

1. Florida's Strategic Intermodal System (SIS), which is Florida's high priority network of transportation facilities important to the state's economy and mobility (e.g. I-4 and I-95). *Note:* Cost Feasible SIS projects are identified at the state level by FDOT.
2. State Highway System (SHS) roadways not on the SIS network; and
3. Other Roads (Non-SIS, Non-SHS), e.g. county and city roadways.

For more information and a PDF version of these maps, please click on the purple

OK

Location Search

Filter Comments

Add Comment

+

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Location Search

**Basemap Type**

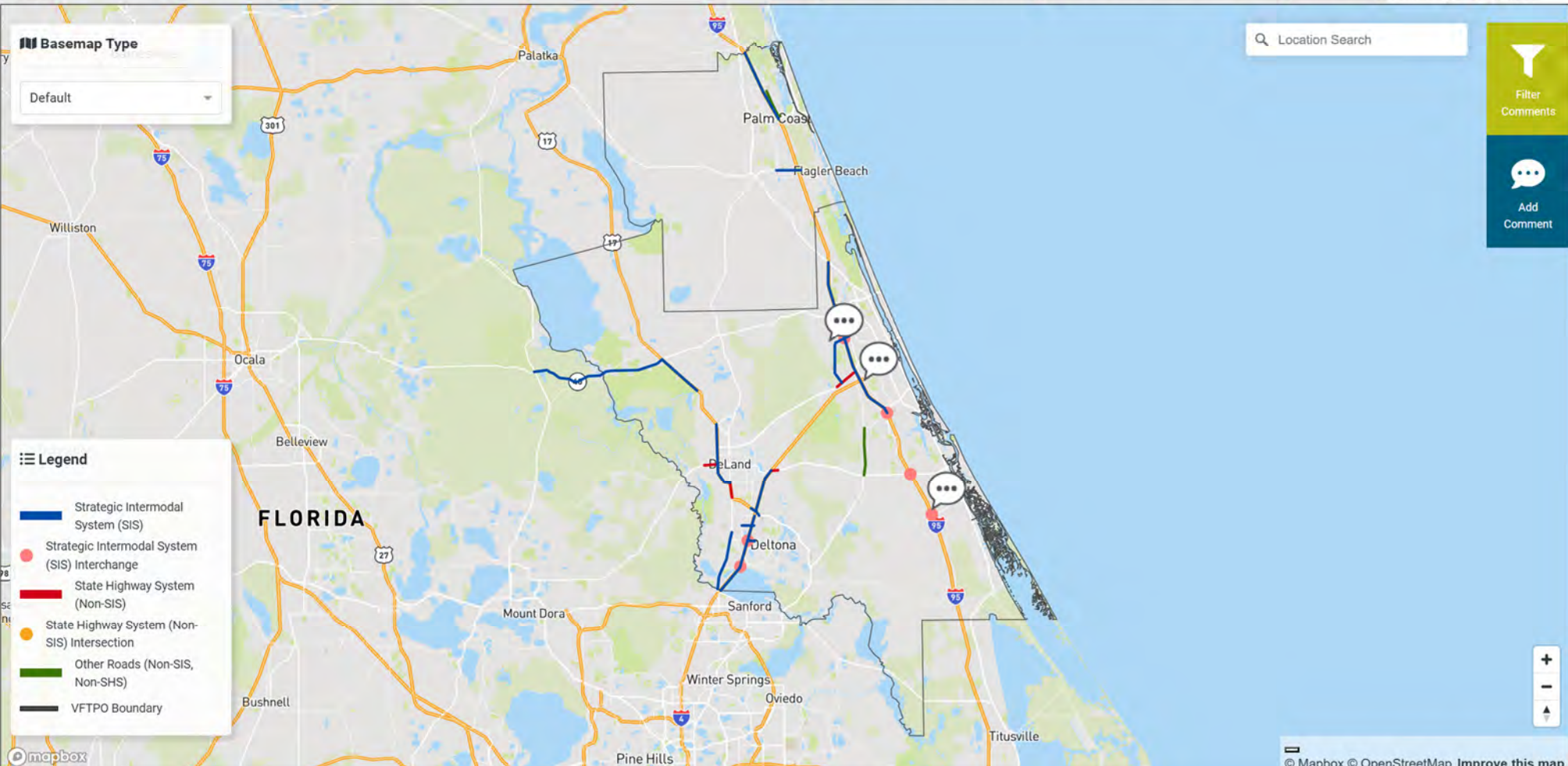
Default

Filter Comments

Add Comment

**Legend**

- Strategic Intermodal System (SIS)
- Strategic Intermodal System (SIS) Interchange
- State Highway System (Non-SIS)
- State Highway System (Non-SIS) Intersection
- Other Roads (Non-SIS, Non-SHS)
- VFTPO Boundary



Volusia-Flagler 2050  
PublicCoordinate Comments - Needs Assessment

Description	Category	Map Layer	Created On	Lat	Lng
Rush Hour - Southbound Am/North Bound PM From Howland Blvd to Lake Mary Blvd. Alot of accidents around the Countyline/ St. Johns bridge Erratic driving, inconsistent speeds, a lot of semi-trucks.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Transit	4/23/25	28.8902257	-81.278514
Howland Blvd from I-4 to Mik Blvd. Regional traffic going to/from Orange/Deland or I-4 mixed with local traffic going to the commercial areas and high school.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Transit	4/23/25	28.9482988	-81.247529
I've seen a car fall off the road at this interchange two separate occasions.	Safety - What safety issues do you experience in the area?	Transit	4/23/25	28.9120833	-81.272893
4:30-6:30pm is very busy here, and potentially dangerous. The U turn lane to go to Publix Plaza or turn onto Hancock is very congested and there's alot of pedestrian/cyclist in this area as well.	Safety - What safety issues do you experience in the area?	Transit	4/23/25	29.1730622	-81.039888
Pray for ISB. Up to 4 lanes going each way, 50 MPH, with so many stop lights	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Transit	4/23/25	29.1909941	-81.071376
I-4 to LPGA is wall to wall most weekends.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Transit	4/23/25	29.201709	-81.096759
This stretch was originally projected for construction and completion by 2030. The need is immediate due to expanded commercial and residential in the area. By 2035 TWO more lanes will be needed.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/23/25	29.4744695	-81.19907
There are 7 traffic lights between I-95 and Belle Terre Pkwy on SR100. None are synchronized so it can take a motorist traveling in either direction as long as 20 minutes to traverse these app. 2 miles.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/23/25	29.4749707	-81.209099
This stretch of Old Kings Road northbound needs to be 4 lane. A heavily travelled roadway, there are numerous businesses and social clubs on the west side of this roadway from Celico Way to Forest Grove. Each left turn requires a line of vehicles to stop until clear. Vehicles overtake off road going north endangering themselves and other drivers.	Safety - What safety issues do you experience in the area?	Roadway Needs	4/23/25	29.5640801	-81.222752
This roadway must be four laned. There are hundreds of homes scheduled to be built between SR 100 and SR 11 in the area. Current two lane road cannot handle much additional traffic.	Safety - What safety issues do you experience in the area?	Roadway Needs	4/23/25	29.4676768	-81.3021
This grassy gap could be a great connection between Shady Place west to the Nova Canal Trail. Between ISB and Beville Rd there few comfortable east-west connections (Bellevue Ave has no bike lanes). To the north, South St is wide and comfortable because it doesn't connect to Nova Rd. A connection here would provide east-west access between South St and Beville Rd.	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	4/23/25	29.1875626	-81.028624
Dead end for multi use trail. Needs to be extended to SR 100 to keep bicyclists, walkers and others from utilizing Old Kings Road, a narrow two lane over used roadway.	Safety - What safety issues do you experience in the area?	Roadway Needs	4/23/25	29.5376799	-81.206127
Needs to be 4 lane roadway due to hundreds of residences being built at south end with many residents traveling north to shopping, schools etc.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/23/25	29.4623783	-81.17128
For northbound traffic, create a separate off shoot of the exit for business/mall traffic to reduce congestion on LPGA.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/23/25	29.2192092	-81.102444
This section of Nova Rd has only a 5ft sidewalk along the west side between Bellevue Ave and Beville Rd. Southbound Nova Rd has no shoulder or bike lane, the speed limit is 50 mph. There is a Bike May Use Full Lane sign, that's for bikes. A much wider facility is needed for people on bikes and on foot in this section. to match the wide sidewalk north of Bellevue. There is a trail across the canal to the east, but that has limited access. I bicycle on the sidewalk and there would be more room for everyone to share next to this 50 mph road that should be much slower.	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	4/23/25	29.1816691	-81.029737

Volusia-Flagler 2050  
PublicCoordinate Comments - Needs Assessment

Description	Category	Map Layer	Created On	Lat	Lng
There is absolutely no synchronization of traffic lights on Palm Coast Parkway, beginning with Colbert Lane and ending at US 1/SR 5. Both a congestion and safety issue as drivers hot excessive speeds to make the next light.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/23/25	29.5535593	-81.227227
This intersection needs no-right-on-red when the pedestrian phase is activated. Crossing south from northwest corner, there is a leading pedestrian interval, but people in cars southbound on Nova look left during the all-red phase and turn right across the crosswalk. It is scary to cross here even with the active walk signal and LPI. LPI + no-right-on-red work together to allow people to start crossing without pressure from turning car traffic.	Pedestrian - Where are new or improved pedestrian facilities needed?	Roadway Needs	4/23/25	29.1753328	-81.028547
Between Beville Rd and ISB the bike lane is only on one side of the road (the northbound side). I'm worried people on bicycles will ride the wrong way in the bike lane due to the lack on southbound facilities.	Safety - What safety issues do you experience in the area?	Roadway Needs	4/23/25	29.1896207	-81.031981
This note is to point out that between Clyde Morris to the west and Nova Rd to the east there is no comfortable way to bicycle between ISB and Dunlawton. None of the residential streets provide a connected path, unlike north of ISB. So people on bicycles must ride adjacent to Nova Rd and Clyde Morris to travel north and south. Clyde Morris has improved with sidewalks on both sides, but mostly has no shoulders and no bicycle facilities Nova Rd painted bike lanes on both side south of Beville but speed limit is 50 mph in many sections. The the current land use, these arterials need have much more comfortable bicycling facilities.	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	4/23/25	29.1765054	-81.037244
There is currently no left turn signal for vehicles turning onto SR 11 from US-1	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/24/25	29.4649991	-81.257828
There is currently a Planned Unit Development being proposed for 8,000 units and 440,000 SF of commercial. The State Hwy 100 W overpass will need to be improved to accommodate the influx of traffic as well as the intersection with US-1.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/24/25	29.4704732	-81.271397
May need a traffic signal here as Commerce Parkway has been extended to US-1 and a left turn out onto E Moody Blvd is extremely difficult during Peak Hours.	Safety - What safety issues do you experience in the area?	Roadway Needs	4/24/25	29.475309	-81.240317
This roundabout needs to be removed or widened. its dangerous and you cannot see the other cars coin around it due to planting of sawgrass.	Other - What other comments, ideas, or concerns do you have?	Roadway Needs	4/28/25	29.6397846	-81.284955
100 needs immediate improvements - needs multiple turn lanes at intersections	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/28/25	29.4754595	-81.188533
This is an important reliever to US 17/92. The City of Orange City requests that Volusia County consider adopting an updated alignment route that connects DeBary to DeLand through the westside of Orange City. This project should also be evaluated as a ninth System Reliever Project.	Other - What other comments, ideas, or concerns do you have?	Roadway Needs	4/29/25	28.9368864	-81.313424
This is the City of Orange City's top priority in the FDOT I-4 Beyond the Ultimate project. The City continues to encourage FDOT to make any BtU interchange improvements now as a phased approach to implementing the entire BtU plan.	Other - What other comments, ideas, or concerns do you have?	Roadway Needs	4/29/25	28.9336047	-81.276032
Saxon Blvd interchange improvements are needed on the westside in Orange City. The FDOT I-4 Beyond the Ultimate improvements should be reflected on the map too.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/29/25	28.9109688	-81.275559
Orange City also supports this FDOT I-4 Beyond the Ultimate interchange improvement.	Other - What other comments, ideas, or concerns do you have?	Roadway Needs	4/29/25	28.9565042	-81.260038
City of Orange City suggests a map revision to indicate the Veterans Memorial extension and alignment approved by Volusia County.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/29/25	28.9485982	-81.271233

Volusia-Flagler 2050  
PublicCoordinate Comments - Needs Assessment

Description	Category	Map Layer	Created On	Lat	Lng
Orange City and FDOT agree that the center lane of Volusia Avenue segment running through the heart of downtown Orange City should be eliminated to slow traffic, improve safety and reduce the number of conflict/intersection points along the corridor. The City requests that the TPO update the project description to reflect the current Net Zero design principles as discussed with FDOT in the past.	Safety - What safety issues do you experience in the area?	Roadway Needs	4/29/25	28.9372268	-81.298921
The intersection is Dangerous by design for cyclists and pedestrians - made worse by very small safety islands.	Safety - What safety issues do you experience in the area?	Regional Trails	4/29/25	28.866064	-81.317022
the only way to access the Loop is a very dangerous road for cyclists. Immediate interim safety measures need to be taken until the the Loop can be completed.	Safety - What safety issues do you experience in the area?	Regional Trails	4/29/25	29.0002297	-81.335985
This planned exit from the trail to Fatio does not exist and will never exist since a different exit is planned	Other - What other comments, ideas, or concerns do you have?	Regional Trails	4/29/25	28.998198	-81.336272
Fatio Road is dangerous by design for cyclists and should be fixed	Bicycle - Where are new or improved bicycle facilities needed?	Regional Trails	4/29/25	28.9984324	-81.335889
Dangerous intersection for cyclists and walkers	Safety - What safety issues do you experience in the area?	Regional Trails	4/29/25	28.9986209	-81.30272
This RR Spur is requires acquisition. not realistic .	Other - What other comments, ideas, or concerns do you have?	Regional Trails	4/29/25	29.033389	-81.309542
Dangerous interestion for cyclists and walkers made worse by fast righth turn lane	Safety - What safety issues do you experience in the area?	Regional Trails	4/29/25	29.0278084	-81.324058
The section of Orange Camp Rd from Bentley Green Dr to Oxford Rd has no pedestrian walkway. Also although there is a sidewalk for a while from Bentley Green to Woodland it does not go all the way to Woodland. There is no sidewalk to my knowledge on the other side of Orange Camp. I constantly see pedestrians, handicapped people on scooters etc, trying to walk along the side of this road. It is extremely dangerous due to vehicle speed and congestion and the dangerous left-hand turns out of Publix. Really, a wide multi-use trail is needed from MLK across Woodland and to Lake Beresford Park is needed long term but some type of walkway to fill the gap around Publix should be a priority	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	4/29/25	28.9838263	-81.296124
At the intersection of LPGA and 95 N, red light running happens every morning I am there - need to do something about that. Also, a dedicated lane from the intersection to Tanger is needed.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	4/30/25	29.2198924	-81.102845
Terrible job by Cline Construction that 1) Did not make the curve wide enough. 2) came back to widen the inside curve, but too short and cars hit the beginning or end of the curve that has a 1 foot drop, causing car damage.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/1/25	29.4675207	-81.223213
Right turn lane needs to start here! Another terrible job by Cline Construction and poor planning!	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.4738016	-81.221978
Right lane, east bound should be a travel lane with no stopping at light. No U turn in west bound lane.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.4753189	-81.214287
Right lane eastbound should be travel through lane with no stopping for light.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.4755644	-81.189399
Right lane, east bound should be travel through lane with no stopping at light	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.476269	-81.162387
Right lane east bound should be travel through	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.4761047	-81.1531
Right lane, northbound should be travel through with no stopping for light	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.5053615	-81.219589
Right lane northbound needs travel through	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.521584	-81.224651

Volusia-Flagler 2050  
PublicCoordinate Comments - Needs Assessment

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Right lane southbound needs travel through lane	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.4359295	-81.234058
Right lane needs to be travel through lane	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.4181752	-81.209843
Right lane southbound needs travel through	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.5226648	-81.262928
Right lane southbound needs travel through lane	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.5527557	-81.265267
Planes too low over roadway!!	Safety - What safety issues do you experience in the area?	Roadway Needs	5/1/25	29.4720914	-81.222444
School bus drivers go too fast in neighborhoods	Safety - What safety issues do you experience in the area?	Roadway Needs	5/1/25	29.461141	-81.223525
Right turn lane southbound to SWoods needs to be extended. Poor planning and terrible Cline Construction	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/1/25	29.4754763	-81.194712
TOO MANY PLANES HERE!!!!	Safety - What safety issues do you experience in the area?	Roadway Needs	5/1/25	29.4676422	-81.203657
We need a regular public transport bus line for palm coast, especially as it continues to grow!	Public Transit - What improvements can be made to public transit service?	Roadway Needs	5/2/25	29.4753527	-81.203811
The use of public transit is so beneficial especially in an area that continues to become more populated. It'll also help with getting to businesses, driving up a lot of income for them as well! Think about it!	Public Transit - What improvements can be made to public transit service?	Roadway Needs	5/2/25	29.5534626	-81.229086
The sight lines at this intersection are obstructed by tall hedges on the south east side. Additionally the hedges are planted right up to the asphalt on Inlet street so that pedestrians must walk on the road.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.0526919	-80.906189
On busy days when the beach is backed up, motorists speed down Atlantic trying to beat other traffic to the beach ramp lines. This creates a dangerous situation for cyclists and pedestrians. Traffic Calming measures or Thru traffic deterrents would be greatly appreciated.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.0524667	-80.904227
On busy days when the beach is backed up, motorists speed down Atlantic trying to beat other traffic to the beach ramp lines. This creates a dangerous situation for cyclists and pedestrians. Traffic Calming measures or Thru traffic deterrents would be greatly appreciated.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.0502222	-80.903176
On busy days when the beach is backed up, motorists speed down Atlantic trying to beat other traffic to the beach ramp lines. This creates a dangerous situation for cyclists and pedestrians. Traffic Calming measures or Thru traffic deterrents would be greatly appreciated.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.0458392	-80.899999
On busy days when the beach is backed up, motorists speed down Atlantic trying to beat other traffic to the beach ramp lines. This creates a dangerous situation for cyclists and pedestrians. Traffic Calming measures or Thru traffic deterrents would be greatly appreciated.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.044714	-80.899336
On busy days when the beach is backed up, motorists speed down Atlantic trying to beat other traffic to the beach ramp lines. This creates a dangerous situation for cyclists and pedestrians. Traffic Calming measures or Thru traffic deterrents would be greatly appreciated.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.0439789	-80.898922

Volusia-Flagler 2050  
PublicCoordinate Comments - Needs Assessment

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On busy days when the beach is backed up, motorists speed down Atlantic trying to beat other traffic to the beach ramp lines. This creates a dangerous situation for cyclists and pedestrians. Traffic Calming measures or Thru traffic deterrents would be greatly appreciated.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.0435338	-80.899619
On busy days when the beach is backed up, motorists speed down Atlantic trying to beat other traffic to the beach ramp lines. This creates a dangerous situation for cyclists and pedestrians. Traffic Calming measures or Thru traffic deterrents would be greatly appreciated.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.043086	-80.899188
On busy days when the beach is backed up, motorists speed down Atlantic trying to beat other traffic to the beach ramp lines. This creates a dangerous situation for cyclists and pedestrians. Traffic Calming measures or Thru traffic deterrents would be greatly appreciated.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.0414214	-80.898557
On busy days when the beach is backed up, motorists speed down Atlantic trying to beat other traffic to the beach ramp lines. This creates a dangerous situation for cyclists and pedestrians. Traffic Calming measures or Thru traffic deterrents would be greatly appreciated.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.0391783	-80.897075
As you approach the Flagler Avenue intersection southbound on Peninsula, the side walk ends. A bike lane at this location would allow cyclists to filter up to the intersection without impeding vehicular traffic.	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/2/25	29.0387611	-80.902831
There is no shoulder on the bridge over US1 and forces cyclists to ride in traffic to continue east/west and cross US1	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/2/25	29.0215476	-80.923566
The cycling lanes on 44 are inadequate, and there is plenty of right of way to improve cycling/pedestrian facilities along 44 from NSB all the way to Deland.	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/2/25	29.0129269	-80.981732
The pedestrian/cycling facilities along US1 between Port Orange and NSB are in poor repair, and there is plenty of room in the right of way to improve cycling/pedestrian facilities along the stretch.	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/2/25	29.072017	-80.950489
The traffic that the Beachway Ramp brings in to the residential north beach neighborhood is not compatible with the area. Significant traffic on narrow neighborhood streets creates significant pedestrian/vehicle interaction in close proximity.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.0517493	-80.902833
The traffic that the Crawford Ramp brings in to the residential north beach neighborhood is not compatible with the area. Significant traffic on narrow neighborhood streets creates significant pedestrian/vehicle interaction in close proximity.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/2/25	29.0435647	-80.898326
The pedestrian sidewalk stops on the east side of atlantic at several spots in NSB. There is plenty of room in the right of way to have a sidewalk the entire length of Atlantic on the east side.	Pedestrian - Where are new or improved pedestrian facilities needed?	Roadway Needs	5/2/25	29.0258399	-80.889437
The New Smyrna Beach Pedestrian trail is very nice, but it ends at Sugar Mill drive, a busy road with no sidewalks or bike lanes to speak of. Please improve pedestrian/cycling connectivity to the new smyrna beach pedestrian trail	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/2/25	29.0211433	-80.980578
The New Smyrna Beach Pedestrian trail is very nice, but it ends at around Pioneer trail, a busy road with no sidewalks or bike lanes to speak of. Please improve pedestrian/cycling connectivity to the new smyrna beach pedestrian trail	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/2/25	29.0182346	-80.946471
As a cyclist, I frequently encounter hurried and close passing drivers on Riverside drive. Please consider adding traffic calming and thru traffic deterrent measures to the entire length of riverside drive.	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/2/25	29.0047852	-80.911097
This wonderful trail offers great connectivity to the rest of the entire state! It's a shame that the connectivity falls off right at NSB. Please continue this trail through NSB to other destinations north!	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/2/25	29.0011832	-80.92639

Volusia-Flagler 2050  
PublicCoordinate Comments - Needs Assessment

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Add lanes and reduce left turns from arterial roads. Palm Coast Parkway should be 6 lanes from Belle Terre to US 1. Belle Terre should be 6 lanes from Palm Coast Parkway to Rt 100. Pine Lakes Parkway should be 4 lanes from Belle Terre to Palm Coast Parkway. If the arterial roads are unclogged people will be less likely to speed on neighborhood roads to make up time. Also, Fire Rescue and Police are delayed when the roads are so clogged there is nowhere for people to move to the side. We spent a lot on nice trails and bike paths over the years. Its time to bring our roads up to standard - the overwhelming majority of transportation is automobiles including first responders	Other - What other comments, ideas, or concerns do you have?	Roadway Needs	5/3/25	29.5516677	-81.252022
6 lane Palm Coast Parkway from Belle Terre to US 1	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5531935	-81.25368
6 Lane Belle Terre from Palm Coast Pkwy to Rt 100	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5497782	-81.23654
Overpass on Palm Coast Parkway	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5533856	-81.226353
Right Turn loop to enter I 95 Southbound	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5538404	-81.220836
Exit Loop to Palm Coast Parkway Eastbound	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5527297	-81.218166
Eliminate intersection	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5535788	-81.221906
Remove left turn and route traffic to expanded left turn onto southern end of Cypress Edge Dr	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5517003	-81.226518
New entrance to Wall Mart	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5486949	-81.224824
Sam Walton Drive from north Cypress Edge Drive to south Cypress Edge Drive	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.550377	-81.224026
Exit 92B - Whiteview Parkway	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5250971	-81.203629
Whiteview Parkway over I 95 to Old Kings Rd	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5254657	-81.201664
4 lane Whiteview Parkway	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5214216	-81.216169
6 lane Whiteview Parkway from Belle Terre to US 1	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5183233	-81.238424
Overpass for through traffic on US 1	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.6026274	-81.282678
Separate 4th lanes for all traffic entering and exiting I 95	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.554993	-81.219689
Loop exit from 95 north to Palm Coast Parkway Westbound	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5549041	-81.217995
Eliminate intersection	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5542677	-81.215494
Loop entrance Palm Coast Parkway Eastbound to I 95 north	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5532433	-81.21714
6 lane route 100 from ICW bridge to Belle Terre Pkwy	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.4751785	-81.200824

Volusia-Flagler 2050  
PublicCoordinate Comments - Needs Assessment

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Remove left turns and provide U Turns at Belle Terre, Bulldog, Seminole Woods.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.4753202	-81.206005
Eliminate left turns on US 1, replace with access road with signalized connections to US 1 at north and south ends of new residential development and Somerset Ave	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5859291	-81.279777
Pedestrian / bicycle tunnel for Lehigh Trail under Belle Terre. (tunnels can be completed in short time with no disruption to traffic. See Boring Company.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.4962587	-81.220173
4 lane Royal Palms Parkway from US 1 to Old Kings Rd	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.4973622	-81.210071
Reconfigure with Royal Palms as a 4 lane parkway under I 95 to Old Kings. Town Center terminates at Royal Palms Parkway	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.4969585	-81.19287
Pedestrian / Bicycle tunnels under I 95 and Old Kings	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.49704	-81.19079
4 lane Old Kings Rd from Marco Polo Blvd to Matanzas, 6 lanes in busier areas.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.4962988	-81.189602
Provide incentive to Wal Mart to build the second location they cancelled in 2009 to relieve traffic on current location.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.4828676	-81.184385
Extend Bunnell Bypass from US 1 to Rt 100 west of Bunnell	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.453396	-81.249329
Flyover ramps in all directions to avoid railroad. Eliminate intersections that cross US 1 to I 95	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.3355728	-81.13029
Palm Coast Parkway bridge over US 1	Other - What other comments, ideas, or concerns do you have?	Roadway Needs	5/3/25	29.5504708	-81.2707
Whiteview Parkway bridge over US 1	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.521722	-81.270128
Sesame Blvd - complete the 4 lane road over I 95 to Old Kings	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.442379	-81.170228
Instead of adding to our two high schools we should build additional smaller high schools. That would bring competition for greatness and reduce the number of busses on the roads and the distance kids have to travel back and forth every day.	Other - What other comments, ideas, or concerns do you have?	Roadway Needs	5/3/25	29.5337787	-81.187885
This traffic circle is a mistake. It slows emergency vehicles and will impede evacuation efforts during hurricanes and wildfires.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.6387117	-81.290616
Definitely need Whiteview extension over/under I-95 to Old Kings Rd. to relieve some of Palm Coast Pkwy congestion.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5246986	-81.204149
Matanzas Woods Pkwy needs expansion to 4 lane with additional turn lanes to Bird of Paradise Drive, I-95 and Old Kings Rd. This would require expansion of the bridge over I-95.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/3/25	29.5990506	-81.248786
We really need a traffic light here, there is a lot of cars that go through here and I have seen a notable amount of near misses	Safety - What safety issues do you experience in the area?	Roadway Needs	5/4/25	29.4970035	-81.194258
Trail/sidewalk gap on west side of Clyde Morris (SR483) from Beville(SR400) to Hancock and unprotected trail segment north of Hancock which appears to be a wide shoulder with gore striping.	Pedestrian - Where are new or improved pedestrian facilities needed?	Regional Trails	5/5/25	29.172305	-81.039418
Mason Ave (SR430) has a resurfacing project starting, but does not adequately address the bike/ped needs for the corridor and will need to be examined further.	Pedestrian - Where are new or improved pedestrian facilities needed?	Roadway Needs	5/5/25	29.2177868	-81.052184
Intersection back-up in east bound lanes and minimal lead left turn stacking has vehicles entering west bound lane to make the light.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/5/25	29.1893637	-81.032208

Volusia-Flagler 2050  
PublicCoordinate Comments - Needs Assessment

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Intersection improvements needed on east side of Bellevue at Clyde Morris, lack or minimal right turn lane has cars driving on shoulder/sand to advance to the light. Pedestrians have no facilities and are often walking, biking or Electronic scooters/ONE wheels down travel lane that <u>has curves, hills and several blind spots.</u>	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/5/25	29.1846954	-81.042375
All of Colbert from 100 to Palm Coast Parkway. With 496 new houses planned , colbert needs widened	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/7/25	29.4813628	-81.153095
During evening rush hour, the area around DeBary Town Center becomes significantly congested, making left turns into DeBary Town Center difficult and dangerous. This problem will only get worse, as this area is planned for further residential and commercial development.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/8/25	28.8619979	-81.319294
Alexander Island Park will open in this location in the near future. There will be a need for bicycle facilities connecting it to U.S. Highway 17/92.	Bicycle - Where are new or improved bicycle facilities needed?	Regional Trails	5/8/25	28.852128	-81.350803
The intersection of U. S. Highway 17/92 and Spring Vista Drive/Spring Ridge Drive is host to some quite perilous left-hand turns. There is no stoplight, currently, and the topography of the intersection makes it difficult to see oncoming traffic when a left-hand turn onto U.S. Highway 17/92 is being made.	Safety - What safety issues do you experience in the area?	Regional Trails	5/8/25	28.8701168	-81.315051
Turning U.S. Highway 17/92 into a Complete Street would be desirable.	Pedestrian - Where are new or improved pedestrian facilities needed?	Regional Trails	5/8/25	28.8826238	-81.308647
More frequent bus transit service would be desirable.	Public Transit - What improvements can be made to public transit service?	Regional Trails	5/8/25	28.8557713	-81.322385
Expanding VoRide services to Rivington and Riviera Bella would be desirable.	Public Transit - What improvements can be made to public transit service?	Transit	5/8/25	28.8655646	-81.348583
Bridge over Belle Terre Pkwy for Lehigh trail to eliminate bicycle/walker grade crossing at intersection with Royal Paims	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/8/25	29.4967598	-81.219389
Add lighted "No Right Turn" sign for vehicles when pedestrian crossing sign is green. It is not always easy for drivers in the right turn lane to see pedestrians/bicycles approaching when larger vehicles are blocking their vision to the left.	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/8/25	29.4905245	-81.22123
add right turn lane for vehicle turning north onto Belle Terre Pky from Royal Palms Pky. And add right turn lane for vehicle turning west and east onto Royal Palms Pky from Belle Terre Pky	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/8/25	29.4978199	-81.219473
Add right turn lane for vehicles turning north onto Pt. Pleasant drive from westbound Royal Palms Pkwy	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/8/25	29.4978805	-81.207727
continue Bike/walk trail on south side of Royal Palm Pkwy to connect with Lehigh trail to eliminate crossing roadway twice.	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/8/25	29.4978516	-81.198367
Make this intersection a traffic circle or a light at least.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/8/25	29.4969911	-81.194156
Left turn and right turn lanes are needed for all directions at this intersection	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/8/25	29.4971559	-81.189855
Left turn lane needed for southbound Old Kings Road entering Hidden Lakes	Safety - What safety issues do you experience in the area?	Roadway Needs	5/8/25	29.5005864	-81.190912
Left turn lane needed for southbound Old Kings Road entering New Water Oak Drive	Safety - What safety issues do you experience in the area?	Roadway Needs	5/8/25	29.5057277	-81.191108
Open Landing Blvd between Town Center and The Landing shopping center to relieve congestion on Belle Terre Pkwy, Route 100 and Bulldog Drive	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/8/25	29.4803857	-81.214123
Dirksen Drive becomes the main alternate for I-4 traffic during the regular accidents, blockages, back-ups, etc. The result is more back-ups on this 2-lane, 2-way road. This encourages speeding vehicles cutting through the various residential side streets.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/8/25	28.8676754	-81.299134

Volusia-Flagler 2050  
PublicCoordinate Comments - Needs Assessment

Description	Category	Map Layer	Created On	Lat	Lng
A traffic signal at Barwick Rd and 17-92 would help significantly with making left turns from 17-92 onto Barwick Rd, and more so from Barwick onto 17-92. Further, it can support a surface crossing for a multi-use trail extension from Seminole County to the City's Alexander Island Park.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/8/25	28.8453459	-81.322205
During evening rush hour traffic, the northbound lanes are so congested that it is very hard to make a left turn into Belmond Dr. to get into Springwalk at the Junction and Integra 289 Exchange. Would traffic lights help, to give people the opportunity to make a left into this area?	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/9/25	28.8624343	-81.319
From 4PM to 7PM every weekday, the northbound lanes are so congested that it is near impossible to make a left turn into Belmond Dr. to get into Springwalk at the Junction and Integra 289 Exchange communities. The congestion becomes a continuous flow with no gaps unless a good Samaritan forces traffic behind them to stop to create an opening for turns into the community. Installing a traffic light here to create a 4 way intersection between Belmond Dr, 17/92, and the upcoming Town Park Development will greatly help locals to access their homes by creating distinct windows for turns. This light would help 3 communities. Consider a 4 way traffic light	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/9/25	28.862543	-81.318935
Between the hours 4PM and 7PM it is very difficult to make a left hand turn onto Gemini Ct to access the Integra Apartments and Springwalk at the Junction. Is there a way to increase the frequency of the light at Fort Florida Rd. and 17/92 to allow for more gaps in the flow of traffic during these hours to enable locals to access their communities?	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/9/25	28.8590561	-81.320619
Bike trail to provided connection from Lake Monroe Park to Alexander Island Park; segment extension to run, along 17-92 and Barwick Rd, through River City Nature Park, and connect to the City trail at Leisure World Drive.	Bicycle - Where are new or improved bicycle facilities needed?	Roadway Needs	5/9/25	28.8449785	-81.330692
Extension of Saxon Blvd. through this intersection to provide direct ingress and egress from Gateway Park, a City park where all residents make make a U-turn with difficult visibility of south-bound 17-92 traffic.	Safety - What safety issues do you experience in the area?	Roadway Needs	5/9/25	28.9119835	-81.302744
Highway 17/92 becomes dangerously congested during rush hour near The Junction. It's often impossible to turn left into the neighborhood without a driver stopping on the highway to allow access. With 150 single-family homes coming and an apartment complex already built, a traffic signal is urgently needed, especially with another new development currently being built on the other side of the highway. Exiting the neighborhood requires a right turn and U-turn on 17/92, which adds to delays. Please consider a traffic light at this intersection to improve safety and traffic flow. Thank you :)	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/9/25	28.8626334	-81.318851
Improvement for continuous 8-ft wide walkway/trail along E Highbanks Rd from Amigos Rd to Enterprise Rd.	Pedestrian - Where are new or improved pedestrian facilities needed?	Roadway Needs	5/9/25	28.8902777	-81.289858
Pedestrian facility improvements to provide connectivity with a 8-ft wide walk/trail along Palm Rd and Gardenia Ave from Dirksen Dr to Highbanks Rd.	Pedestrian - Where are new or improved pedestrian facilities needed?	Roadway Needs	5/9/25	28.8764371	-81.286293
Pedestrian system improvements to provide 8-ft wide walk/trail along W Highbanks Rd from Ft Florida Rd east to spring to spring trail.	Pedestrian - Where are new or improved pedestrian facilities needed?	Roadway Needs	5/9/25	28.8901787	-81.346324
With how fast the traffic is, it's very nerve-wracking walking alongside this road. People regularly walk along 17/92 to get to the SunRail Station, and it's scary how close the speeding cars feel.	Pedestrian - Where are new or improved pedestrian facilities needed?	Roadway Needs	5/9/25	28.8577343	-81.321076
Amtrak does not allow overnight parking. Getting here by Votran from SE Volusia is impractical at best, if not impossible. Difficult even from Daytona area. Uber, etc. gets expensive, especially if you arrive late in the day. (Amtrak tends to run late.) Where can I Safely overnight-park in Deland? Can there be a safe late-day shuttle at least in to town?	Public Transit - What improvements can be made to public transit service?	Transit	5/12/25	29.0178064	-81.352649

Volusia-Flagler 2050  
PublicCoordinate Comments - Needs Assessment

Description	Category	Map Layer	Created On	Lat	Lng
Please return Votran scheduled service to Edgewater.	Public Transit - What improvements can be made to public transit service?	Transit	5/12/25	28.9858867	-80.901773
On US 1/SR 5, even at 2.30 in the morning, most of the traffic lights require long wait timse before changing. These should be on a detector system for the overnight hours.	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/12/25	29.2324528	-81.034203
Even after the roundabout is finished, will the congestion get better? We need a connector to SR92 and/or N. Kepler that goes East of Lake Winnemissett	Congestion/Delay - Where are there issues with traffic, signals, or the condition of the roadway?	Roadway Needs	5/12/25	29.0155702	-81.246438
I know this is outside your area, but we really need a better connection between Sunrail and the airport/Brightline. How would a visitor be able to figure out the possible Lynx routes?	Other - What other comments, ideas, or concerns do you have?	Transit	5/12/25	28.441969	-81.30893

## Attachment C

Virtual Workshop Support Materials



**Save the Date!**

## **L RTP Virtual Workshop #1**

**Monday, February 10**

**2:00 pm - 3:00 pm**

Please join us for the first in a series of Virtual Workshops being held to guide the development of *Volusia-Flagler 2050*, the Volusia-Flagler TPO's next Long Range Transportation Plan (LRTP).

The LRTP is updated every five years to ensure that it reflects our community's vision and is consistent with current and forecasted transportation conditions and needs. Once completed and adopted later this year, *Volusia-Flagler 2050* will replace *Connect 2045*, the TPO's current LRTP.

This series of LRTP Virtual Workshops will provide relevant information and data, updates on major milestones, and will be an important opportunity for stakeholder partners and the community to provide input at key points during the development of the plan.

An agenda for this workshop and the link to join the virtual meeting will be distributed ahead of the meeting. If you have questions in the meantime, please contact Pamela Blankenship at 386-226-0422 ext. 20416 or [pblankenship@r2ctpo.org](mailto:pblankenship@r2ctpo.org)

**We look forward to your participation in helping us to shape our next  
Long Range Transportation Plan!**



## **L RTP Virtual Workshop #1**

**Date:** Monday, February 10, 2025

**Time:** 2:00 PM – 3:00 PM

**Place:** Virtual Meeting - Microsoft Teams

[Join the L RTP Virtual Workshop](#)

By phone: +1 984-204-1608; ID: 597 839 830#



- I. **Welcome and Introductions**
- II. **Overview of the L RTP**
- III. **Goals and Objectives**
- IV. **Data Collection and Plan Synthesis**
- V. **Preliminary Revenue Forecast**
- VI. **Planned Public Involvement Activities**
- VII. **Introduction to the Needs Assessment**
- VIII. **Next Steps and Upcoming Activities**
- IX. **Questions**
- X. **Public Comments**
- XI. **Preview of Virtual Workshop #2**



1

## Today's Agenda

- I. Welcome and Introductions
- II. Overview of the Long Range Transportation Plan (LRTP)
- III. Draft Goals and Objectives
- IV. Data Collection and Review of Existing Plans
- V. Preliminary Revenue Forecast
- VI. Planned Public Outreach Activities
- VII. Introduction to the Needs Assessment
- VIII. Next Steps and Tasks in Progress
- IX. Open Discussion
- X. Public Comment
- XI. Preview of Next Virtual Workshop and Topics



**VOLUSIA FLAGLER 2050**

2

# Welcome and Introductions



Colleen Nicoulin  
VFTPO Executive Director



Jim Wood, AICP  
Kimley-Horn



Mike Vaudo, AICP  
Kimley-Horn



Marc Ispass, AICP  
Kimley-Horn

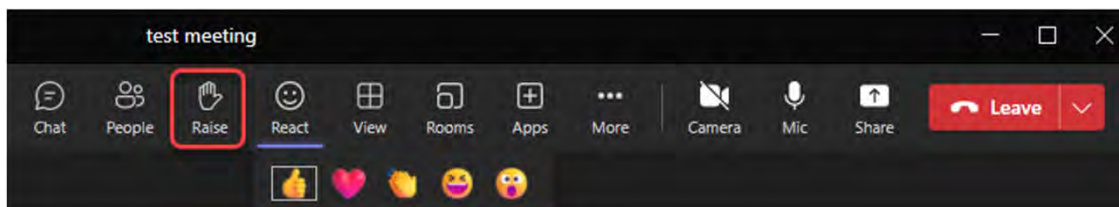
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# Welcome and Introductions



## Virtual Workshop Format and Overview

- Held at key points during development of the LRTP
- Obtain feedback from stakeholders and community
- Time dedicated at end of workshop for questions and comments
- Use Raise Hand function or Chat

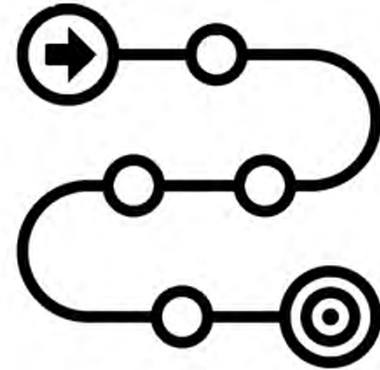


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# What is a Long Range Transportation Plan?



- Federally-required short- and long-term plan addressing multimodal transportation needs within Volusia and Flagler counties
- Updated every five years covering at least 20 years into the future
- Identifies future needs and improvements for pedestrian, bicycle, transit, highway, and freight mobility
- Results in a fiscally-constrained list of projects
- Adoption Due Date: September 23, 2025



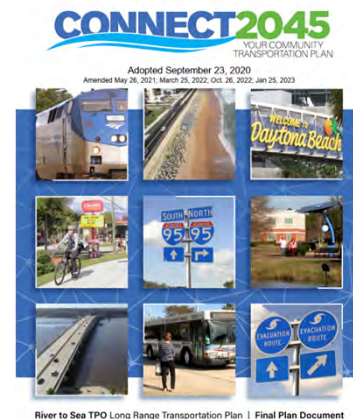
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# Long Range Transportation Plan (LRTP)



The new LRTP will be called  
*Volusia-Flagler 2050*

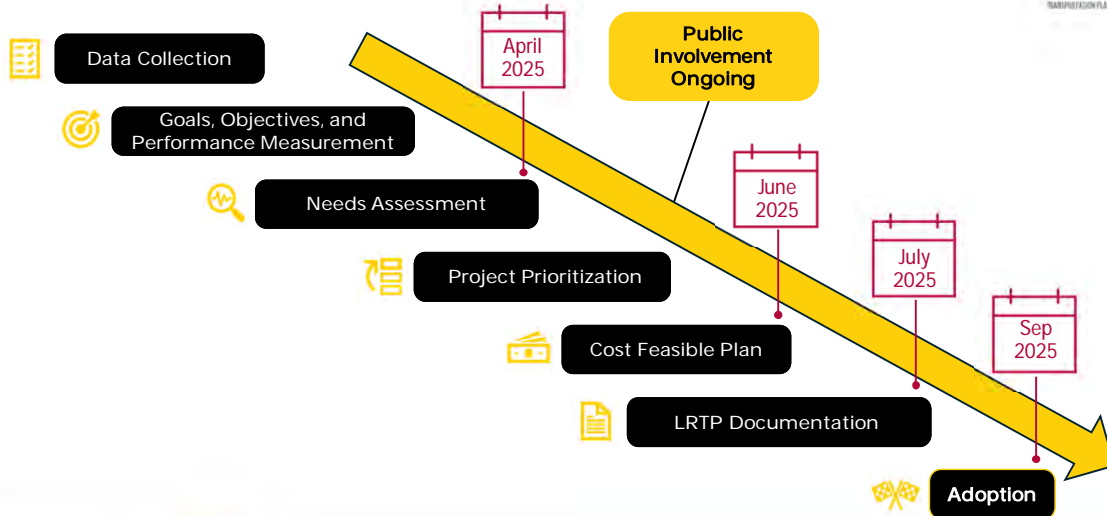
Once adopted later this year, it  
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River to Sea TPO Long Range Transportation Plan | Final Plan Document

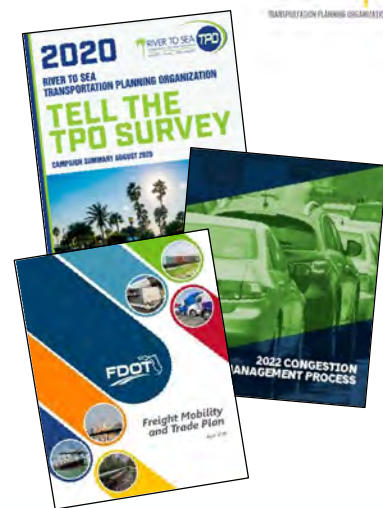
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# LRTP Process Overview



# Data Collection and Plan Synthesis

- Review and analyze studies, plans, and policies influencing transportation and development:
  - TPO documents (e.g. 2045 LRTP, List of Priority Projects, Transportation Improvement Program)
  - FDOT/Statewide Plans
  - Local Government Comprehensive Plans
  - Transit, Bicycle/Pedestrian, Trails, and Freight Plans
- Socioeconomic Data Profile – population & employment growth



# Goals and Objectives



## Resources

### Federal

- Infrastructure Investment and Jobs Act, FAST Act

### State

- Florida Transportation Plan, Freight Mobility & Trade Plan

### Local

- 2045 LRTP, local comprehensive plans



# Draft Goals and Objectives



Multimodal	Develop and maintain a balanced and efficient multimodal transportation system
Economic Development	Support the economic development and growth of the TPO area and region
Connectivity	Enhance and expand transportation connectivity and choice for all users
Safety	Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network
Livability	Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources
Involvement	Promote equity, transparency, and opportunities for the public to be involved with their transportation system

## Draft Goals and Objectives

### Goal 1 – Develop and maintain a balanced and efficient multimodal transportation system

Objective 1.1 - Develop a multimodal transportation system that improves accessibility and mobility to economic centers for all users (including motor vehicle, bicycle, pedestrian, transit) as well as the movement of goods.

Objective 1.2 - Minimize congestion/delay and maintain travel time reliability on roadways and intersections through projects that improve capacity, provide for the more efficient use and operation of existing transportation facilities, and reduce transportation demand.

Objective 1.3 - Provide public transit systems that serve diverse populations and deliver efficient and convenient transit service.

Objective 1.4 - Develop a plan that maximizes the use of all available existing and alternative revenue sources and is financially feasible.

Objective 1.5 - Incorporate measures that give priority to projects that provide high benefit-to-cost value.

Objective 1.6 - Adequately fund preservation of transportation assets (National Highway System Pavement Condition, Bridge Condition, and Transit Assets).

Objective 1.7 - Address incident management including improving response and mitigating impacts through development of alternative routes and other solutions.

## Draft Goals and Objectives

### Goal 2 – Support the economic development and growth of the TPO area and region

Objective 2.1 - Develop a transportation system that supports diverse economic growth, advances tourism, and improves the economic competitiveness of the region.

Objective 2.2 - Identify and support safe and efficient truck routes and other facilities that improve the movement of freight and goods.

Objective 2.3 - Improve connectivity and access to rail, port, bus, and airport facilities.

Objective 2.4 - Support funding of transit service that improves access to employment activity centers.

# Draft Goals and Objectives



## Goal 3 – Enhance and expand transportation connectivity and choice for all users

Objective 3.1 - Provide a range of transportation alternatives to improve mobility for all residents and visitors which includes addressing the unique needs of the elderly, people with disabilities, and those unable to drive.

Objective 3.2 - Maximize the interconnectivity of roadways, sidewalks, bicycle facilities, trails, transit, and other transportation system components to provide safe and convenient pedestrian, bicycle, transit, and motor vehicle mobility.

Objective 3.3 - Enhance regional connectivity to employment, education, health, entertainment, and other major activity centers.

Objective 3.4 - Enhance transportation connectivity between local government jurisdictions within the region.

Objective 3.5 - Plan for transportation infrastructure resiliency to maintain and ensure system connectivity.

# Draft Goals and Objectives



## Goal 4 – Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network

Objective 4.1 - Identify and prioritize improvements to reduce the frequency and severity of crashes and eliminate fatalities and serious injuries to reach Vision Zero.

Objective 4.2 - Identify and implement safety programs, enhancements, and innovations to improve the safety for all roadway users, including the most vulnerable users such as pedestrians, bicyclists, motorcyclists, and those using mobility devices (e.g. wheelchairs and scooters).

Objective 4.3 - Enhance the safety and security of transit systems and other modes such as airports through appropriate design, monitoring, and enforcement programs.

Objective 4.4 - Develop a transportation plan that supports emergency evacuation, response, and post-disaster recovery, and improves national, state, and local security and emergency management functions.

## Draft Goals and Objectives

### Goal 5 – Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources

Objective 5.1 - Promote compact, walkable, mixed-use development and redevelopment opportunities that encourage a range of transportation options and maximize the effectiveness of the transportation system.

Objective 5.2 - Develop a transportation plan with components planned and designed to preserve and enhance the existing character of both urban and rural communities.

Objective 5.3 - Support local visioning and planning principles by developing a plan that is consistent with local government comprehensive plans to the maximum extent feasible.

Objective 5.4 - Locate and design transportation facilities to avoid or minimize the impact to natural resources including environmentally sensitive areas and critical lands, waters, and habitats.

Objective 5.5 - Develop and support a multimodal transportation system that maintains or reduces vehicle greenhouse gas emissions and reduces or mitigates stormwater impacts.

Objective 5.6 - Locate and design transportation facilities to avoid or minimize impacts to historic and cultural assets.

## Draft Goals and Objectives

### Goal 6 – Promote equity, transparency, and opportunities for the public to be involved with their transportation system

Objective 6.1 - Provide opportunities for public participation that are open, inclusive, and accessible for all members of the community; and develop outreach programs to engage all jurisdictions as well as the traditionally underserved and underrepresented.

Objective 6.2 - Include provisions to identify the needs of low income and minority populations and ensure that projects in the plan do not disproportionately burden these populations, and include measures to avoid, minimize, or mitigate adverse impacts.

Objective 6.3 - Support transportation investments that improve public transit services for low income and transit-dependent populations to gain access to jobs, schools, health services, and other needed services.

# Comments or Questions?

17

## 2050 LRTP Financial Resources

- Required financial plan that estimates funds that can be available to support implementation of the LRTP
- Indicate funds that are reasonably expected to be made available to carry out the LRTP
- Demonstrate fiscal constraint and ensure the LRTP reflects realistic assumptions about future revenues.
- Guidance for the development of the LRTP Cost Feasible Plan



18

# Trends Affecting Available Resources



## Rising Project Costs

- Impact on number of projects that can advance/scope of project elements
- Example: Cost per mile for new construction = \$7.5 million (FY 2024) vs. \$4.8 million (FY 2020)\*



## Impacts on Fuel Tax Revenues

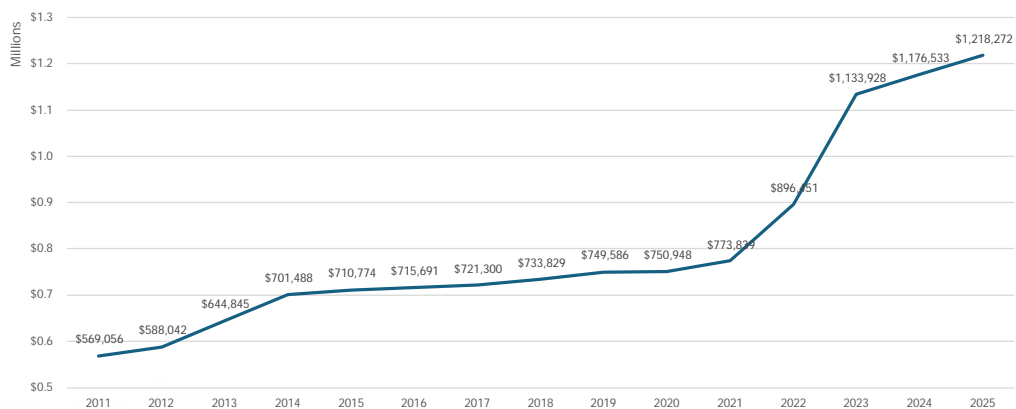
- Increasing fuel efficiency and share of alternative fuels

\*FDOT Construction Cost Indicators, September 20, 2023

# Trends Affecting Available Resources



Resurfacing Cost per Mile



Source: FDOT Office of Forecasting and Performance

# 2050 Revenue Forecast



- Provided by FDOT in *2050 Revenue Forecast Handbook*
- Revenue estimates specific to Volusia-Flagler TPO
- Districtwide level revenue estimates
  - Developed at district level



# Federal/State Revenue Estimates



Estimates Specific to Volusia-Flagler TPO	2045 L RTP (2026-2045) (YOE)	2050 L RTP (2031-2050) (YOE)
Surface Transportation Block Grant – Urbanized Area (SU)/TMA Funds	\$112,910,000	\$155,910,000
Transportation Alternatives – Urbanized Area (TALU)	\$9,120,000	\$28,480,000
Carbon Reduction - Urbanized (CARU)	N/A	\$23,640,000
State Highway System (non-SIS)	\$785,480,000	\$102,220,000
Other Roads (non-SIS/non-SHS) – “Off System”	\$87,270,000	\$53,930,000
<b>Total</b>	<b>\$994,780,000</b>	<b>\$364,180,000</b>

## Federal/State Revenue Estimates (Districtwide)



Districtwide Revenue Source	Total Projected Districtwide Revenues (2031-2050) (YOE)	Estimated Volusia-Flagler TPO Allocation*
Surface Transportation Block Grant – Any Area (SA)	\$1,208,760,000	\$177,200,000
Transportation Alternatives – Any Area (TALT)	\$147,160,000	\$28,480,000

\* Estimated allocations were developed through Central Florida MPO Alliance coordination and endorsed by FDOT District Five. Based on population.

## Local Revenue Sources



- Coordination with local agencies to identify anticipated future revenue sources and assumptions
  - Fuel taxes
  - Impact Fees
  - Sales Taxes
- Allocations between capital projects and operations & maintenance

## Transit Revenue Sources

- Identify and project federal, state, and local sources funding transit service in Volusia and Flagler counties
- Volusia County Transit Development Plan (TDP) 2022 Annual Update
- Flagler County FY 2022-2031 TDP



## Strategic Intermodal System (SIS) Revenues

- Planned future improvements on to be incorporated by reference in the Volusia-Flagler 2050 LRTP
- Based on *SIS Adopted 2nd Five Year Plan* and *2050 SIS Cost Feasible Plan*



## LRTP Public Involvement

- Engage the public in meaningful and measurable ways
- Inform the community of transportation challenges
- Provide reasonable and continuing opportunity for public input
- Measure effectiveness (e.g. attendance and number of comments provided)



27

## Public Involvement Activities

- Webpage, Social Media, and Videos
- Mini-Surveys
- Virtual Workshops
- Open Houses and Public Meetings
- Media and Stakeholder Outreach
- TPO Board and Committee Coordination



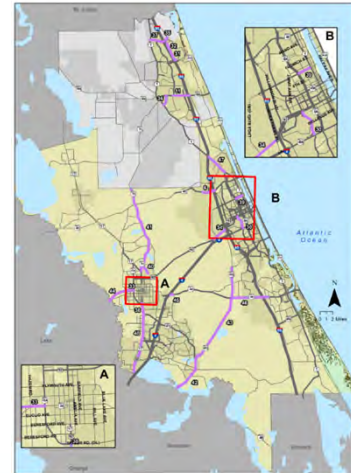
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# Needs Assessment – In Development

Initial Set of Projects for prioritization and potential inclusion in Cost Feasible Plan.

Projects are included in the Needs Plan because they are identified in one or more of the following:

- Existing cost feasible plan (SIS or 2045 LRTP)
- Volusia-Flagler TPO List of Priority Projects
- Illustrative local needs
- Potential need based on future growth forecasts and related, model-driven traffic projections

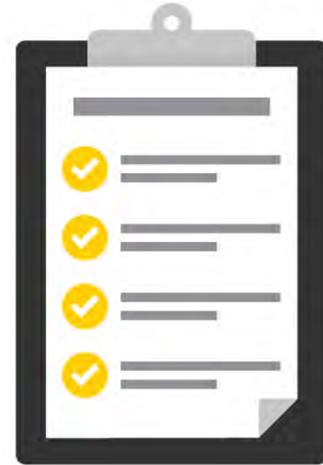


# Needs Plan is Critical Foundation for LRTP



## Next Steps and Upcoming Activities

- Goals & Objectives & Public Involvement Plan
  - Approval by TPO Committees and Board at February Meetings
- Finalize Revenue Forecasts
- Finalize Socioeconomic Data Forecast
- Continue Needs Assessment and Evaluation Criteria
- Equity Assessment



31

# Questions?

32

# Public Comments

'Raise Your Hand' to be recognized or enter your comment/question in the chat.

Email comments to: [staff@r2ctpo.org](mailto:staff@r2ctpo.org)

Submit comments on the TPO website:

<https://www.r2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

*Please provide any comments on the 2050 LRTP Goals and Objectives prior to February 14*

33

## LRTP Virtual Workshop #2 Preview

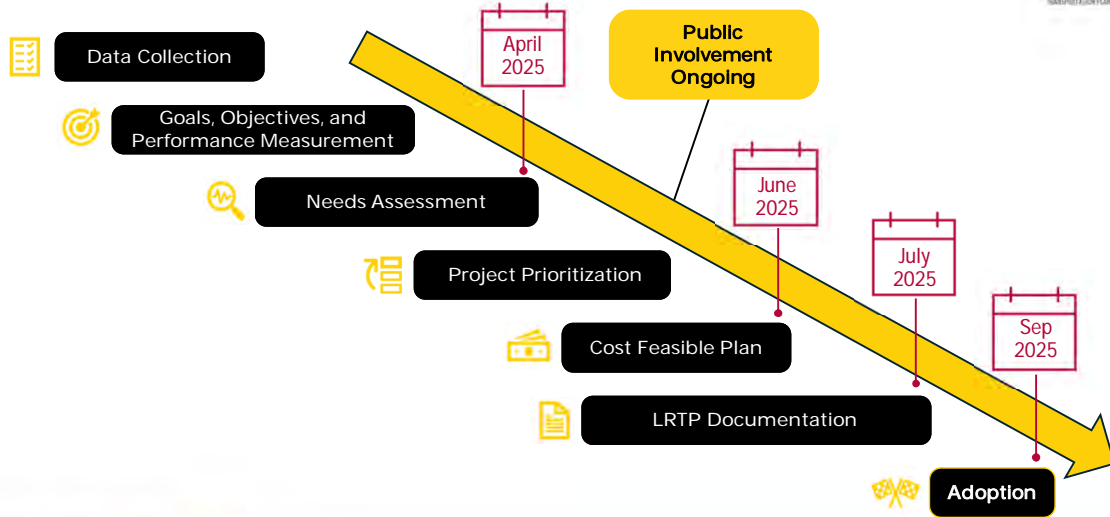
Monday, March 10 @ 2:00 PM

- Update on Overall LRTP Progress
- Population and Employment Forecasts
- Revenue Forecast Update
- Preview of Needs Assessment Projects
- Evaluation Criteria



34

# LRTP Process Overview



35

# Thank you!

Learn more and stay up-to-date:

<https://www.r2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>



36

## **L RTP Virtual Workshop #2**

**Date:** Monday, March 10, 2025

**Time:** 2:00 PM – 3:30 PM

**Place:** Virtual Meeting - Microsoft Teams

[Join the L RTP Virtual Workshop](#)

By phone: +1 984-204-1608; ID: 259 571 929#



- I. **Welcome and Introductions**
- II. **Overview of the Long Range Transportation Plan (L RTP)**
- III. **Update on Overall L RTP Progress**
- IV. **Population and Employment Forecasts**
- V. **Preliminary Needs Assessment**
- VI. **Project Evaluation Criteria**
- VII. **Next Steps and Upcoming Activities**
- VIII. **Questions**
- IX. **Public Comments**
- X. **Preview of L RTP Virtual Workshop #3**



1

## Today's Agenda

- I. Welcome and Introductions
- II. Overview of the Long Range Transportation Plan (LRTP)
- III. Update on Overall LRTP Progress
- IV. Population Forecasts
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**VOLUSIA FLAGLER 2050**

2

# Welcome and Introductions



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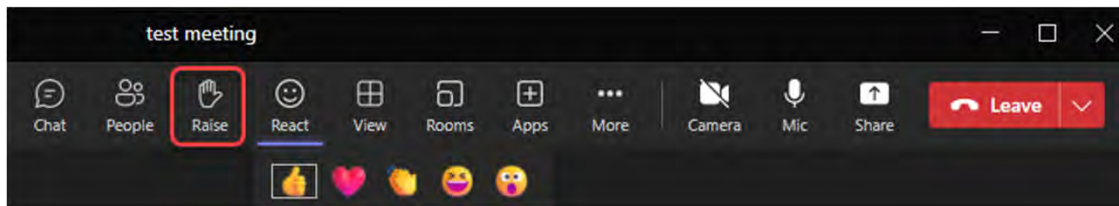
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# Welcome and Introductions



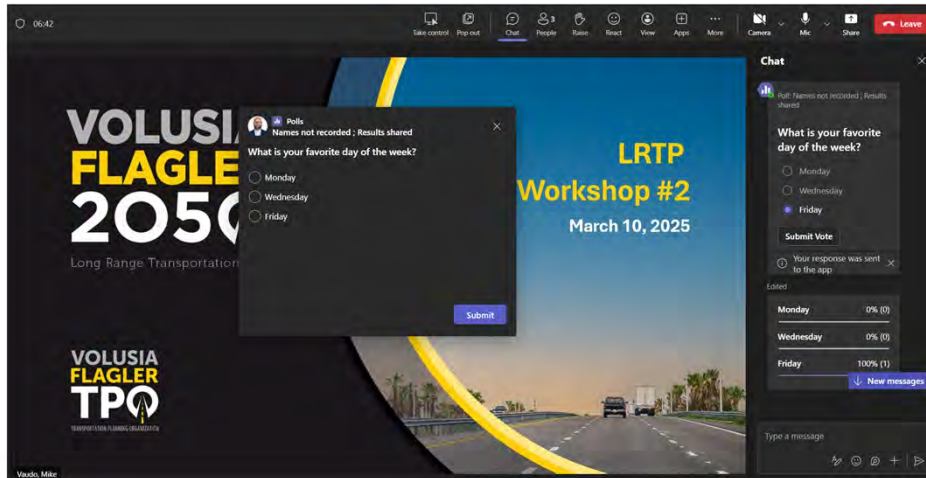
## Virtual Workshop Format and Overview

- Held at key points during development of the LRTP
- Obtain feedback from stakeholders and community
- Time dedicated at end of workshop for questions and comments
- Use Raise Hand function or Chat
- Polls throughout the meeting



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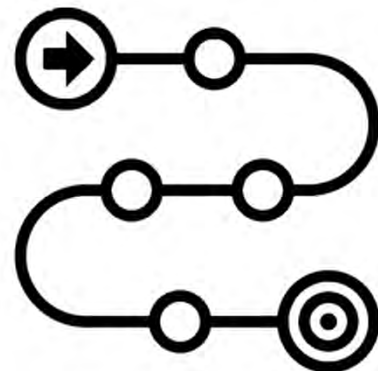
# Welcome and Introductions



5

# What is a Long Range Transportation Plan?

- Federally-required short- and long-term plan addressing multimodal transportation needs within Volusia and Flagler counties
- Updated every five years covering at least 20 years into the future
- Identifies future needs and improvements for pedestrian, bicycle, transit, highway, and freight mobility
- Results in a fiscally-constrained list of projects
- Adoption Due Date: September 23, 2025



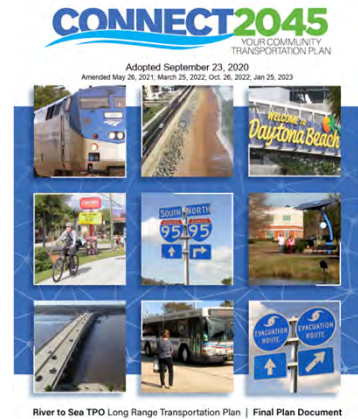
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# Long Range Transportation Plan (LRTP)



The new LRTP will be called *Volusia-Flagler 2050*

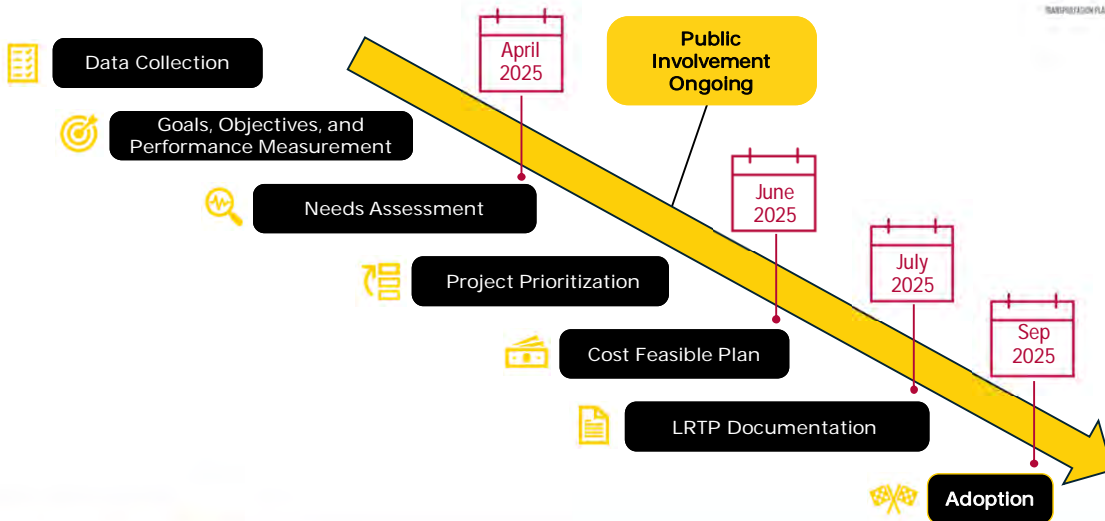
Once adopted later this year, it will replace *Connect 2045*



River to Sea TPO Long Range Transportation Plan | Final Plan Document

7

# LRTP Process Overview



8

# Virtual Workshop #1 Recap

- Background of the LRTP Process
- Reviewed Draft Goals and Objectives
- Provided Overview of Financial Resources and Revenue Forecasts
- Outlined Public Involvement Plan



**VOLUSIA FLAGLER 2050**

**Goal 1 – Develop and maintain a balanced and efficient multimodal transportation system**

**Objective 1.1** Develop a multimodal transportation system that improves accessibility and mobility for all users (including motor vehicle, bicycle, pedestrian, transit) as well as the movement of goods.

**Objective 1.2** Enhance competitiveness and maintain track line stability on intercity and railroads through projects that increase reliability, provide for the more efficient use and operation of existing transportation facilities consistent with Transportation System Management and Operations (TSMO) strategies, and address transportation demand and vehicle miles traveled.

**Objective 1.3** Provide public transit systems that serve diverse populations and deliver efficient and convenient transit service.

**Objective 1.4** Develop a plan that maximizes the use of all available existing and alternative revenue sources and is financially feasible.

**Objective 1.5** Incorporate measures that give priority to projects that provide high benefit to road users.

**Objective 1.6** Adequately fund preservation of transportation assets (National Highway System, Interstate Corridor, Bridge Corridor, and Transit Assets).

**Objective 1.7** Address critical management issues regarding incident response and clearance time, and mitigate impacts through development of alternative routes and other solutions.

**Objective 1.8** Prepare for the future by leveraging emerging technologies such as automation, electrification, and shared mobility innovations.

**Goal 2 – Support the economic development and growth of the TPO area and region**

**Objective 2.1** Develop a transportation system that supports diverse and sustainable economic growth, advances tourism, and improves the economic competitiveness of the region.

**Objective 2.2** Identify and support safe and efficient truck routes and other facilities that improve the movement of freight and goods.

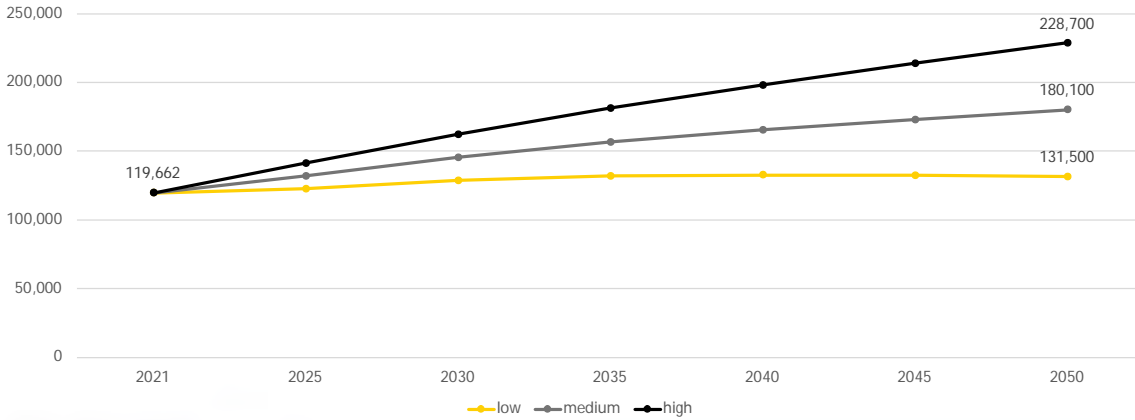
**Objective 2.3** Improve connectivity and access to rail, port, freight, bus, and airport facilities.

**Objective 2.4** Support funding of transit service that improves access to employment activity centers.

**VOLUSIA FLAGLER TPO**

# Population Forecasts

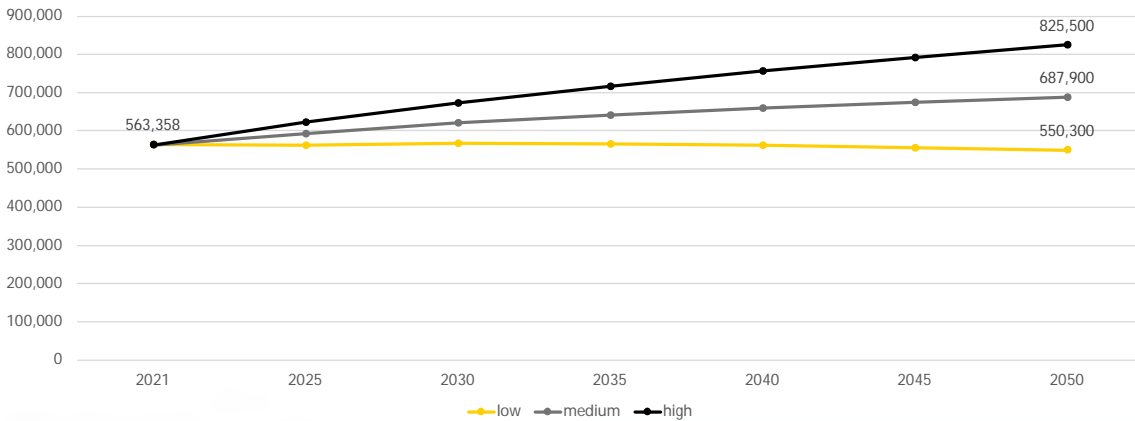
## Flagler County – Total Population



# Population Forecasts



## Volusia County – Total Population



11

# Needs Assessment Process



Initial Set of Projects for prioritization and potential inclusion in Cost Feasible Plan.

Projects are included in the Needs Plan because they are identified in one or more of the following:

- Existing cost feasible plan (SIS or 2045 LRTP)
- Volusia-Flagler TPO List of Priority Projects
- Illustrative local needs
- Potential need based on future growth forecasts and related, model-driven traffic projections



12

# Needs Plan is Critical Foundation for LRTP



13

## Preliminary Needs Assessment

### Strategic Intermodal System (SIS)

- FDOT-designated network of facilities important to the state's economy and mobility (e.g. I-4, I-95, SR 40)
- SIS Cost Feasible Plan
  - First 5 years (FY 2024/25 – 2028/29)
  - Second 5 years (FY 2029/30 – 2033/34)
  - Long Range (2035 – 2050)
- SIS facility projects identified in adopted TIP

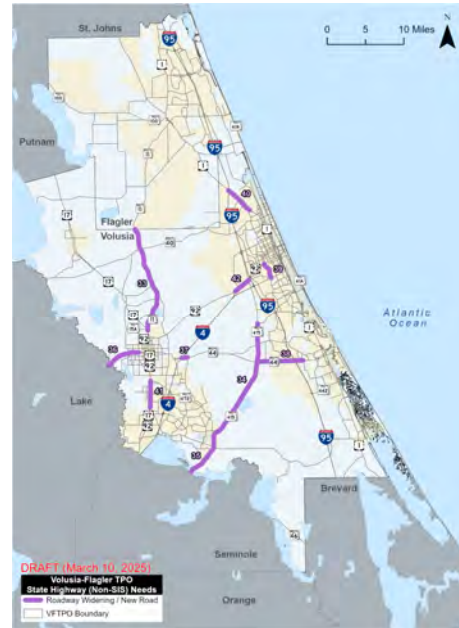


14

# Preliminary Needs Assessment

## State Highway (Non-SIS)

- US Highways, State Roads, key arterials not included on the SIS Network
- Eligible for federal and state funding
- Projects identified on the TPO's List of Priority Projects (LOPP)
- Critical regional needs
- Safety issues



# Preliminary Needs Assessment

## Other Roads/Local Facilities

- Needs on locally owned/maintained roads (e.g. county & city roadways)
- Projects identified on TPO's List of Priority Projects (LOPP)
- Projects identified *Illustrative in Connect2045*
- Safety issues
- Reliability issues



# Poll Questions



Poll questions will appear as a pop-up and in the chat.

17

## Bicycle/Pedestrian Needs

- Similar approach to *Connect 2045*
- *TPO Bicycle and Pedestrian Plan* guides decision-making in prioritizing bicycle and pedestrian facilities
- Regional Trail Needs
  - Shared-Use Nonmotorized (SUN) Trail Network
  - Florida Greenways and Trails System Land Trail Opportunities
- *Volusia-Flagler 2050* to document highest-priority Bicycle and Pedestrian Projects from the 2025 LOPP



18

## Transit Needs

- Transit needs developed through Votran and Flagler County Transit Development Plans (TDP)
  - TDP identifies and prioritizes the transit plans and needs
  - Transit Needs Map:
    - Existing Routes
    - Needs/Future Service Improvements



19

## Poll Questions

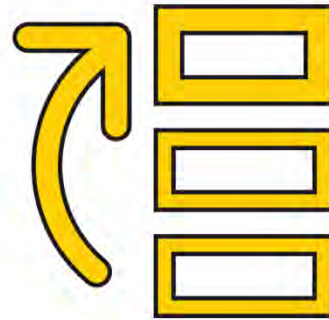


Poll questions will appear as a pop-up and in the chat.

20

# Project Evaluation Criteria Preview

- Based on *Connect 2045* Criteria
- Measure and evaluate projects to inform prioritization and decision-making
- Translate a variety of project attributes into an overall score and priority ranking
  - Comprehensive, yet flexible
- Categories and criteria guided by the 2050 L RTP Goals and Objectives



# Project Evaluation Criteria Preview

Priority Evaluation Category	Criteria Description
Safety	Fatal and Serious Injury Crashes
Congestion	Volume/Capacity (V/C) Ratios
Project Status	Phases Funded and Priority Status
Emergency Management	Evacuation Routes
Multimodal/ Complete Streets	Bicycle, Pedestrian, Transit and Complete Streets Elements
Economic and Community Development	Access to Activity Centers and Improved Freight Movement

Priority Evaluation Category	Criteria Description
Regional Connectivity	Parallel Reliever Corridors and Consistent Number of Lanes
Disadvantaged Populations	Potential Benefits vs. Potential Impacts
Environment	Corridor Environmental Impacts
Cost Effectiveness	Project Type is Low Relative Cost/High Potential Benefit
Unique Attributes	Project has Attributes Not Recognized Through Other Criteria

# Poll Questions



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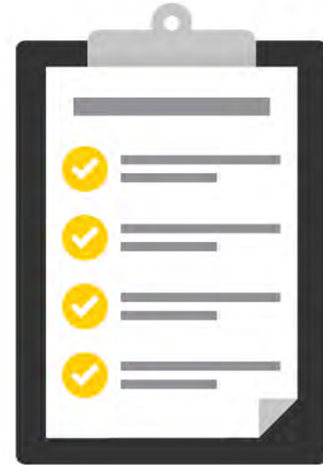
23

# Comments or Questions?

24

## Next Steps and Upcoming Activities

- Continue Needs Assessment and Evaluation Criteria
- Interactive Public Input Map and Survey
- Needs Assessment Public Open Houses
  - End of April – Dates to be announced
- Finalize Revenue and Socioeconomic Data Forecasts
- Community Profile



# Public Comments

'Raise Your Hand' to be recognized or enter your comment/question in the chat.

Email comments to: [staff@r2ctpo.org](mailto:staff@r2ctpo.org)

Submit comments on the TPO website:

<https://www.r2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

# LRTP Virtual Workshop #3 Preview

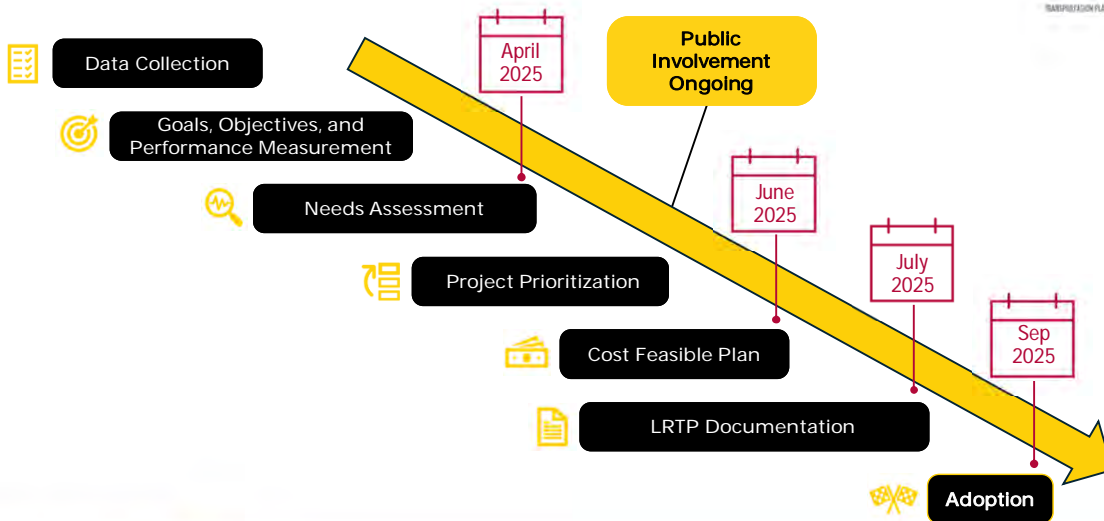
Monday, April 7 @ 2:00 PM

- LRTP Progress Update
- Needs Assessment
- Evaluation Criteria Update
- Preview of Cost Feasible Plan Process



27

# LRTP Process Overview



28

# Thank you!

Learn more and stay up-to-date:

<https://www.r2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

## Preliminary Needs Assessment

### Strategic Intermodal System (SIS)

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  - First 5 years (FY 2024/25 – 2028/29)
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  - Long Range (2035 – 2050)
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# Preliminary Needs Assessment

## Strategic Intermodal System (SIS)

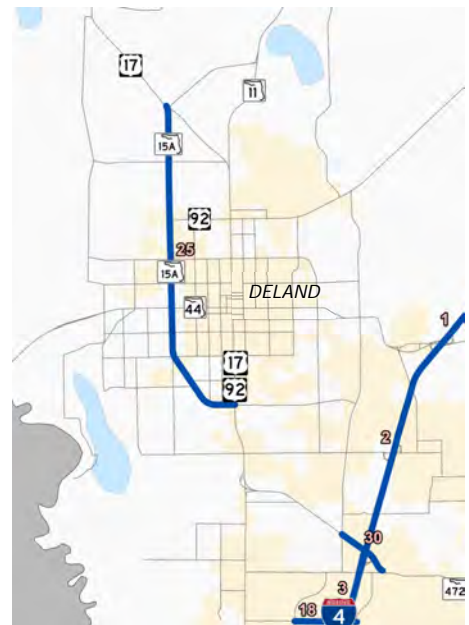
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# Preliminary Needs Assessment

## State Highway (Non-SIS)

- US Highways, State Roads, key arterials not included on the SIS Network
- Eligible for federal and state funding
- Projects identified on the TPO's List of Priority Projects (LOPP)
- Critical regional needs
- Safety issues



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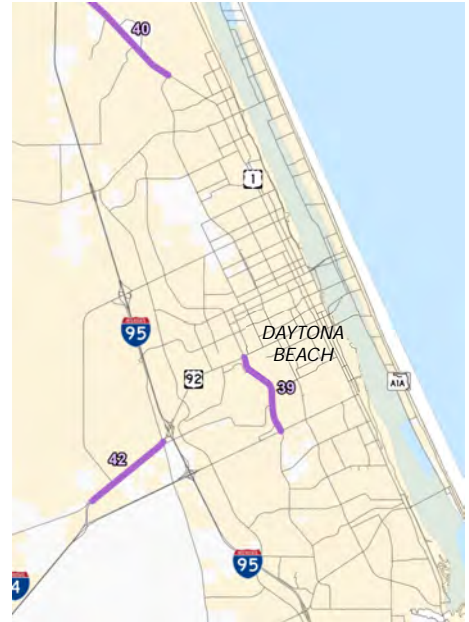
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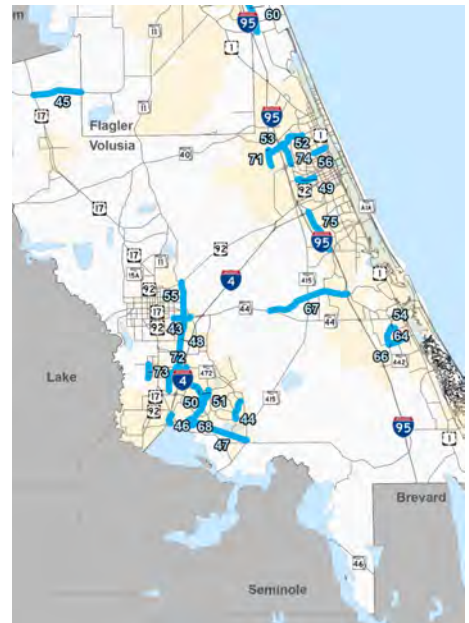
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# Preliminary Needs Assessment

## Other Roads/Local Facilities

- Needs on locally owned/maintained roads (e.g. county & city roadways)
- Projects identified on TPO's List of Priority Projects (LOPP)
- Projects identified *Illustrative in Connect2045*
- Safety issues
- Reliability issues



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- Reliability issues



## **L RTP Virtual Workshop #3**

**Date:** Monday, April 7, 2025

**Time:** 2:00 PM – 3:00 PM

**Place:** Virtual Meeting - Microsoft Teams

[Join the L RTP Virtual Workshop #3](#)

By phone: +1 984-204-1608; ID: 993 505 31#


- I. **Welcome and Introductions**
- II. **Update on Overall L RTP Progress**
- III. **Needs Assessment Update**
- IV. **Project Evaluation Criteria**
- V. **Cost Feasible Plan Preview**
- VI. **Potential System Reliever Corridors For Future Study**
- VII. **Next Steps and Upcoming Activities**
- VIII. **Questions**
- IX. **Public Comments**
- X. **Preview of L RTP Virtual Workshop #4**



1

## Today's Agenda

- I. Welcome and Introductions
- II. LRTP Progress Update
- III. Needs Assessment Update
- IV. Project Evaluation Criteria
- V. Cost Feasible Plan Preview
- VI. Potential System Reliever Corridors For Future Evaluation
- VII. Next Steps and Upcoming Activities
- VIII. Questions
- IX. Public Comments
- X. Preview of Next Virtual Workshop and Topics



**VOLUSIA FLAGLER TPO**  
TRANSPORTATION PLANNING ORGANIZATION

**VOLUSIA FLAGLER 2050**

2

# Welcome and Introductions



Colleen Nicoulin  
VFTPO  
Executive Director



Jim Wood, AICP  
Kimley-Horn



Mike Vaudo, AICP  
Kimley-Horn



Emanuelle "Mani" Rodriguez  
Kimley-Horn

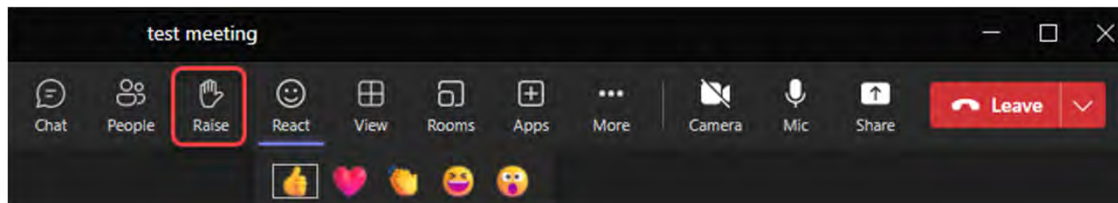
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# Welcome and Introductions



## Virtual Workshop Format and Overview

- Held at key points during development of the LRTP
- Obtain feedback from stakeholders and community
- Time dedicated at end of workshop for questions and comments
- Use Raise Hand function or Chat

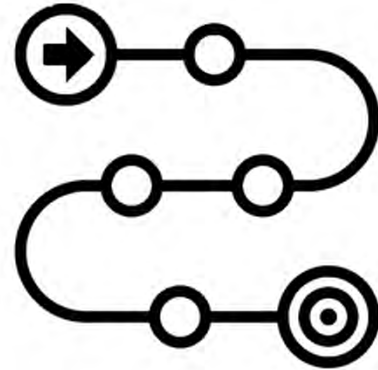


4

# What is a Long-Range Transportation Plan?



- Federally-required short- and long-term plan addressing multimodal transportation needs within Volusia and Flagler counties
- Updated every five years covering at least 20 years into the future
- Identifies future needs and improvements for pedestrian, bicycle, transit, highway, and freight mobility
- Results in a fiscally-constrained list of projects
- Adoption Due Date: September 23, 2025



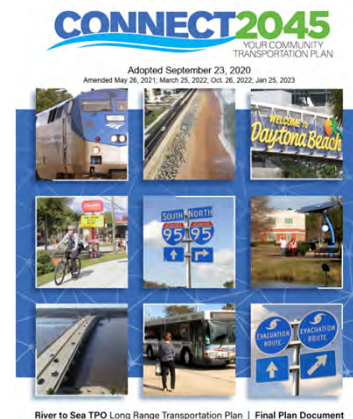
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# Long Range Transportation Plan (LRTP)



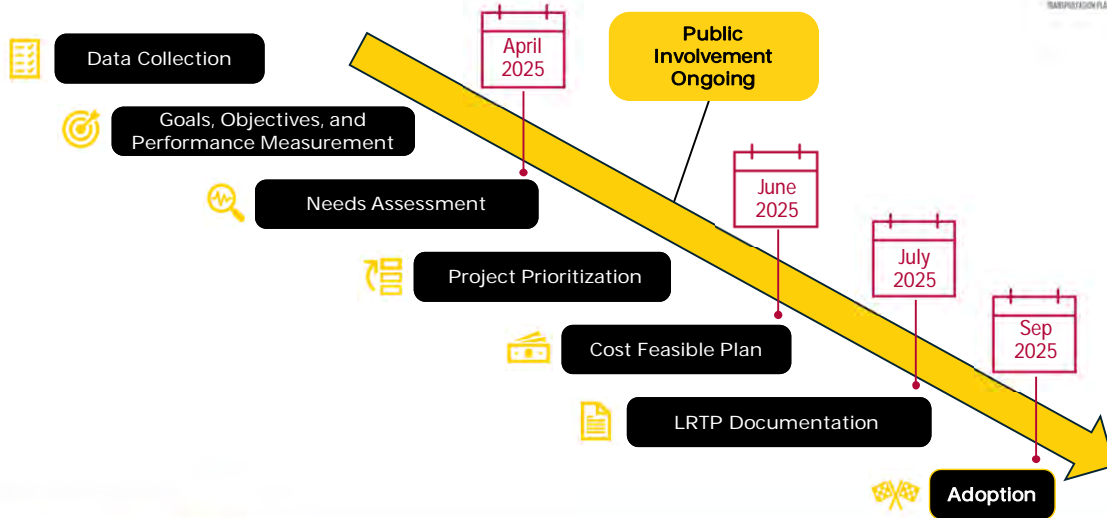
The new LRTP will be called *Volusia-Flagler 2050*

Once adopted later this year, it will replace *Connect 2045*



6

# L RTP Process Overview



7

# Virtual Workshop #2 Recap – March 10



- Overview of Needs Assessment Process
- Preliminary Roadway Needs Maps
- Bicycle/Pedestrian/Transit Needs
- Project Evaluation Criteria

## Example Input Topics

- Multi-Modal Needs
- Pedestrian / Bicycle Facilities
- Public Transit Service Needs and Amenities
- Safety Issues
- Roadway Maintenance Needs
- Right of Way Challenges

8

8

# Needs Assessment Process



Initial Set of Projects for prioritization and potential inclusion in Cost Feasible Plan.

Projects are included in the Needs Plan because they are identified in one or more of the following:

- Existing cost feasible plans (SIS or 2045 LRTP)
- Volusia-Flagler TPO List of Priority Projects
- Local Needs
- Potential needs based on future growth forecasts and related, model-driven traffic projections



9

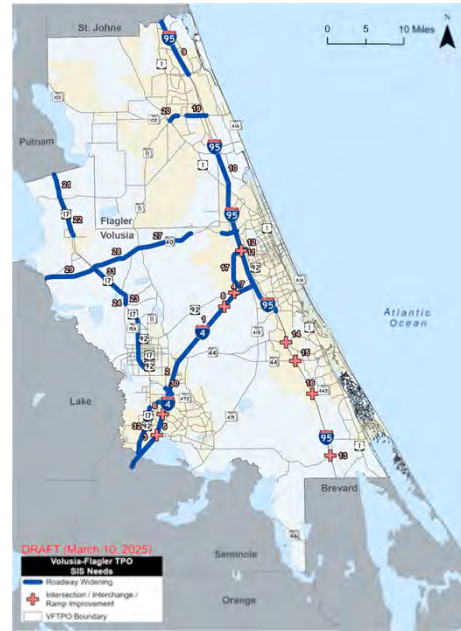
# Needs Plan is Critical Foundation for LRTP



10

# Preliminary Roadway Needs

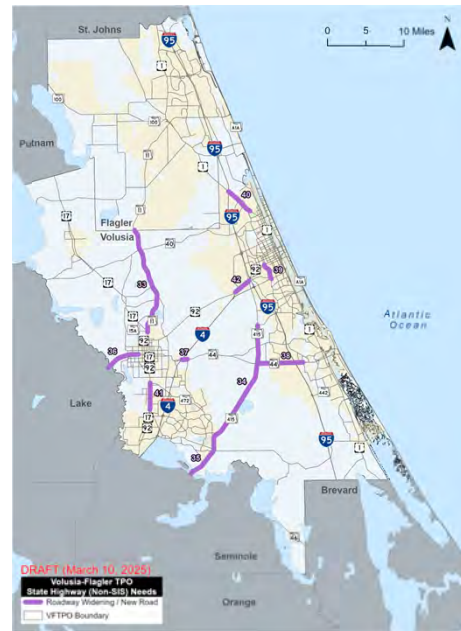
## Strategic Intermodal System (SIS)



11

# Preliminary Roadway Needs

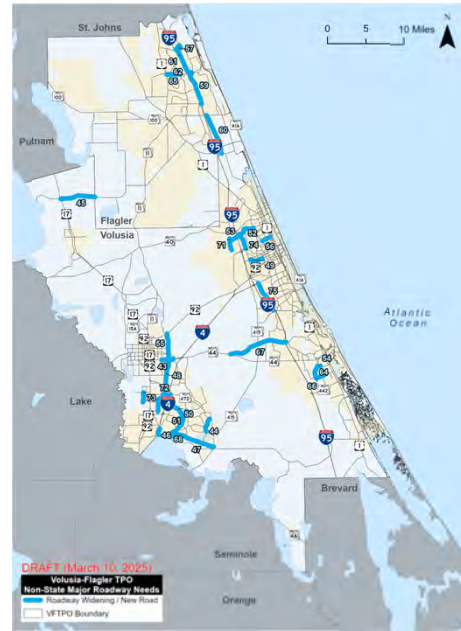
## State Highway System (Non-SIS)



12

# Preliminary Roadway Needs

Other Roads/Local Facilities



13

# Bike/Pedestrian Needs

Regional Trail Network



14

# Transit Needs

## Regional Transit Network



# Preliminary Roadway Needs Update

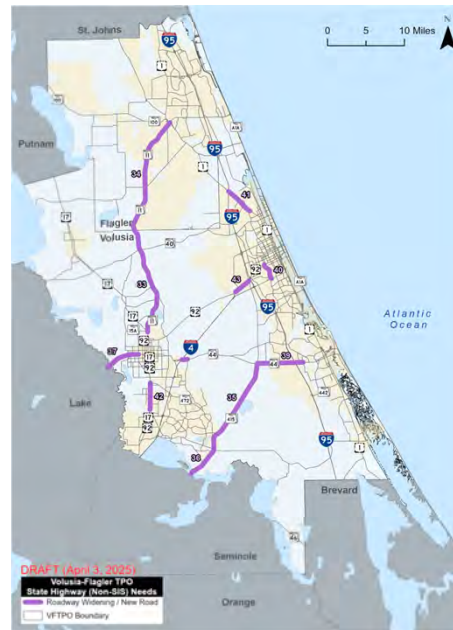


- Iterative process
- Central Florida Regional Planning Model (CFRPM v7) with Existing + Committed Network
- Ongoing coordination with agencies
  - New information provided by Flagler County
- Subsequent model run with 2050 population and employment forecasts

# Roadway Needs Update

## State Highway System (Non-SIS)

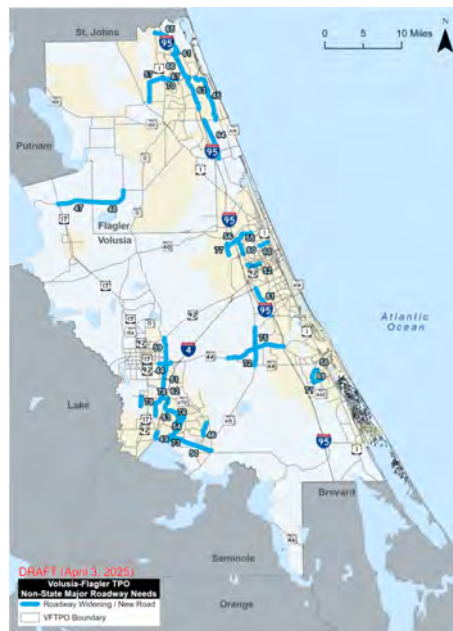
- From initial model run:
  - SR 11 from Volusia County Line to US 1 (Map ID #34)



# Roadway Needs Update

## Other Roads/Local Facilities

- From initial model run:
  - CR 305 from Flagler County Line to CR 304 (Map ID #48)
- From Flagler County Information:
  - Colbert Lane from SR 100 to Palm Coast Parkway (Map ID #45)
  - Hargrove Road from Otis Stone Hunter Road to US 1 (Map ID #57)
  - Old Kings Road from Old Kings Road to Flagler County Line (Map ID #65)



# Virtual Public Workshop #2 Input



## Examples of Needs Identified by Workshop Attendees

Roadway	Trail & Transit
<ul style="list-style-type: none"> <li>• LPGA (Volusia)</li> <li>• LPGA from ISB to Williamson Blvd (Volusia)</li> <li>• Dunn Avenue Ext. – Tomoka Farms Rd to LPGA (Volusia)</li> <li>• SR 100 (Flagler)</li> <li>• US 1 (Flagler)</li> <li>• Old Brick Rd (Flagler)</li> <li>• Old Kings Rd (Flagler)</li> <li>• Woodland Blvd (Volusia)</li> </ul>	<p>Trail/Bike/Ped</p> <ul style="list-style-type: none"> <li>• Mason Avenue – trail</li> <li>• US 92 from Deland to Daytona – trail</li> <li>• LPGA – sidewalks</li> </ul> <p>Transit</p> <ul style="list-style-type: none"> <li>• Route to/from Deland – increased hours</li> </ul>

19



Do the identified roadway needs match your expectations?

'Raise Your Hand' to be recognized or enter your comment/question in the chat.

20

PublicCoordinate

Created By Kimley Horn

2050 Volusia-Flagler 2050 Long Range Transportation Plan

Welcome and Instructions Preliminary Needs Assessment - PDF Admin Select Language

Map View

Roadway Needs

Basemap Type

Default

Location Search

Filter Comments

Add Comment

Take Survey

Take Survey

Volusia-Flagler 2050 - LRTP Mini-Survey #1

**VOLUSIA FLAGLER 2050**

The Volusia-Flagler Transportation Planning Organization (TPO) is developing our region's next Long Range Transportation Plan (LRTP), *Volusia-Flagler 2050*. The LRTP is a plan that defines the future transportation needs for Volusia and Flagler counties. Once completed and adopted later this year, *Volusia-Flagler 2050* will replace *Connect 2045*, the TPO's current LRTP.

To follow the progress of the LRTP and for information on upcoming opportunities to get involved, visit the *Volusia-Flagler 2050* page on the TPO's website: <https://www.2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

Please help us define our region's long-range transportation priorities by completing this brief survey and providing your feedback.

Thank you!

The following goals have been established to guide the development of *Volusia-Flagler 2050*.

Please rank the goals in order of priority to you.

Rank 1

**VOLUSIA FLAGLER 2050**

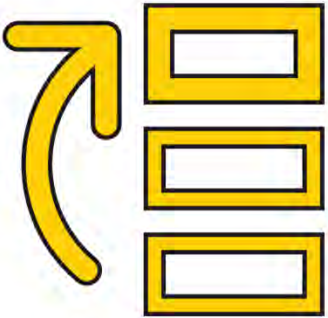
21

21

# Project Evaluation Criteria

Measure and evaluate projects to inform prioritization and decision-making

- Categories and criteria
  - Based on *Connect 2045* Criteria
  - Guided by 2050 LRTP Goals and Objectives
  - Translate a variety of project attributes into an overall score



**VOLUSIA FLAGLER TPO**  
TRANSPORTATION PLANNING ORGANIZATION

**VOLUSIA FLAGLER 2050**

22

22

# Criteria Categories

Priority Evaluation Category	Criteria Description
Safety	Fatal and Serious Injury Crashes
Congestion	Volume/Capacity (V/C) Ratios
Project Status	Phases Funded and Priority Status
Emergency Management	Evacuation Routes
Multimodal/ Complete Streets	Bicycle, Pedestrian, Transit and Complete Streets Elements
Economic and Community Development	Access to Activity Centers and Improved Freight Movement

Priority Evaluation Category	Criteria Description
Regional Connectivity	Parallel Reliever Corridors and Consistent Number of Lanes
Disadvantaged Populations	Potential Benefits vs. Potential Impacts
Environment	Corridor Environmental Impacts
Cost Effectiveness	Project Type is Low Relative Cost/High Potential Benefit
Unique Attributes	Project has Attributes Not Recognized Through Other Criteria

# Virtual Public Workshop #2: Poll Results

- Top Criteria Categories
- Safety
- Congestion
- Economic & Community Development
- Regional Connectivity
- Multimodal/Complete Streets

*Top ranking of Safety and Congestion informed weighting for criteria scoring*

# Proposed Criteria Points Summary

Criteria Category	Proposed Points
Safety	15
Congestion	15
Project Status	10
Emergency Management	10
Multimodal/ Complete Streets	10
Economic and Community Development	10

Criteria Category	Proposed Points
Regional Connectivity	10
Disadvantaged Populations	10
Environment	10
Cost Effectiveness	10
Unique Attributes	5

*Total of 115 points*

# Project Evaluation Criteria

Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available
Safety	4	High Injury Network Designation	Identified projects analyzed against the VFTPO's finalized High Injury Network (HIN). Projects with a segment that overlaps with the HIN receive up to 5 points.	Project on HIN segment	5
				Project not on HIN	0
	4	Safety Score	Identified projects analyzed against the Safety Scores assigned to the roadway network during the development of the TPO's Vision Zero Action Plan. Projects receive up to 10 points based on the range of assigned Safety Scores.	Safety Score Intervals TBD	10
					7.5
					5
Congestion	1, 2, 3, 4	Volume/Capacity (V/C)	Identified projects analyzed against Peak Hour volumes from the Central Florida Regional Planning Model v7. Projects located on segments with higher V/C ratios receive 15 or 7.5 points contingent upon the ratio.	V/C > 1.1	15
				V/C 0.9 - 1.1	7.5
				V/C < 0.9	0
Project Status	1	Phases Funded and Priority Status	Identified projects compared against the current Transportation Improvement Program and FDOT 5-Year Work Program to identify phases currently funded. A project is assigned the appropriate points based upon the level to which it was currently funded. Projects further along receive more points (higher priority) since they are closer to completion which helps to focus effort on investments already made.	Funded Through Construction	10
				Funded Through ROW	8
				Funded Through Design	5

# Project Evaluation Criteria



Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available	
Emergency Management	4	Evacuation Route	Identified projects analyzed in relation to evacuation routes as delineated by the Florida Department of Emergency Management and local government comprehensive plans. If a project is in a designated Emergency Evacuation Route, it receives 10 points.	Roadway is Emergency Evacuation Route	10	
				Roadway is Not an Emergency Evacuation Route	0	
Multimodal/ Complete Streets	1,2,3,5,6	Bicycle, Pedestrian, Transit and Complete Streets	Identified projects evaluated for whether they would add bicycle and pedestrian capacity on a non-limited access facility in an urban or transitioning area. Projects meeting this criteria receive 2.5 points.	Does project add new bicycle/ pedestrian route or facility?	2.5	
				Identified projects analyzed in relation to existing fixed routes in the Voltran system. If a project would add a new, or contained an existing, transit route, it receives 2.5 points.	Does project add new/contains existing transit route?	2.5
				Identified projects analyzed in relation to the location of Voltran transfer facilities, SunRail stations, and Daytona Beach International Airport. If the project would provide access to these facilities, it receives 2.5 points.	Does project provide access to multimodal hubs/stations?	2.5
				Identified projects evaluated by staff for whether plans or documented goals existed for the corridor to be developed as a Complete Street and/or provide Complete Streets elements. Projects meeting this criteria receive 2.5 points.	Does project add additional Complete Street elements?	2.5

# Project Evaluation Criteria



Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available	
Economic and Community Development	1,2,3	Access to Activity Centers and Improved Freight Movement	Identified projects analyzed to determine whether they would provide additional access to downtown locations, beaches, visitor destinations, large regional shopping/entertainment centers, or other similar activity centers. Projects meeting this criteria receive 2.5 points.	Provides access to a tourism/ activity center?	2.5	
				Identified projects evaluated in relation to ecotourism locations including public conservation lands, trails (e.g. birding trails, paved trails, equestrian trails, and paddling trails), nature area hiking, off-road biking, and historic and cultural sites. If the project would provide access to any of these types of locations, it receives 2.5 points.	Provides access to an ecotourism location?	2.5
				Identified projects for Truck Volumes as measured by Truck Average Annual Daily Traffic (AADT). Projects within these corridors receive 5 points based upon the scale of the AADT.	Includes corridor segment that serves high truck volume?	5
Regional Connectivity	1,3	Parallel Reliever and Consistent Lanes	Identified projects evaluated for whether they are a new facility or, based on their location, would relieve congestion on parallel facilities and/or provide additional capacity during emergency or evacuation events. Projects meeting this definition receive 5 points.	New Connection/ Upgraded Facility to Provide Parallel Capacity?	5	
				Identified projects were evaluated as to whether they add lanes that would match the number of lanes of the adjacent segment of the roadway. Projects meeting this criteria receive 5 points.	Provides Consistent Number of Lanes Along Roadway?	5

# Project Evaluation Criteria



Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available
Disadvantaged Populations	5,6	Potential Benefits vs. Potential Impacts	Identified projects located within a Disadvantaged Population Area as defined by the composite of these: economically-constrained; minority population; non-auto users; older population; and Economic Opportunity Zones. If the project intersected a Disadvantaged Population area, staff analysis was performed to determine potential impacts based on the project's scope. The projects receive points accordingly.	Potential Positive Benefit	10
				Neutral	0
				Potential Negative Impacts	-3
Environment	5	Corridor Environmental Impact	Identified projects evaluated in relation to various datasets identifying public conservation lands, environmental/cultural/historic sites, and Critical Lands and Waters Identification Project (CLIP) biodiversity resource and wetland priorities. If the project intersects or is adjacent to an identified area or site, staff analysis is performed to determine the potential level of impacts based on the project's scope. The projects receive 10, 5, or -3 points accordingly.	No Anticipated Impacts	10
				Limited Impacts	5
				Potential Environmental Impacts	-3
Cost Effectiveness	1,5,6	Project Type is Low Relative Cost/High Potential Benefit	Identified projects which do not require an increase in capacity through widening and have a scope that involved primarily ITS-related improvements receive 10 points.	Technology-based Solution/ ITS/ Operational Improvement	10
Unique Attributes	1-6	Has Attributes Not Recognized Through Other Criteria	Identified projects could receive points under this category based on feedback and consultation from TPO Committees and the Board.	Project has Unique Attributes	5

29



Do you support the proposed scoring approach for these categories?

'Raise Your Hand' to be recognized or enter your comment/question in the chat.

30

## Cost Feasible Plan Preview

- List of financially viable projects
- Begins with prioritized Needs Assessment project list
- Based on anticipated transportation revenues and estimated project costs
- All projects from Needs Assessment List will not be Cost Feasible (Unfunded Needs)



## Cost Feasible Plan Preview



Chapter 6 -Exhibit A (continued)  
Other Arterials Cost Feasible Projects and Costs - Year of Expenditure (YOE)

Map ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		Funding Status
					Time	YOE Cost	Time	YOE Cost	Time	YOE Cost	Time	YOE Cost	
P	US-1	At Park Ave		Intersection	PROGRAMMED	\$	2026-2030	\$ 416,500	2026-2030	\$ 3,332,000	2026-2030	\$ 4,620,000	COST FEASIBLE
Q	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	Corridor Improvement <sup>1</sup>	COMPLETE	\$	COMPLETE	\$	2026-2030	\$ 42,108,000	2026-2030	\$ 42,240,000	COST FEASIBLE
R	Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	COMPLETE	\$ -	COMPLETE	\$	COMPLETE	\$	2031-2035	\$ 28,907,500	COST FEASIBLE
S	Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	COMPLETE	\$ -	COMPLETE	\$ -	COMPLETE	\$	2036-2045	\$ 35,772,500	COST FEASIBLE
T	SR 44	Grand Ave	SR 15A	2U-4D	COMPLETE	\$ -	2026-2030	\$ - 2,065,840	2026-2030	\$ - 2,070,600	2026-2030	\$ 22,915,200	COST FEASIBLE
U	US-92	I-4 EB Ramp	CR 415 (Tomoka Farms Rd.)	4D-6D	COMPLETE	\$ +	COMPLETE	\$ +	PROGRAMMED	\$ + 8,870,200	2031-2035	\$ 58,125,000	COST FEASIBLE

## System Reliever Evaluation

**Key Purpose:** Define target locations where congestion induces increased volumes on parallel facilities

- Based on local knowledge and readily available data
- To be included as LRTP recommendations for future study
- May inform Needs Assessment



## System Reliever Evaluation



1. Dirksen Drive from US 17 to I-4
2. Dr. Martin Luther King Jr. Beltway from SR 472 to SR 44 (E. New York Ave)
3. Hand Ave. from Williamson Blvd to US 1
4. Madeline Ave. from Williamson Blvd. to Nova Road
5. Old Kings Road from SR 100 to Palm Coast Parkway
6. SR 15 (N. Spring Ave) from SR 44 to International Speedway Blvd. (ISB)
7. SR 415 from Volusia/Seminole Line to International Speedway Blvd.
8. Williamson Blvd. from LPGA Blvd. to Pioneer Trail



Do the identified locations for study match your expectations?

'Raise Your Hand' to be recognized or enter your comment/question in the chat.

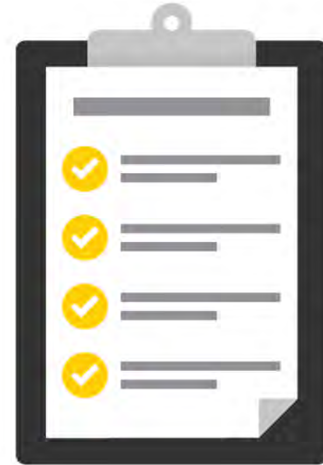
35

Additional  
Comments  
or  
Questions?

36

## Next Steps and Upcoming Activities

- Needs Assessment Public Open Houses
  - April 21 – Port Orange
  - April 28 – Palm Coast
  - April 29 – DeLand
- Final Needs Assessment and Prioritization
- Begin Cost Feasible Development



37

# Public Comments

'Raise Your Hand' to be recognized or enter your comment/question in the chat.

Email comments to: [staff@r2ctpo.org](mailto:staff@r2ctpo.org)

Submit comments on the TPO website:

<https://www.r2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

38

# LRTP Virtual Workshop #4

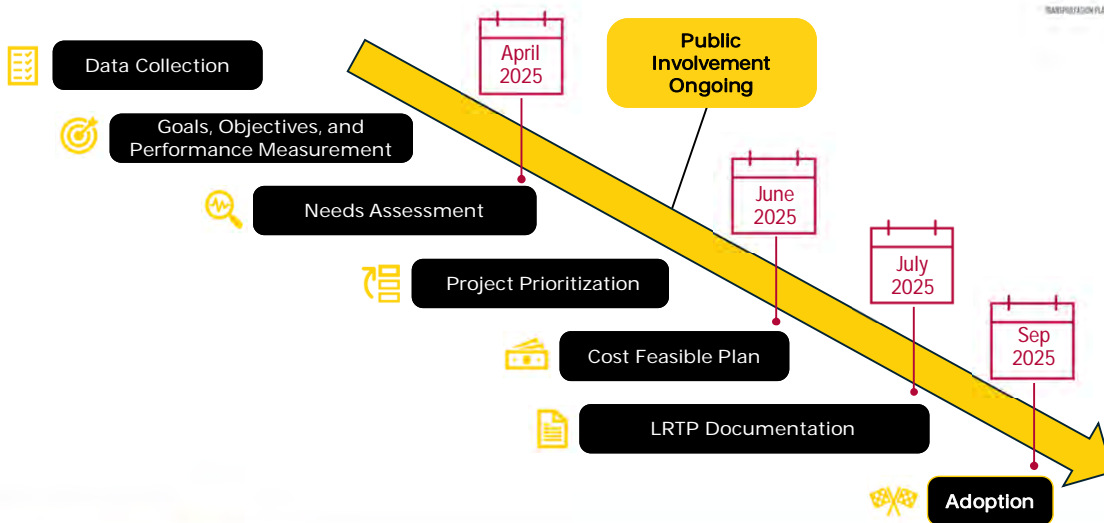
## Workshop # Date TBD

- LRTP Progress Update
- Final Needs Assessment
- Public Open House Summary
- Cost Feasible Plan Development



39

# LRTP Process Overview



40

# Thank you!

Learn more and stay up-to-date:

<https://www.r2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

41

## Bicycle/Pedestrian Needs

- Similar approach to *Connect 2045*
- *TPO Bicycle and Pedestrian Plan* guides decision-making in prioritizing bicycle and pedestrian facilities
- Regional Trail Needs
  - Shared-Use Nonmotorized (SUN) Trail Network
  - Florida Greenways and Trails System Land Trail Opportunities
- *Volusia-Flagler 2050* to document highest-priority Bicycle and Pedestrian Projects from the 2025 LOPP



42

## Transit Needs

- Transit needs developed through Votran and Flagler County Transit Development Plans (TDP)
  - TDP identifies and prioritizes the transit plans and needs
  - Transit Needs Map:
    - Existing Routes
    - Needs/Future Service Improvements



43

## Preliminary Needs Assessment

### Strategic Intermodal System (SIS)



44

# Preliminary Needs Assessment

Strategic Intermodal System (SIS)



45

# Preliminary Needs Assessment

Strategic Intermodal System (SIS)



46

# Preliminary Needs Assessment

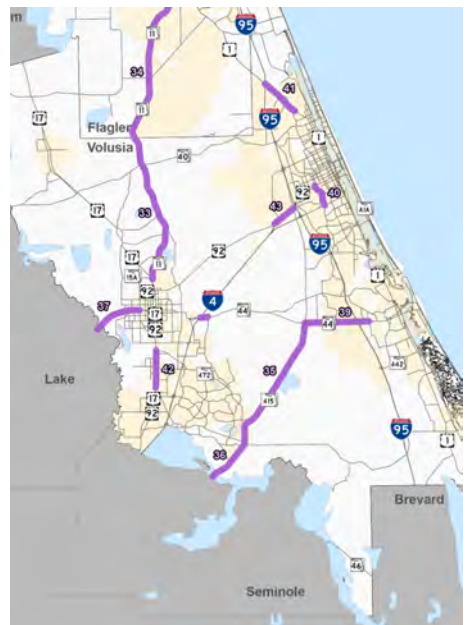
Strategic Intermodal System (SIS)



47

# Preliminary Needs Assessment

State Highway System (Non-SIS)



48

# Preliminary Needs Assessment

State Highway System (Non-SIS)



# Preliminary Needs Assessment

State Highway System (Non-SIS)



# Preliminary Needs Assessment

## State Highway System (Non-SIS)



# Preliminary Needs Assessment

## Other Roads/Local Facilities

- Needs on locally owned/maintained roads (e.g. county & city roadways)
- Projects identified on TPO's List of Priority Projects (LOPP)
- Projects identified *Illustrative in Connect2045*
- Safety issues
- Reliability issues



# Preliminary Needs Assessment

## Other Roads/Local Facilities

- Needs on locally owned/maintained roads (e.g. county & city roadways)
- Projects identified on TPO's List of Priority Projects (LOPP)
- Projects identified *Illustrative* in *Connect2045*
- Safety issues
- Reliability issues



# Preliminary Needs Assessment

## Other Roads/Local Facilities

- Needs on locally owned/maintained roads (e.g. county & city roadways)
- Projects identified on TPO's List of Priority Projects (LOPP)
- Projects identified *Illustrative* in *Connect2045*
- Safety issues
- Reliability issues



# Preliminary Needs Assessment

## Other Roads/Local Facilities

- Needs on locally owned/maintained roads (e.g. county & city roadways)
- Projects identified on TPO's List of Priority Projects (LOPP)
- Projects identified *Illustrative* in *Connect2045*
- Safety issues
- Reliability issues



# Preliminary Needs Assessment

## Other Roads/Local Facilities

- Needs on locally owned/maintained roads (e.g. county & city roadways)
- Projects identified on TPO's List of Priority Projects (LOPP)
- Projects identified *Illustrative* in *Connect2045*
- Safety issues
- Reliability issues



## Volusia-Flagler 2050 Preliminary Needs Assessment

The Preliminary Needs Assessment maps and tables represent a tentative list of roadway projects<sup>1</sup> to consider for prioritization and potential inclusion in the *Volusia-Flagler 2050* Cost Feasible Plan. Each of the roadway projects is included for one or more of the following reasons:

- Identified in an existing cost feasible plan such as the *Connect 2045* Long Range Transportation Plan (LRTP) and/or the FDOT Strategic Intermodal System (SIS) Long Range Cost Feasible Plan
- Identified in the Volusia-Flagler TPO 2024 List of Prioritized Projects
- Identified as local needs
- Identified as a potential need based upon forecasted peak hour traffic demand from the Central Florida Regional Planning Model v7 which is based upon socioeconomic and other data

Taken together, the three separate categories delineated in the maps (SIS, State Highway (Non-SIS), and Non-State Major Roadways) provide a comprehensive view of roadway needs. However, each category differs as follows:

- **Strategic Intermodal System (SIS) [Map A1]**  
The SIS is Florida's high priority network of transportation facilities. SIS projects are identified at the state level by FDOT with input from MPOs and local governments. Projects identified on this map are included in the existing SIS Long Range Cost Feasible Plan, SIS 5-year Plans, the *Connect 2045* LRTP Cost Feasible Plan, or are related to SIS projects. In *Volusia-Flagler 2050*, these projects will be included on a separate SIS cost feasible project list. While the LRTP development process may lead to suggested revisions to some of these projects, changes to the SIS plans are determined outside of this process.
- **State Highway System (Non-SIS) [Map A2]**  
The State Highway (Non-SIS) needs are located on major non-SIS corridors that are on the State Highway System. These projects could be funded through federal (TMA) funds and State Highway System (Non-SIS) funds as defined in the *Volusia-Flagler 2050* Revenue Forecast. Specific TMA (SU) set-asides are defined in [VFTPO Resolution 2024-20](#).
- **Non-State Major Roadways [Map A3]**  
These needs are located on roadways that are not on the SIS or State Highway Systems (i.e., roads owned by counties and municipalities). These projects could be funded

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<sup>1</sup> Note that Public Transit and Regional Trail needs are identified and presented in Maps B and C.

through the Other Roads (Non-SIS, Non-SHS) funds as defined in the *Volusia-Flagler 2050 Revenue Forecast* or expected to be funded through local revenue sources.

**The projects in the tables are not listed in priority order.** Numbering is provided to identify projects on the corresponding map. Ranking will take place after prioritization categories and criteria are finalized.

Where noted in the table, project phase acronyms refer to the following:

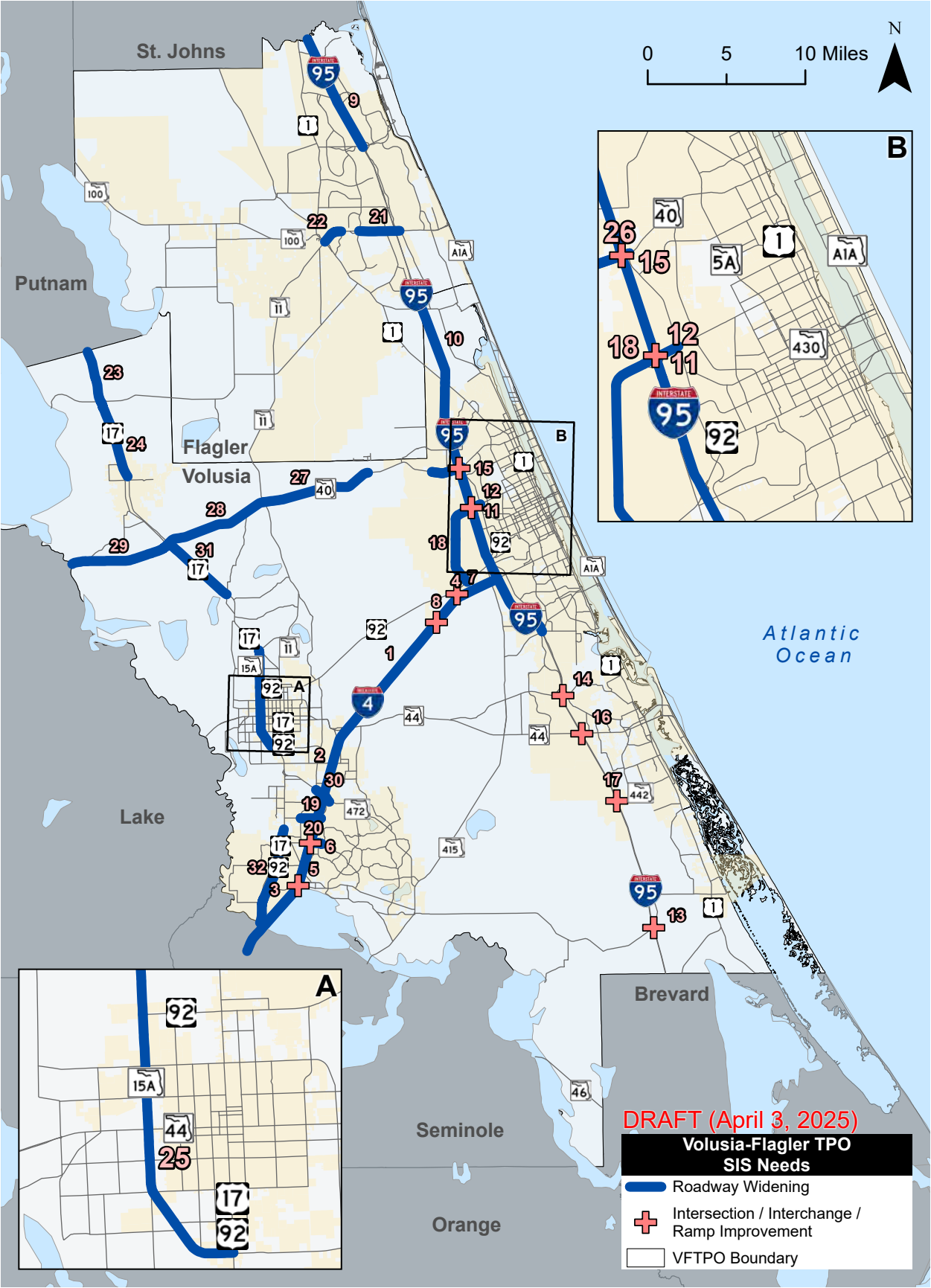
- PD&E – Project Development & Environment
- PE – Design (Preliminary Engineering)
- ROW – Right of Way
- CST – Construction

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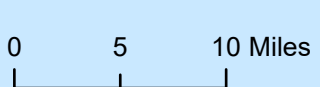
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## A1 - SIS

This map shows projects on the Strategic Intermodal System (SIS) network that are identified for funding in existing plans. The SIS is the state's high priority network of transportation facilities.



St. Johns



Putnam

Flagler

Volusia

Atlantic Ocean

Lake




Seminole

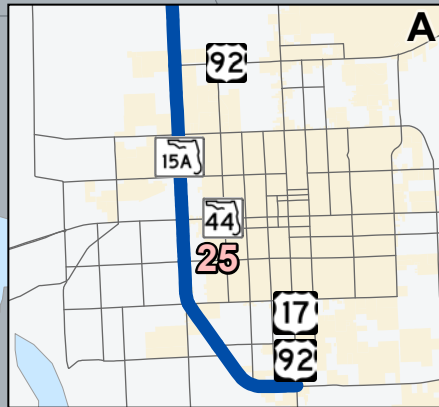
Orange

Brevard

**DRAFT (April 3, 2025)**

**Volusia-Flagler TPO  
SIS Needs**

-  Roadway Widening
-  Intersection / Interchange / Ramp Improvement
-  VFTPO Boundary



**DRAFT (APRIL 3, 2025)**

Strategic Intermodal System (SIS) Needs						
Map ID	Facility	From	To	Description	Need Level	Notes
1	I-4	SR 44	US 92 Connection	Widen to 8 Lanes	Cost Feasible (Connect 2045)	Unfunded
2	I-4	SR 472	SR 44	Widen to 8 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040
3	I-4	Seminole County Line	SR 472	Widen to 10 Lanes	Cost Feasible (SIS 1st & 2nd Five-Year, SIS Long Range, VFTPO TIP)	PE - 2028 - 2029 ROW - 2030 - 2045
4	I-4	SR 44	E of I-95	Widen to 8 Lanes	VFTPO TIP (FY2024/25 - 2028/29)	Unfunded
5	I-4 / Dirkensen Drive	At Dirkensen Drive		Intersection / Interchange / Ramp Improvement	VFTPO LOPP (2024)	I-4 Beyond the Ultimate
6	I-4 / Saxon	At Saxon Boulevard		Intersection / Interchange / Ramp Improvement	VFTPO LOPP (2024)	I-4 Beyond the Ultimate
7	I-4 / US 92	At US 92		Intersection / Interchange / Ramp Improvement	Cost Feasible (Connect 2045)	Developer Funded
8	I-4 Truck Parking	Eastbound & Westbound		Truck Parking	VFTPO TIP (FY2024/25 - 2028/29)	Eastbound ROW & CST - 2027 - 2029 Westbound ROW - 2028 - 2029
9	I-95	Palm Coast Parkway	Flagler / St. Johns County Line	Widen to 8 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040
10	I-95	US 1	Old Dixie Highway (SR 100)	Widen to 8 Lanes	Cost Feasible (Connect 2045)	Unfunded
11	I-95	SR 421	US 1	Widen to 8 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040
12	I-95 / LPGA Boulevard	At LPGA Boulevard		Intersection / Interchange / Ramp Improvement	VFTPO TIP (FY2024/25 - 2028/29)	ROW - 2027 - 2029

**DRAFT (APRIL 3, 2025)**

Strategic Intermodal System (SIS) Needs						
Map ID	Facility	From	To	Description	Need Level	Notes
13	I-95 / Maytown Road	At Maytown Road		Intersection / Interchange / Ramp Improvement	VFTPO TIP (FY2024/25 - 2028/29)	Developer Funded
14	I-95 / Pioneer Trail	At Pioneer Trail		Intersection / Interchange / Ramp Improvement	VFTPO TIP (FY2024/25 - 2028/29)	ROW - 2025 - 2029
15	I-95 / SR 40	At SR 40		Intersection / Interchange / Ramp Improvement	VFTPO LOPP (2024)	PD&E - 2025 - 2029
16	I-95 / SR 44	At SR 44		Intersection / Interchange / Ramp Improvement	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040
17	I-95 / SR 442	At SR 442		Intersection / Interchange / Ramp Improvement	Unfunded (Connect 2045)	Unfunded
18	LPGA Boulevard	US 92 (SR 600)	Williamson Boulevard	Widen to 4 Lanes	Cost Feasible (SIS 1st & 2nd Five-Year)	ROW - 2027 - 2029
19	Rhode Island Extension	Veterans Memorial Parkway	Normandy Boulevard	New 2 Lane Road	Cost Feasible (Connect 2045)	I-4 Beyond the Ultimate
20	Saxon Boulevard	I-4	Normandy Boulevard	Widen to 6 Lanes	Cost Feasible (Connect 2045)	I-4 Beyond the Ultimate
21	SR 100	Old Kings Road	Belle Terre Parkway	Widen to 6 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E & PE - 2035 - 2040 ROW - 2046 - 2050
22	SR 100	US 1 / SR 5 / SR 100	Commerce Parkway	Widen to 4 Lanes	SIS 2045 Multi-Modal Needs Plan	Unfunded
23	SR 15 (US 17)	CR 305 / Lake George Road	Putnam County Road	Widen to 4 Lanes	SIS 2045 Multi-Modal Needs Plan	Unfunded
24	SR 15 (US 17)	Washington Avenue	CR 305 / Lake George Road	Widen to 4 Lanes	SIS 2045 Multi-Modal Needs Plan	Unfunded
25	SR 15A	US 17	US 17 / 92	Widen to 6 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040

Strategic Intermodal System (SIS) Needs						
Map ID	Facility	From	To	Description	Need Level	Notes
26	SR 40	Williamson Boulevard	Breakaway Trail	Widen to 6 Lanes	Cost Feasible (SIS 1st & 2nd Five-Year, SIS Long Range, Connect 2045)	ROW – 2025 - 2029
27	SR 40	SR 11	Cone Road	Widen to 4 Lanes	Cost Feasible (SIS 1st & 2nd Five-Year, SIS Long Range, Connect 2045)	ROW - 2025 - 2026
28	SR 40	SR 15 (US 17)	SR 11	Widen to 4 Lanes	Cost Feasible (SIS 1st & 2nd Five-Year, SIS Long Range, Connect 2045)	ROW - 2025 - 2026
29	SR 40	SR 19	SR 15 (US 17)	Widen to 4 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040
30	SR 472	Graves Avenue	Kentucky / MLK Boulevard	Widen to 6 Lanes	Cost Feasible (Connect 2045)	I-4 Beyond the Ultimate
31	US 17	Lake Winona Road	SR 40	Widen to 4 Lanes	Cost Feasible (FDOT SIS Long Range, & VFTPO TIP)	CON - 2046 - 2050
32	US 17 / 92	I-4	Enterprise	Widen to 6 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040

Note: These projects are not listed in priority order.

## A2 – State Highways (Non-SIS)

This map shows project needs on the (Non-SIS) State Highway System that are identified in existing plans.

DRAFT

St. Johns



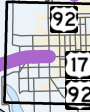
Putnam

Flagler  
Volusia



Atlantic  
Ocean

Lake





Brevard

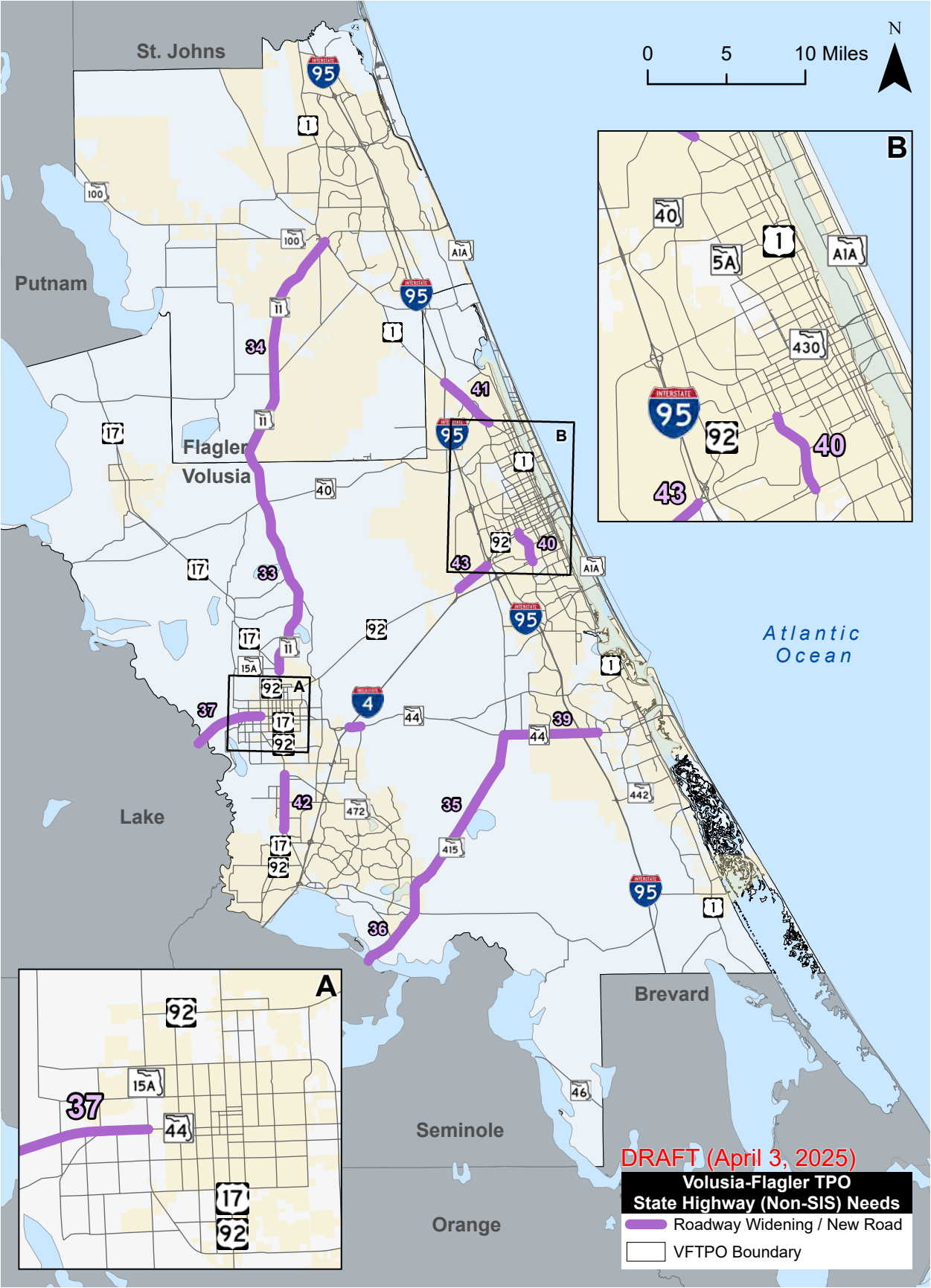
Seminole

Orange

**DRAFT (April 3, 2025)**

**Volusia-Flagler TPO  
State Highway (Non-SIS) Needs**

-  Roadway Widening / New Road
-  VFTPO Boundary



**DRAFT (APRIL 3, 2025)**

State Highway (Non-SIS) Needs						
Map ID	Facility	From	To	Description	Need Level	Notes
33	SR 11	N. Woodlands Boulevard	Flagler County Line	Widen to 4 Lanes	Project Added in Connect 2045*	Unfunded
34	SR 11	Flagler County Line	US 1	Widen to 4 Lanes	Capacity Need*	Unfunded
35	SR 415 (Tomoka Farms Road)	Howland Drive	SR 44	Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
36	SR 415 (Tomoka Farms Road)	Seminole County Line	Howland Drive	Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
37	SR 44	Lake County Line	SR 15A	Widen to 4 Lanes	Project Added in Connect 2045*	Unfunded
38	SR 44	I-4	Prevatt Avenue	Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
39	SR 44	Samsula Drive	Glencoe Road	Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
40	SR 483 (Clyde Morris Boulevard)	SR 400	US 92	Widen to 6 Lanes	Cost Feasible (Connect 2045)	PE Completed in 2018 ROW funding deferred in 2017
41	US 1	Nova Road	I-95	Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
42	US 17 / 92	Enterprise Road	SR 472	ITS / Operations / Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
43	US 92	I-4 EB Ramps	CR 415 (Tomoka Farms Road)	Widen to 6 Lanes	Cost Feasible (Connect 2045)	CST - 2026-2030

\* Needs identified based on initial CFRPM v7 2045 network model run  
 Note: These projects are not listed in priority order.

DRAFT

## A3 – Non-State Major Roadways

This map shows project needs at the local level.

St. Johns



Putnam

Flagler  
Volusia

Lake

Atlantic  
Ocean

Brevard

Seminole

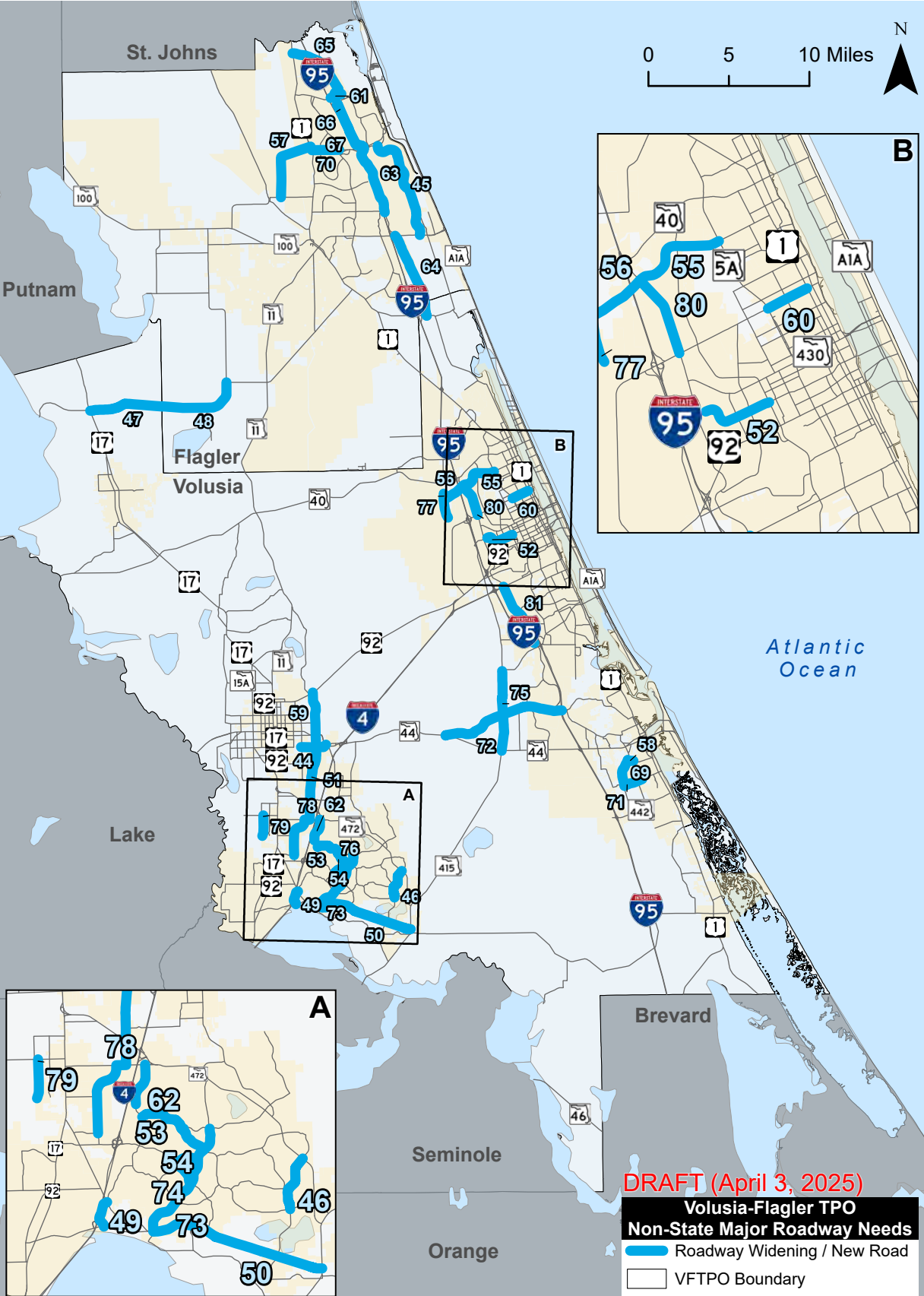
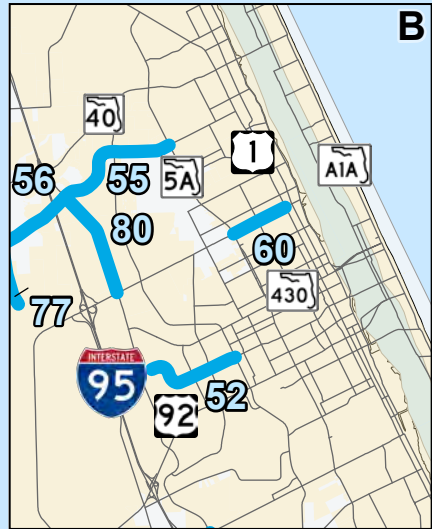
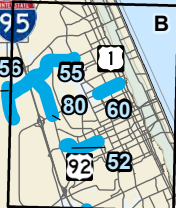
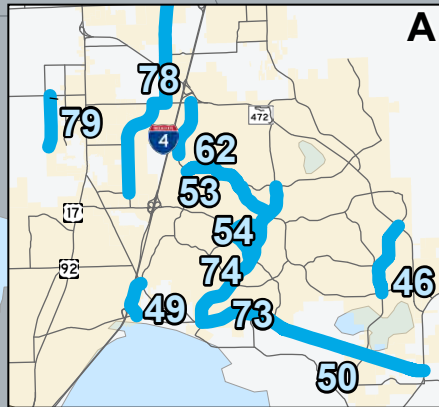
Orange

**DRAFT (April 3, 2025)**

**Volusia-Flagler TPO  
Non-State Major Roadway Needs**

 Roadway Widening / New Road

 VFTPO Boundary



Non-State Major Roadway Needs				
Map ID	Facility	From	To	Notes
44	Beresford Avenue	Blue Lake Avenue	SR 44	Local Project (Volusia County) (Connect 2045)
45	Colbert Lane	SR 100	Palm Coast Parkway	Local Project (Flagler County) (Volusia-Flagler 2050)
46	Courtland Boulevard	Fort Smith Boulevard	Howland Boulevard	Illustrative (Connect 2045)
47	CR 305 (Bunnell Road)	US 17	Flagler County Line	Capacity Need*
48	CR 305 (Bunnell Road)	Flagler County Line	CR 304	Capacity Need*
49	Deltona Boulevard	Doyle Road	Enterprise Road	Illustrative (Connect 2045)
50	Doyle Road (Dirksen Drive / DeBary Avenue)	Providence Boulevard	SR 415	Local Project (Volusia County) (Connect 2045)
51	Dr. MLK Jr.	Orange Camp Road	Taylor Road	Local Project (Volusia County) (Connect 2045)
52	Dunn Avenue	Williamson Boulevard	Clyde Morris Boulevard	Local Project (Volusia County) (Connect 2045)
53	Elkcam Boulevard	Normandy Boulevard	Fort Smith Boulevard	Illustrative (Connect 2045)
54	Fort Smith Boulevard	Elkcam Boulevard	Providence Boulevard	Illustrative (Connect 2045)
55	Hand Avenue	Williamson Boulevard	Nova Road	Illustrative (Connect 2045)
56	Hand Avenue Extension	Tymber Creek Road Extension	Williamson Boulevard	Illustrative (Connect 2045)

Non-State Major Roadway Needs				
Map ID	Facility	From	To	Notes
57	Hargrove Road	Otis Stone Hunter Road	US 1	Local Project (Flagler County) (Volusia-Flagler 2050)
58	Josephine Street	Old Mission Road	Tatum Street	Local Project (Volusia County) (Connect 2045)
59	Kepler Road	Beresford Avenue Extension	US 92	Local Project (Volusia County) (Connect 2045)
60	LPGA Boulevard	Nova Road	US 1	Cost Feasible (Connect 2045)
61	Matanzas Woods Parkway	I-95	Old Kings Road	Illustrative (Connect 2045)
62	Normandy Boulevard	Firwood Drive	Howland Boulevard	Illustrative (Connect 2045)
63	Old Kings Road	Town Center Boulevard	Kingswood Drive	Illustrative (Connect 2045)
64	Old Kings Road	Old Dixie Highway	SR 100	Illustrative (Connect 2045)
65	Old Kings Road	Old Kings Road	Flagler County Line	Local Project (Flagler County) (Volusia-Flagler 2050)
66	Old Kings Road	Farnum Lane	Forest Grove Drive	Cost Feasible (Connect 2045)
67	Old Kings Road	Palm Harbor Village Way	Farnum Lane	Cost Feasible (Connect 2045)
68	Old Kings Road - Extension Roadway (Phase II)	Matanzas Woods Parkway	Old Kings Road	Cost Feasible (Connect 2045)
69	Old Mission Road	Park Avenue	Josephine Road	Illustrative (Connect 2045)

Non-State Major Roadway Needs				
Map ID	Facility	From	To	Notes
70	Palm Coast Parkway	SR 5 (US 1)	Belle Terre Parkway	Illustrative (Connect 2045)
71	Park Avenue	Old Mission Road	Massey Ranch Road	Local Project (Volusia County) (Connect 2045)
72	Pioneer Trail	SR 44	I-95	Local Project (Volusia County) (Connect 2045)
73	Providence Boulevard	DeBary / Doyle Road	Elkcam Road	Illustrative (Connect 2045)
74	Saxon Boulevard	Tivoli Drive	Providence Boulevard	Illustrative (Connect 2045)
75	Tomoka Farms Road	SR 44	Taylor Road	Cost Feasible (Connect 2045)
76	Tivoli Drive	Saxon Boulevard	Providence Boulevard	Illustrative (Connect 2045)
77	Tymber Creek Road	LPGA Boulevard	South of SR 40	Local Project (Volusia County) (Connect 2045)
78	W. Volusia Beltway	Taylor Road	Harley Strickland Boulevard	Local Project (Volusia County) (Connect 2045)
79	Westside Parkway	Rhode Island Avenue	French Avenue	Local Project (Volusia County) (Connect 2045)
80	Williamson Boulevard	LPGA Boulevard	Hand Avenue	Local Project (Volusia County) (Connect 2045)
81	Williamson Boulevard	Summer Trees Road	SR 400 / Beville Road	Local Project (Volusia County) (Connect 2045)

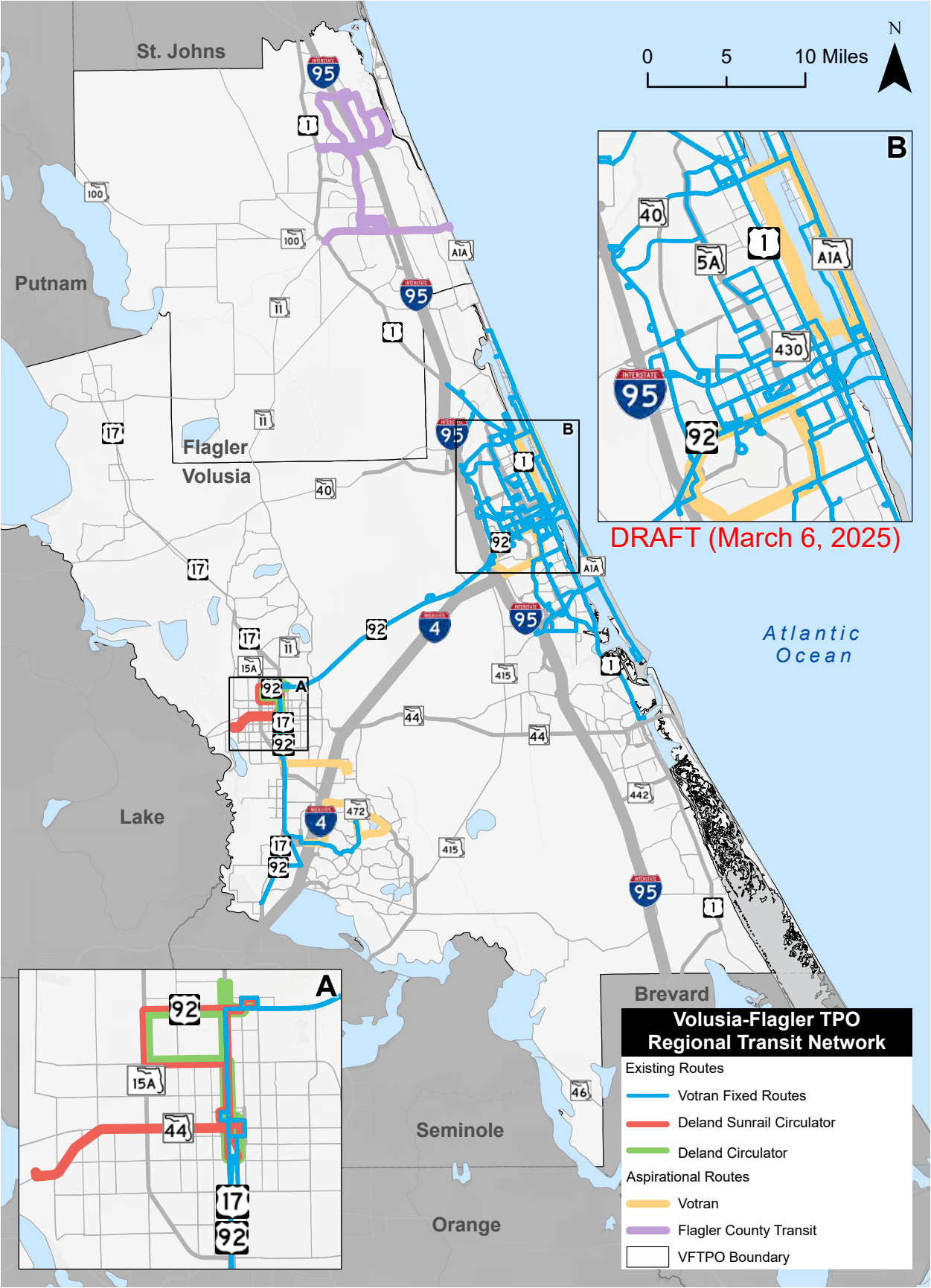
\* Needs identified based on initial CFRPM v7 2045 network model run

Note: These projects are not listed in priority order.

DRAFT

## **B – Mass Transit**

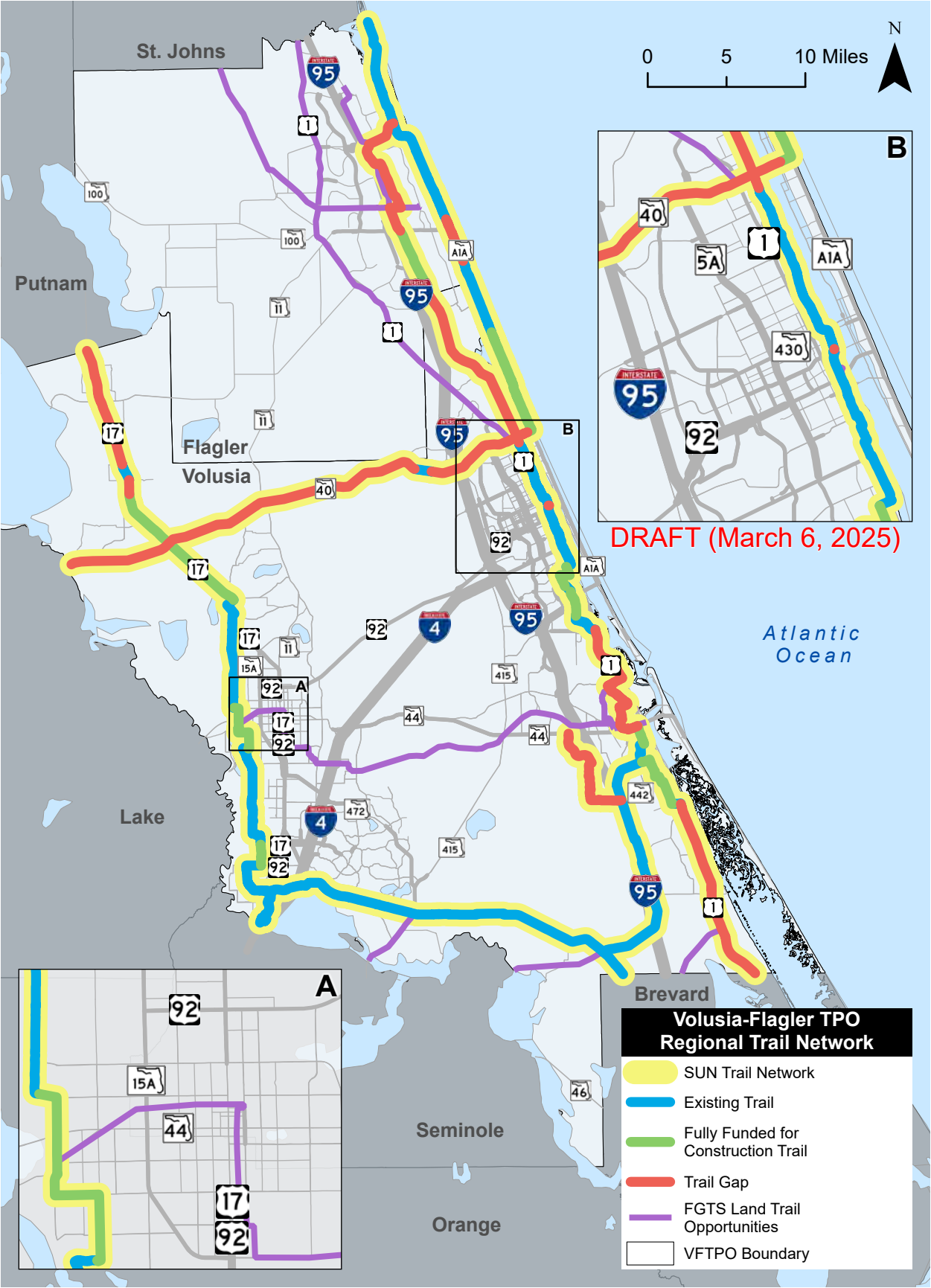
This map shows transit needs as identified in existing transit development plans.



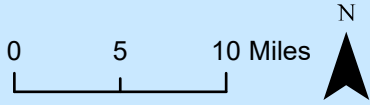
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## C – Regional Trail

This map shows regional trail needs that are identified in existing state plans.



St. Johns



Putnam

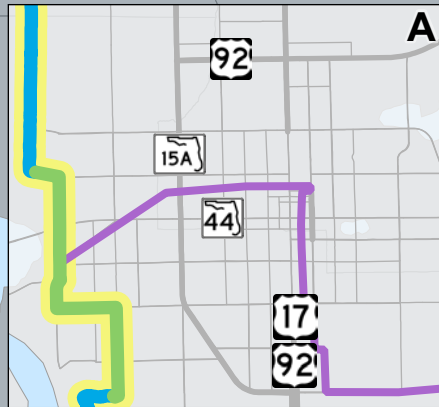
Flagler  
Volusia



DRAFT (March 6, 2025)

Atlantic Ocean

Lake



Brevard

**Volusia-Flagler TPO  
Regional Trail Network**

- SUN Trail Network
- Existing Trail
- Fully Funded for Construction Trail
- Trail Gap
- FGTS Land Trail Opportunities
- VFTPO Boundary

Seminole

Orange

<b>System Reliever Evaluation Potential Corridors for Future Study</b>			
<b>Map ID</b>	<b>Facility</b>	<b>From</b>	<b>To</b>
1	Dirksen Drive	US 17	I-4
2	Dr. Martin Luther King Jr. Beltway	SR 472	SR 44 (E. New York Avenue)
3	Hand Avenue	Williamson Boulevard	US 1
4	Madeline Avenue	Williamson Boulevard	Nova Road
5	Old Kings Road	SR 100	Palm Coast Parkway
6	SR 15A (N. Spring Avenue)	SR 44	International Speedway Boulevard (ISB)
7	SR 415	Volusia County Line	International Speedway Boulevard (ISB)
8	Williamson Boulevard	Pioneer Trail	LPGA Boulevard

Note: These corridors are not listed in priority order.



# VOLUSIA FLAGLER 2050

Long Range Transportation Plan



## Project Evaluation Criteria

The application of technical criteria is an important way to measure and evaluate transportation projects relative to the *Volusia-Flagler 2050* goals and objectives. These measures also provide us with a strategy that helps translate a variety of project attributes into an overall score and priority ranking. By identifying critical factors such as safety, disadvantaged populations, freight, tourism, and resource protection, we're able to quantify and compare the benefits of various transportation projects and inform project selection. These criteria are an integral component of the planning process that provide meaningful direction.

Applicable roadway projects from the Needs Assessment will be identified and evaluated based upon criteria to inform prioritization and selection of projects for inclusion in the Cost Feasible Plan. Because the focus of available revenues within the Cost Feasible Plan will be on major non-SIS corridors, this set of projects will be the primary emphasis for technical criteria scoring. Any evaluation of SIS and local projects not expected to receive state or federal funding is for informational purposes only.

The selection of project evaluation categories and criteria in **Table 1** was guided by the policy direction of the approved *Volusia-Flagler 2050* Goals and Objectives and with consideration of planning factors and transportation performance measures as required under 23 Code of Federal Regulations 450.306. Additionally, certain criteria address other state and/or federal requirements. Technical criteria scoring will be just one factor considered when prioritizing and selecting projects. Other considerations will influence project selection decisions such as the position of projects in *Connect 2045*, the 2024 List of Priority Projects, and the collaboration and input of residents and elected officials in ensuring that the plan of projects best represents the collective priorities of the community.

The project evaluation criteria in **Table 1** are presented to the TPO Committees and Board for review and approval. The *Volusia-Flagler 2050 Goals Implemented* that are referenced in the second column refer to the following:

### Volusia-Flagler 2050 Goals

**Goal 1** – Develop and maintain a balanced and efficient multimodal transportation system

**Goal 2** – Support the economic development and growth of the TPO area and region

**Goal 3** – Enhance and expand transportation connectivity and choice for all users

**Goal 4** – Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network

**Goal 5** – Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources

**Goal 6** – Promote equity, transparency, and opportunities for the public to be involved with their transportation system

Table 1: Project Prioritization Matrix including Evaluation Sources/Methodology

Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available
Safety	4	High Injury Network Designation	Identified projects analyzed against the VFTPO’s finalized High Injury Network (HIN). Projects with a segment that overlaps with the HIN receive up to 5 points.	Project on HIN segment	5
				Project not on HIN	0
	4	Safety Score	Identified projects analyzed against the Safety Scores assigned to the roadway network during the development of the TPO’s Vision Zero Action Plan. Projects receive up to 10 points based on the range of assigned Safety Scores.	67,175 - 166,583	10
				19,386 - 67,174	7.5
				8,277 - 19,385	5
				2,497 - 8,276	2.5
< 2,496	0				
Congestion	1, 2, 3, 4	Volume/Capacity (V/C)	Identified projects analyzed against Peak Hour volumes from the Central Florida Regional Planning Model v7. Projects located on segments with higher V/C ratios receive 15 or 7.5 points contingent upon the ratio.	V/C > 1.1	15
				V/C 0.9 - 1.1	7.5
				V/C < 0.9	0
Project Status	1	Phases Funded and Priority Status	Identified projects compared against the current Transportation Improvement Program and FDOT 5-Year Work Program to identify phases currently funded. A project is assigned the appropriate points based upon the level to which it was currently funded. Projects further along receive more points (higher priority) since they are closer to completion which helps to focus effort on investments already made.	Funded Through Construction	10
				Funded Through ROW	8
				Funded Through Design	5

Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available
Emergency Management	4	Evacuation Route	Identified projects analyzed in relation to evacuation routes as delineated by the Florida Department of Emergency Management and local government comprehensive plans. If a project is in a designated Emergency Evacuation Route, it receives 10 points.	Roadway is Emergency Evacuation Route	10
				Roadway is Not an Emergency Evacuation Route	0
Multimodal/ Complete Streets	1,2,3,5,6	Bicycle, Pedestrian, Transit and Complete Streets	Identified projects evaluated for whether they would add bicycle and pedestrian capacity on a non-limited access facility in an urban or transitioning area. Projects meeting this criteria receive 2.5 points.	Does project add new bicycle/ pedestrian route or facility?	2.5
				Does project add new/contains existing transit route?	2.5
				Does project provide access to multimodal hubs/stations?	2.5
				Does project add additional Complete Street elements?	2.5

Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available
Economic and Community Development	1,2,3	Access to Activity Centers and Improved Freight Movement		Provides access to a tourism/activity center?	2.5
				Provides access to an ecotourism location?	2.5
				Includes corridor segment that serves high truck volume?	5
Regional Connectivity	1,3	Parallel Reliever and Consistent Lanes	Identified projects evaluated for whether they are a new facility or, based on their location, would relieve congestion on parallel facilities and/or provide additional capacity during emergency or evacuation events. Projects meeting this definition receive 5 points.	New Connection/ Upgraded Facility to Provide Parallel Capacity?	5
			Identified projects were evaluated as to whether they add lanes that would match the number of lanes of the adjacent segment of the roadway. Projects meeting this criteria receive 5 points.	Provides Consistent Number of Lanes Along Roadway?	5

Priority Evaluation Category	Volusia-Flagler 2050 Goals Implemented	Criteria Description	Proposed Sources/Methodology for Evaluation	Criteria Scoring	Points Available
Disadvantaged Populations	5,6	Potential Benefits vs. Potential Impacts	Identified projects located within a Disadvantaged Population Area as defined by the composite of these: economically-constrained; minority population; non-auto users; older population; and Economic Opportunity Zones. If the project intersected a Disadvantaged Population area, staff analysis was performed to determine potential impacts based on the project’s scope. The projects receive points accordingly.	Potential Positive Benefit	10
				Neutral	0
				Potential Negative Impacts	-3
Environment	5	Corridor Environmental Impact	Identified projects evaluated in relation to various datasets identifying public conservation lands, environmental/cultural/ historic sites, and Critical Lands and Waters Identification Project (CLIP) biodiversity resource and wetland priorities. If the project intersects or is adjacent to an identified area or site, staff analysis is performed to determine the potential level of impacts based on the project’s scope. The projects receive 10, 5, or -3 points accordingly.	No Anticipated Impacts	10
				Limited Impacts	5
				Potential Environmental Impacts	-3
Cost Effectiveness	1,5,6	Project Type is Low Relative Cost/High Potential Benefit	Identified projects which do not require an increase in capacity through widening and have a scope that involved primarily ITS-related improvements receive 10 points.	Technology-based Solution/ ITS/ Operational Improvement	10
Unique Attributes	1-6	Has Attributes Not Recognized Through Other Criteria	Identified projects could receive points under this category based on feedback and consultation from TPO Committees and the Board.	Project has Unique Attributes	5



# AGENDA

## L RTP Virtual Workshop #4

Date: Monday, June 2, 2025

Time: 2:00 PM – 3:30 PM

Place: Virtual Meeting - Microsoft Teams

[Join the L RTP Virtual Workshop #4](#)

By phone: +1 984-204-1608; ID: 536 039 925#



- I. Welcome and Introductions
- II. L RTP Progress Update
- III. Public Involvement Overview
- IV. Preliminary Draft Cost Feasible Plan
- V. Next Steps and Upcoming Activities
- VI. Questions
- VII. Public Comments
- VIII. Closing



1

## Today's Agenda

- I. Welcome and Introductions
- II. L RTP Progress Update
- III. Public Involvement Overview
- IV. Preliminary Draft Cost Feasible Plan
- V. Questions
- VI. Public Comments
- VII. Next Steps and Upcoming Activities
- VIII. Closing



**VOLUSIA FLAGLER 2050**

2

# Welcome and Introductions



Colleen Nicoulin  
VFTPO Executive Director



Jim Wood, AICP  
Kimley-Horn



Mike Vaudo, AICP  
Kimley-Horn



Marc Ispass, AICP  
Kimley-Horn

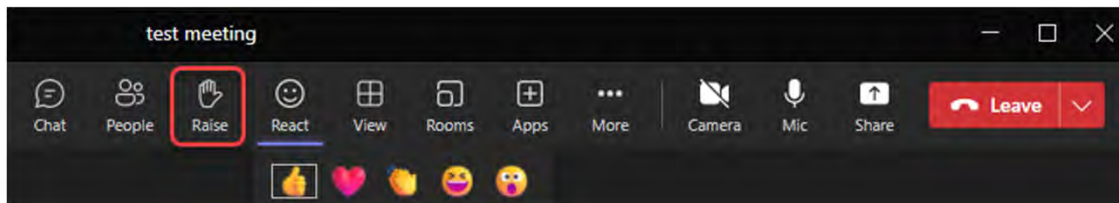
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# Welcome and Introductions



## Virtual Workshop Format and Overview

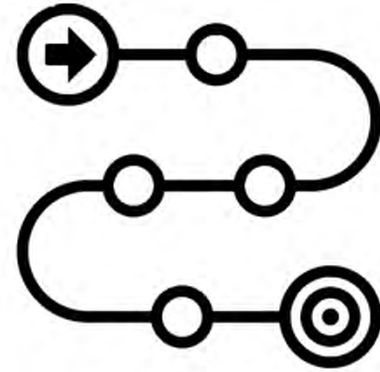
- Held at key points during development of the LRTP
- Obtain feedback from stakeholders and community
- Time dedicated at end of workshop for questions and comments
- Use Raise Hand function or Chat



4

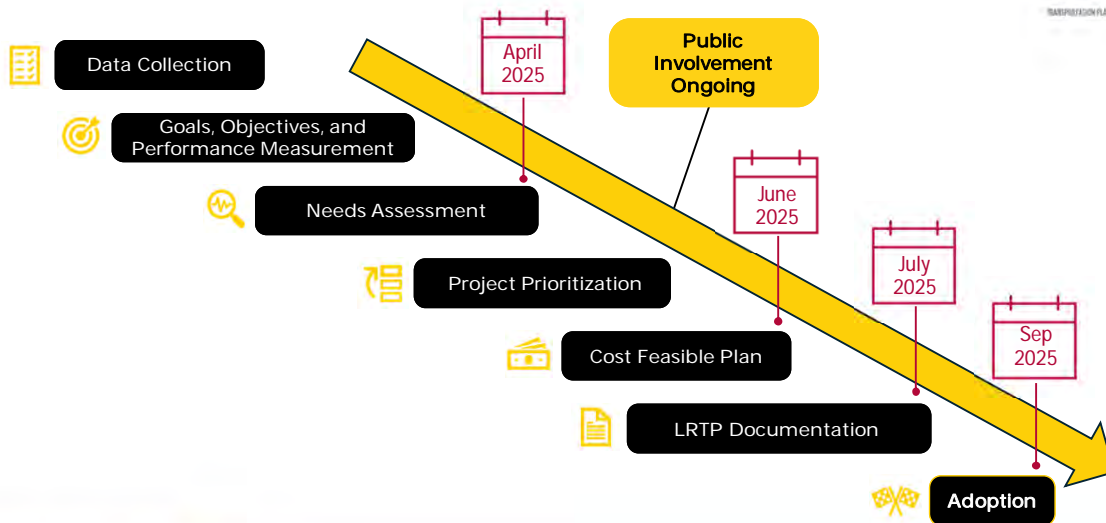
# What is a Long-Range Transportation Plan?

- Federally-required short- and long-term plan addressing multimodal transportation needs within Volusia and Flagler counties
- Updated every five years covering at least 20 years into the future
- Identifies future needs and improvements for pedestrian, bicycle, transit, highway, and freight mobility
- Results in a fiscally-constrained list of projects
- Adoption Due Date: September 23, 2025



5

# LRTP Process Overview



6

# LRTP Progress Update

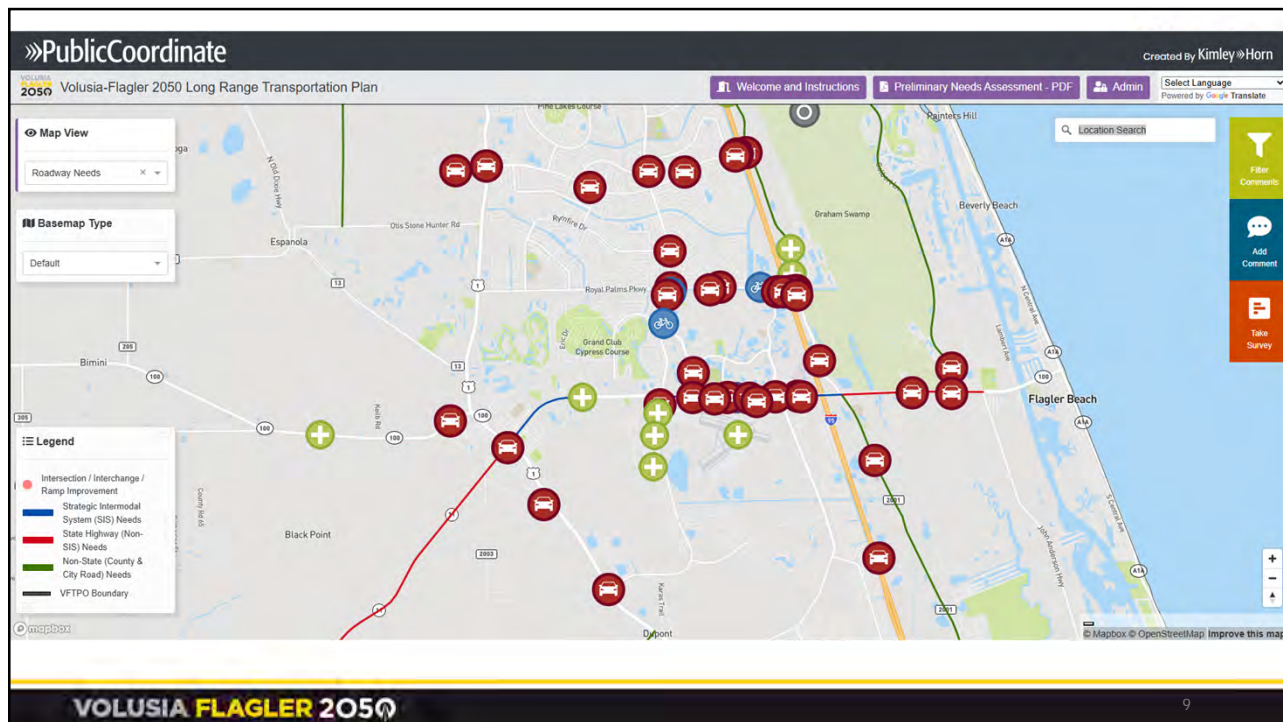
- Needs Assessment Public Open Houses
  - April 21 – Port Orange
  - April 28 – Palm Coast
  - April 29 – DeLand
- Interactive Public Input Map and Survey
- Prioritization/Evaluation Criteria Scoring and Preliminary Cost Feasible Plan



7



8



9

## VOLUSIA FLAGLER TPO TRANSPORTATION PLANNING ORGANIZATION

# Open House/Public Comment Highlights

- Congestion concerns, recommended widening, and ideas for updated alignments
- Suggestions for operational improvements
- Safety concerns including dangerous intersections
- Improved connectivity between trails and other bike/ped facilities

**VOLUSIA FLAGLER 2050**

10

# Freight and Economic Development Outreach



*VF 2050 Goal – Support the economic development and growth of the TPO area and region*

- Develop a transportation system that supports diverse economic growth, advances tourism, and improves the economic competitiveness of the region.
- Identify and support safe and efficient truck routes and other facilities that improve the movement of freight and goods.
- Improve connectivity and access to rail, port, bus, and airport facilities.
- Support funding of transit service that improves access to employment activity centers.

Connected with Flagler County Economic Development and Team Volusia Representatives

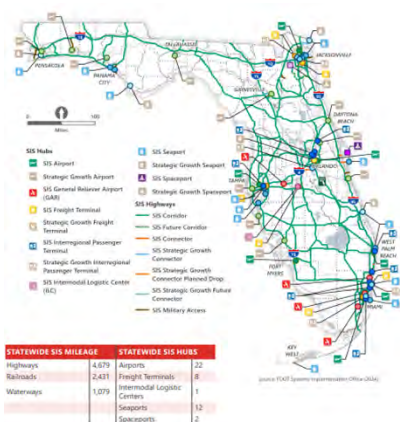
# Freight Mobility and Trade Plan



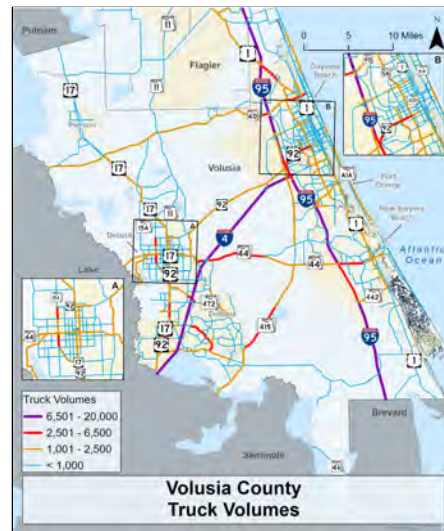
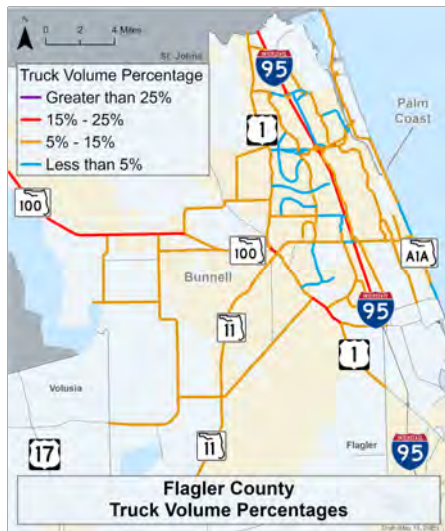
National Highway Freight Network



Strategic Intermodal System



# Transportation Implications



13

# Feedback Received

- Truck traffic and congestion in Bunnell and Deltona
- Future industrial growth:
  - Hargrove Industrial Park
  - Deltona – Interstate 4 Logistics Park
  - DeLand – Tech Park
- Anticipated general and industrial growth in Southeast Volusia
- Workforce commuting patterns (e.g. Flagler to St. Johns)

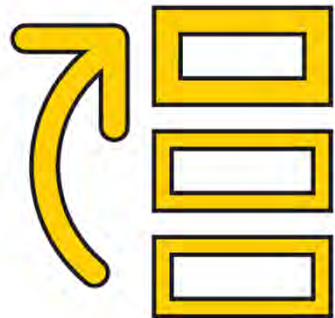
14

# Needs Assessment to Cost Feasible



# Initial Evaluation Criteria Scores

- Intended to *inform* decision-making
- First iteration of scoring completed
- “Unique Attributes” score
- Current total scores being utilized in draft Cost Feasible Plan



## Initial Evaluation Criteria Scores

Criteria Category	Proposed Points	Criteria Category	Proposed Points
Safety	15	Regional Connectivity	10
Congestion	15	Disadvantaged Populations	10
Project Status	10	Environment	10
Emergency Management	10	Cost Effectiveness	10
Multimodal/ Complete Streets	10	Unique Attributes	5
Economic and Community Development	10		

*Total of 115 points available*

## Preliminary Cost Feasible Plan (CFP)

- List of financially viable projects
- Begins with prioritized Needs Assessment project list
- Considers current TPO List of Priority Projects
- Based on anticipated transportation revenues and estimated project costs
- All projects from Needs Assessment List will not be Cost Feasible (Unfunded Needs)



## 2050 Revenue Forecast (Federal/State)



- Provided by FDOT in *2050 Revenue Forecast Handbook*
- Revenue estimates specific to Volusia-Flagler TPO
- Districtwide level revenue estimates
  - Estimated allocations for some funds developed through Central Florida MPO Alliance coordination – based on population



## Federal/State Revenues



Estimates Specific to Volusia-Flagler TPO	2050 LRTP (2031-2050) (\$/YOE)
Surface Transportation Block Grant – Urbanized Area (SU)/TMA Funds	\$155,910,000
State Highway System (non-SIS)	\$102,220,000
State Highway System (non-SIS) SHS Product Support (PD&E, PE Activities)	\$22,488,000
Other Roads (Non-SIS/non-SHS) – “Off System”	\$53,930,000
Other Roads (Non-SIS, Non-SHS) Product Support (PD&E, PE Activities)	\$11,864,000
Transportation Alternatives – Urbanized Area (TALU)	\$28,480,000
Transportation Alternatives – Any Area (TALT) <i>Estimated Allocation to Volusia-Flagler TPO*</i>	\$21,570,000
Surface Transportation Block Grant – Any Area (SA) <i>Estimated Allocation to Volusia-Flagler TPO*</i>	\$177,200,000
<b>Total</b>	<b>\$573,662,000</b>

\*Based on Volusia-Flagler TPO proportion of total population within FDOT District Five

# Federal/State Revenues



Estimates Specific to Volusia-Flagler TPO	2050 L RTP (2031-2050) (\$YOE)
Surface Transportation Block Grant – Urbanized Area (SU)/TMA Funds	\$155,910,000
State Highway System (non-SIS)	\$102,220,000
State Highway System (non-SIS) Product Support (PD&E, PE Activities)	\$22,488,000
Other Roads (non-SIS/non-SHS) – "OP System"	\$53,830,000
Other Road (non-SIS, Non-SHS) Product Support (PD&E, PE Activities)	\$11,864,000
Transportation Alternatives – Urbanized Area (TALU)	\$28,480,000
Transportation Alternatives – Any Area (TALT)	\$21,570,000
Estimated Allocation to Volusia-Flagler TPO*	\$177,200,000
Total	\$573,662,000

### TPO Policy:

The TPO sets aside annual allocation of its Urbanized Area (SU)/TMA Funds for:

- 40% for intelligent transportation systems (ITS), traffic operations, and safety projects
- 30% for bicycle/pedestrian projects
- 30% for transit capital assets

# Federal/State Revenues



Estimates Specific to Volusia-Flagler TPO	2050 L RTP (2031-2050) (\$YOE)
Surface Transportation Block Grant – Urbanized Area (SU)/TMA Funds	\$155,910,000
State Highway System (non-SIS)	\$102,220,000
State Highway System (non-SIS) Product Support (PD&E, PE Activities)	\$22,488,000
Other Roads (non-SIS/non-SHS) – "OP System"	\$53,830,000
Other Road (non-SIS, Non-SHS) Product Support (PD&E, PE Activities)	\$11,864,000
Transportation Alternatives – Urbanized Area (TALU)	\$28,480,000
Transportation Alternatives – Any Area (TALT)	\$21,570,000
Estimated Allocation to Volusia-Flagler TPO*	\$177,200,000
Surface Transportation Block Grant – Any Area (SUA)	\$177,200,000
Estimated Allocation to Volusia-Flagler TPO*	\$177,200,000
Total	\$573,662,000

# Federal/State Revenues



Estimates Specific to Volusia-Flagler TPO

2050 L RTP  
(2031-2050) (\$YOE)

State Highway System (non-SIS)	\$102,220,000
State Highway System (non-SIS) SHS Product Support (PD&E, PE Activities)	\$22,488,000
Other Roads (Non-SIS/non-SHS) – “Off System”	\$53,930,000
Other Roads (Non-SIS, Non-SHS) Product Support (PD&E, PE Activities)	\$11,864,000
<b>20-Year Totals</b>	
• \$124,708,000 for State Highway System (Non-SIS)	
• \$65,794,000 for Other Roads (Non-SIS/non-SHS) – “Off System”	
Total	\$573,662,000

# Federal/State Revenues



Estimates Specific to Volusia-Flagler TPO

2050 L RTP  
(2031-2050) (\$YOE)

Surface Transportation Block Grant – Urbanized Area (SU/TMA Funds)	\$155,910,000
State Highway System (non-SIS)	\$102,220,000
Volusia-Flagler TPO’s estimated allocation (based on population) of federal funds from the STBG program for “any area” within FDOT District Five – developed by the Central Florida MPO Alliance.	\$177,200,000
Other Roads (Non-SIS/non-SHS) Product Support (PD&E, PE Activities)	\$11,864,000
Transportation Alternatives – Urbanized Area (TALU)	\$28,480,000
Transportation Alternatives – Any Area (TALT)	\$21,570,000
Estimated Allocation to Volusia-Flagler TPO*	\$177,200,000
Surface Transportation Block Grant – Any Area (SA)	\$177,200,000
Estimated Allocation to Volusia-Flagler TPO*	\$177,200,000
Total	\$573,662,000



# Do you have any questions about the revenue categories and how the funding is used?

'Raise Your Hand' to be recognized or enter your comment/question in the chat.

25

## Approach to Preliminary CFP

- Focus on roadway capacity projects
- Organize available revenues by applicable projects
- Determine planning-level project costs using historic data and FDOT guidance (Present Day Value)
- Consider criteria scores, List of Priority Projects, and 2045 LRTP Status



26

# Draft Cost Feasible Plan – SIS

- Planned future improvements on to be incorporated by reference in the Volusia-Flagler 2050 LRTP
- Based on *SIS Adopted 2nd Five Year Plan (2030-2034)* and *2050 SIS Cost Feasible Plan (2035-2050)*
  - Nearly \$320 million in future improvements



SIS Cost Feasible Plan 2035-2050  
2024 Edition | Year of Expenditure

# Draft Cost Feasible Plan (SIS)



On Street	From Street	To Street	Improvement	2045 LRTP Status	2050 LRTP Status	Initial Criteria Score**
I-4	Seminole County Line	SR 472	6F-10F	COST FEASIBLE	PARTIALLY FUNDED	44.5
I-4	SR 472	SR 44	6F-10F	COST FEASIBLE	PARTIALLY FUNDED	50
I-95	Palm Coast Parkway	Flagler / St. Johns County Line	6D-8D	-	PARTIALLY FUNDED	49.5
I-95	At LPGA Boulevard	-	Interchange Improvement	COST FEASIBLE	PARTIALLY FUNDED	62.5
I-95	At SR 421	-	Interchange Improvement	-	PARTIALLY FUNDED	50.0
I-95	At SR 442	-	Interchange Improvement	-	PARTIALLY FUNDED	55.0
I-95 Truck Parking	Indian River / Brevard County Line	Flagler / St. Johns County Line	Truck Parking Study	-	PARTIALLY FUNDED	-
LPGA Boulevard	Tymber Creek Road	Williamson Boulevard	4D-4D	-	PARTIALLY FUNDED	65.0
LPGA Boulevard	US 92 (SR 600)	Tymber Creek Road	2U-4D	-	PARTIALLY FUNDED	65.0
SR 100	Old Kings Road	Belle Terre Parkway	4D-6D	COST FEASIBLE	PARTIALLY FUNDED	65.5
SR 15A	US 17	US 17 / 92	4D-6D	-	PARTIALLY FUNDED	72.5
SR 40	SR 19	SR 15 (US 17)	2U-4D	-	PARTIALLY FUNDED	32.5
US 17	Lake Winona Road	SR 40	2U-4D	COST FEASIBLE	COST FEASIBLE	-
US 17 / 92	I-4	Enterprise Road	4D-ITS / 6D	-	PARTIALLY FUNDED	54.5

Preliminary Cost Feasible Plan (Draft June 2, 2025)

Volusia-Flagler 2050 Revenue Forecast* 2030-2050 (\$PDV)			
SHS (non-SIS)	\$ 75,994,385	LOPP SHS Projects	\$ 382,051,139
Other Roads (non-SIS/non-SHS)	\$ 40,090,634	LOPP Non-SHS Projects	\$ 66,152,040
STBG – Any Area (SA) – Estimated Allocation to Volusia-Flagler TPO	\$ 108,490,396		
<b>Total</b>	<b>\$ 224,575,415</b>	<b>Cost of 2024 LOPP Projects</b>	<b>\$ 448,203,179</b>

Are there any major projects not on the Preliminary Cost Feasible Plan that you would expect to see?

Volusia-Flagler TPO 2050 Non-SIS Capacity Needs (2024 LOPP)									
On Street	From Street	To Street	Improvement	LOPP*	DRAFT Criteria Score	Cost**	SHS / LOCAL	2045 Status	2050 Status
US-1	At Park Ave	Interchange/intersection	INT-INT	1	30.0	\$ 6,871,490	SHS	Cost Feasible	TBD
SR 483 (Clyde Morris Boulevard)	SR 400 (Beville Rd)	US-92	TBD	2	60.0	TBD	SHS	Cost Feasible	TBD
Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	3	38.0	\$ 28,569,000	LOCAL	Cost Feasible	TBD
Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	3	30.5	\$ 28,569,000	LOCAL	Cost Feasible	TBD
SR 44	Grand Ave	SR 15A	2U-4D	4	44.5	\$ 23,254,288	SHS	Cost Feasible	TBD
US-92	I-4 EB RAMP	CR 415 (Tomoka Farms Rd)	4D-6D	5	59.5	\$ 42,843,153	SHS	Cost Feasible	TBD
Old Kings Road - Extension Roadway (Phase II)	Matanzas Woods Pkwy	Old Kings Rd	00-2U	6	19.5	\$ 9,014,040	LOCAL	Cost Feasible	TBD
Commerce Pkwy Connector Road	SR 5 (US 1)	SR 100	00-2U	7	-			FULLY FUNDED	
SR 600/SR15 (US 17/92)	SR 472	SR 15A (Taylor Rd)	OPS	8	67.5	\$ 34,274,523	SHS	Cost Feasible	TBD
SR 44	I-4	Prevatt Ave	4D-6D	9	52.5	\$ 7,581,680	SHS	Cost Feasible	TBD
US 1	Nova Rd (N)	I-95	4D-6D	10	54.5	\$ 40,490,054	SHS	Cost Feasible	TBD
SR 415 (Tomoka Farms Road)	Acorn Lake Rd	Lake Ashby Rd	2U-4D	11	37.0	\$ 60,555,103	SHS	Cost Feasible	TBD
SR 415 (Tomoka Farms Road)	Lake Ashby Rd	SR 44	2U-4D	12	37.0	\$ 72,117,996	SHS	Cost Feasible	TBD
SR 44	SR 415	Glencoe Rd	4D-6D	13	42.0	\$ 63,785,300	SHS	Cost Feasible	TBD
SR 44	Lake County	Grand Ave	2U-4D	14	44.5	\$ 30,277,551	SHS	Cost Feasible	TBD
SR 15 (US 17)***	Deleon Springs Blvd	SR 40	2U-4D	15	-			FULLY FUNDED	

Note: Preliminary cost estimates are derived from the 2024 LOPP or calculated based on the latest FDOT LRE per mile estimates for projects without existing estimates. Project cost estimates will be updated during development of the 2050 LRTP Cost Feasible Plan.

\* The LOPP ranking is shown for reference purposes only. The order of projects in this table does not imply a prioritized order for the 2050 Cost Feasible Plan.

\*\* Costs are preliminary as of 06/02/2025.

\*\*\* Project is shown on Non-SIS list to show local commitment and priority.



Is there anything you would do to improve the plan?

'Raise Your Hand' to be recognized or enter your comment/question in the chat.

# Additional Comments or Questions?

31

# Public Comments

'Raise Your Hand' to be recognized or enter your  
comment/question in the chat.

Email comments to: [staff@r2ctpo.org](mailto:staff@r2ctpo.org)

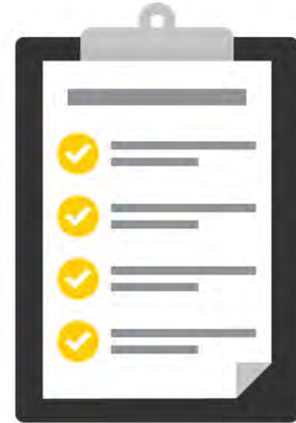
Submit comments on the TPO website:

<https://www.r2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

32

## Next Steps and Upcoming Activities

- Ongoing Review of Public Input
- Draft Cost Feasible Plan – Approval for Public Outreach – June TPO Committee/Board Meetings
- Cost Feasible Plan Virtual Public Meeting – Early July
- Plan Adoption – September 17, 2025



## Cost Feasible Plan Virtual Workshop

### Early July – Date TBD

- Development of *Volusia-Flagler 2050*
- Presentation and Review of Draft Cost Feasible Plan
- Obtain input and feedback
- Available for On-Demand Viewing



# Thank you!

Learn more and stay up-to-date:

<https://www.r2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

## Attachment D

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Needs Assessment Public Open Houses Support Materials

**VOLUSIA**  
**FLAGLER**  
**2050**



Long Range Transportation Plan

**OPEN**  
**HOUSE**

**WELCOME**

**VOLUSIA**

**FLAGGLER**

**2050** 

Long Range Transportation Plan

## Where Do Our Transportation Projects Get Started?

**Most of them begin in our region's Long Range Transportation Plan.**

The Volusia-Flagler Transportation Planning Organization (TPO) is developing our region's next Long Range Transportation Plan (LRTP), *Volusia-Flagler 2050*. The LRTP is a plan that defines the future transportation needs for Volusia and Flagler counties. Once completed and adopted later this year, *Volusia-Flagler 2050* will replace *Connect 2045*, the TPO's current LRTP.

*Volusia-Flagler 2050* is being developed to:



**Identify**

future needs and improvements for all modes of transportation



**Guide**

the expenditure of transportation funds



**Ensure**

new transportation improvements meet community values



**Prioritize**

transportation projects



**Promote**

safe and efficient transportation services

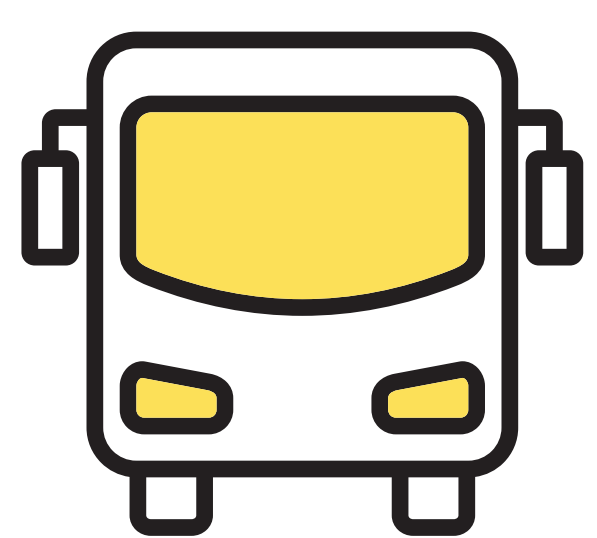
The LRTP process includes:

**WE ARE HERE**



### What is Our Transportation Vision?

The following goals have been established to guide the development of *Volusia-Flagler 2050*:



**Multimodal**

Develop and maintain a balanced and efficient multimodal transportation system



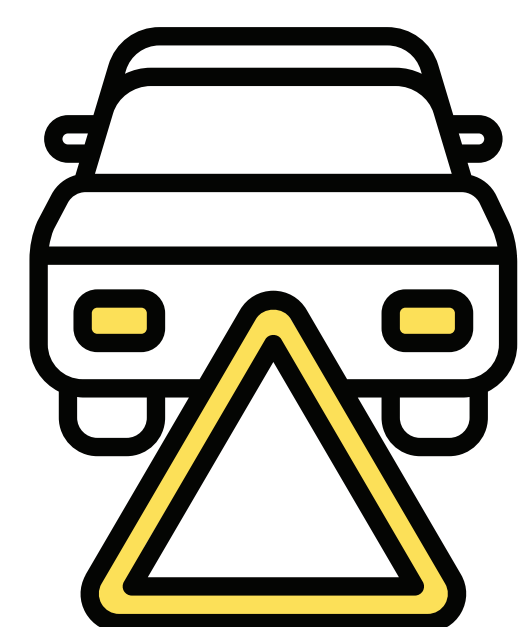
**Economic Development**

Support the economic development and growth of the TPO area and region



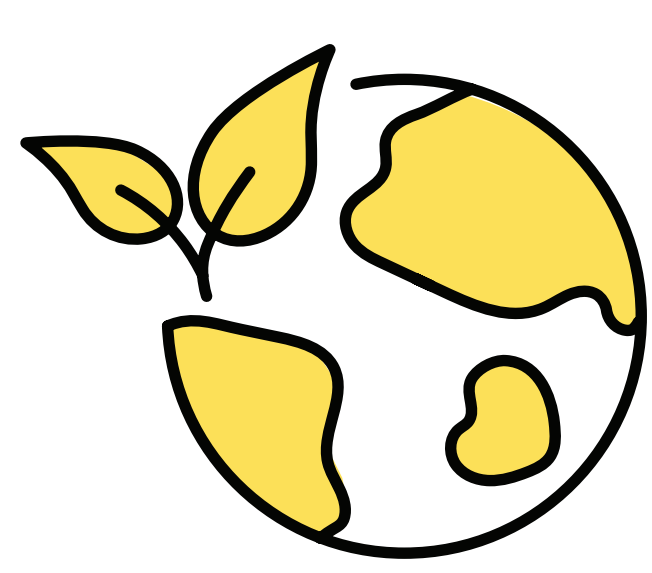
**Connectivity**

Enhance and expand transportation connectivity and choice for all users



**Safety**

Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network



**Livability**

Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources



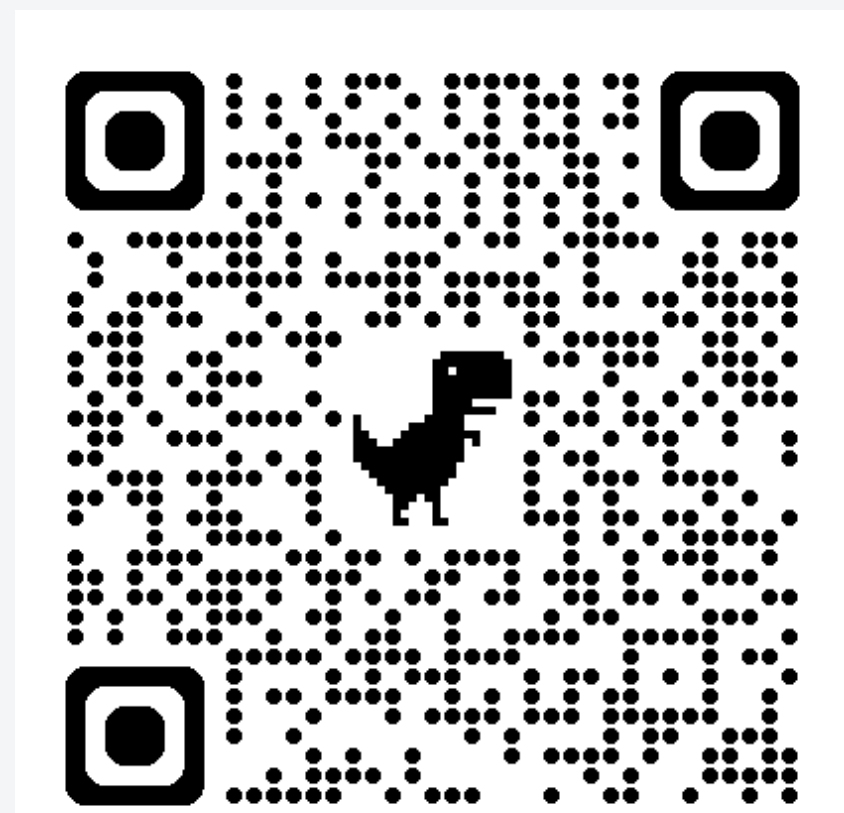
**Involvement**

Promote equity, transparency, and opportunities for the public to be involved with their transportation system

### How Do I Get Involved?

The development of *Volusia-Flagler 2050* will include a variety of virtual and in-person opportunities to follow the progress of the plan and provide your input.

Visit the TPO website and follow our social media channels for information on upcoming LRTP events and to submit comments.



### What is the Volusia-Flagler TPO?



The Volusia-Flagler Transportation Planning Organization (formerly the River to Sea TPO) is the agency responsible for planning and programming federal and state transportation funds for Volusia and Flagler counties. Learn more about the TPO at: [www.vftpo.org](http://www.vftpo.org)

## Preliminary Needs Assessment

The maps on display represent the results of a preliminary assessment that will result in an initial set of projects for prioritization and potential inclusion in the Cost Feasible Plan.

### Identify



Identify transportation projects necessary to meet future demands without considering financial constraints.

### Prioritize



Evaluate the community's highest priorities.

### Constrain



Constrain the prioritized project list based on anticipated funding availability.

**NEEDS  
ASSESSMENT**

**COST FEASIBLE  
PLAN**

**To provide a comprehensive view of roadway needs, there are three separate categories depicted on the following maps:**



**Strategic Intermodal System (SIS)** – The SIS is Florida's high-priority network of transportation facilities. SIS projects are identified at the state level by FDOT with input from MPO/TPOs and local governments.

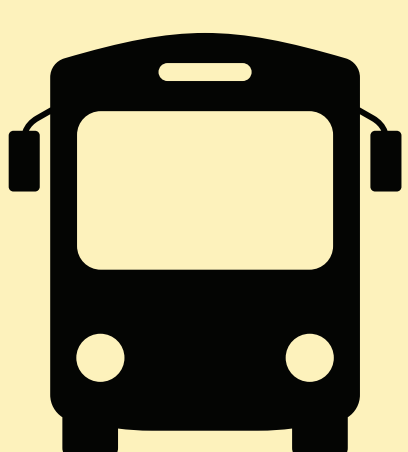


**State Highway System (Non-SIS)** – These needs are located on the State Highway System but are not part of the SIS network.

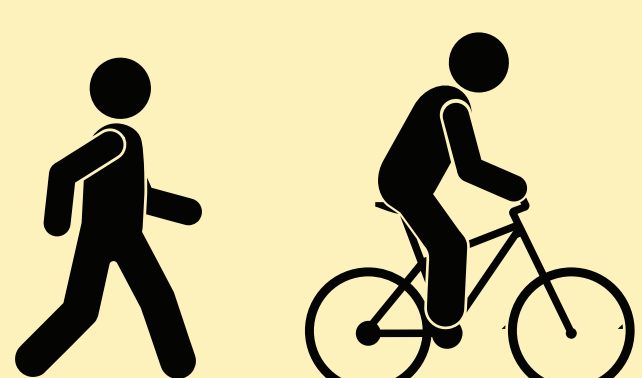


**Non-State Major Roadways** – These needs are located on roadways that are not on the SIS or State Highway Systems (i.e., roads owned by counties and municipalities).

**Multimodal needs are also included on the following maps:**



**Public Transit** - This map shows transit needs as identified in existing transit development plans.



**Regional Trails** - This map shows regional trail needs that are identified in existing state plans.

## Key Themes and Considerations

The development of *Volusia-Flagler 2050* will incorporate a variety of themes and considerations as we plan for the future of transportation in our region. Some of these considerations include the following:

### Safety

Safety on our transportation network is a major concern for the community. The TPO is in the process of developing a **Vision Zero Action Plan** which identifies a High Injury Network – the locations with the highest risk for fatal and serious injury crashes.

*Volusia-Flagler 2050* will incorporate Vision Zero data to help inform the prioritization and selection of projects for funding.



### Reliability

Maintaining and **improving reliability and minimizing congestion** and delay on our transportation system is an important focus of long-range transportation planning.

*Volusia-Flagler 2050* will identify potential projects that improve capacity and provide for more efficient use and operation of existing facilities.



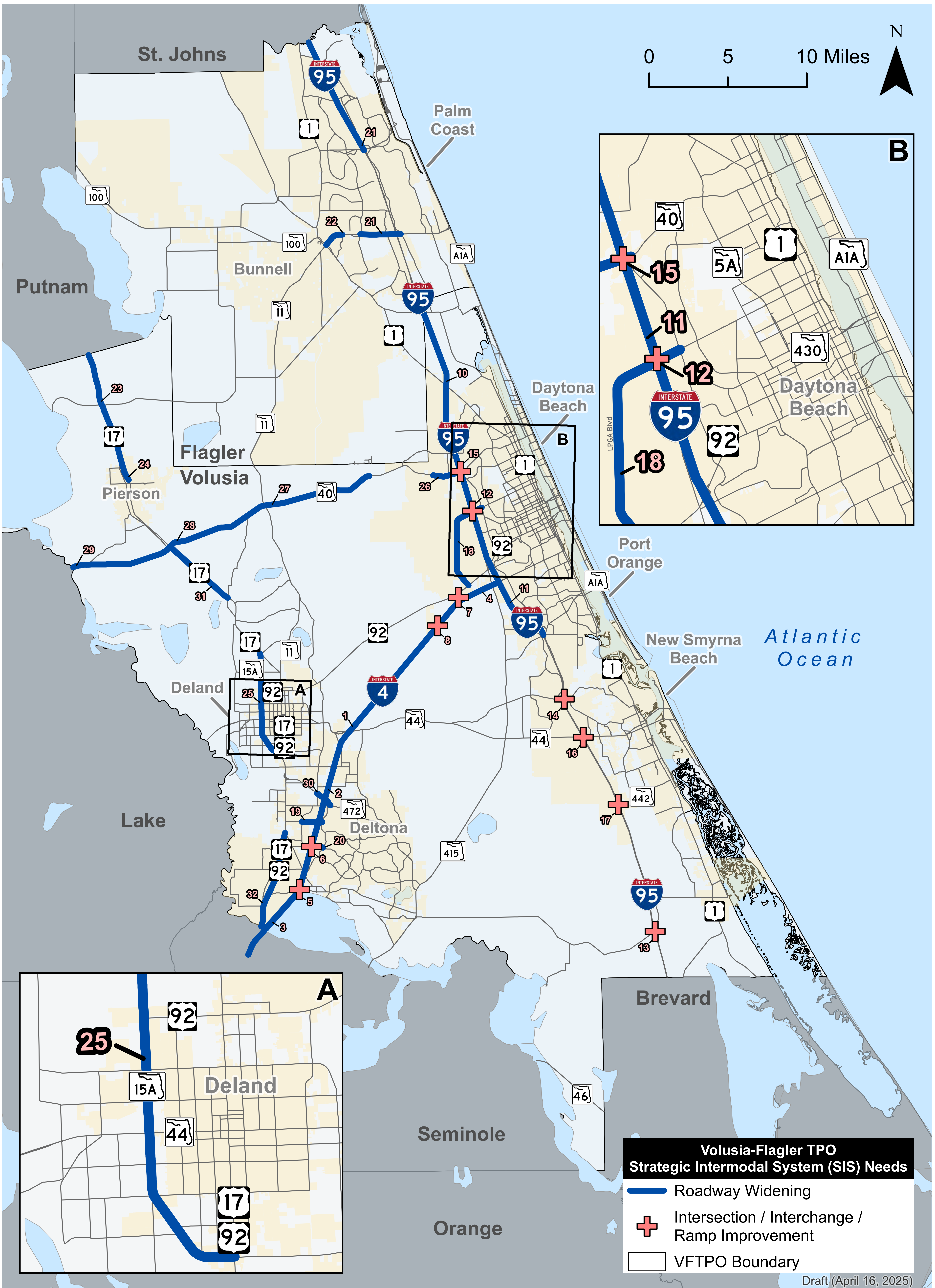
### Connectivity

An effective **multimodal transportation system** maximizes the connectivity of roadways, sidewalks, bicycle facilities, multi-use trails, and transit systems to provide choices and seamless mobility for users.

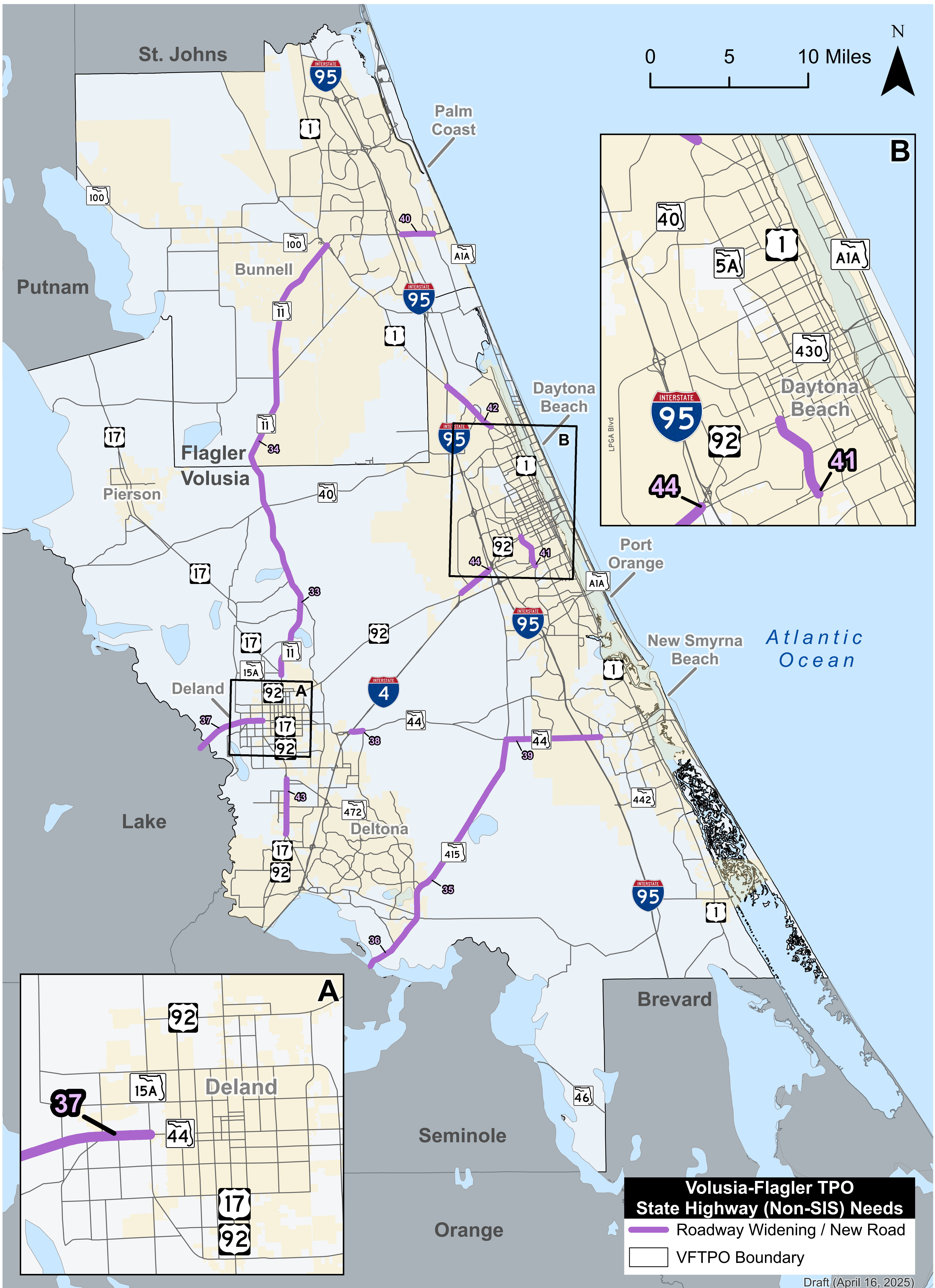
*Volusia-Flagler 2050* will bring these modes together into a single plan that helps define the multimodal transportation future of our region.



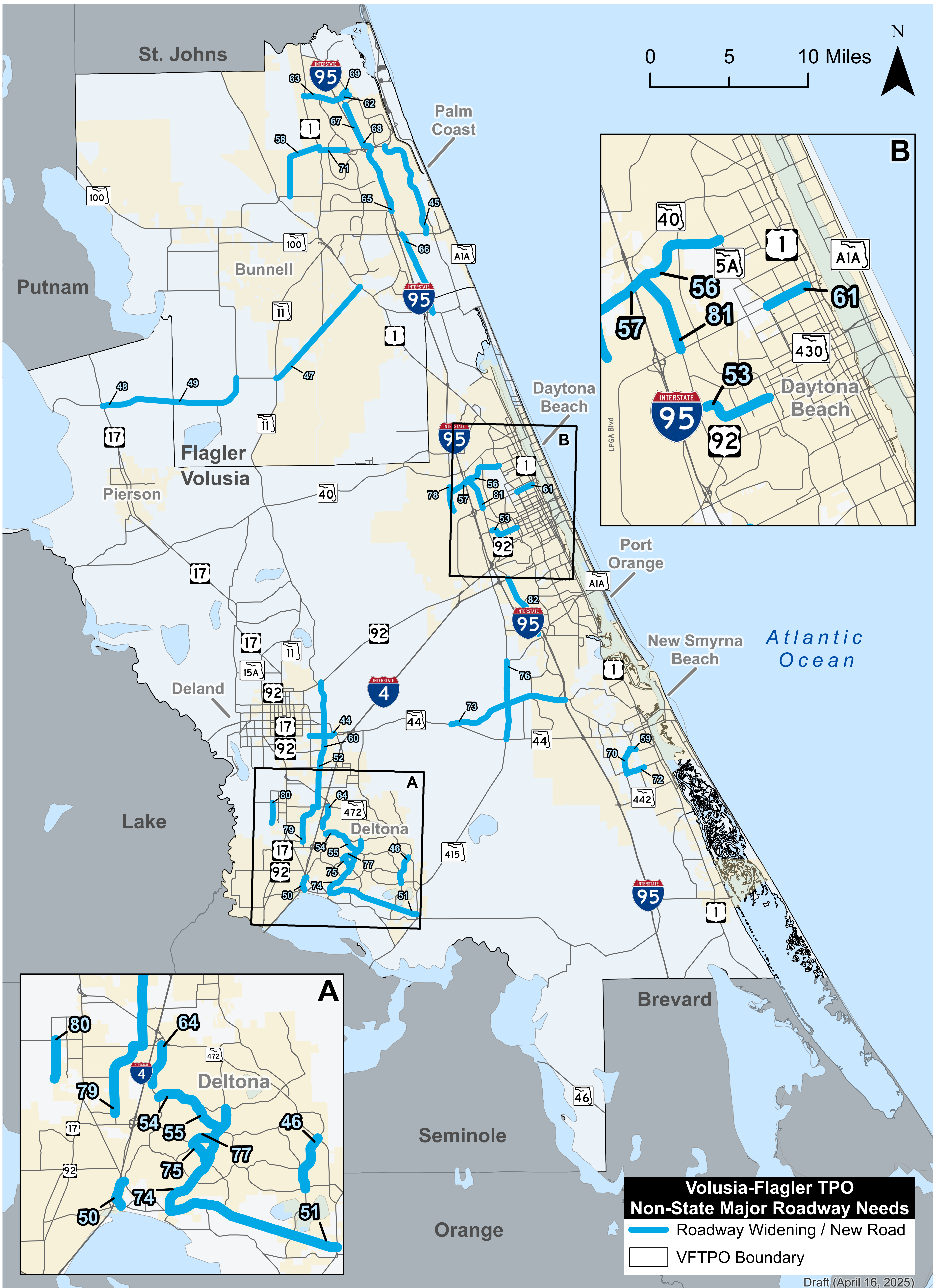
## Strategic Intermodal System (SIS)



## State Highway System (Non-SIS)

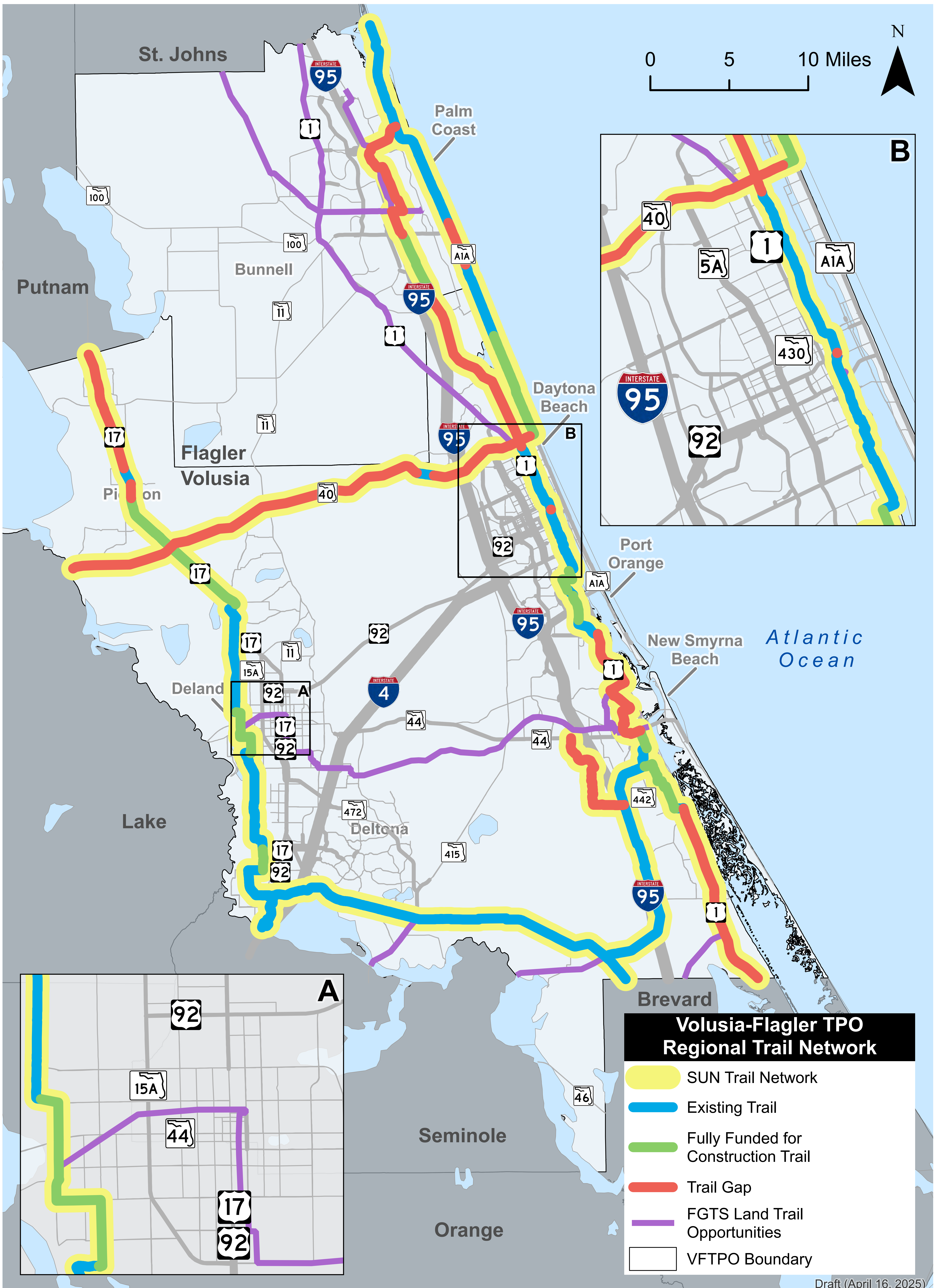


## Non-State Major Roadways





## Regional Trails





What improvements are needed that are ***NOT CURRENTLY IDENTIFIED*** on the maps?

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Looking at the maps, what projects should be the ***HIGHEST PRIORITIES?***

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***PLEASE PROVIDE ANY ADDITIONAL COMMENTS:***

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## Contact Information

Name: \_\_\_\_\_

E-mail: \_\_\_\_\_

Phone: (OPTIONAL) \_\_\_\_\_

Zip Code: \_\_\_\_\_

Organization: (IF APPLICABLE)  
\_\_\_\_\_



Visit the TPO website and follow our social media channels for information on upcoming LRTP events and to submit comments.

**OPEN HOUSE**

4/21 - Port Orange

4/28 - Palm Coast

4/29 - DeLand

## Volusia-Flagler 2050

### Preliminary Needs Assessment (DRAFT – 4/15/2025)

The Preliminary Needs Assessment maps and tables represent a tentative list of roadway projects<sup>1</sup> to consider for prioritization and potential inclusion in the *Volusia-Flagler 2050* Cost Feasible Plan. Each of the roadway projects is included for one or more of the following reasons:

- Identified in an existing cost feasible plan such as the *Connect 2045* Long Range Transportation Plan (LRTP) and/or the FDOT Strategic Intermodal System (SIS) Long Range Cost Feasible Plan
- Identified in the Volusia-Flagler TPO 2024 List of Prioritized Projects
- Identified as local needs
- Identified as a potential need based upon forecasted peak hour traffic demand from the Central Florida Regional Planning Model v7 which is based upon socioeconomic and other data

Taken together, the three separate categories delineated in the maps (SIS, State Highway (Non-SIS), and Non-State Major Roadways) provide a comprehensive view of roadway needs. However, each category differs as follows:

- **Strategic Intermodal System (SIS) [Map A1]**  
The SIS is Florida's high priority network of transportation facilities. SIS projects are identified at the state level by FDOT with input from MPOs and local governments. Projects identified on this map are included in the existing SIS Long Range Cost Feasible Plan, SIS 5-year Plans, the *Connect 2045* LRTP Cost Feasible Plan, or are related to SIS projects. In *Volusia-Flagler 2050*, these projects will be included on a separate SIS cost feasible project list. While the LRTP development process may lead to suggested revisions to some of these projects, changes to the SIS plans are determined outside of this process.
- **State Highway System (Non-SIS) [Map A2]**  
The State Highway (Non-SIS) needs are located on major non-SIS corridors that are on the State Highway System. These projects could be funded through federal (TMA) funds and State Highway System (Non-SIS) funds as defined in the *Volusia-Flagler 2050* Revenue Forecast. Specific TMA (SU) set-asides are defined in [VFTPO Resolution 2024-20](#).
- **Non-State Major Roadways [Map A3]**  
These needs are located on roadways that are not on the SIS or State Highway Systems (i.e., roads owned by counties and municipalities). These projects could be funded

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<sup>1</sup> Note that Public Transit and Regional Trail needs are identified and presented in Maps B and C.

through the Other Roads (Non-SIS, Non-SHS) funds as defined in the *Volusia-Flagler 2050 Revenue Forecast* or expected to be funded through local revenue sources.

**The projects in the tables are not listed in priority order.** Numbering is provided to identify projects on the corresponding map. Ranking will take place after prioritization categories and criteria are finalized.

Where noted in the table, project phase acronyms refer to the following:

- PD&E – Project Development & Environment
- PE – Design (Preliminary Engineering)
- ROW – Right of Way
- CST – Construction

DRAFT

DRAFT

## A1 - SIS

This map shows projects on the Strategic Intermodal System (SIS) network that are identified for funding in existing plans. The SIS is the state's high priority network of transportation facilities.

St. Johns



Palm Coast

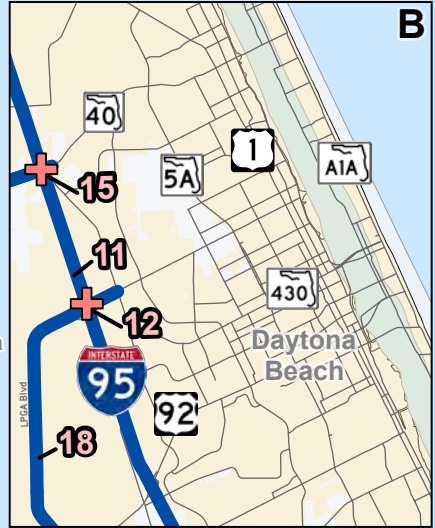
Putnam

Bunnell

Daytona Beach

Flagler  
Volusia

Pierson



B

Deland

Port Orange

New Smyrna  
Beach

Atlantic  
Ocean

Lake

Deltona

Brevard

Seminole

Orange

**Volusia-Flagler TPO  
Strategic Intermodal System (SIS) Needs**

Roadway Widening

Intersection / Interchange /  
Ramp Improvement

VFTPO Boundary



A

**DRAFT (APRIL 3, 2025)**

Strategic Intermodal System (SIS) Needs						
Map ID	Facility	From	To	Description	Need Level	Notes
1	I-4	SR 44	US 92 Connection	Widen to 8 Lanes	Cost Feasible (Connect 2045)	Unfunded
2	I-4	SR 472	SR 44	Widen to 8 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040
3	I-4	Seminole County Line	SR 472	Widen to 10 Lanes	Cost Feasible (SIS 1st & 2nd Five-Year, SIS Long Range, VFTPO TIP)	PE - 2028 - 2029 ROW - 2030 - 2045
4	I-4	SR 44	E of I-95	Widen to 8 Lanes	VFTPO TIP (FY2024/25 - 2028/29)	Unfunded
5	I-4 / Dirkensen Drive	At Dirkensen Drive		Intersection / Interchange / Ramp Improvement	VFTPO LOPP (2024)	I-4 Beyond the Ultimate
6	I-4 / Saxon	At Saxon Boulevard		Intersection / Interchange / Ramp Improvement	VFTPO LOPP (2024)	I-4 Beyond the Ultimate
7	I-4 / US 92	At US 92		Intersection / Interchange / Ramp Improvement	Cost Feasible (Connect 2045)	Developer Funded
8	I-4 Truck Parking	Eastbound & Westbound		Truck Parking	VFTPO TIP (FY2024/25 - 2028/29)	Eastbound ROW & CST - 2027 - 2029 Westbound ROW - 2028 - 2029
9	I-95	Palm Coast Parkway	Flagler / St. Johns County Line	Widen to 8 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040
10	I-95	US 1	Old Dixie Highway (SR 100)	Widen to 8 Lanes	Cost Feasible (Connect 2045)	Unfunded
11	I-95	SR 421	US 1	Widen to 8 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040
12	I-95 / LPGA Boulevard	At LPGA Boulevard		Intersection / Interchange / Ramp Improvement	VFTPO TIP (FY2024/25 - 2028/29)	ROW - 2027 - 2029

**DRAFT (APRIL 3, 2025)**

Strategic Intermodal System (SIS) Needs						
Map ID	Facility	From	To	Description	Need Level	Notes
13	I-95 / Maytown Road	At Maytown Road		Intersection / Interchange / Ramp Improvement	VFTPO TIP (FY2024/25 - 2028/29)	Developer Funded
14	I-95 / Pioneer Trail	At Pioneer Trail		Intersection / Interchange / Ramp Improvement	VFTPO TIP (FY2024/25 - 2028/29)	ROW - 2025 - 2029
15	I-95 / SR 40	At SR 40		Intersection / Interchange / Ramp Improvement	VFTPO LOPP (2024)	PD&E - 2025 - 2029
16	I-95 / SR 44	At SR 44		Intersection / Interchange / Ramp Improvement	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040
17	I-95 / SR 442	At SR 442		Intersection / Interchange / Ramp Improvement	Unfunded (Connect 2045)	Unfunded
18	LPGA Boulevard	US 92 (SR 600)	Williamson Boulevard	Widen to 4 Lanes	Cost Feasible (SIS 1st & 2nd Five-Year)	ROW - 2027 - 2029
19	Rhode Island Extension	Veterans Memorial Parkway	Normandy Boulevard	New 2 Lane Road	Cost Feasible (Connect 2045)	I-4 Beyond the Ultimate
20	Saxon Boulevard	I-4	Normandy Boulevard	Widen to 6 Lanes	Cost Feasible (Connect 2045)	I-4 Beyond the Ultimate
21	SR 100	Old Kings Road	Belle Terre Parkway	Widen to 6 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E & PE - 2035 - 2040 ROW - 2046 - 2050
22	SR 100	US 1 / SR 5 / SR 100	Commerce Parkway	Widen to 4 Lanes	SIS 2045 Multi-Modal Needs Plan	Unfunded
23	SR 15 (US 17)	CR 305 / Lake George Road	Putnam County Road	Widen to 4 Lanes	SIS 2045 Multi-Modal Needs Plan	Unfunded
24	SR 15 (US 17)	Washington Avenue	CR 305 / Lake George Road	Widen to 4 Lanes	SIS 2045 Multi-Modal Needs Plan	Unfunded
25	SR 15A	US 17	US 17 / 92	Widen to 6 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040

Strategic Intermodal System (SIS) Needs						
Map ID	Facility	From	To	Description	Need Level	Notes
26	SR 40	Williamson Boulevard	Breakaway Trail	Widen to 6 Lanes	Cost Feasible (SIS 1st & 2nd Five-Year, SIS Long Range, Connect 2045)	ROW – 2025 - 2029
27	SR 40	SR 11	Cone Road	Widen to 4 Lanes	Cost Feasible (SIS 1st & 2nd Five-Year, SIS Long Range, Connect 2045)	ROW - 2025 - 2026
28	SR 40	SR 15 (US 17)	SR 11	Widen to 4 Lanes	Cost Feasible (SIS 1st & 2nd Five-Year, SIS Long Range, Connect 2045)	ROW - 2025 - 2026
29	SR 40	SR 19	SR 15 (US 17)	Widen to 4 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040
30	SR 472	Graves Avenue	Kentucky / MLK Boulevard	Widen to 6 Lanes	Cost Feasible (Connect 2045)	I-4 Beyond the Ultimate
31	US 17	Lake Winona Road	SR 40	Widen to 4 Lanes	Cost Feasible (FDOT SIS Long Range, & VFTPO TIP)	CON - 2046 - 2050
32	US 17 / 92	I-4	Enterprise Road	Widen to 6 Lanes	Cost Feasible (FDOT SIS Long Range)	PD&E - 2035 - 2040

Note: These projects are not listed in priority order.

## **A2 – State Highway System (Non-SIS)**

This map shows project needs on the Non-SIS State Highway System that are identified in existing plans.

DRAFT

St. Johns



Palm Coast

Putnam

Bunnell

Daytona Beach



Pierson

Flagler  
Volusia

Port Orange

Deland

New Smyrna  
Beach

Atlantic  
Ocean

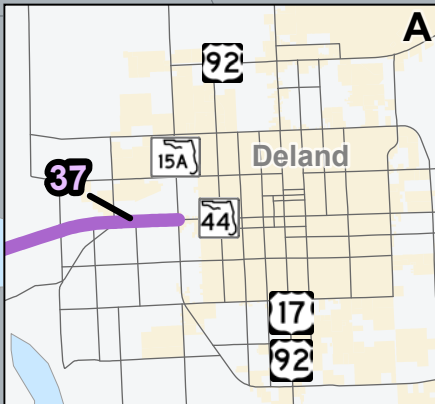
Lake

Deltona

Brevard

Seminole

Orange



**Volusia-Flagler TPO  
State Highway (Non-SIS) Needs**

Roadway Widening / New Road

VFTPO Boundary

State Highway (Non-SIS) Needs						
Map ID	Facility	From	To	Description	Need Level	Notes
33	SR 11	N. Woodlands Boulevard	Flagler County Line	Widen to 4 Lanes	Project Added in Connect 2045*	Unfunded
34	SR 11	Flagler County Line	US 1	Widen to 4 Lanes	Capacity Need*	Unfunded
35	SR 415 (Tomoka Farms Road)	Howland Drive	SR 44	Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
36	SR 415 (Tomoka Farms Road)	Seminole County Line	Howland Drive	Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
37	SR 44	Lake County Line	SR 15A	Widen to 4 Lanes	Project Added in Connect 2045*	Unfunded
38	SR 44	I-4	Prevatt Avenue	Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
39	SR 44	Samsula Drive	Glencoe Road	Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
40	SR 100	Old Kings Road	John Anderson Highway	Widen to 6 Lanes	Capacity Need**	Unfunded
41	SR 483 (Clyde Morris Boulevard)	SR 400	US 92	Widen to 6 Lanes	Cost Feasible (Connect 2045)	PE Completed in 2018 ROW funding deferred in 2017
42	US 1	Nova Road	I-95	Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
43	US 17 / 92	Enterprise Road	SR 472	ITS / Operations / Widen to 6 Lanes	Project Added in Connect 2045*	Unfunded
44	US 92	I-4 EB Ramps	CR 415 (Tomoka Farms Road)	Widen to 6 Lanes	Cost Feasible (Connect 2045)	CST - 2026-2030

\* Needs identified based on initial CFRPM v7 2045 network model run

\*\* Needs identified based on revised CFRPM v7 2045 network model run with projected 2050 socioeconomic (SE) data

Note: These projects are not listed in priority order.

## A3 – Non-State Major Roadways

This map shows project needs at the local level.

DRAFT

St. Johns

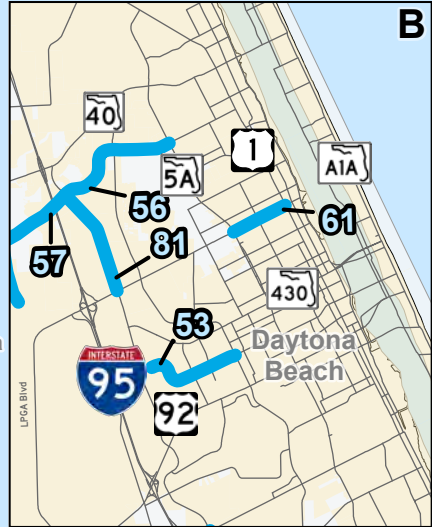


Palm Coast

Putnam

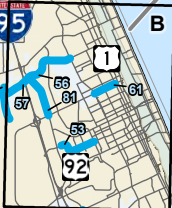
Bunnell

Daytona Beach



Flagler  
Volusia

Pierson



Port Orange

New Smyrna  
Beach

Atlantic  
Ocean

Deland

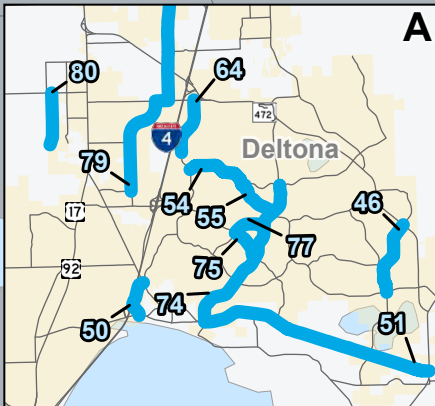
Lake

Deltona

Brevard

Seminole

Orange



**Volusia-Flagler TPO  
Non-State Major Roadway Needs**

- Roadway Widening / New Road
- VFTPO Boundary

Non-State Major Roadway Needs				
Map ID	Facility	From	To	Notes
44	Beresford Avenue	Blue Lake Avenue	SR 44	Local Project (Volusia County) (Connect 2045)
45	Colbert Lane	SR 100	Palm Coast Parkway	Local Project (Flagler County) (Volusia-Flagler 2050)
46	Courtland Boulevard	Fort Smith Boulevard	Howland Boulevard	Illustrative (Connect 2045)
47	CR 304	SR 11	US 1	Capacity Need**
48	CR 305 (Bunnell Road)	US 17	Flagler County Line	Capacity Need*
49	CR 305 (Bunnell Road)	Flagler County Line	CR 304	Capacity Need*
50	Deltona Boulevard	Doyle Road	Enterprise Road	Illustrative (Connect 2045)
51	Doyle Road (Dirksen Drive / DeBary Avenue)	Providence Boulevard	SR 415	Local Project (Volusia County) (Connect 2045)
52	Dr. MLK Jr.	Orange Camp Road	Taylor Road	Local Project (Volusia County) (Connect 2045)
53	Dunn Avenue	Williamson Boulevard	Clyde Morris Boulevard	Local Project (Volusia County) (Connect 2045)
54	Elkcam Boulevard	Normandy Boulevard	Fort Smith Boulevard	Illustrative (Connect 2045)
55	Fort Smith Boulevard	Elkcam Boulevard	Providence Boulevard	Illustrative (Connect 2045)
56	Hand Avenue	Williamson Boulevard	Nova Road	Illustrative (Connect 2045)
57	Hand Avenue Extension	Tymber Creek Road Extension	Williamson Boulevard	Illustrative (Connect 2045)

Non-State Major Roadway Needs				
Map ID	Facility	From	To	Notes
58	Hargrove Road	Otis Stone Hunter Road	US 1	Local Project (Flagler County) (Volusia-Flagler 2050)
59	Josephine Street	Old Mission Road	Tatum Street	Local Project (Volusia County) (Connect 2045)
60	Kepler Road	Beresford Avenue Extension	US 92	Local Project (Volusia County) (Connect 2045)
61	LPGA Boulevard	Nova Road	US 1	Cost Feasible (Connect 2045)
62	Matanzas Woods Parkway	I-95	Old Kings Road	Illustrative (Connect 2045)
63	Matanzas Woods Parkway	US 1	I-95	Illustrative (Connect 2045)
64	Normandy Boulevard	Firwood Drive	Howland Boulevard	Illustrative (Connect 2045)
65	Old Kings Road	Town Center Boulevard	Palm Harbor Village Way	Illustrative (Connect 2045)
66	Old Kings Road	Old Dixie Highway	SR 100	Illustrative (Connect 2045)
67	Old Kings Road	Farnum Lane	Forest Grove Drive	Cost Feasible (Connect 2045)
68	Old Kings Road	Palm Harbor Village Way	Farnum Lane	Cost Feasible (Connect 2045)
69	Old Kings Road - Extension Roadway (Phase II)	Matanzas Woods Parkway	Old Kings Road	Cost Feasible (Connect 2045)
70	Old Mission Road	Park Avenue	Josephine Road	Illustrative (Connect 2045)
71	Palm Coast Parkway	SR 5 (US 1)	Belle Terre Parkway	Illustrative (Connect 2045)

Non-State Major Roadway Needs				
Map ID	Facility	From	To	Notes
72	Park Avenue	Old Mission Road	Massey Ranch Road	Local Project (Volusia County) (Connect 2045)
73	Pioneer Trail	SR 44	I-95	Local Project (Volusia County) (Connect 2045)
74	Providence Boulevard	DeBary / Doyle Road	Elkcam Road	Illustrative (Connect 2045)
75	Saxon Boulevard	Tivoli Drive	Providence Boulevard	Illustrative (Connect 2045)
76	Tomoka Farms Road	SR 44	Taylor Road	Cost Feasible (Connect 2045)
77	Tivoli Drive	Saxon Boulevard	Providence Boulevard	Illustrative (Connect 2045)
78	Tymber Creek Road	LPGA Boulevard	South of SR 40	Local Project (Volusia County) (Connect 2045)
79	W. Volusia Beltway	Taylor Road	Harley Strickland Boulevard	Local Project (Volusia County) (Connect 2045)
80	Westside Parkway	Rhode Island Avenue	French Avenue	Local Project (Volusia County) (Connect 2045)
81	Williamson Boulevard	LPGA Boulevard	Hand Avenue	Local Project (Volusia County) (Connect 2045)
82	Williamson Boulevard	Summer Trees Road	SR 400 / Beville Road	Local Project (Volusia County) (Connect 2045)

\* Needs identified based on initial CFRPM v7 2045 network model run

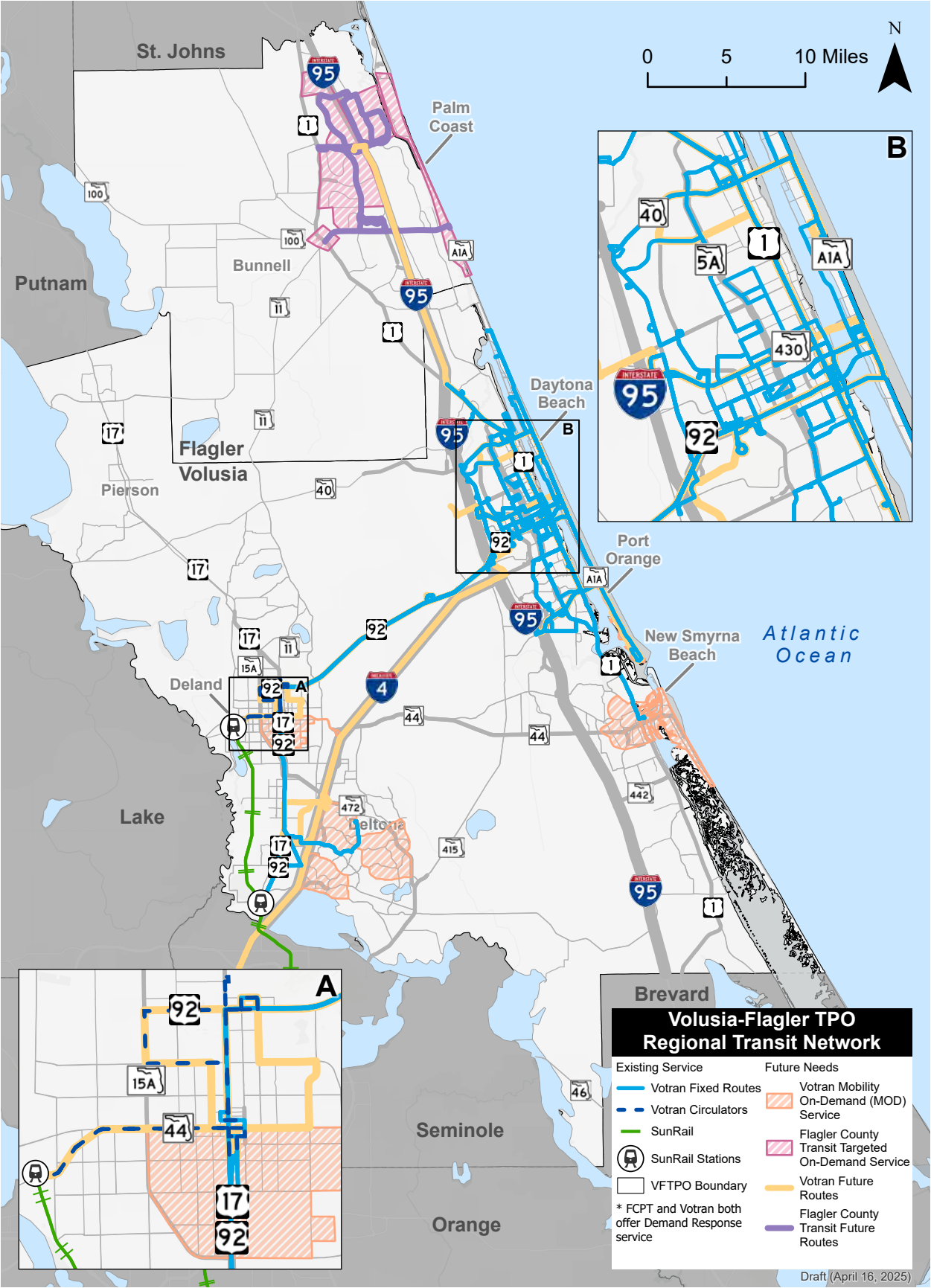
\*\* Needs identified based on revised CFRPM v7 2045 network model run with projected 2050 socioeconomic (SE) data

Note: These projects are not listed in priority order.

DRAFT

## **B – Public Transit**

This map shows transit needs as identified in existing transit development plans.



St. Johns



Palm Coast

Putnam

Bunnell

Daytona Beach

Flagler  
Volusia

Pierson

Port Orange

Lake

New Smyrna Beach

Atlantic Ocean

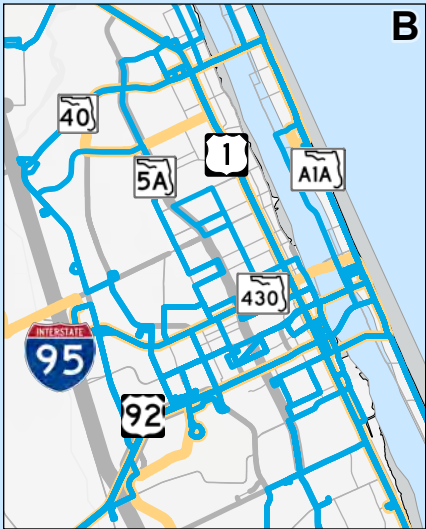
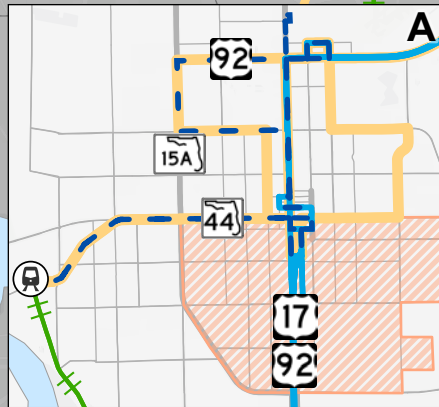
Seminole

Orange

Brevard

### Volusia-Flagler TPO Regional Transit Network

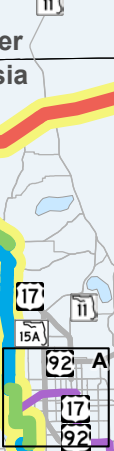
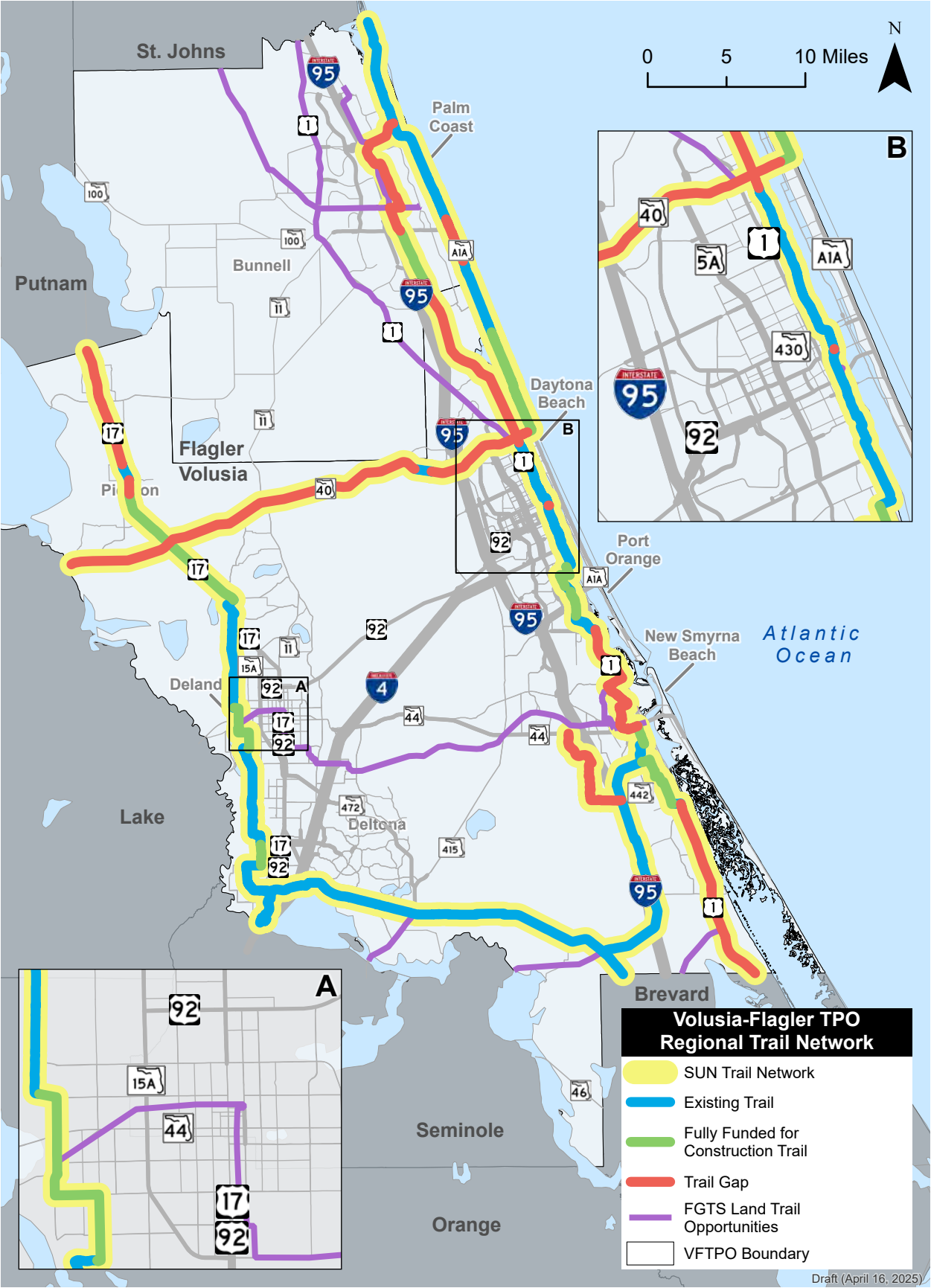
- | Existing Service |                     | Future Needs |   |
|------------------|---------------------|--------------|---|
|                  | Votran Fixed Routes |              | Votran Mobility On-Demand (MOD) Service           |
|                  | Votran Circulators  |              | Flagler County Transit Targeted On-Demand Service |
|                  | SunRail             |              | Votran Future Routes                              |
|                  | SunRail Stations    |              | Flagler County Transit Future Routes              |
|                  | VFTPO Boundary      |              |   |
- \* FCPT and Votran both offer Demand Response service



DRAFT

## C – Regional Trails

This map shows regional trail needs that are identified in existing state plans.



**Volusia-Flagler TPO  
Regional Trail Network**

- SUN Trail Network
- Existing Trail
- Fully Funded for Construction Trail
- Trail Gap
- FGTS Land Trail Opportunities
- VFTPO Boundary

Name	Email	Organization (if applicable)	Zip Code
JASON DELORENZO	JDELORENZO@PALMCOASTGOV.OH	COPC	32164
JOHN CUNNINGHAM	Jcunningham@cityofflaglerbeach.com	COFB	32136
Joseph FORTE	josephafort@bellsouth.net	City of Holly Hill <sup>Palm Coast</sup>	32137
Theresa Portien	tportien@palmcoastgov.com	COPC	32137
TY MILLER	tmiller@palmcoastgov.com		
Deuse Henry	Suredoshino@proton.me	PL Resident	32164
RITA MEDEIROS		PL RESIDENT	32137



Visit the TPO website and follow our social media channels for information on upcoming LRTP events and to submit comments.

## OPEN HOUSE

- 4/21 - Port Orange
- 4/28 - Palm Coast
- 4/29 - DeLand



# VOLUSIA FLAGLER 2050

Name	Email	Organization (if applicable)	Zip Code
Robert Flaherty	BF55555@gmail.com	NA	32725
Bob Stonky		UF TPO	
Maggie Ardito	Maggie@River2Sea.org	River2Sea	32720
Melissa McKinney	FDOT		
Kia Powell	FDOT		
FRAN DARMS	fdarms@ymail.com	ORANGE CITY CITY COUNCIL	32763
Beeby Mendez	bmendez@orangeclayfl.gov	Orange City	32720
Jon Scarfe	Jonathan.Scarfe@dot.fl.us	FDOT	32128
MATTHEW WEST	MWEST@DELTONAFL.GOV	DELTONA	32725
Dale Arrington	dalarrington@gmail.com	DeLand	32720
Kerry Karl	kerry@kerrykarl.com		



Visit the TPO website and follow our social media channels for information on upcoming LRTP events and to submit comments.

## OPEN HOUSE

- 4/21 - Port Orange
- 4/28 - Palm Coast
- 4/29 - DeLand

What improvements are needed that are **NOT CURRENTLY IDENTIFIED** on the maps?

Bringing Sun Rail to Daytona Beach. Volusia County  
over emphasizes roadways over public transit. ~~Build~~  
Building road at the expense of public transit forces people into  
automobiles and trucks.

Looking at the maps, what projects should be the **HIGHEST PRIORITIES?**

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**PLEASE PROVIDE ANY ADDITIONAL COMMENTS:**

Votran buses are by designed for transport of disabled people,  
people with revoked licenses, and the poor with no concern for  
the general public. We need to stop sprawl and increase density  
to justify support for public transit

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## Contact Information

Name: Robert Reinbogen

E-mail: reinbogenr@yahoo.com

Phone: (OPTIONAL) \_\_\_\_\_

Zip Code: \_\_\_\_\_

Organization: (IF APPLICABLE) \_\_\_\_\_



Visit the TPO website and follow our social media channels for information on upcoming LRTP events and to submit comments.

### OPEN HOUSE

4/21 - Port Orange

4/28 - Palm Coast

4/29 - DeLand

What improvements are needed that are **NOT CURRENTLY IDENTIFIED** on the maps?

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Looking at the maps, what projects should be the **HIGHEST PRIORITIES?**

Widening SR100 shoulders + providing more turn lanes.

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**PLEASE PROVIDE ANY ADDITIONAL COMMENTS:**

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## Contact Information

Name: Therese Portier

Phone: (OPTIONAL) 386-276-408

Organization: (IF APPLICABLE)  
\_\_\_\_\_

E-mail: tportier@palmcoastgov.com

Zip Code: 32137



Visit the TPO website and follow our social media channels for information on upcoming LRTP events and to submit comments.

- OPEN HOUSE**    4/21 - Port Orange    4/28 - Palm Coast    4/29 - DeLand

What improvements are needed that are **NOT CURRENTLY IDENTIFIED** on the maps?

SEMINOLE WOODS, JOHN ANDERSON, ~~ROBERTS~~  
ROBERTS ROAD, - ~~ADD~~ - HAVE CAPACITY WITH NEW DEVELOPMENT  
100 CAPACITY ISSUE NEED MORE LANES  
NEED NOW!

Looking at the maps, what projects should be the **HIGHEST PRIORITIES?**

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**PLEASE PROVIDE ANY ADDITIONAL COMMENTS:**

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## Contact Information

Name: RITA MEDEIROS

E-mail: ritamedeiros@sbcoGLOBAL.NET

Phone: (OPTIONAL) \_\_\_\_\_

Zip Code: 32137

Organization: (IF APPLICABLE)

RESIDENT



Visit the TPO website and follow our social media channels for information on upcoming L RTP events and to submit comments.

**OPEN HOUSE**

4/21 - Port Orange

4/28 - Palm Coast

4/29 - DeLand

What improvements are needed that are **NOT CURRENTLY IDENTIFIED** on the maps?

*Palm Coast Issues: Lights at Pine Cone Drive @ Palm Coast Pkwy SW & Palm Coast Pkwy NW. Three way lights would be better. To help with traffic flow off Belle Terre Pkwy onto Cypress, Point Pkwy ~~and~~ a right turn arrow when Cypress point is feeding in to Belle Terre.*

Looking at the maps, what projects should be the **HIGHEST PRIORITIES?**

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**PLEASE PROVIDE ANY ADDITIONAL COMMENTS:**

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## Contact Information

Name: Denise Henry

Phone: (OPTIONAL) \_\_\_\_\_

Organization: (IF APPLICABLE)  
Palm Coast Resident

E-mail: Suretoshine@proton.me

Zip Code: 32164



Visit the TPO website and follow our social media channels for information on upcoming LRTP events and to submit comments.

**OPEN HOUSE**

4/21 - Port Orange

4/28 - Palm Coast

4/29 - DeLand

What improvements are needed that are **NOT CURRENTLY IDENTIFIED** on the maps?

Westside Parkway alignment (westside of Orange city) to connect DeBary to Deland through orange city - reliever for 17/92 traffic

Looking at the maps, what projects should be the **HIGHEST PRIORITIES?**

Rhode Island extension from orange city to Deltona - A segment of the I-4 Beyond the ultimate.

**PLEASE PROVIDE ANY ADDITIONAL COMMENTS:**

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## Contact Information

Name: FRAN DARMS

Phone: (OPTIONAL) \_\_\_\_\_

Organization: (IF APPLICABLE)

Orange City City Council

E-mail: fdarms@ymail.com

Zip Code: 32763



Visit the TPO website and follow our social media channels for information on upcoming LRTP events and to submit comments.

**OPEN HOUSE**

4/21 - Port Orange

4/28 - Palm Coast

4/29 - DeLand

## Attachment E

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Cost Feasible Plan Virtual Workshop Support Materials



1

## Today's Agenda

- I. Welcome
- II. 2050 LRTP Progress Update and Recap
- III. Draft Cost Feasible Plan
- IV. Questions and Comments
- V. LRTP Next Steps and Upcoming Activities
- VI. Closing



**VOLUSIA FLAGLER 2050**

2

# Welcome and Introductions



Colleen Nicoulin  
VFTPO Executive Director



Jim Wood, AICP  
Kimley-Horn



Mike Vaudo, AICP  
Kimley-Horn

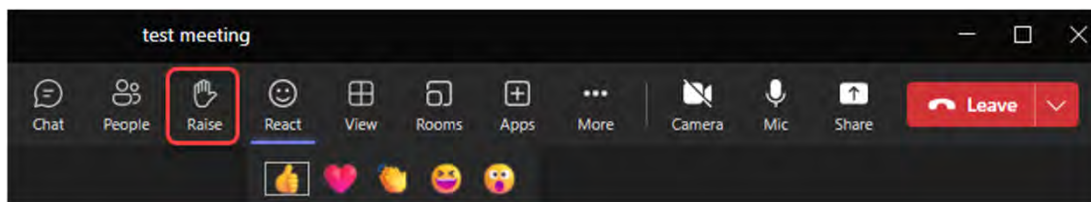
3

# How to Provide Feedback



## During this Meeting:

- Use Raise Hand function or Chat



## After the Meeting – (Until August 1)

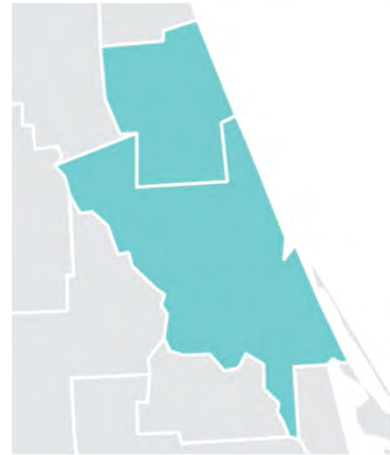
- Email comments to: [staff@r2ctpo.org](mailto:staff@r2ctpo.org)
- Submit comments on the TPO website or the public input map

4

## About the Volusia-Flagler TPO



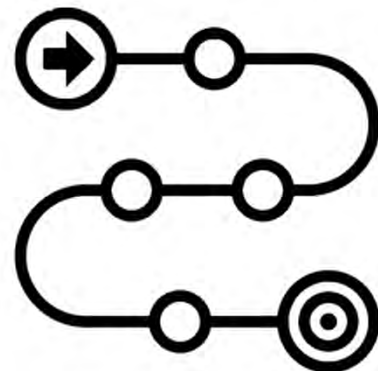
- Federally designated agency responsible for planning and programming transportation funds
- Planning area includes all of Volusia and Flagler Counties
- Primary activities include:
  - Long Range Transportation Plan
  - List of Priority Projects
  - Transportation Improvement Program
  - Unified Planning Work Program



## What is a Long Range Transportation Plan?



- Federally-required short- and long-term plan addressing multimodal transportation needs within Volusia and Flagler counties
- Updated every five years covering at least 20 years into the future
- Identifies future needs and improvements for pedestrian, bicycle, transit, highway, and freight mobility
- Results in a fiscally-constrained list of projects
- Adoption Date: September 17, 2025









# L RTP Process Overview



7

# Plan Goals

 <p><b>Multimodal</b> Develop and maintain a balanced and efficient multimodal transportation system</p>	 <p><b>Economic Development</b> Support the economic development and growth of the TPO area and region</p>	 <p><b>Connectivity</b> Enhance and expand transportation connectivity and choice for all users</p>
 <p><b>Safety</b> Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network</p>	 <p><b>Livability</b> Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources</p>	 <p><b>Involvement</b> Promote access, transparency, and opportunities for the public to be involved with their transportation system</p>

8

# Public Involvement



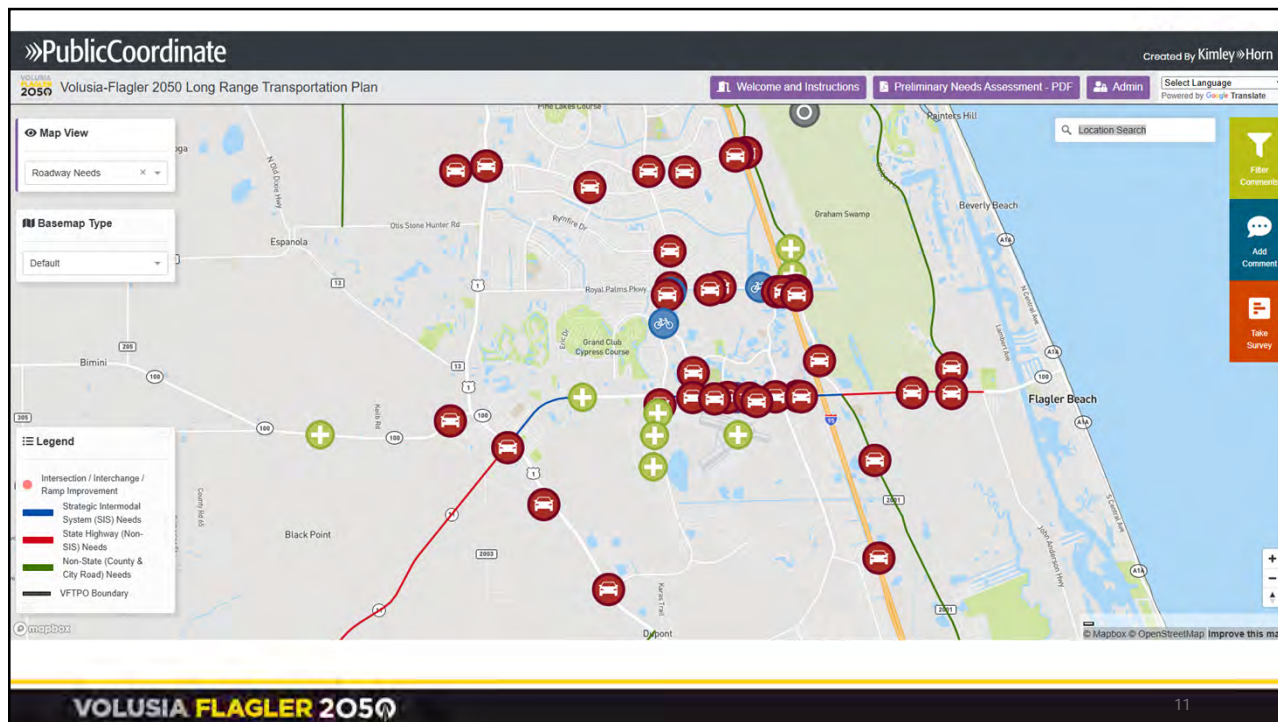
- A range of strategies including:
  - LRTP webpage, social media, and videos
  - Interactive Public Input Map and Survey
  - Virtual Workshops
  - Needs Assessment Public Open Houses
  - Media and Stakeholder Outreach
  - TPO Board and Committee Coordination



9



10



11

## A Multimodal Plan

Bicycle/Pedestrian

Transit

Roadway

**VOLUSIA FLAGLER TPO**  
TRANSPORTATION PLANNING ORGANIZATION

**VOLUSIA FLAGLER 2050**

12

## Bicycle/Pedestrian

- The TPO sets aside 30% of its annual allocation of Urbanized Area (SU)/TMA Funds for bicycle and pedestrian projects
- *Volusia-Flagler 2050* will document highest-priority Bicycle and Pedestrian Projects from the 2025 List of Priority Projects
- Advance the Regional Trail Network



13

## Transit

- The TPO sets aside 30% of its annual allocation of Urbanized Area (SU)/TMA Funds for transit capital support
- Transit service needs and improvements identified through Votran and Flagler County Transit Development Plans (TDP)



14

# Developing the Roadway Cost Feasible Plan



# Roadway Needs Assessment



Initial Set of Projects for prioritization and potential inclusion in Cost Feasible Plan.

Projects are included in the Needs Assessment because they are identified in one or more of the following:

- Existing cost feasible plan (SIS or 2045 LRTP)
- Volusia-Flagler TPO List of Priority Projects
- Illustrative local needs
- Potential need based on future growth forecasts and related, model-driven traffic projections



# Roadway Project Evaluation Criteria

- Measure and evaluate projects to inform prioritization and decision-making
- Translate a variety of project attributes into an overall score and priority ranking
- Categories and criteria guided by the Volusia-Flagler 2050 LRTP Goals and Objectives



# Criteria Categories

Priority Evaluation Category	Criteria Description
Safety	Fatal and Serious Injury Crashes
Congestion	Volume/Capacity (V/C) Ratios
Project Status	Phases Funded and Priority Status
Emergency Management	Evacuation Routes
Multimodal/ Complete Streets	Bicycle, Pedestrian, Transit and Complete Streets Elements
Economic and Community Development	Access to Activity Centers and Improved Freight Movement

Priority Evaluation Category	Criteria Description
Regional Connectivity	Parallel Reliever Corridors and Consistent Number of Lanes
Disadvantaged Populations	Potential Benefits vs. Potential Impacts
Environment	Corridor Environmental Impacts
Cost Effectiveness	Project Type is Low Relative Cost/High Potential Benefit
Unique Attributes	Project has Attributes Not Recognized Through Other Criteria

# What is the Cost Feasible Plan?

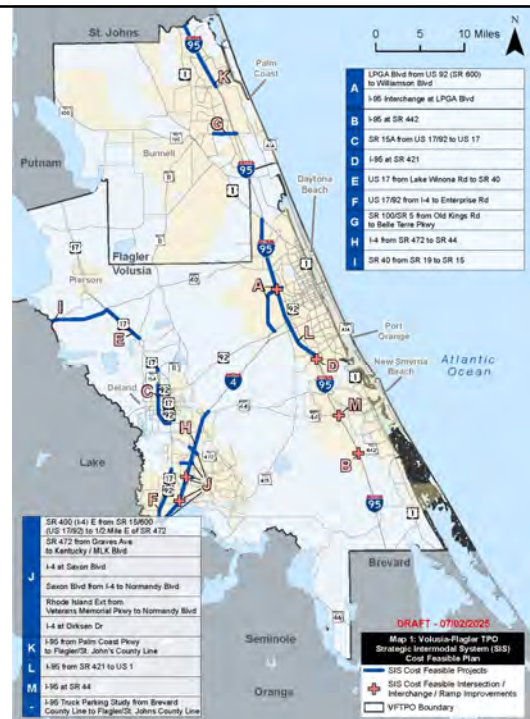


- Roadway capacity projects from the Needs Assessment that can be realistically funded through 2050
- Considers:
  - List of Priority Projects & 2045 LRTP status
  - Criteria scores
  - Prior project investments
- Projects not deemed cost feasible documented in LRTP as Unfunded Needs



# Strategic Intermodal System (SIS)

- FDOT-designated network of facilities important to the state's economy and mobility:
  - I-4, I-95, SR 40, portions of US 17 and SR 100
- SIS projects are identified at the state level by FDOT - incorporated by reference in the Volusia-Flagler 2050 LRTP
- Based on SIS Adopted 2<sup>nd</sup> Five Year Plan (2030-2034) and 2050 SIS Cost Feasible Plan (2035-2050)



# Strategic Intermodal System (SIS)



Map ID	Facility	From	To	Description	Phases Funded (2031-2050)
A*	LPGA Boulevard	US 92 (SR 600)	Williamson Boulevard	Widen to 4/6 Lanes	Right-of-Way
	I-95 Interchange	At LPGA Boulevard		Interchange Improvement	Construction
B	I-95	At SR 442 / Indian River Boulevard		Interchange Improvement	PD&E
C	SR 15A	US 17/92	US 17	Widen to 6 Lanes	PD&E
D	I-95	At SR 421		Interchange Improvement	PD&E
E	US 17	Lake Winona Road	SR 40	Widen to 4 Lanes	Construction
F	US 17/92	I-4	Enterprise Road	Widen to 6 Lanes	PD&E
G	SR 100/SR 5	Old Kings Road	Belle Terre Parkway	Widen to 6 Lanes	PD&E; Design; Right-of-Way

\* The widening of LPGA Boulevard from US 92 to Williamson Boulevard includes the interchange project at I-95 and LPGA Boulevard and the replacement and widening of the Tomoka River Bridge.

# Strategic Intermodal System (SIS)



Map ID	Facility	From	To	Description	Phases Funded (2031-2050)
H	I-4	SR 472	SR 44	Widen to 8 Lanes	PD&E
I	SR 40	SR 19	SR 15	Widen to 4 Lanes	PD&E
J**	SR 400 I-4 E	SR 15/600 (US 17/92)	1/2 Mile E of SR 472	Widen to 10 Lanes	Right-of-Way
	SR 472	Graves Avenue	Kentucky / MLK Boulevard	Widen to 6 Lanes	-
	Rhode Island Extension	Veterans Memorial Parkway	Normandy Boulevard	New 2-lane Segment	-
	Saxon Boulevard	I-4	Normandy Boulevard	Widen to 6 Lanes	-
	I-4	At Saxon Boulevard		Interchange/Ramp Improvement	-
	I-4	At Dirksen Drive		Interchange/Ramp Improvement	-

\*\* It is anticipated that the improvements to I-4 within the SR 400 I-4 E from SR 15/600 (US 17/92) to 1/2 Mile E of SR 472 project limits will include the associated projects listed with Map ID J, as well as the widening of the St. John's River Bridge.

## Strategic Intermodal System (SIS)



Map ID	Facility	From	To	Description	Phases Funded (2031-2050)
K	I-95	Palm Coast Parkway	Flagler/St. Johns County Line	Widen to 8 Lanes	PD&E
L	I-95	SR 421	US 1	Widen to 10 Lanes	PD&E
M	I-95	At SR 44		Interchange Improvement	PD&E
	I-95 Truck Parking Study	Indian River Boulevard/ Brevard County Line	Flagler/St. Johns County Line	Truck Parking Study	Planning Study

23

## Federal/State Revenues



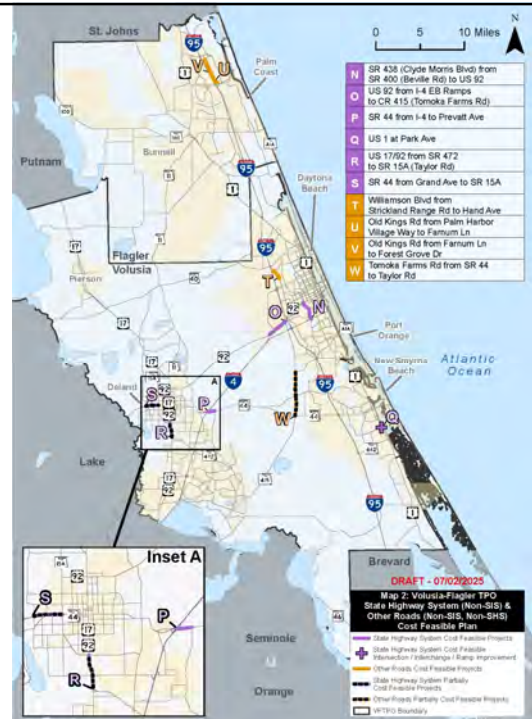
Estimates Specific to Volusia-Flagler TPO For Roadway Capacity Projects	2050 L RTP (2031-2050) (\$YOE)	2050 L RTP (2031-2050) (\$PDV)
State Highway System (non-SIS)	\$102,220,000	\$62,290,690
State Highway System (non-SIS) SHS Product Support (PD&E, PE Activities)	\$22,488,000	\$13,703,952
Other Roads (Non-SIS/non-SHS) – “Off System”	\$53,930,000	\$32,861,493
Other Roads (Non-SIS, Non-SHS) Product Support (PD&E, PE Activities)	\$11,864,000	\$7,229,529
Surface Transportation Block Grant – Any Area (SA) <i>Estimated Allocation to Volusia-Flagler TPO*</i>	\$177,200,000	\$108,490,396
<b>2031-2050 Total</b>	<b>\$367,702,000</b>	<b>\$224,666,060</b>

\*Based on Volusia-Flagler TPO proportion of total population within FDOT District Five

24

## State Highway System (Non-SIS) and Other Roads (Non-SIS, Non-SHS)

- Major non-SIS corridors on the State Highway System (SHS)
- Other Roads not on SIS or SHS (e.g., county and municipal roads)
- \$20 million allocated for Local Initiative projects on the SHS through 2050 to support:
  - Complete Streets projects
  - Roundabouts
  - Advanced technology projects
  - Other programmatic improvements aligned with plan goals



25

## State Highway System (Non-SIS)



Map ID	Facility	From	To	Description	Phases Funded (2031-2050)	2050 LRTP Status
N	SR 483 (Clyde Morris Boulevard)	SR 400 (Beville Road)	US-92	Corridor Improvements	Construction	Cost Feasible
O	US 92	I-4 EB Ramp	CR 415 (Tomoka Farms Road)	Widen to 6 Lanes	Right-of-Way; Construction	Cost Feasible
P	SR 44	I-4	Prevatt Avenue	Widen to 6 Lanes	Design; Right-of-Way; Construction	Cost Feasible
Q	US 1	At Park Avenue		Intersection Improvement	Right-of-Way; Construction	Cost Feasible
R	US 17/92	SR 472	SR 15A (Taylor Road)	ITS	Right-of-Way	Partially Cost Feasible
S	SR 44	Grand Avenue	SR15A	Widen to 4 Lanes	Design; Right-of-Way	Partially Cost Feasible
	Local Initiatives			Various	-	Cost Feasible

26

## Other Roads (Non-SIS, Non-SHS)

Map ID	Facility	From	To	Description	Phases Funded (2031-2050)	2050 LRTP Status
T	Williamson Boulevard	Strickland Range Road	Hand Avenue	Widen to 4 Lanes	PD&E; Design; Right-of-Way; Construction	Cost Feasible
U	Old Kings Road	Palm Harbor Village Way	Farnum Lane	Widen to 4 Lanes	Construction	Cost Feasible
V	Old Kings Road	Farnum Lane	Forest Grove Drive	Widen to 4 Lanes	Construction	Cost Feasible
W	Tomoka Farms Road	SR 44	Taylor Road	Widen to 4 Lanes	PD&E; Design	Partially Cost Feasible

27



Do you agree with the projects included in the Draft Cost Feasible Plan?

Are there any projects that you feel are missing?

Is there anything you would do to improve the plan?

Is there anything additional that is important to you that we should consider?

'Raise Your Hand' to be recognized or enter your comment/question in the chat.

28

29

30

# Thank you!

Learn more and stay up-to-date:

<https://www.r2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

31

VOLUSIA  
FLAGLER  
2050  
Long Range Transportation Plan

VOLUSIA  
FLAGLER  
TPO  
TRANSPORTATION PLANNING ORGANIZATION

Cost Feasible Plan  
Virtual Public Meeting  
July 10, 2025

32

## Attachment F

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Transportation Disadvantaged Local Coordinating Board Meeting Materials



1

# Introduction

- What is the LRTP?
- Goals and Objectives
- Financial Resources Introduction
- Public Involvement Plan
- Schedule / Next Steps
- Q & A



River to Sea TPO Long Range Transportation Plan | Final Plan Document

2

## What is a Long Range Transportation Plan?



- Federally-required short- and long-term plan addressing multimodal transportation needs within Volusia and Flagler counties
- Updated every five years covering at least 20 years into the future
- Identifies future needs and improvements for pedestrian, bicycle, transit, highway, and freight mobility
- Results in a fiscally-constrained list of projects
- Adoption Due Date: September 23, 2025

3

## Performance-Based Planning



- Goals, objectives, performance measures, and targets inform decision-making
- Consistent with federal/state guidance and requirements
- Performance measures and targets provide a means for evaluating and monitoring progress over time
  - Safety (PM 1), Bridge and Pavement Condition (PM 2), System Performance (PM 3), Transit Asset Management Plan

4

# Volusia-Flagler 2050 LRTP Goals and Objectives



## Resources

### Federal

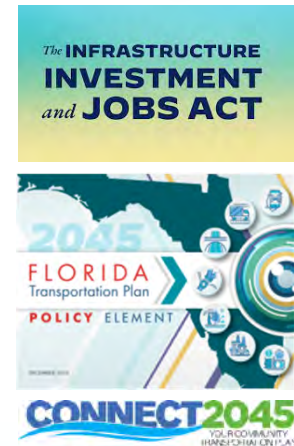
- IIA, FAST Act

### State

- Florida Transportation Plan, Trade and Mobility Plan

### Local

- 2045 LRTP, local comprehensive plans



# Volusia-Flagler 2050 LRTP Goals



Multimodal	Develop and maintain a balanced and efficient multimodal transportation system
Economic Development	Support the economic development and growth of the TPO area and region
Connectivity	Enhance and expand transportation connectivity and choice for all users
Safety	Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network
Livability	Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources
Involvement	Promote equity, transparency, and opportunities for the public to be involved with their transportation system

## 2050 LRTP Public Involvement Plan

- Outlines the public involvement approach for *Volusia-Flagler 2050*
- A range of strategies including:
  - Webpage, Social Media, and Videos
  - Mini-Surveys
  - Virtual Workshops
  - Open Houses and Public Meetings
  - Media and Stakeholder Outreach
  - TPO Board and Committee Coordination
- Targets for Measures of Effectiveness (e.g. attendance and number of comments provided)

7

## Project Schedule: Anticipated Key Milestones

January-March – Preliminary Planning & Needs Assessment

- LRTP Virtual Workshops

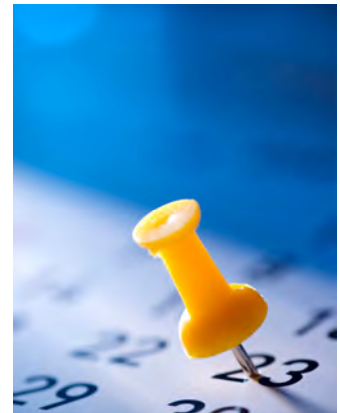
April-May – Finalize Needs Assessment/Draft Cost Feasible Plan (CFP)

- Virtual Workshops / Needs Assessment Public Open Houses

June-August – Finalize CFP and LRTP Documentation

- Virtual CFP Public Meetings & Public Hearing Period

September – Adoption



8

# Needs Plan is Critical Foundation for LRTP



# Roadway Needs Assessment – In Development



Initial Set of Projects for prioritization and potential inclusion in Cost Feasible Plan.

Projects are included in the Needs Plan because they are identified in one or more of the following:

- Existing cost feasible plan (SIS or 2045 LRTP)
- Volusia-Flagler TPO List of Priority Projects
- Local Needs
- Potential need based on future growth forecasts and related, model-driven traffic projections



# Major Trails Assessment – In Development



- *TPO Bicycle and Pedestrian Plan* guides decision-making in prioritizing bicycle and pedestrian facilities
- Evaluation criteria for roadway projects to consider factors such as addition a new bicycle/pedestrian route or added additional Complete Streets elements
- Depict Regional Trail needs identified as part of the Florida Greenways and Trails System and Shared-Use Nonmotorized (SUN) Trail Network

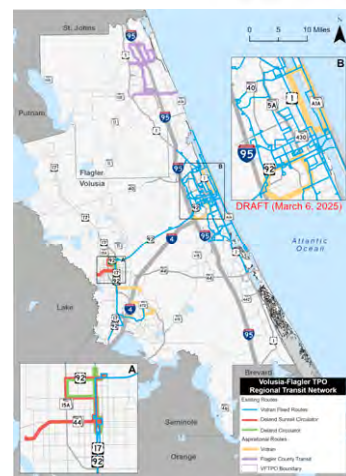


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# Transit Assessment – In Development



- Transit Development Plans (TDP) from each transit provider provides guidance for first 10 years of plan
- Long range needs (beyond 10 years) generally considered “visionary”



12

PublicCoordinate

Created By Kimley-Horn

Volusia-Flagler 2050 Long Range Transportation Plan

Welcome and Instructions Preliminary Needs Assessment - PDF Admin Select Language

Map View: Regional Trails, Basemap Type: Default

Legend: Trail Gap, Fully Funded for Construction Trail, Existing Trail, FGTS Land Trail Opportunity, SUN Trail Network, VFTPO Boundary

Take Survey: Volusia-Flagler 2050 - LRTP Mini-Survey #1

**VOLUSIA FLAGLER 2050**

The Volusia-Flagler Transportation Planning Organization (TPO) is developing our region's next Long Range Transportation Plan (LRTP), *Volusia-Flagler 2050*. The LRTP is a plan that defines the future transportation needs for Volusia and Flagler counties. Once completed and adopted later this year, *Volusia-Flagler 2050* will replace *Connect 2045*, the TPO's current LRTP.

To follow the progress of the LRTP and for information on upcoming opportunities to get involved, visit the *Volusia-Flagler 2050* page on the TPO's website: <https://www.2ctpo.org/planning-studies/volusia-flagler-2050-long-range-transportation-plan/>

Please help us define our region's long-range transportation priorities by completing this brief survey and providing your feedback.

Thank you!

The following goals have been established to guide the development of *Volusia-Flagler 2050*. Please rank the goals in order of priority to you.

VOLUSIA FLAGLER 2050 13

13

## Disadvantaged Criteria

**VOLUSIA FLAGLER TPO**  
TRANSPORTATION PLANNING ORGANIZATION

*Connect 2045*

- Minority population
- Household poverty rate

*Volusia Flagler 2050*

- Economically constrained
- Minority population
- Non-auto users
- Older population
- Economic Opportunity Zones

Percent of Minority Population

Percent of Households in Poverty

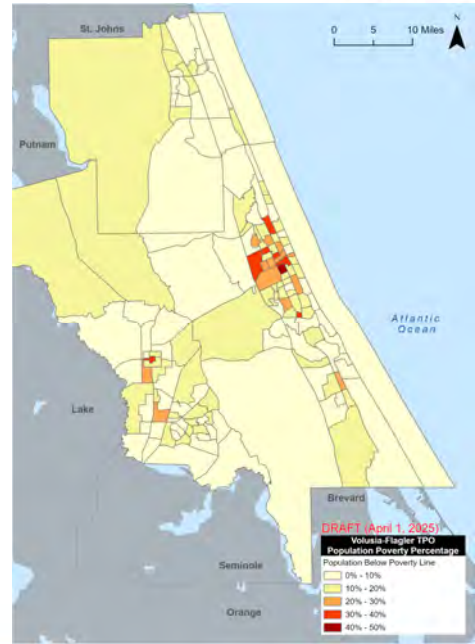
VOLUSIA FLAGLER 2050 14

14

## Economically Constrained

- Rate of households under federal poverty level within last 12 months
- Flagler countywide – 9.63%
- Volusia countywide – 14.56%

Source: American Community Survey 2019-2023 (S1701)

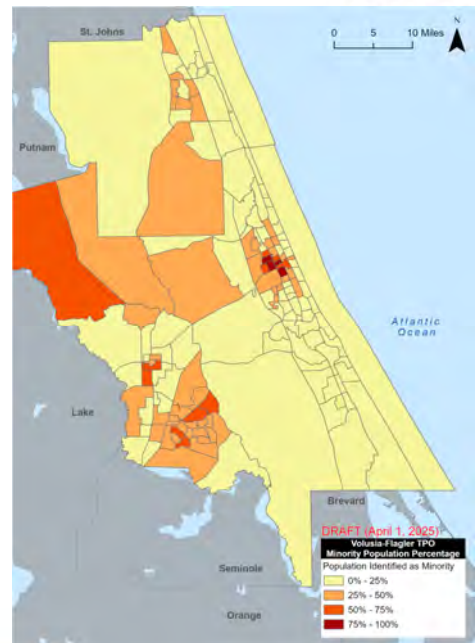


15

## Minority Population

- Percent population minority (non-white)
- Flagler countywide – 22.80%
- Volusia countywide – 21.69%

Source: American Community Survey 2019-2023 (S0101)

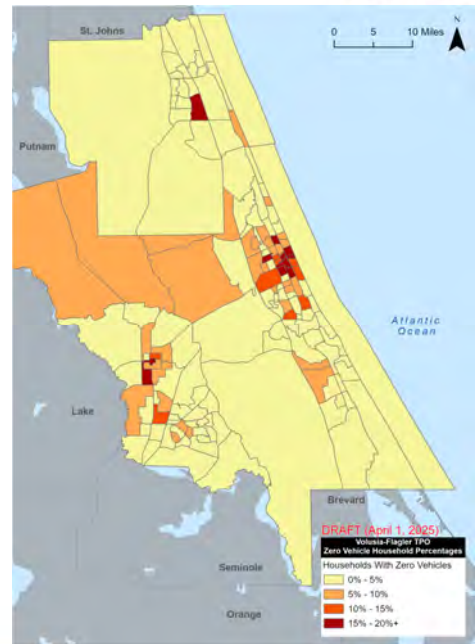


16

## Zero-Vehicle Households

- Households reporting no vehicle ownership
- Flagler countywide – 3.44%
- Volusia countywide – 5.88%

Source: American Community Survey 2019-2023 (DP02)

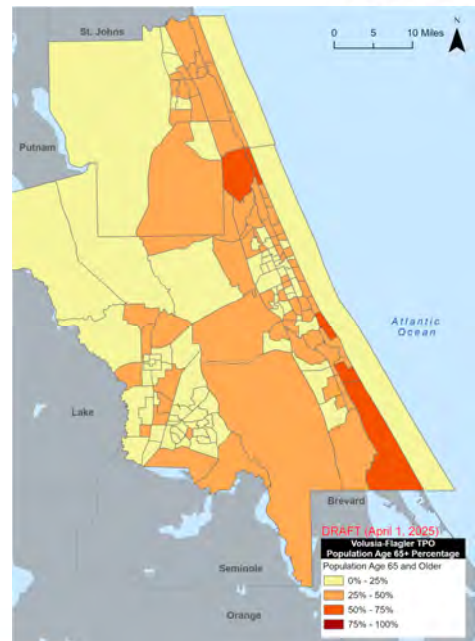


17

## Older Populations

- Percent population aged 65 and older
- Flagler countywide – 22.80%
- Volusia countywide – 21.69%

Source: American Community Survey 2019-2023 (S0101)

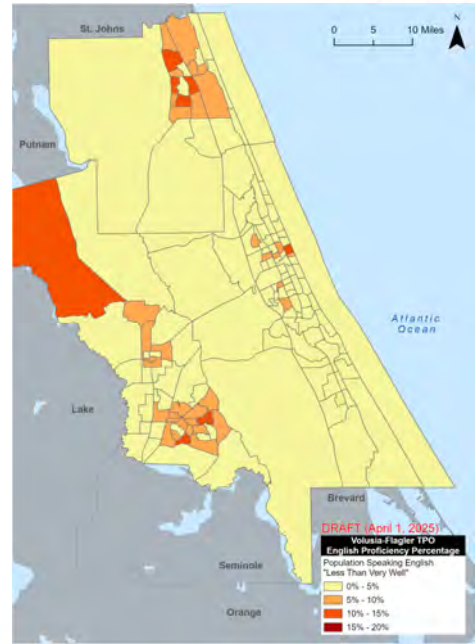


18

## Limited English Proficiency

- Population age 5+ speaking English "less than very well"
- Flagler countywide – 6.39%
- Volusia countywide – 2.49%

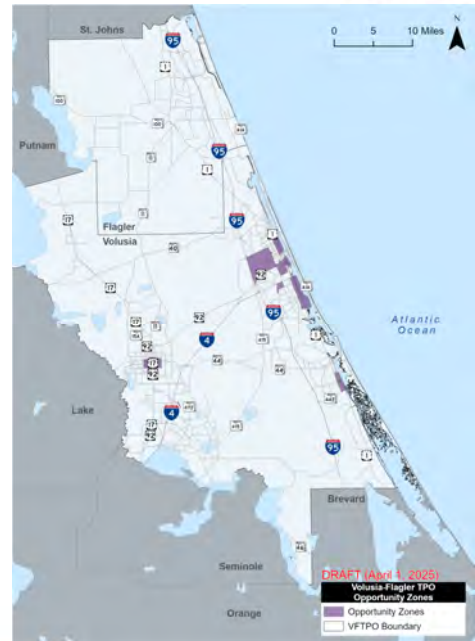
Source: American Community Survey 2019-2023 (DP02)



## Economic Opportunity Zones

- Federally designated, State-nominated Census tracts
- Low-income census tract (poverty  $\geq$  20%)
- Median income  $\leq$  80% of area average
- Adjacent tracts qualify if income  $\leq$  125%

Source: HUD.gov, Data updated: August 9, 2023



## Next Steps – April 2025

- Finalize Needs Assessment
- Continue development of revenue forecast and equity assessment
- Develop draft Cost Feasible Plan
- Conduct additional Public Workshops

## LRTP Updates and Upcoming Activities

- LRTP Virtual Workshop #3 – April 7
  - LRTP Virtual Workshop #4 – Date TBD
- Needs Assessment Public Open Houses
  - April 21 – Port Orange
  - April 28 – Palm Coast
  - April 29 - DeLand
- Needs Assessment and Evaluation Criteria
- Interactive Public Input Map and Survey



# Questions?

## Attachment G

Media and Stakeholder Outreach Support Materials

## General Media Mentions for LRTP

### Weekly Newsletters:

City of Edgewater email newsletter

Port Orange email newsletter

Deltona email newsletter

Palm Coast email newsletter

VFTPO monthly newsletter

### Websites:

Votran website banner

City of Deltona

City of Edgewater

City of Palm Coast

City of Orange City

City of Flagler Beach

City of Holly Hill

City of Port Orange

### Virtual Workshop #1

Email – 01/24/25 to 426 people

Email Reminder – 02/04/25 to 426 people

### Facebook:

01/24/25 125 views

02/04/25 129 views

02/07/25 256 views

### Twitter:

01/24/25 28 impressions

02/04/25 128 impressions

02/07/25 16 impressions

### Virtual Workshop #2

Email – 03/4/25 to 426 people

Flagler County Community Traffic Safety Team Email – 03/05/25 - 84 people

TPO Constant Contact Reminder - 03/06/25 – 626 people

Facebook:

03/04/25 1,019 views

03/10/25 111 views

Twitter:

03/04/25 9 impressions

03/10/25 285 impressions

Virtual Workshop #3

Email – 04/03/25 to 426 people

Facebook:

04/1/25 258 views

04/7/25 122 views

Twitter:

04/1/25 26 impressions

04/7/25 135 impressions

Virtual Workshop #4

Email – 05/28/25 to 426 people

Email – 06/02/25 to 426 people

Next Door – 06/02/25 - 4,646 impressions

Facebook:

05/28/25 57 views

06/2/25 1485 views

Twitter:

05/28/25 34 impressions

06/2/25 68 impressions

LinkedIn:

06/02/25 - 77 impressions

Public Open Houses:

An email request to share information on open houses was sent to all PIOs for the cities/towns in Volusia County and Flagler County – 04/10/25

TPO Email was sent to 426 people

Next Door post: 5548 impressions

LinkedIn:

04/21/25 69 impressions

L RTP Open Houses Facebook Shares:

City of Flagler Beach

Holly Hill, FL

City of Deltona, Florida

Leta Legary Spurway

Jackie Buckingham

Palm Coast Events

Flagler Free Advertising

Russian Speaking people in Palm Coast Florida/РУССКОГОВОРЯЩИЕ В ПАЛМ КОСТЕ

What's Happening in Flagler

Friends of Palm Coast and Flagler Beach Florida

What's Happening and More in Flagler County

Flagler County Local Group

Palm Coast Community Network

Flagler County Small Business

Palm Coast/Flagler Beach Friends

Palm Coast Local

Flagler Beach For Friends

City of Flagler Beach Police Department

Krystine Chase

Diana McLemore

Carol Smith

Julio "David" Sosa

Hubert Rodenbaugh Jr.

Lisa Martin

Deborah Gardner Dugas

New Smyrna Beach Residents' Coalition

Eric Sander

Melissa Leone

West Volusia Hospital Authority

Lisa Chavez

Kat O'Connor Atwood  
Port Orange City Hall  
John R Cameron Jr  
Port Orange Government Forum  
What's Happening in Port Orange  
Port Orange South Daytona Chamber of Commerce  
Sarah K Worley

Public Open House 1 – Port Orange 04/21/25

Facebook:

04/15/25 274 views

04/21/25 168 views

Twitter:

04/15/25 14 impressions

04/21/25 21 impressions

Public Open House 2 – Palm Coast 04/28/25

Facebook:

04/22/25 385 views

04/28/25 125 views

Twitter:

04/22/25 68 impressions

04/28/25 45 impressions

Public Open House 3 – DeLand 04/29/25

Facebook:

04/24/25 1585 views

04/29/25 253 views

Twitter:

04/24/25 12 impressions

04/29/25 22 impressions

Virtual Cost Feasible Plan Workshop

Email: 07/09/25 to 426 people

Next Door – 07/02/25 – 1,910 impressions

Virtual CFP Workshop information request to share was sent to all PIOs for the cities/towns in Volusia County and Flagler County – 07/02/25

Facebook:

07/02/25 128 views

07/08/25 34 views

Twitter:

07/02/25 18 impressions

07/08/25 16 impressions

LinkedIn:

07/03/25 - 31 Impressions

L RTP Videos #1 & #2 were shared on the TPO's YouTube channel as well as on the TPO's Facebook and Twitter

L RTP Map Facebook shares:

Walkable Volusia

What's Happening Daytona

City of Palm Coast, FL – Government

Bike/Walk Central Florida

WN.com News

Ocean Center Daytona Beach



City of Deltona



1

# Topics

- I. What is the Long Range Transportation Plan?
- II. Goals, Objectives, and Planning
- III. Identifying Project Needs
- IV. Freight Considerations
- V. Cost Feasible Plan
- VI. What's Next?



**VOLUSIA FLAGLER 2050**

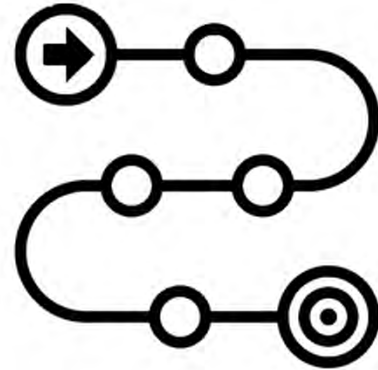
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2

# What is a Long Range Transportation Plan?



- Federally-required short- and long-term plan addressing multimodal transportation needs within Volusia and Flagler counties
- Updated every five years covering at least 20 years into the future
- Identifies future needs and improvements for pedestrian, bicycle, transit, highway, and freight mobility
- Results in a fiscally-constrained list of projects
- Adoption Due Date: September 23, 2025



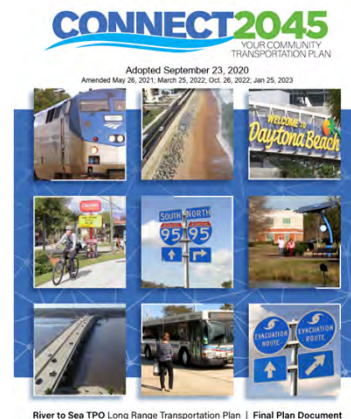
3

# Long Range Transportation Plan (LRTP)



The new LRTP is called  
*Volusia-Flagler 2050*

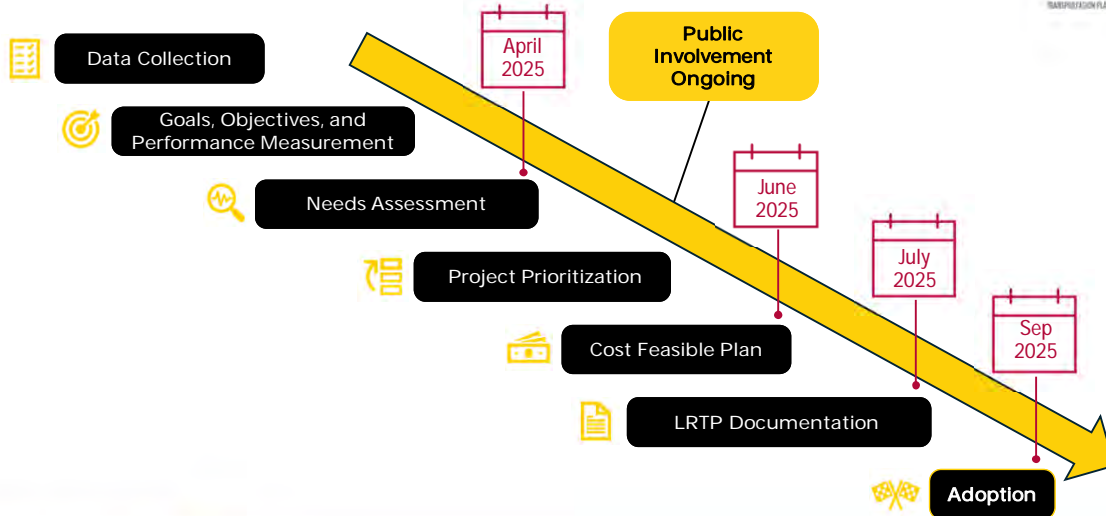
When adopted in September,  
will replace *Connect 2045*



River to Sea TPO Long Range Transportation Plan | Final Plan Document

4

# L RTP Process Overview



# Public Involvement Activities

- Webpage, Social Media, and Videos
- Mini-Surveys
- Virtual Workshops
- Open Houses and Public Meetings
- Media and Stakeholder Outreach
- TPO Board and Committee Coordination



# Goals and Objectives



Multimodal	Develop and maintain a balanced and efficient multimodal transportation system
Economic Development	Support the economic development and growth of the TPO area and region
Connectivity	Enhance and expand transportation connectivity and choice for all users
Safety	Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network
Livability	Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources
Involvement	Promote access, transparency, and opportunities for the public to be involved with their transportation system

7

# Goals and Objectives



## Goal 2 – Support the economic development and growth of the TPO area and region

Objective 2.1 - Develop a transportation system that supports diverse economic growth, advances tourism, and improves the economic competitiveness of the region.

Objective 2.2 - Identify and support safe and efficient truck routes and other facilities that improve the movement of freight and goods.

Objective 2.3 - Improve connectivity and access to rail, port, bus, and airport facilities.

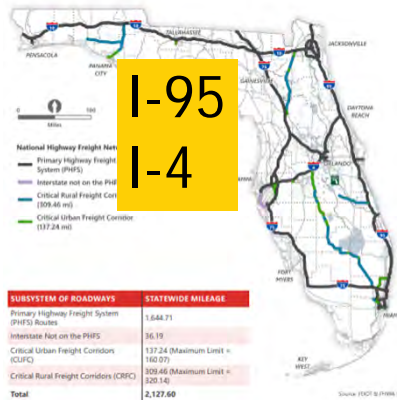
Objective 2.4 - Support funding of transit service that improves access to employment activity centers.

8

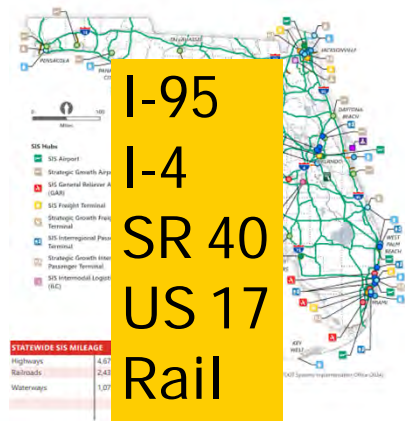
# Freight Mobility and Trade Plan



National Highway Freight Network



Strategic Intermodal System



9

# The Major Steps



10

# 2050 Population & Employment Forecasts

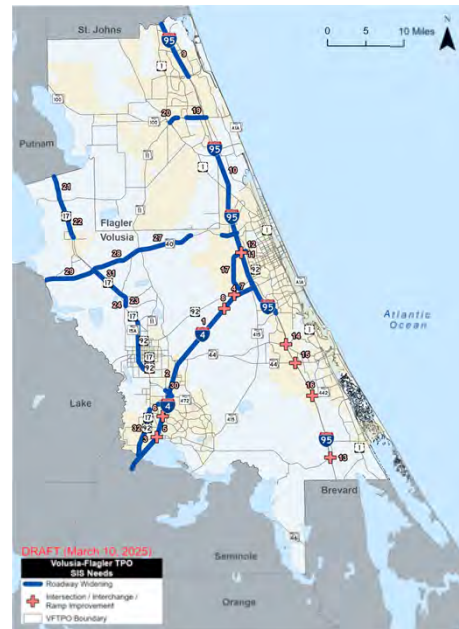


	Volusia County		Flagler County	
	Population	Employment	Population	Employment
2015	503,615	204,694	101,289	25,805
2050	775,026	322,459	216,689	52,225
Total Growth	271,411	117,765	115,400	26,420
% Growth	54%	58%	114%	102%

11

# Preliminary Roadway Needs

Strategic Intermodal System (SIS) – Pg. 4



12

# Preliminary Roadway Needs

State Highway System (Non-SIS) – Pg. 9



13

# Preliminary Roadway Needs

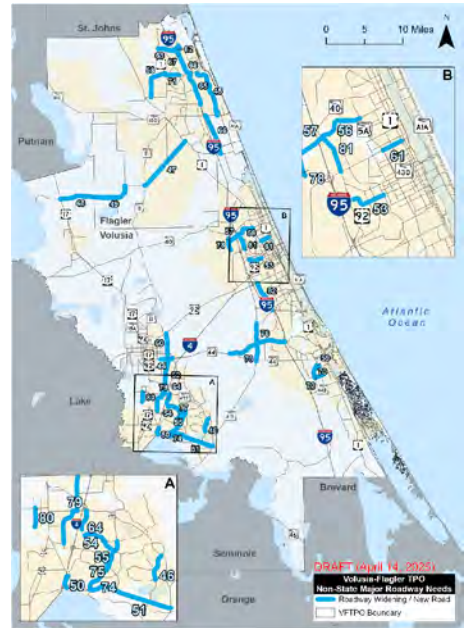
Other Roads/Local Facilities – Pg. 12



14

# Preliminary Roadway Needs

Other Roads/Local Facilities – Pg. 12



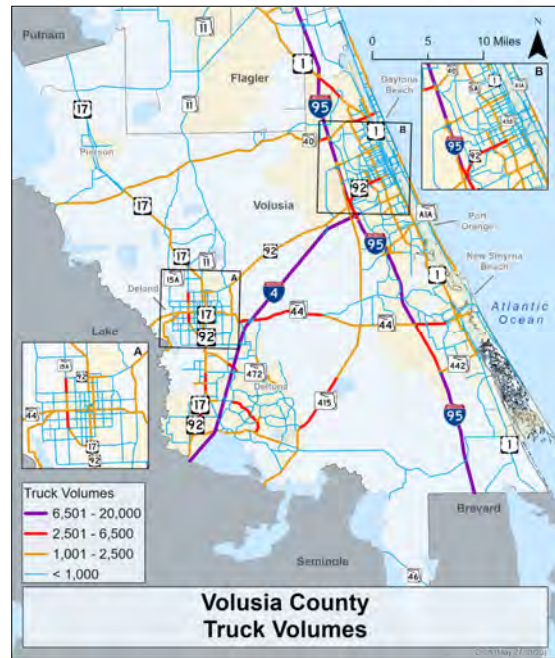
15

*Any questions or comments regarding the proposed needs?*

16

# Freight Considerations

## Truck Volumes



17

# Freight Considerations

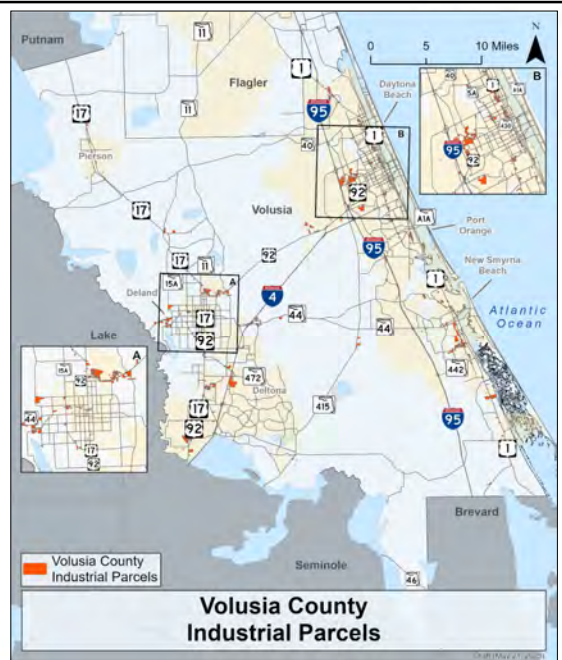
*Are there particular areas that have been identified as challenges for freight and goods movement?*



18

# Freight Considerations

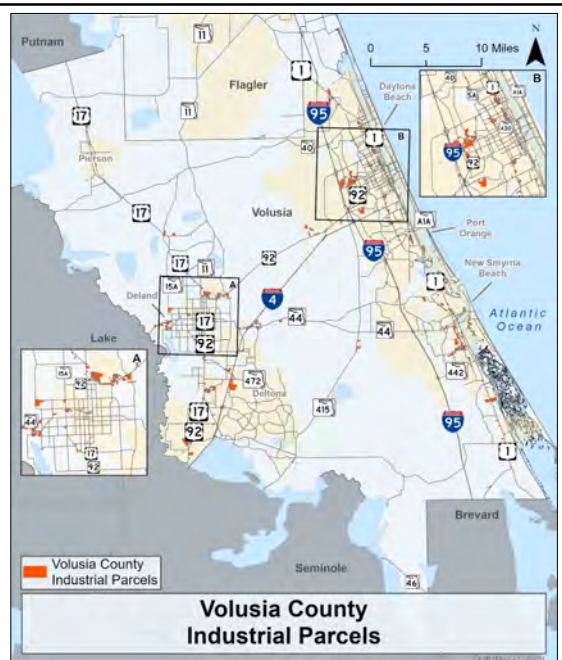
Freight Traffic Generators - Industrial



19

# Freight Considerations

*Are there particular areas we should be aware of in terms of future growth?*



20

## Core Component - Cost Feasible Plan

- List of financially viable projects
- Begins with prioritized Needs Assessment project list
- Based on anticipated transportation revenues and estimated project costs
- All projects from Needs Assessment List will not be Cost Feasible (Unfunded Needs)



## Cost Feasible Plan Excerpt from 2045 Plan



Chapter 6 -Exhibit A (continued)  
Other Arterials Cost Feasible Projects and Costs - Year of Expenditure (YOE)

Map ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		Funding Status			
					Time	YOE Cost	Time	YOE Cost	Time	YOE Cost	Time	YOE Cost				
P	US-1	At Park Ave		Intersection	PROGRAMMED	\$	2026-2030	\$	416,500	2026-2030	\$	3,332,000	2026-2030	\$	4,620,000	COST FEASIBLE
Q	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	Corridor Improvement <sup>1</sup>	COMPLETE	\$	COMPLETE	\$		2026-2030	\$	42,108,000	2026-2030	\$	42,240,000	COST FEASIBLE
R	Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	COMPLETE	\$ -	COMPLETE	\$		COMPLETE	\$		2031-2035	\$	28,907,500	COST FEASIBLE
S	Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	COMPLETE	\$ .	COMPLETE	\$ .		COMPLETE	\$		2036-2045	\$	35,772,500	COST FEASIBLE
T	SR 44	Grand Ave	SR 15A	2U-4D	COMPLETE	\$ .	2026-2030	\$ .	2,065,840	2026-2030	\$ .	2,070,600	2026-2030	\$	22,915,200	COST FEASIBLE
U	US-92	I-4 EB Ramp	CR 415 (Tomoka Farms Rd.)	4D-6D	COMPLETE	\$ +	COMPLETE	\$ +		PROGRAMMED	\$ +	8,870,200	2031-2035	\$	58,125,000	COST FEASIBLE

*Any trends or issues that we should be aware of?*

23

## What's Next?

January-March – Preliminary Planning & Needs Assessment

- LRTP Virtual Workshops

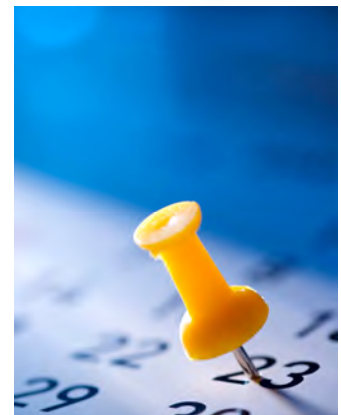
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September – Adoption



24

*Any final questions or comments?*

25

Thank you!



26



1

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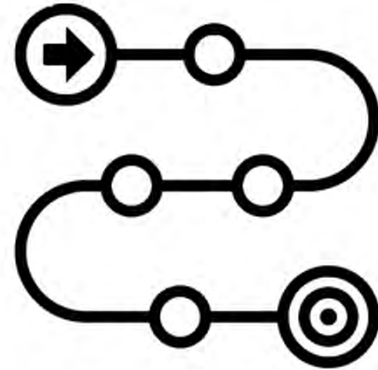
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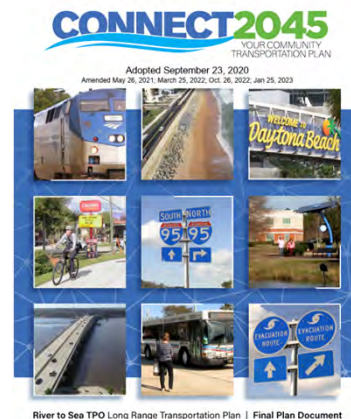
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# Long Range Transportation Plan (LRTP)



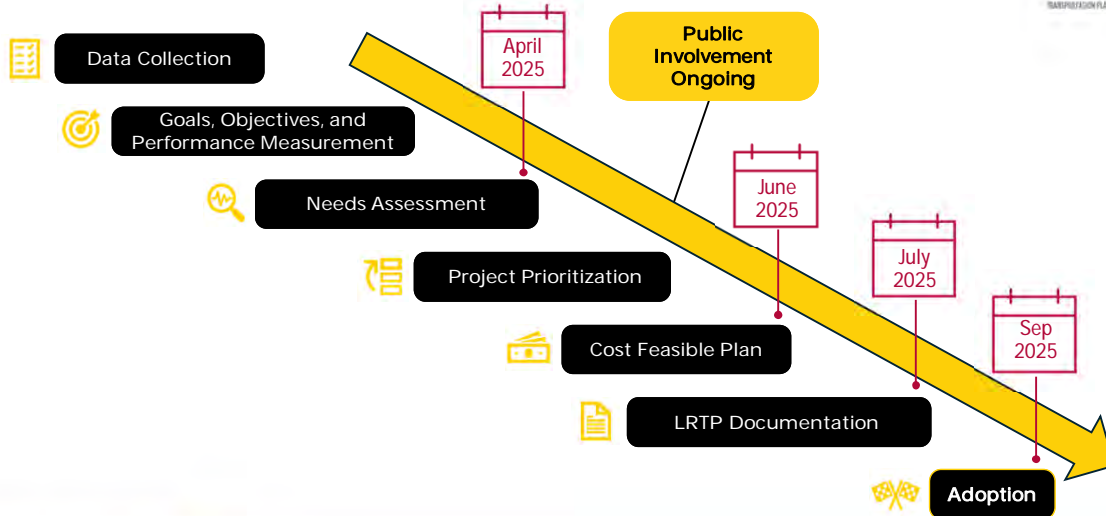
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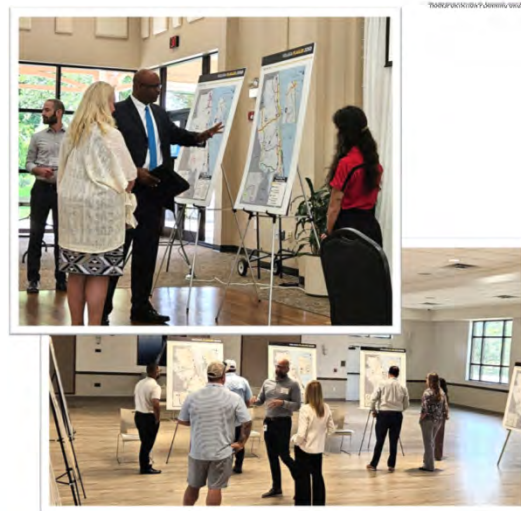
4

# L RTP Process Overview



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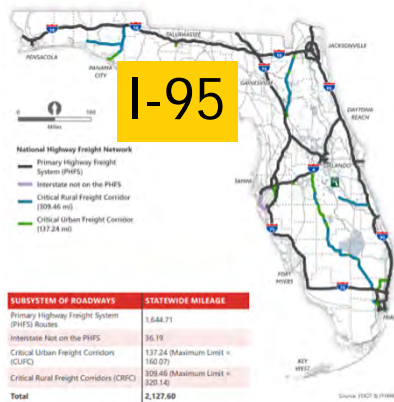
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8

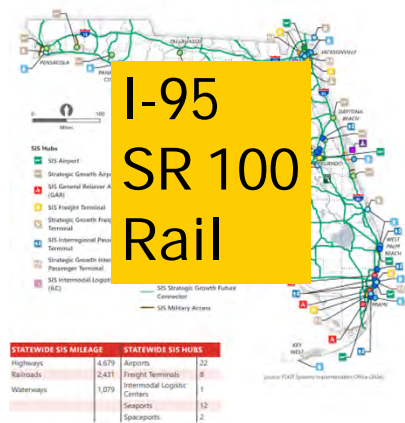
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9

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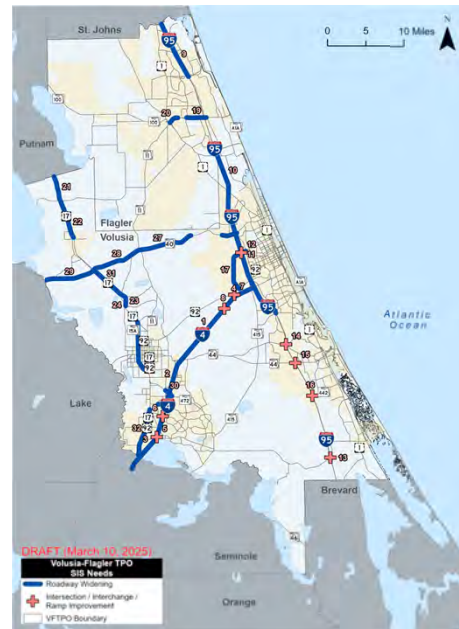


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Strategic Intermodal System (SIS) – Pg. 4



12

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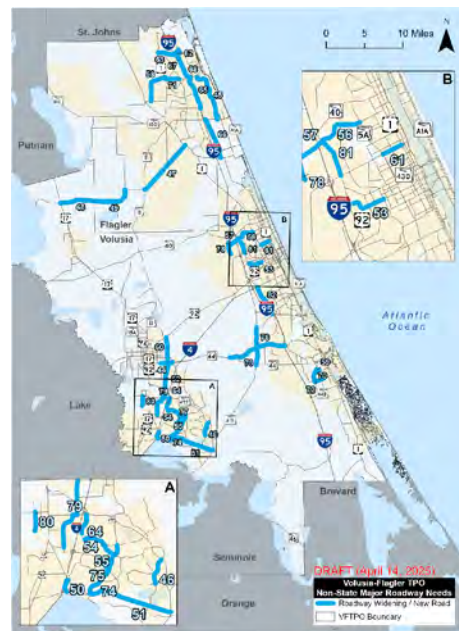
State Highway System (Non-SIS) – Pg. 9



13

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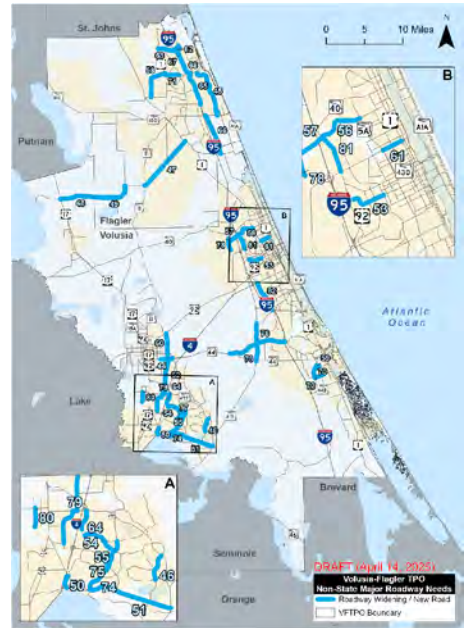
Other Roads/Local Facilities – Pg. 12



14

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15

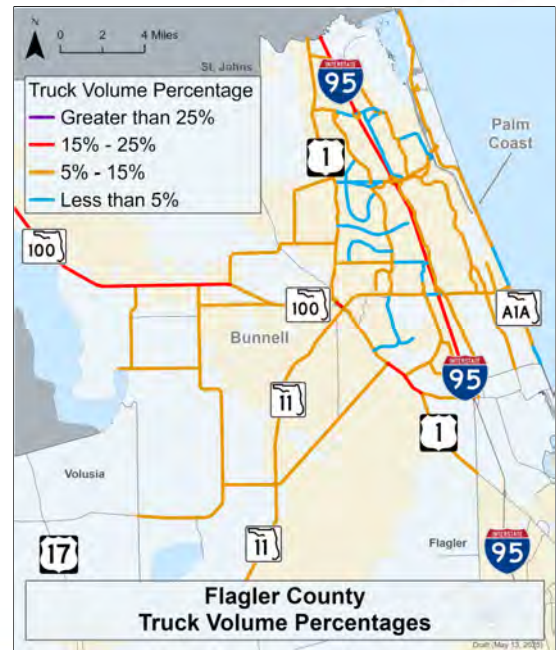
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16

## Freight Considerations

Truck Volume Percentages highest along:

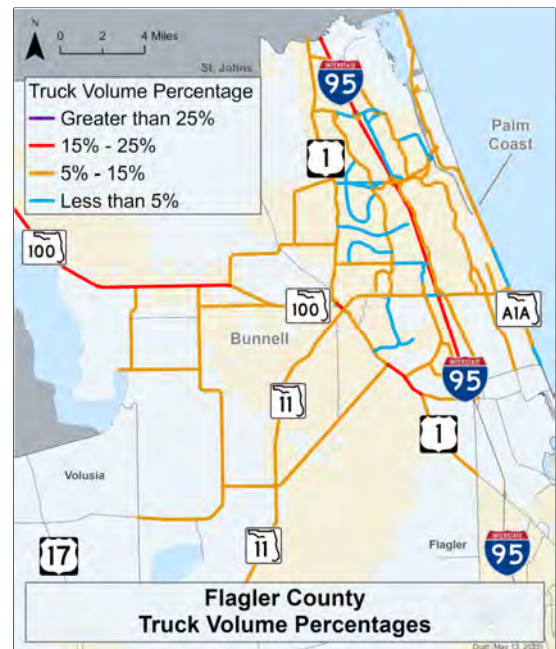
- I-95
- Segments of US 1
- Segments of SR 100



17

## Freight Considerations

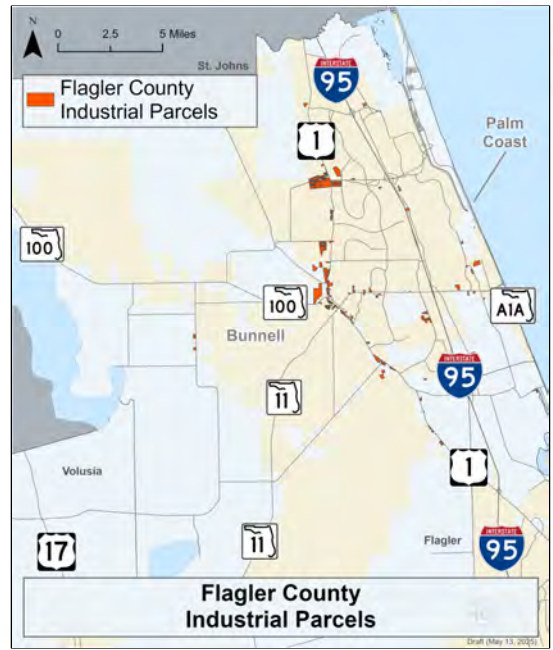
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18

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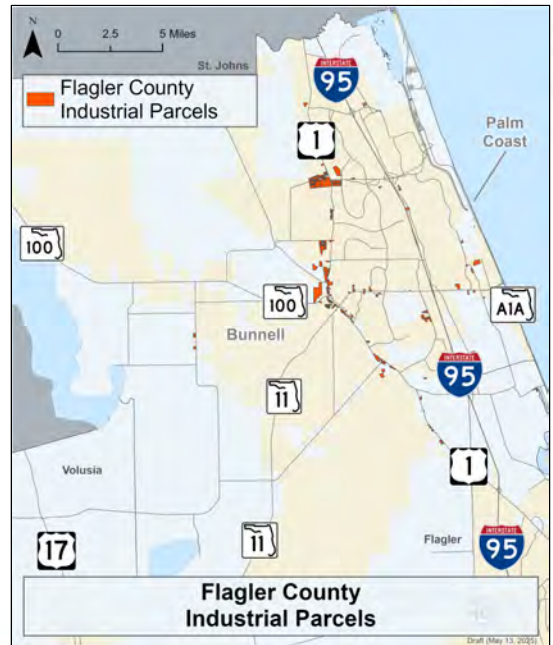
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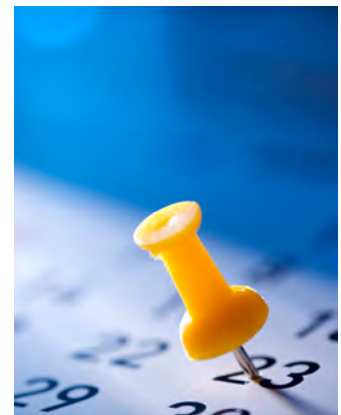
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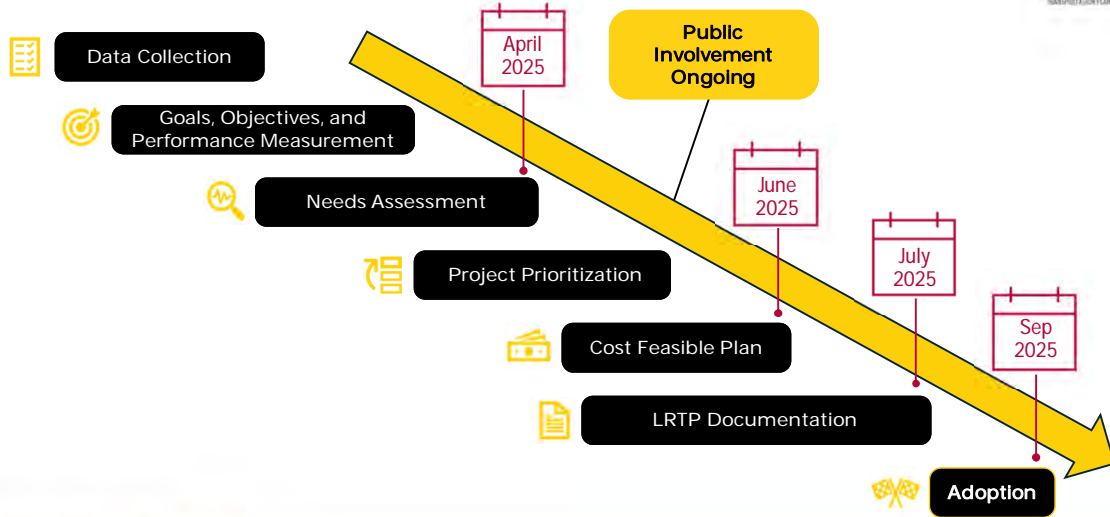
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September – Adoption



24

# LRTP Process Overview



25

*Any final questions or comments?*

26

# Thank you!

## Attachment H

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30-Day Public Review Period Comments

**The following are comments submitted to the Volusia-Flagler TPO during the 30-day public review period.**

Comment received through website:

1. #82 Tomoka Farms Road, Taylor Road to 92. Who identified this as a need? Future developers wanting this rezoned?
2. There is a desperate need to redo/repaint the white and yellow road traffic lines along SR 40 (i.e., Granada Blvd), which currently are barely visible at night (especially for our visually impaired senior citizens who still rely on their driving), creating highly potential accidents.
  - TPO Comment: May not be LRTP related – we forwarded this on to FDOT and replied to the person who made the comment.

Comments from Bobbie King (Votran):

1. Page 2-14 – TAM, first bullet: Although this element is in the full TAM, I'm not convinced that this item has any bearing as a performance measure, because to what benefit or detriment do non-revenue, support-service and maintenance vehicles serve the transit users, customers. Should this be a measure?
2. Page 5-15 – 2<sup>nd</sup> paragraph, item 1): Volusia Transportation Authority – not our true name? aren't we Volusia County Transit? We aren't authority, correct?
  - TPO Comment: I confirmed with Bobbie on the name, please use "Volusia County Transit".
3. Page 5-15 – last paragraph: "trolley/circulator" should the "trolley" ever be noted?
4. Page 5-16 – 1st paragraph: "Votran also operates a fleet of 15 VoRide..." I think it best stated that we "manage" and not "operate"
5. Page 5-16 – 1st paragraph: "demand response vehicles that support that support the needs....." typo, remove "that supports"

Comments received from FDOT:

1. The highlighted statement below is included on Page 7-3 of the Draft 2050 LRTP, however the Plan has not been formally adopted.
2. The TPO will need to make provision to address all comments received during the thirty-day public review period, to ensure that the final document is made available for adoption on the due date.
3. The TPO should take the necessary steps to ensure all Appendices related to the Plan are updated and published by the time allowed.

“PLAN ADOPTION At the June 25, 2025 meeting of the TPO Board, the draft Volusia-Flagler 2050 LRTP Project List was approved for public outreach and a 30-day public comment period was initiated.

On August 15, 2025, a 30-day public notice period was initiated for the draft Volusia-Flagler 2050 LRTP, pursuant to the TPO’s Public Participation Plan. The Volusia-Flagler 2050 LRTP was formally adopted by the TPO Board on September 17, 2025.”

Comments from Pam Phillips (CAC Member):

1. On page 24 the 2050 population shows significant increase along A1A. I don’t see this as feasible as it’s already built and occupied. Most importantly I certainly hope there isn’t an expectation that the North Peninsula Park is going away. This is a precious resource that must be protected.

2. On page 65 I didn’t see any discussion or consideration of expanding Sun Rail from Deland to Daytona?

3. On page 84: WETLANDS NEED TO BE OFF LIMITS FOR BUILDING. This is critical and the report seems like it provides too much leeway for development.

4. On page 86: Riverline, Estuarine and Marine Deep water and Wetlands and Forested Wetlands should all be HANDS OFF for development.

5. On page 88: All conservation lands must remain protected.

General Comment: I won’t be able to be at the September meeting but I hope you’ll be able to share my comments and concerns with the group. I’ll still review the appendices if you can get them to me or help me find them but I won’t have an opportunity to review until after September 24th.