

VOLUSIA • FLAGLER



VISION ZERO
ACTION PLAN

VOLUSIA FLAGLER VISION ZERO

BPAC Presentation #2
June 11, 2025



PRESENTATION AGENDA



BACKGROUND & RECAP



DRAFT PLAN RECOMMENDATIONS



NEXT STEPS, Q&A

1

BACKGROUND & RECAP

VISION ZERO ACTION PLAN SCOPE



Task 1: Leadership
Commitment and
Goal Setting



Task 2: Planning
Structure



Task 3: Safety
Analysis



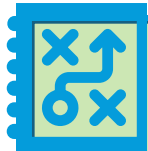
Task 4: Public
Engagement and
Collaboration



Task 5: Equity
Considerations



Task 6: Policy and
Process Changes



Task 7: Strategies
and Project
Selection



Task 8: Progress
Tracking



Task 9: Final Plan
Documentation



Task 10: Project Administration

CONSULTANT TEAM



WORKING GROUP MEMBERS

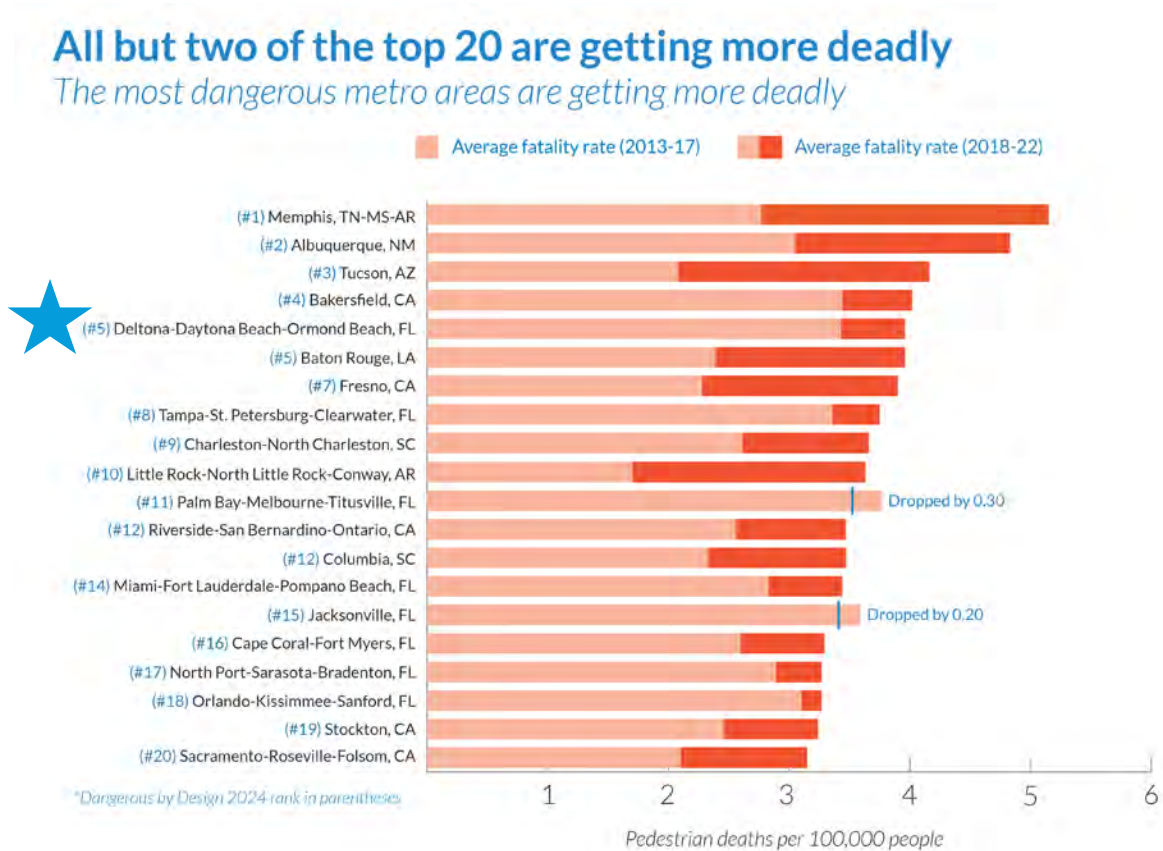


BACKGROUND: NATIONAL TRENDS

DANGEROUS BY DESIGN (2018-2022)

Deltona-Daytona Beach-Ormond Beach

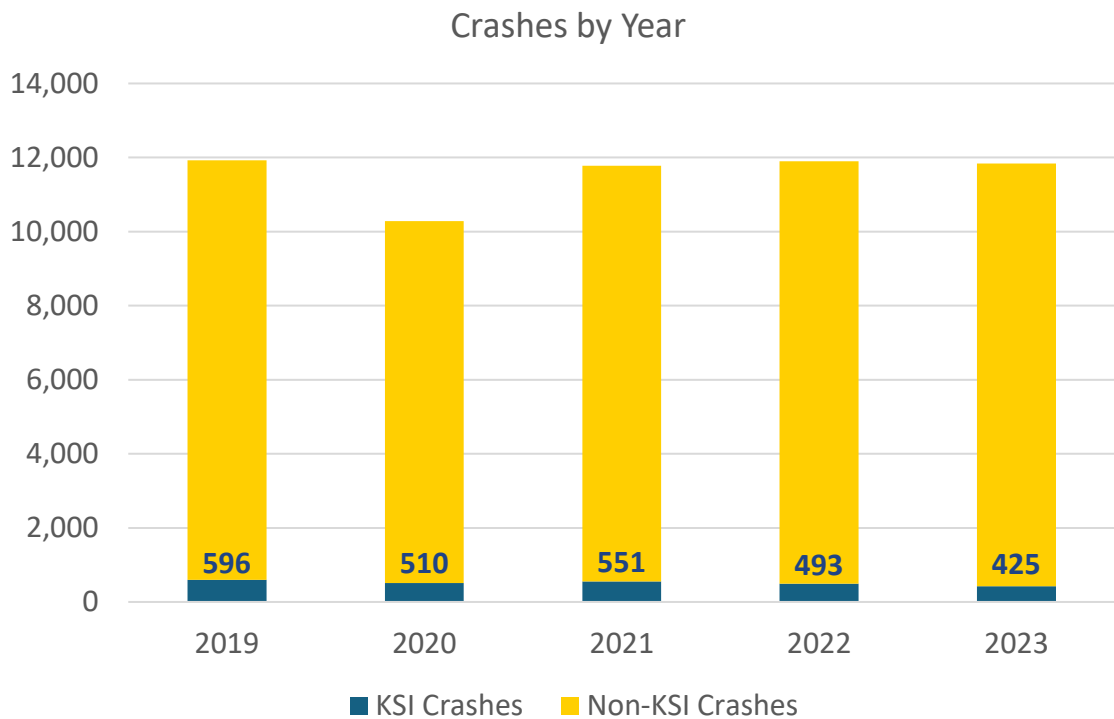
5th Ranked Metro Area



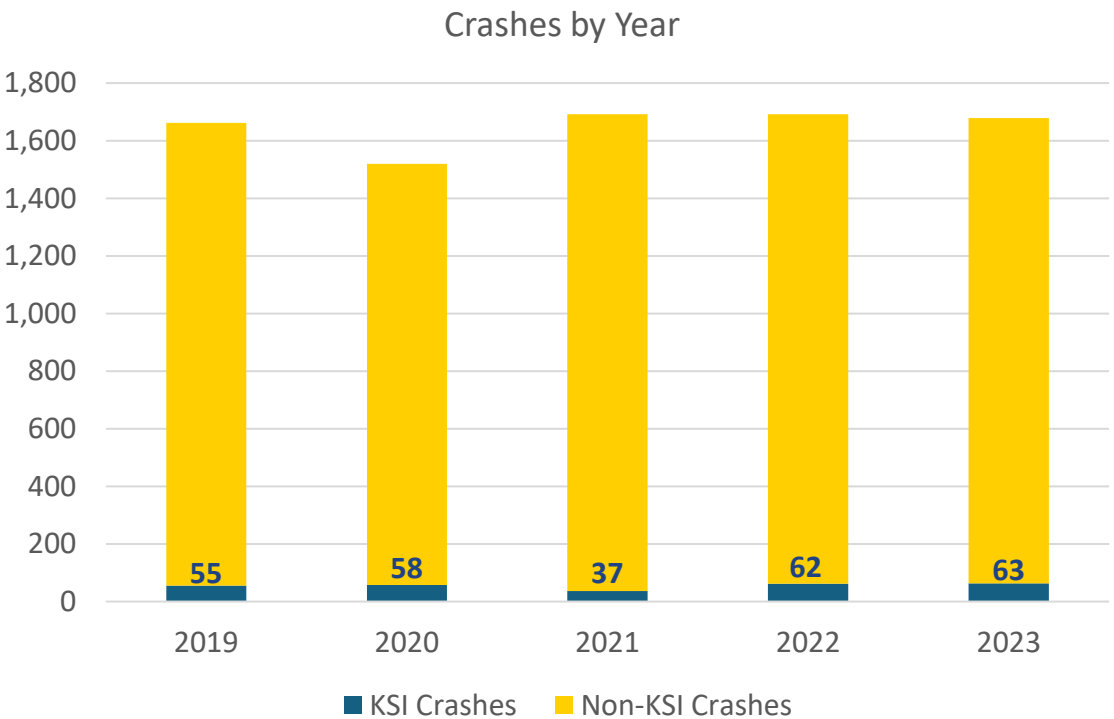
Metro Area	Avg. annual pedestrian fatality rate per 100k people (2018-2022)	Pedestrian deaths (2018-2022)	Pedestrian deaths (2013-2017)	Long term trend in fatality rate
Deltona-Daytona Beach-Ormond Beach, FL	3.96	134	107	0.53

CRASH SUMMARY (2019-2023)

Volusia County
Total Crashes: 57,733
KSI Crashes: 2,575



Flagler County
Total Crashes: 8,245
KSI Crashes: 275



2,850 PEOPLE DIED OR WERE SERIOUSLY
INJURED ON OUR ROADS FROM 2019-2023.



THAT'S ABOUT **120** ROWS OF FANS AT
THE DAYTONA INTERNATIONAL SPEEDWAY.



THAT'S ABOUT **95** VOTRA BUSES
FULL OF PEOPLE.



THAT'S ABOUT **1/2** OF THE
JACKIE ROBINSON BALLPARK.

2

DRAFT PLAN RECOMMENDATIONS

ACTION PLAN FINAL REPORT

- DRAFT 1 has been issued and is under review by Project Team.
- FINAL DRAFT will be issued in early June for TPO Board review and approval.
- FINAL DRAFT will be made publicly available in early June on TPO website.



WHAT CAN YOU EXPECT FROM THE PLAN?

- Summary of Safety Analysis/
Crash Trends and Statistics
(2019-2023)



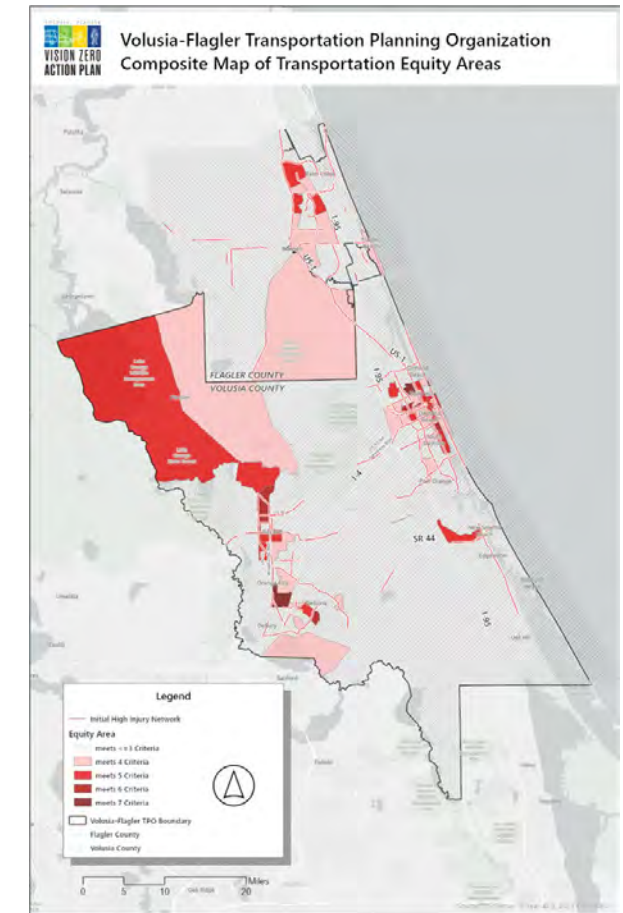
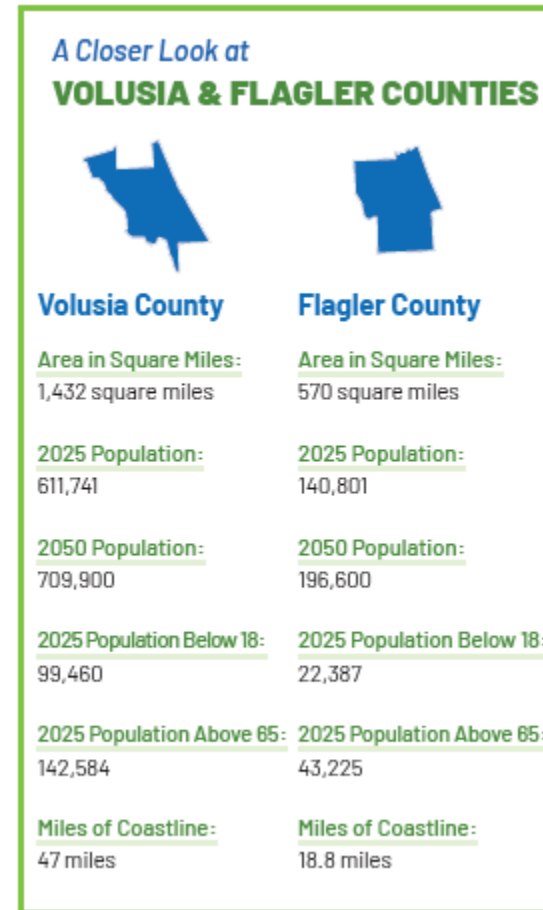
WHAT CAN YOU EXPECT FROM THE PLAN?

- Summary of Safety Analysis/ Crash Trends and Statistics (2019-2023)
- Updated 2024 Crash Data

TABLE 5: CRASH SUMMARY 2024 – FLAGLER COUNTY							
Year	No Injury	Injury ¹	Severe Injury ²	Fatality	Total	KSI Total	KSI Rate ³
2024	1,288 ▲	583 ▲	49 ▲	12 ▼	1,932 ▲	61 ▼	3.2% ▼
Source: Signal 4 Analytics							
1: Injury includes crashes that were defined as "Non-Incapacitating Injury" and "Possible Injury."							
2: Crash records use the label "Incapacitating Injury"							
3: KSI Rate is calculated as the percentage of crashes in each category resulting in a KSI.							
TABLE 6: CRASH SUMMARY 2024 – VOLUSIA COUNTY							
Year	No Injury	Injury ¹	Severe Injury ²	Fatality	Total	KSI Total	KSI Rate ³
2024	7,579 ▼	2,885 ▼	267 ▼	82 ▼	10,813 ▼	349 ▼	3.2% ▼
Source: Signal 4 Analytics							
1: Injury includes crashes that were defined as "Non-Incapacitating Injury" and "Possible Injury."							
2: Crash records use the label "Incapacitating Injury"							
3: KSI Rate is calculated as the percentage of crashes in each category resulting in a KSI.							

WHAT CAN YOU EXPECT FROM THE PLAN?

- Summary of Safety Analysis/ Crash Trends and Statistics (2019-2023)
- Updated 2024 Crash Data
- Summary of Policy Review and Equity Analysis

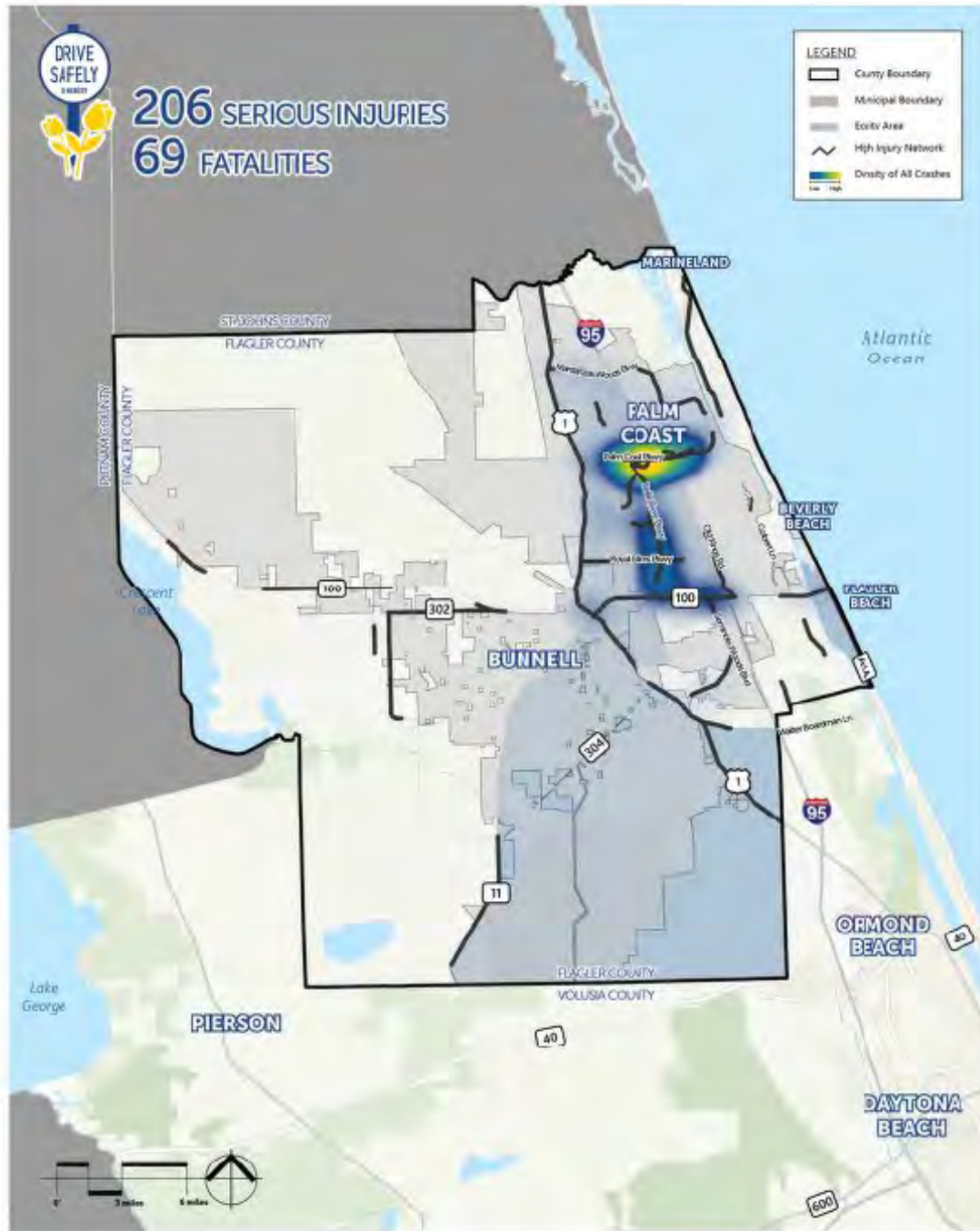


WHAT CAN YOU EXPECT FROM THE PLAN?

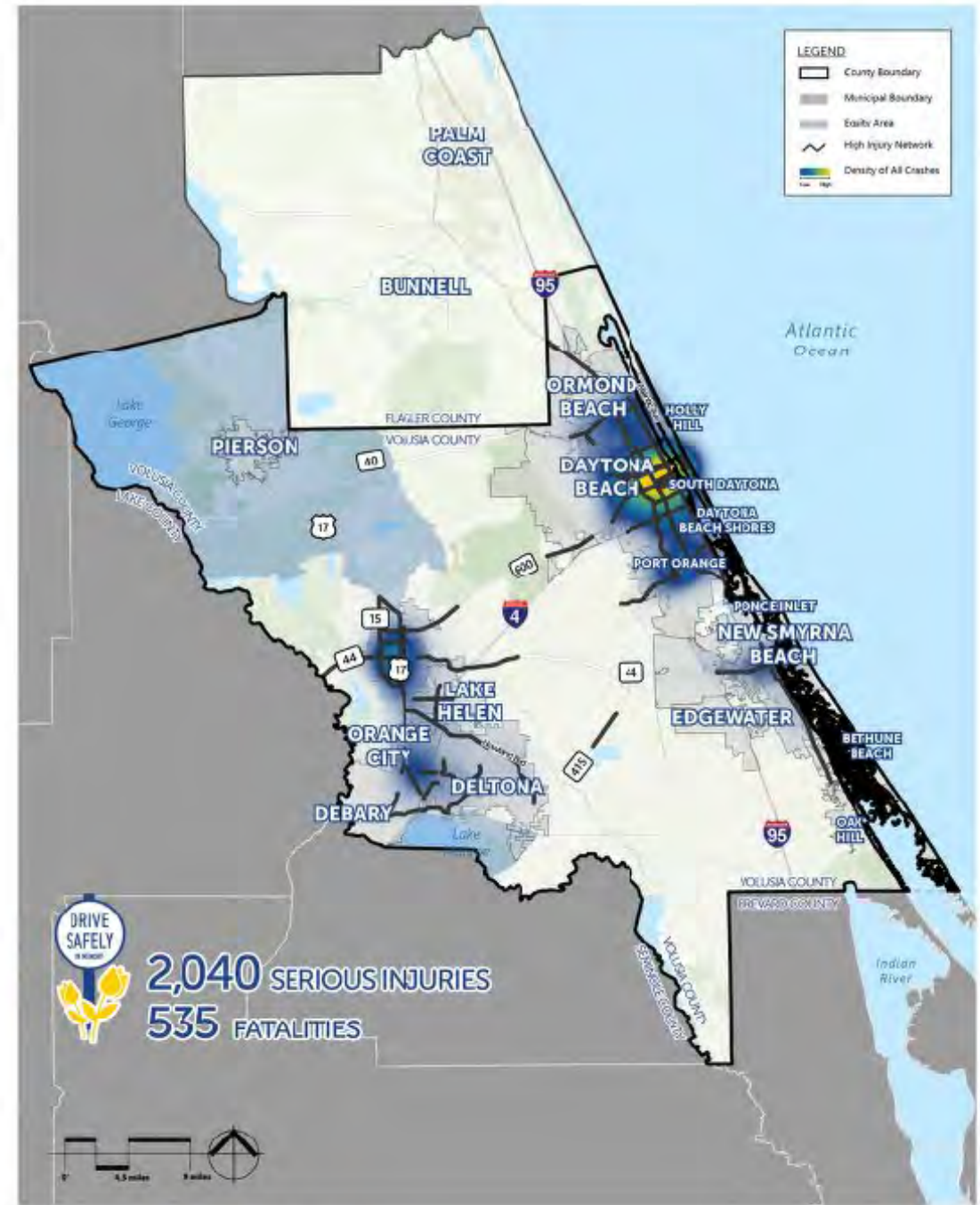
- Summary of Safety Analysis/ Crash Trends and Statistics (2019-2023)
- Updated 2024 Crash Data
- Summary of Policy Review and Equity Analysis
- Final HIN/List and 10 Prioritized Corridors for each County

FLAGLER COUNTY HIGH INJURY NETWORK PRIORITIZED CORRIDORS				
Road Name	Length (In Miles)	From	To	Weighted Safety Score
Old Kings Rd N	.4	Farragut Dr	Palm Coast Pkwy NE	4,925
Palm Coast Pkwy NW	1.6	Pine Lakes Pkwy	I-95	4,148
Palm Coast Pkwy NE	2.0	I-95	Palm Harbor Pkwy	1,725
...
...	2.4	Pine Lakes Pkwy	I-95	2,262
...	2.3	I-95	Palm Harbor Pkwy	1,295
...	.83	Ravenwood Dr	Belle Terre Pkwy	3,489
...	1.91	Palm Coast Pkwy NW	Buddy Taylor Middle School	1,932
...	2.68	Pritchard Dr	Market Ave	5,323
100) E	.89	US Hwy 1	Old Kings Rd	2,719
...	3.35	Jungle Hut Rd	Oceanside Dr	TBD

VOLUSIA COUNTY HIGH INJURY NETWORK PRIORITIZED CORRIDORS				
Road Name	Length (In Miles)	From	To	Weighted Safety Score
...	0.6	US Hwy 92 Bridge	Beach Access	5,927
...	4.8	W International Speedway Blvd	Ocean Ave	3,919
...	6.4	Catalina Blvd	Fort Smith Blvd	2,496
...	0.8	W Normandy Blvd	Sterling Silver Blvd	5,595
...	1.2	Mason Ave	W International Speedway Blvd	6,507
...	4.2	N Williamson Blvd	N Beach St	5,820
...	0.5	N Halifax Ave	A1A	8,817
...	5.5	Tomoka Farms Rd	N Beach St	6,972
...	1.6	3rd St	Volusia Ave	6,196
...	3.8	Madeline Ave	S Ridgewood Ave	6,435



FLAGLER COUNTY HIGH INJURY NETWORK



VOLUSIA COUNTY HIGH INJURY NETWORK

WHAT CAN YOU EXPECT FROM THE PLAN?

- Summary of Safety Analysis/
Crash Trends and Statistics
(2019-2023)
- Updated 2024 Crash Data
- Summary of Policy Review
and Equity Analysis
- Final HIN/List and Top 10
Prioritized Corridors for each
County
- Identification of Safety
Improvements
 - Engineering and Non-engineering
Countermeasures



PRIORITIZED SAFETY COUNTERMEASURES

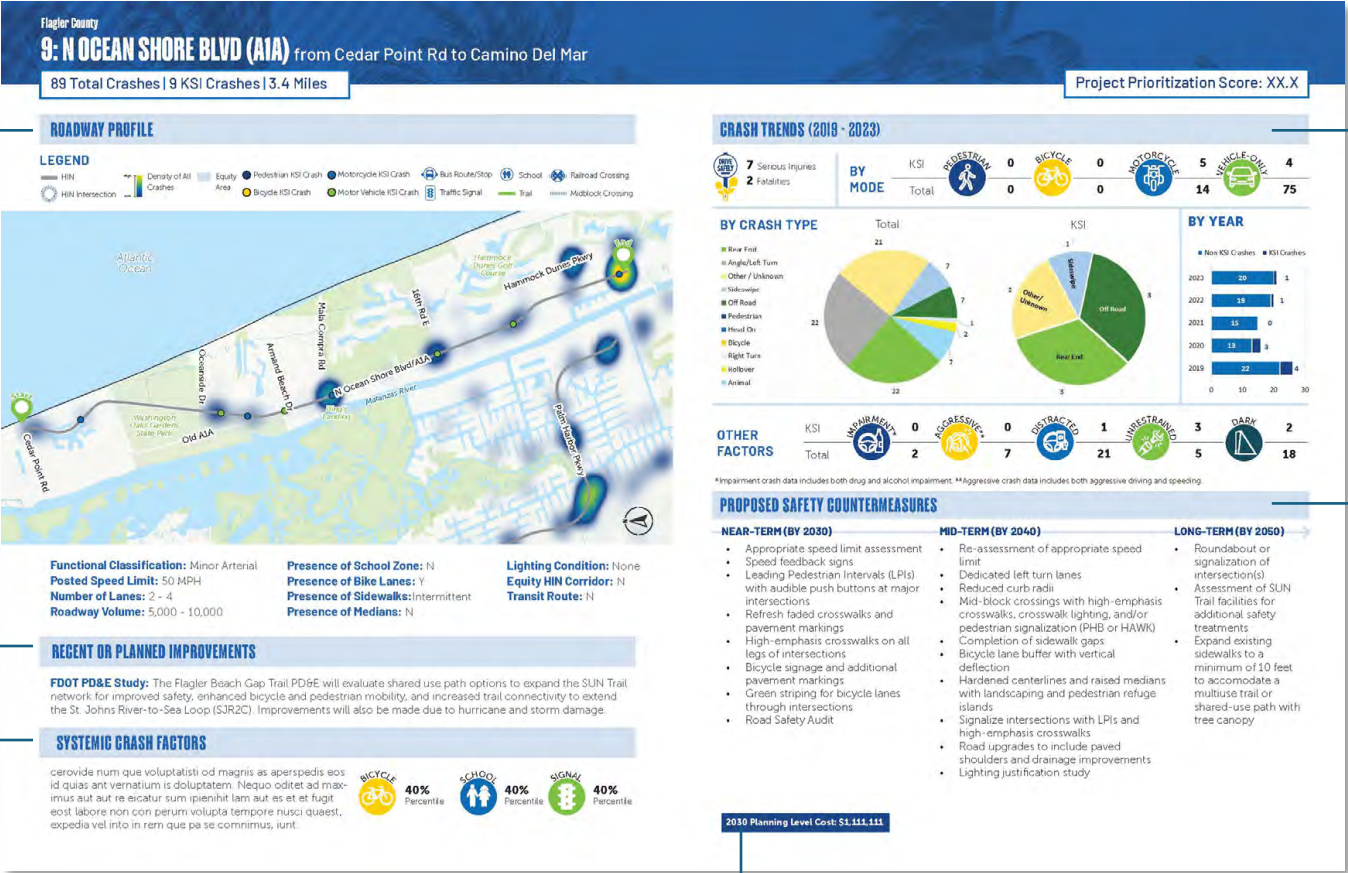
Roadway Profile

- Roadway characteristics
- Crash types and density

Recent or Planned Improvements

- FDOT 5-Year Work Program
- CountyCIPs

Systemic Crash Factors



Crash Trends

Near-Term Improvements (by 2030)

Mid-Term Improvements (by 2040)

Long-Term Improvements (by 2045)

Planning Level Costs for Near-Term Improvements (by 2030)

- Proposed for SS4A/Near Term Funding
- 25% Contingency

9: N OCEAN SHORE BLVD (A1A) from Cedar Point Rd to Camino Del Mar

89 Total Crashes | 9 KSI Crashes | 3.4 Miles

Project Prioritization Score: XX.X

1

ROADWAY PROFILE

LEGEND



Functional Classification: Minor Arterial

Posted Speed Limit: 50 MPH

Number of Lanes: 2 - 4

Roadway Volume: 5,000 - 10,000

Presence of School Zone: N

Presence of Bike Lanes: Y

Presence of Sidewalks: Intermittent

Presence of Medians: N

Lighting Condition: None

Equity HIN Corridor: N

Transit Route: N

RECENT OR PLANNED IMPROVEMENTS

FDOT PD&E Study: The Flagler Beach Gap Trail PD&E will evaluate shared use path options to expand the SUN Trail network for improved safety, enhanced bicycle and pedestrian mobility, and increased trail connectivity to extend the St. Johns River-to-Sea Loop (SJR2C). Improvements will also be made due to hurricane and storm damage.

SYSTEMIC CRASH FACTORS

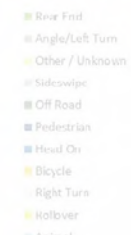
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CRASH TRENDS (2019 - 2023)



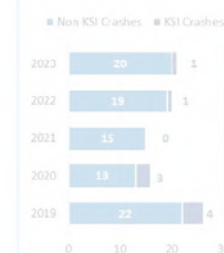
BY CRASH TYPE



BY CRASH TYPE



BY YEAR



OTHER FACTORS



*Impairment crash data includes both drug and alcohol impairment. **Aggressive crash data includes both aggressive driving and speeding.

PROPOSED SAFETY COUNTERMEASURES

NEAR-TERM (BY 2030)

- Appropriate speed limit assessment
- Speed feedback signs
- Leading Pedestrian Intervals (LPIs) with audible push buttons at major intersections
- Refresh faded crosswalks and pavement markings
- High-emphasis crosswalks on all legs of intersections
- Bicycle signage and additional pavement markings
- Green striping for bicycle lanes through intersections
- Road Safety Audit

MID-TERM (BY 2040)

- Re-assessment of appropriate speed limit
- Dedicated left turn lanes
- Reduced curb radii
- Mid-block crossings with high-emphasis crosswalks, crosswalk lighting, and/or pedestrian signalization (PHB or HAWK)
- Completion of sidewalk gaps
- Bicycle lane buffer with vertical deflection
- Hardened centerlines and raised medians with landscaping and pedestrian refuge islands
- Signalize intersections with LPIs and high-emphasis crosswalks
- Road upgrades to include paved shoulders and drainage improvements
- Lighting justification study

LONG-TERM (BY 2050)

- Roundabout or signalization of intersection(s)
- Assessment of SUN Trail facilities for additional safety treatments
- Expand existing sidewalks to a minimum of 10 feet to accommodate a multiuse trail or shared-use path with tree canopy

2030 Planning Level Cost: \$1,111,111

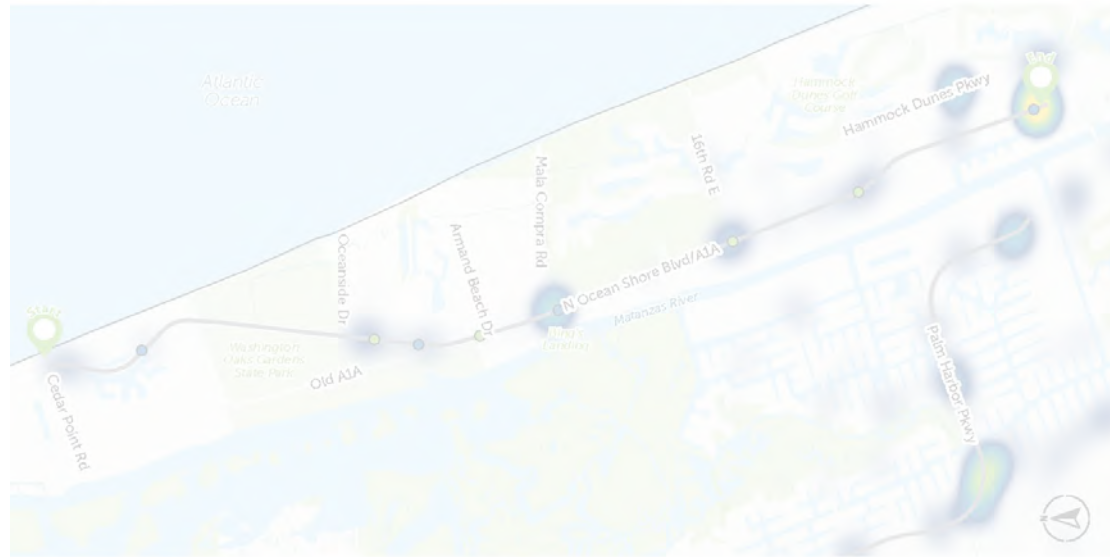
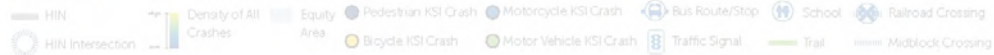
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Presence of Medians: N

Lighting Condition: None

Equity HIN Corridor: N

Transit Route: N

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CRASH TRENDS (2019 - 2023)

7 Serious Injuries
2 FatalitiesBY
MODE

Total



0



0

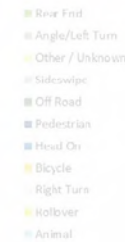


5



4

BY CRASH TYPE



Total



KSI



BY YEAR



OTHER FACTORS

KSI
Total

0



0



1



3



2

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PROPOSED SAFETY COUNTERMEASURES

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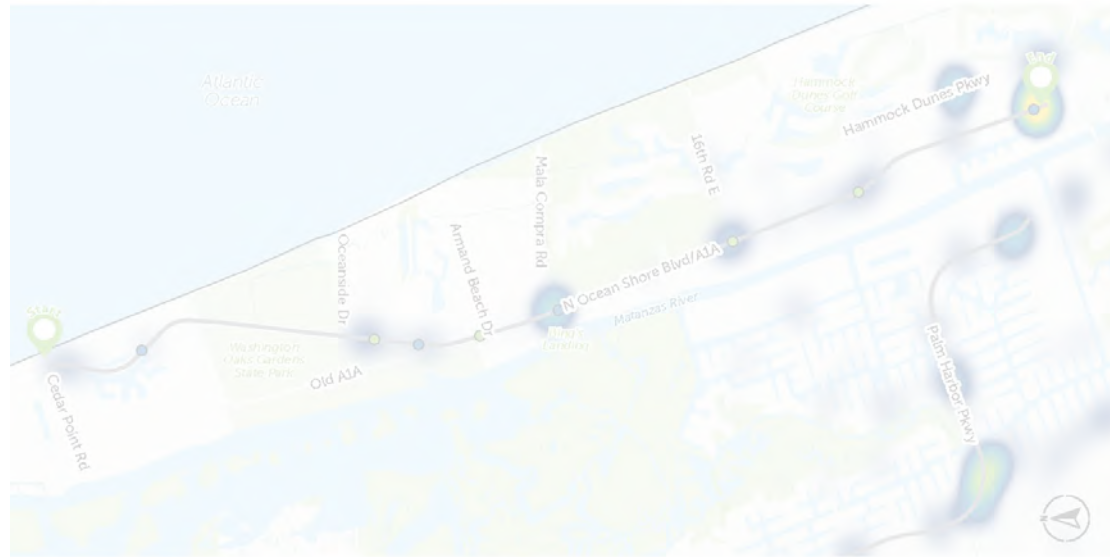
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SYSTEMIC CRASH FACTORS

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Percentile40%
Percentile

3

CRASH TRENDS (2019 - 2023)

7 Serious Injuries
2 FatalitiesBY
MODEKSI
TotalPEDESTRIAN
0
0BICYCLE
0
0MOTORCYCLE
5
14VEHICLE-ONLY
4
75

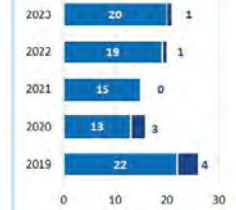
BY CRASH TYPE

■ Rear End
■ Angle/Left Turn
■ Other / Unknown
■ Sidewipe
■ Off Road
■ Pedestrian
■ Head On
■ Bicycle
■ Right Turn
■ Rollover
■ Animal



BY YEAR

■ Non KSI Crashes ■ KSI Crashes



OTHER FACTORS

KSI
TotalIMPAIRMENT
0
2AGGRESSIVE
0
7DISTRACTED
1
21UNRESTRAINED
3
5DARK
2
18

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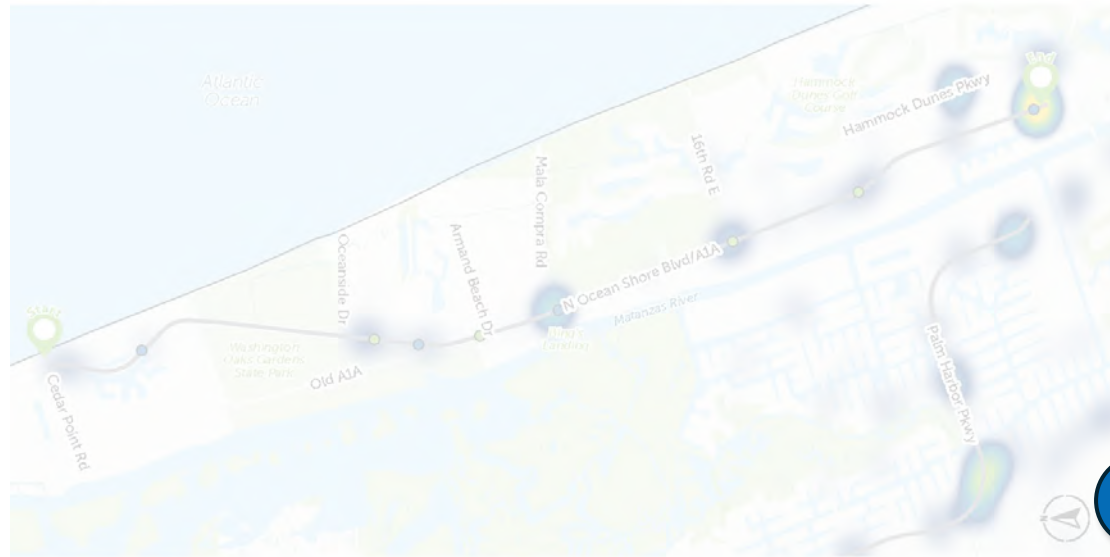
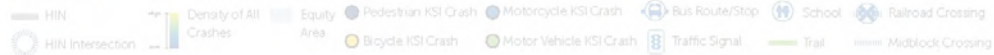
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SYSTEMIC CRASH FACTORS

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40%
Percentile40%
Percentile40%
Percentile

CRASH TRENDS (2019 - 2023)

7 Serious Injuries
2 Fatalities

BY MODE

KSI

Total

PEDESTRIAN

0

BICYCLE

0

MOTORCYCLE

5

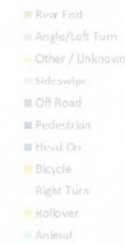
VEHICLE-ONLY

14

4

75

BY CRASH TYPE



Total

21

7

22

7

7

1

2

7

7

3

3

3

3

3

3

3

3

3

3

3

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KSI

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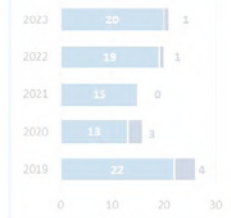
1

1

1

BY YEAR

Non KSI Crashes | KSI Crashes



OTHER FACTORS

KSI

Total

IMPAIRMENT

0

AGGRESSIVE**

0

DISTRACTED

1

UNRESTRAINED

3

DARK

2

18

*Impairment crash data includes both drug and alcohol impairment. **Aggressive crash data includes both aggressive driving and speeding.

PROPOSED SAFETY COUNTERMEASURES

NEAR-TERM (BY 2030)

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MID-TERM (BY 2040)

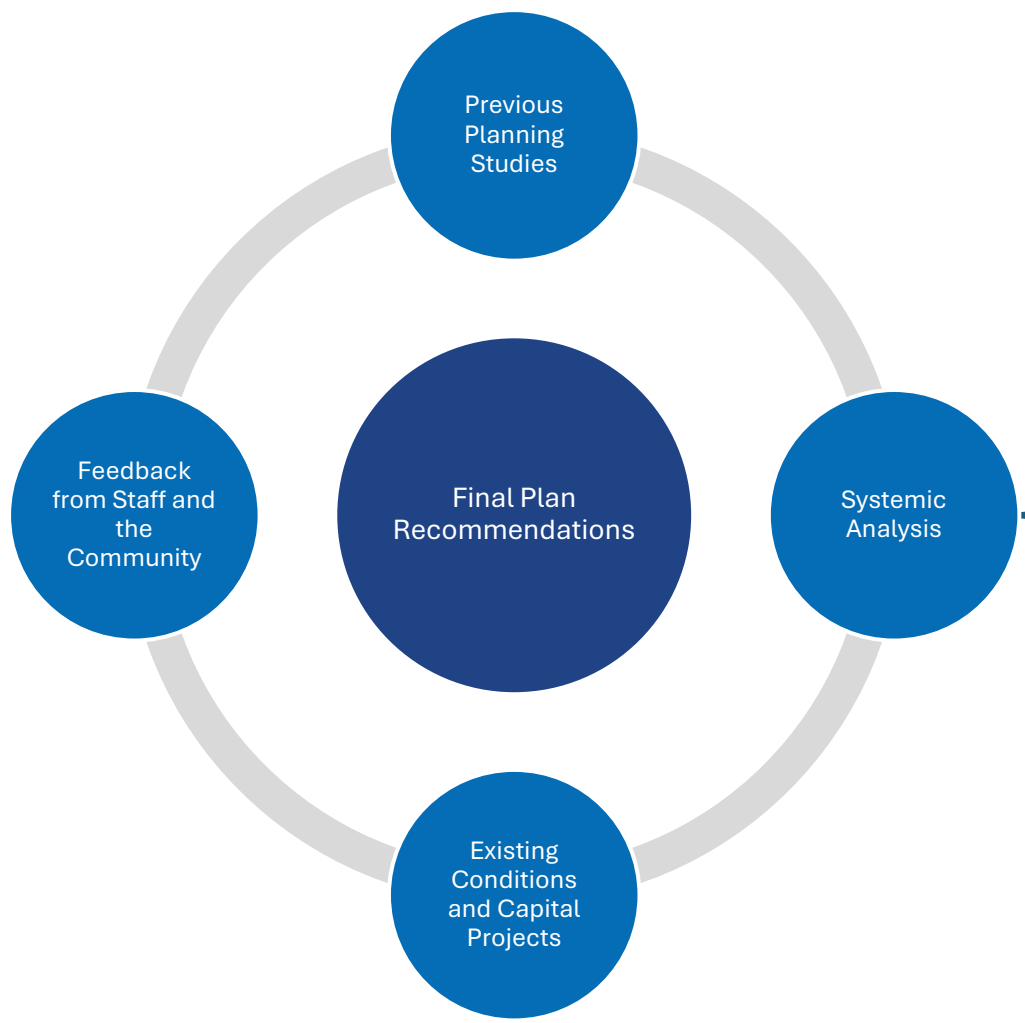
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LONG-TERM (BY 2050)

- Roundabout or signalization of intersection(s)
- Assessment of SUN Trail facilities for additional safety treatments
- Expand existing sidewalks to a minimum of 10 feet to accommodate a multiuse trail or shared-use path with tree canopy

2030 Planning Level Cost: \$1,111,111

PRIORITIZED SAFETY COUNTERMEASURES



1 Review crash trends and understand roadway characteristics, land use, and social vulnerability factors

2 Select countermeasures applicable to crash trends and roadway characteristics



PRIORITIZED SAFETY COUNTERMEASURES



Short Blocks with Marked Crosswalks



Appropriate Speed Limit



Retroreflective Backplates on Signals



No Turn on Red



Lane Narrowing



Speed Feedback Signs



Leading Pedestrian Interval



Shared Use Path



Lighting



Reduce Driveway Density



Advance Warning Signage/Pavement



Median with Pedestrian Refuge Island



Horizontal Deflection



Raised Median with Landscaping



R1 Series Signs



Pedestrian Hybrid Beacon (PHB)

PRIORITIZED SAFETY COUNTERMEASURES

Near-Term Actions

- Signal Retiming
- Education and Awareness
- Speed Limit Reductions
- Safety Improvements
- Lighting Upgrades
- Retroreflective Borders
- LPIs and Raised Crosswalks

Medium-Term Actions

- Corridor Access Management
- Complete Streets or Lane Narrowing
- Intersection Improvements including Roundabouts
- RRFBs and PHBs
- Mast-arm installation

Long-term Actions

- LDC & Comprehensive Plan Updates
- Off-road Trails and Shared Use Paths
- Roundabout or signalization of intersection(s)

● Evaluation ● Equity ● Education ● Enforcement ● Engineering

PRIORITIZED SAFETY COUNTERMEASURES

NEAR-TERM IMPROVEMENTS (IMPLEMENTATION BY 2030)








	OLD KINGS RD N from Farragut Dr to Palm Coast Pkwy NE	PALM COAST PKWY NW from Pine Lakes Pkwy to I-95	PALM COAST PKWY NE from I-95 to Palm Harbor Pkwy	PALM COAST PKWY SW from Pine Lakes Pkwy to I-95	PALM COAST PKWY SE from I-95 to Palm Harbor Pkwy	WHITEVIEW PKWY from Ravenwood Dr to Belle Terre Pkwy	BELLE TERRE PKWY N from Palm Coast Pkwy to Buddy Taylor Middle School	BELLE TERRE PKWY S from Pritchard Dr to Market Ave	N OCEAN SHORE BLVD (A1A) from Cedar Point Rd to Camino Del Mar	MOODY BLVD (SR 100) from US Hwy 1 to Old Kings Rd	E INTERNATIONAL SPEEDWAY BLVD (US 92) from US Hwy 92 to Beach Access	S RIDGEWOOD AVE (US 1) from W International Speedway Blvd (US 92) to Ocean Ave	HOWLAND BLVD from Catalina Blvd to Fort Smith Blvd	SAXON BLVD from W Normandy Blvd to Sterling Silver Blvd	N RIDGEWOOD AVE (US 1) from Mason Ave to W International Speedway Blvd (US 92)	MASON AVE (SR 430) from Williamson Blvd to N Beach St	OAKRIDGE BLVD from N Halifax Ave to Jimmy Buffet Memorial Hwy (A1A)	W INTERNATIONAL SPEEDWAY BLVD (US 92) from Tomoka Farms Rd to N Beach St	N NOVA RD (CR 5A) from 3rd St to Volusia Ave (US 92)	S NOVA RD (CR 5A) from Madeline Ave to S Ridgewood Ave (US 1)
Appropriate speed limit assessment	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Speed feedback signs	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Leading Pedestrian Intervals (LPIs)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Review of signal phasing, timing, and yellow change intervals	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Backplates with retroreflective borders on signal heads	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Signal coordination analysis	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Striping through intersections for all left-turn movements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Refresh of intersection crosswalks and pavement markings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Gateway feature with low-cost, quick-build pedestrian safety improvements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
High-emphasis crosswalks on all legs of intersections	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Sidewalk and trail connectivity study	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bicycle signage							✓	✓	✓	✓	✓						✓	✓	✓	
Bicycle pavement markings such as sharrows							✓	✓	✓	✓	✓						✓	✓	✓	
Green striping for bicycle lanes through intersections							✓	✓	✓	✓	✓						✓	✓	✓	
Improve shoulder as bicycle lane with signage, pavement markings, and striping															✓					✓
Install speed cameras in school zone							✓			✓			✓		✓		✓			
Lighting justification study											✓									
Install R-1 series signage at signalized intersections	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Road Safety Audit	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2030 Planning Level Cost	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000	\$000,000

PRIORITIZED SAFETY COUNTERMEASURES

MID-TERM IMPROVEMENTS (IMPLEMENTATION BY 2040)		OLD KINGS RD N from Farragut Dr to Palm Coast Pkwy NE	PALM COAST PKWY NW from Pine Lakes Pkwy to I-95	PALM COAST PKWY NE from I-95 to Palm Harbor Pkwy	PALM COAST PKWY SW from Pine Lakes Pkwy to I-95	PALM COAST PKWY SE from I-95 to Palm Harbor Pkwy	WHITEVIEW PKWY from Ravenwood Dr to Belle Terre Pkwy	BELLE TERRE PKWY N from Palm Coast Pkwy to Buddy Taylor Middle School	BELLE TERRE PKWY S from Pritchard Dr to Market Ave	N OCEAN SHORE BLVD (A1A) from Cedar Point Rd to Camino Del Mar	MOODY BLVD (SR 100) from US Hwy 1 to Old Kings Rd	E INTERNATIONAL SPEEDWAY BLVD (US 92) from US Hwy 92 to Beach Access	S RIDGEWOOD AVE (US 1) from W International Speedway Blvd (US 92) to Ocean Ave	HOWLAND BLVD from Catalina Blvd to Fort Smith Blvd	SAXON BLVD from W Normandy Blvd to Sterling Silver Blvd	N RIDGEWOOD AVE (US 1) from Mason Ave to W International Speedway Blvd (US 92)	MASON AVE (SR 430) from Williamson Blvd to N Beach St	OAKRIDGE BLVD from N Halifax Ave to Jimmy Buffet Memorial Hwy (A1A)	W INTERNATIONAL SPEEDWAY BLVD (US 92) from Tomoka Farms Rd to N Beach St	N NOVA RD (CR 5A) from 3rd St to Volusia Ave (US 92)	S NOVA RD (CR 5A) from Madeline Ave to S Ridgewood Ave (US 1)
🚗	Lane narrowing	✓	✓	✓	✓	✓		✓	✓		✓		✓	✓	✓	✓	✓		✓	✓	
	Re-assessment of appropriate speed limit following implementation of other countermeasures		✓	✓	✓	✓		✓	✓		✓		✓		✓	✓	✓		✓	✓	
🚦	Mast arm design at signalized intersections		✓	✓	✓	✓		✓	✓		✓		✓	✓	✓	✓	✓		✓	✓	
	Access modifications to reduce left-turn conflicts		✓	✓	✓	✓		✓	✓		✓		✓	✓	✓	✓	✓		✓	✓	
+	Dedicated left turn lanes	✓	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓		✓	✓	
	Directionalization or closure of full access median openings	✓	✓	✓	✓	✓		✓	✓		✓		✓	✓	✓	✓	✓		✓	✓	
+	Extend raised median / median nose		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	
	Reduced curb radii at unsignalized intersections / driveways		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	
	Access management evaluation	✓	✓	✓	✓	✓		✓	✓		✓		✓		✓	✓	✓		✓	✓	
	Road upgrades including paved shoulders and drainage		✓	✓	✓	✓		✓	✓		✓		✓		✓	✓	✓		✓	✓	
	Install SafetyEdge	✓					✓										✓				
	Mid-block crossings with high-emphasis crosswalks, crosswalk lighting, and/or pedestrian signalization (PHB or HAWK)	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	
🚶	Completion of sidewalk gaps	✓								✓	✓						✓		✓	✓	
	Installation of sidewalk						✓														
	Raised crosswalk																✓	✓			
	Upgrade school crosswalks to raised with RRFB, advanced warning signs, yield markings, and in-pavement lighting														✓						
🚲	New buffered bike lanes											✓									
	Vertical separation of bike lanes									✓	✓								✓	✓	
	Convert on street parking to bicycle lane												✓				✓		✓	✓	
	Upgrade adjacent roads to include buffered bike lanes, pavement markings, and green striping																✓		✓	✓	
🌳	Enhanced landscaping with canopy trees in existing raised medians		✓	✓	✓	✓					✓			✓					✓	✓	
	Co-locate bus stops with mid-block crossings											✓									
	Chicanes with enhanced landscaping											✓									
	Hardened centerlines and raised medians with landscaping and pedestrian refuge islands	✓	✓	✓	✓	✓				✓	✓		✓	✓	✓	✓	✓		✓	✓	
🚦	Signalize intersections with LPIs and high-emphasis crosswalks		✓	✓	✓	✓		✓	✓	✓											
	Provide advance road name and overhead lane use signage on approach to major intersections		✓	✓	✓	✓					✓								✓		
	Interchange Operations Analysis Report Study			✓	✓	✓					✓										
	Residential street tree canopy program						✓	✓	✓				✓	✓	✓		✓	✓		✓	
💡	Lighting justification study							✓	✓	✓			✓	✓	✓	✓	✓	✓		✓	

PRIORITIZED SAFETY COUNTERMEASURES

LONG-TERM IMPROVEMENTS (IMPLEMENTATION BY 2045)

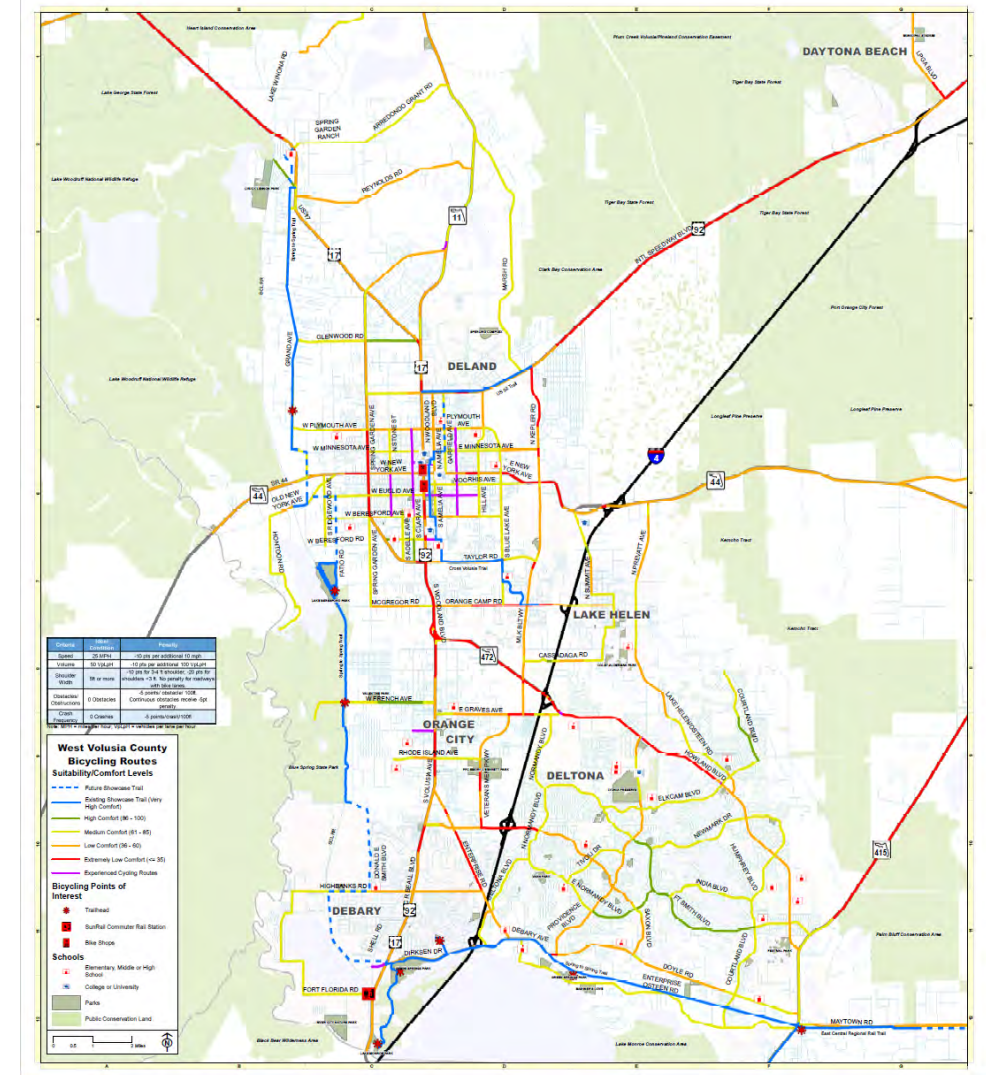
-  Roundabout or signalization of intersection(s)
-  Evaluate alternative crossing opportunities such as pedestrian bridge
-  Assessment of SUN Trail facilities for additional safety treatments
-  Elimination of on-street bike lanes
-  Multiuse trail or Shared-use path with tree canopy
-  Expand existing sidewalks to a minimum of 10 ft
-  Future Land Use and Zoning revisions

	OLD KINGS RD N from Farragut Dr to Palm Coast Pkwy NE					
	PALM COAST PKWY NW from Pine Lakes Pkwy to I-95					
	PALM COAST PKWY NE from I-95 to Palm Harbor Pkwy	✓				
	PALM COAST PKWY SW from Pine Lakes Pkwy to I-95	✓				
	PALM COAST PKWY SE from I-95 to Palm Harbor Pkwy	✓				
	WHITEVIEW PKWY from Ravenwood Dr to Belle Terre Pkwy	✓				
	BELLE TERRE PKWY N from Palm Coast Pkwy to Buddy Taylor Middle School	✓				
	BELLE TERRE PKWY S from Pritchard Dr to Market Ave	✓				
	N OCEAN SHORE BLVD (A1A) from Cedar Point Rd to Camino Del Mar	✓				
	MOODY BLVD (SR 100) from US Hwy 1 to Old Kings Rd					
	E INTERNATIONAL SPEEDWAY BLVD (US 92) from US Hwy 92 to Beach Access	✓				
	S RIDGEWOOD AVE (US 1) from W International Speedway Blvd (US 92) to Ocean Ave	✓				
	HOWLAND BLVD from Catalina Blvd to Fort Smith Blvd	✓				
	SAXON BLVD from W Normandy Blvd to Sterling Silver Blvd	✓				
	N RIDGEWOOD AVE (US 1) from Mason Ave to W International Speedway Blvd (US 92)	✓				
	MASON AVE (SR 430) from Williamson Blvd to N Beach St	✓				
	OAKRIDGE BLVD from N Halifax Ave to Jimmy Buffet Memorial Hwy (A1A)	✓				
	W INTERNATIONAL SPEEDWAY BLVD (US 92) from Tomoka Farms Rd to N Beach St	✓				
	N NOVA RD (CR 5A) from 3rd St to Volusia Ave (US 92)	✓				
	S NOVA RD (CR 5A) from Madeline Ave to S Ridgewood Ave (US 1)	✓				

NON-ENGINEERING COUNTERMEASURES: POLICY

Preliminary recommendations for Volusia County, Flagler County, and the Volusia-Flagler TPO include:

1. Adopt direct Vision Zero commitments into key county and TPO documents.
2. Reference FDOT's guidelines for multimodal transportation, context classification, and complete streets.
3. Revise speed limit policies.
4. Integrate crash data into project prioritization.
5. Expand safety policies and existing best practices.



NON-ENGINEERING COUNTERMEASURES: EDUCATION

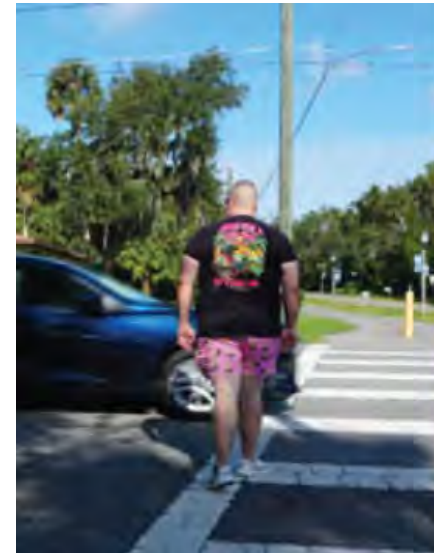
Potential Educational Campaigns include:

- AARP's Driver Safety program
- Safe Routes to School
- Pilot Demonstration Safety Projects
- Educational Materials on New Roadway Design
- Education Campaigns Targeting Dangerous Roadway Behavior or Vulnerable Groups
- Bicycle Helmet Fittings
- Safe Teen Drivers Campaign
- Bike/Ped Safety Events
- Educational Materials on Traffic Safety Laws
- Share the Road/Bicyclists May Use Full Lane Awareness Programs
- Ride Share Promotions
- DUI Awareness Campaigns
- Vehicle Maintenance Campaign



Smart Driving College Challenge

The Volusia Flagler Transportation Organization (VFTPO) launched a Smart Driving College Challenge in the months of February and March of 2025. This educational campaign was meant to reward safe drivers who attend one of the four Volusia County colleges with prizes between \$25 and \$250. The challenge was run through a mobile application where participants can track their individual journeys in the car and be scored for safety.



Operation Best Foot Forward

Operation Best Foot Forward is a pedestrian safety initiative with the goal that more drivers yield and stop for pedestrians in marked crosswalks. The goal of the initiative is accomplished through implementation of the "three E's" of community education, low-cost engineering, and high-visibility enforcement.

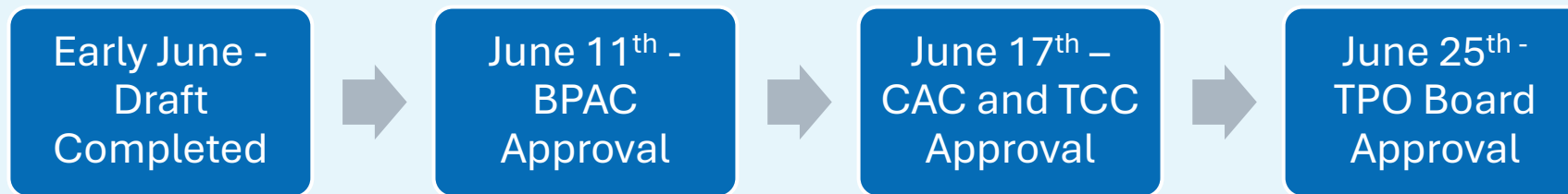
In Volusia County, high-traffic crosswalks in the City of DeBary and the City of Ormond Beach served as project sites for the operation. Volusia County Sheriffs were present issuing moving and non-moving violations and warnings for those who did not stop for crossing pedestrians. Flagler County plans on deploying the same initiative in 2025 at a variety of high-traffic intersections.

The Volusia County Sheriff's Office was awarded the Enforcement Award at the Central Florida Safety Summit in May of 2025 for their Best Foot Forward Operation efforts at the crossing of Ocean Shore Blvd. and Tom Renick Park. Their efforts increased driver's rate of stopping for pedestrians to 42%, up from the original 19%.

3

NEXT STEPS

TPO REVIEW AND ADOPTION TIMELINE



Public review and approval ongoing

VOLUSIA • FLAGLER



VISION ZERO
ACTION PLAN

THANK YOU!

Working Group Meeting 3 –
May 28, 2025

