



# Chapter 2 Transportation Element

## CHAPTER 2

## TRANSPORTATION ELEMENT

### Goals, Objectives, and Policies



## INTRODUCTION

The following section presents the Goals, Objectives, and Policies for the City of DeLand Transportation Element.

For informational purposes, a goal is a generalized statement of a desired end state toward which objectives and policies are directed. Objectives are statements, more specific in nature, which further define the City's goals. Objectives should be formulated in a way that permits the determination of policies and programs which lead to their attainment. Finally, policies relate to general courses of action which promote the achievement of a particular objective and ensure plan implementation. The formulation of policies requires the integration of goals and objectives with sound planning principles.

Two separate documents have been prepared to support this Transportation Element. The first, entitled *City of DeLand 2020 Comprehensive Plan Update: Technical Support Documentation for the Transportation Element*, dated April 7, 2009, provides the detailed review and analysis of the existing and future transportation system in the City of DeLand that supports the Goals, Objectives, and Policies of the Transportation Element. This Technical Support Document also provides the analysis and map series requirements included under Section 163.3177, Florida Statutes.

The second, entitled *The City of DeLand Multimodal Transportation Plan Strategies Technical Memorandum*, January 2012, was prepared to support the development of an integrated land use and transportation policy framework that seeks to incentivize a sustainable development pattern and provide multimodal transportation options for residents, employees, and visitors.



## GOALS, OBJECTIVES AND POLICIES

**GOAL t-1:** Develop an integrated multimodal transportation system that meets or exceeds the City's existing and future transportation needs through the next 10 and 20 years respectively.

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**Objective t1.1** DeLand shall implement programs to provide a safe, convenient, and energy efficient multimodal transportation system.

**Policy t1.1.1** Develop and continuously update a Citywide, five-year multimodal transportation capital improvements plan, that prioritizes needed transportation improvements as part of an overall 10 and 20-year multimodal transportation funding strategy, consistent with the Volusia-Flagler Transportation Planning Organization's 5-year Transportation Improvement Plan (TIP).

**Policy t1.1.2** DeLand has adopted the road classification of Volusia County which uses the Federal Functional Classification criteria to functionally classify all roads.

**Policy t1.1.3** Coordinate and cooperate with the Florida Department of Transportation (FDOT) to control access to the State thoroughfare system in order to facilitate the efficient flow of traffic and to optimize the State thoroughfare system capacity.

**Policy t1.1.4** The *City of DeLand Multimodal Plan* (January 2012) provides strategic guidance for multimodal planning within the City of DeLand. Multimodal transportation strategies within this Plan should be reviewed on an annual basis and incorporated into projects within the City's Five-Year Capital Improvements Program (CIP), as appropriate.



- Policy t1.1.5 Work with the appropriate governmental agencies on an annual basis to prepare engineering and feasibility studies for all projects identified in the Five-Year CIP and Ten-Year Capital Funding Strategy.
- Policy t1.1.6 Prioritize improvements which will directly benefit City residents and businesses.
- Policy t1.1.7 Protect the use of the Strategic Intermodal System (SIS) for regional and intrastate travel by participating in the development of strategies that facilitate travel on alternatives to the SIS and emerging SIS to protect its interregional and intrastate travel.
- Policy t1.1.8 Establish an access management plan that controls the connections and access points of driveways to roads on the City's thoroughfare system.
- Policy t1.1.9 Review the City's Land Development Regulations (LDR) and require residential development include an interconnected system of collector streets in their development plans that considers access and compatibility to adjacent parcels and stub streets that connect to adjacent undeveloped parcels.
- Policy t1.1.10 Require, through the City's LDRs, that new subdivisions be designed so that all individual lots have access to the internal street system and peripheral lots adjacent to the thoroughfare system will be buffered to prevent vehicular access.
- Policy t1.1.11 Maintain and update land use regulations that promote the safe and efficient movement of pedestrians and bicyclists within all new development proposals.
- Policy t1.1.12 Continue to coordinate and participate with Volusia County and Volusia-Flagler Transportation Planning Organization (TPO) planning process regarding the implementation of the DeLand area bicycle and pedestrian systems plan.



Policy t1.1.13 Participate and work with the Volusia-Flagler TPO and Votran, Volusia County's Public Transportation System, to develop numerical indicators against which the achievement of the multimodal transportation goals of the community can be measured, such as: volume to capacity ratios on bus routes, modal split, annual transit trips per capita, and automobile occupancy rate.

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**Objective t1.2** Continue to coordinate local transportation system plans with the plans and programs of the Volusia-Flagler TPO, the 2025 Florida Transportation Plan, and the Florida Department of Transportation's (FDOT)'s Adopted 5-year Work Program.

Policy t1.2.1 Coordinate transportation planning efforts with appropriate municipalities, the County, the Volusia-Flagler TPO, and the State.

Policy t1.2.2 Coordinate the development and maintenance of the City's transportation system with the FDOT, the Volusia-Flagler TPO, and Volusia County to facilitate a coordinated system of arterials, collectors, local streets, public transportation, and bicycle/pedestrian network.

Policy t1.2.3 Maintain representation on the Volusia-Flagler TPO Board and Technical Coordinating Committee (TCC).

Policy t1.2.4 Coordinate with Volusia County regarding the designation of truck delivery routes resulting from the County's completed Freight Movement and Goods Study.

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**GOAL t-2:** Seek funding to implement the capital and operating costs associated with the City Multimodal Transportation Plan.

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**Objective t2.1** DeLand shall establish an implementation program for the provision and maintenance of planned multimodal transportation projects by ensuring the needs are financed in an effective, efficient, and equitable manner.



- Policy t2.1.1 Provide for the timely maintenance and repair of deteriorating multimodal transportation facilities by encouraging adequate financing at all jurisdictional levels.
- Policy t2.1.2 Work with County and State officials, to obtain right-of-way and/or funds for right-of-way acquisition and multimodal transportation improvements.
- Policy t2.1.3 Work with developers as well as County and State officials in identifying capital transportation improvements that will address existing and future deficiencies on the City of DeLand multimodal transportation network.
- Policy t2.1.4 Initiate and participate in discussions with Volusia County and other municipalities to develop an appropriate countywide funding sources (e.g., local option gas tax, local option sales tax, multimodal fee, grants, and other sources) to support the capital and operating costs of multimodal infrastructure.
- Policy t2.1.5 Review programs to appropriate a portion of the local option gas tax to be determined by the City Commission during the annual budget review to fund multimodal transportation capital projects for the purpose of improving local traffic movements, promoting economic development, providing alternative means of transportation (e.g., transit, bicycle, and pedestrian facilities), safety measures (such signalized intersections and vehicular impediments), or to provide matching funds for a related state, federal, or private grant.
- Policy t2.1.6 Ensure the transportation impact of new development is mitigated.



**GOAL t-3:** Achieve desired integration of land use and multimodal transportation options through the creation of an incentive-based program that encourages mixed-use and multimodal supportive development in the designated overlay areas.

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**Objective t3.1** Create variations in the Development Review Process that incentivize desired development types within the Mixed-Use and Multimodal Supportive Overlays.

Policy t3.1.1 Maintain the City’s concurrency management program by monitoring development’s transportation impacts on the City’s thoroughfare roadway system. All development and Planned Development (PD) applications shall require a Transportation Impact Analysis (TIA) and mitigation, if deemed required by the Volusia-Flagler TPO TIA Guidelines.

Policy t3.1.2 The City shall evaluate its transportation concurrency process and procedures to determine appropriate changes to implement the City’s Mixed-Use and Multimodal Supportive Overlays and address multimodal traffic impacts within the City limits

Policy t3.1.4 Re-evaluate, at least every five years, the LOS on state, county, and city road segments within the City of DeLand road network where the AADT is currently, or projected to meet or, exceed 90% of maximum capacity, based on data within the Volusia County Traffic Engineering Division’s Annual Average Daily Traffic (AADT) spreadsheet. This reevaluation also should assess any development review thresholds in place within the Mixed-Use and Multimodal Supportive Overlays, as well as assist the City in monitoring and refining land use and multimodal travel strategies.

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**Objective t3.2** For development that is subject to a TIA, DeLand will use Level of Service (LOS) standards reflected in Volusia County’s AADT spreadsheet and consistent with the Volusia-Flagler TPO’s TIA Guidelines. DeLand will coordinate with FDOT on SIS facilities and with Volusia County on county facilities.



Policy t3.2.1

Upon adoption of this Element, the minimum peak hour LOS standards for the City of DeLand road network, unless otherwise noted, are:

<b>Facility Type</b>	<b>Level of Service Standard</b>
SIS Facilities (Freeway):	D (C)
Non-SIS State Facilities:	D
SHS Facilities (Urban):	D
SHS Facilities (Non-Urban):	C
Arterials:	E
Collectors:	E

Per the 2045 Volusia-Flagler TPO Long Range Transportation Plan, within and adjacent to the City, the following road segments are projected to operate as deficient before or by 2045;

- US 17/92: SR 11 to US 92 (FDOT)
- US 17/92: Plymouth Ave to Wisconsin Ave (FDOT)
- US 17/92: Euclid Ave to Beresford Ave (FDOT)
- US 17/92: Taylor Road to SR 472 (FDOT)
- SR 44: Summit Ave to Garfield Ave (FDOT)
- SR 44: SR 15A to Lake County (FDOT)
- SR 15A: US 92 to S. Taylor Road (FDOT)
- SR 15A: Adelle Ave to Clara Ave (FDOT)
- Orange Camp Road: Blue Lake Ave to Martin Luther King Jr. Blvd (VC)
- Martin Luther King Jr. Blvd: Beresford Ave to Taylor Road (VC)



- Martin Luther King Jr. Blvd: Orange Camp Road to SR 472 (VC)
- Beresford Ave: Blue Lake Ave to Hill Ave (VC)
- Beresford Ave: Martin Luther King Jr. Blvd to Summit Ave (VC)
- Blue Lake Ave (Beresford Ave to Elizabeth Road (VC)
- Hazen Ave: Plymouth Ave to Minnesota Ave (VC)
- Amelia Ave: Minnesota Ave to Ohio Ave (DeLand)
- Marsh Road: US 92 to Carter Rd (VC)
- Florida Ave: Minnesota Ave to Wisconsin Ave (DeLand)

The City recognizes funding, policy, or physical constraints prohibit a reasonable expectation for expansion of some facilities and that limited congestion is anticipated as growth occurs. The City also recognizes the value of the urban core area's grid roadway network that guarantees connectivity and multiple travel route option that provide motorists alternative routes around congested roads and signalized intersections. The City will participate in the upcoming 2050 Long Range Transportation Plan. Based on the analysis and results, the City will update its transportation element and devise a long-term plan to evaluate and enhance residents' future mobility and access.

Policy t3.2.2

Following the adoption of the Volusia-Flagler TPO's 2050 Long Range Transportation Plan, the City of DeLand will adopt transit, pedestrian, and bicycle quality of service standards, guidelines, or minimum requirements within the Mixed-Use and Multimodal Supportive Overlays.

Policy t3.2.3

The City shall coordinate with Volusia County, Votran, and the Volusia-Flagler TPO concerning all multimodal transportation projects planned to be designed or constructed in the cost-feasible five-year plans of these agencies



**Objective t3.3**

Develop a Development Review Process to document if traffic from a proposed development projects is projected to generate more than 100 peak-hour or 1,000 net new daily trips, which triggers the need for a Transportation Impact Analysis.

**Policy t3.3.1**

Produce an updated Transportation Management System Report, that monitors roadway level of service in the City.

**Policy t3.3.2**

Require a transportation impact analysis (TIA) for all development projects within the city that are projected to generate 100 or more net peak-hour or 1,000 or more net new daily trips. All TIA's must be completed following the latest version of the Volusia-Flagler TPO TIA Guidelines. Per these guidelines, the Planning Director has the authority to request a TIA or specific traffic study for any proposed development that presents a specific transportation or traffic safety concern.

**Policy t3.3.3**

For the purpose of determining impacts to the transportation system when development is subject to a TIA, DeLand shall include all capacity related transportation network system improvements which are scheduled to be in place or under actual construction in the City's Five-Year CIP not more than three years after the issuance of the Certificate of Occupancy. The City's Five-Year CIP may recognize and include transportation projects included in FDOT's Five Year Work Program or the five years of the applicable, adopted Volusia County CIP in the inventory of existing facilities and shall consider the planned capacity as existing, per Rule 9J-5-0055 (3)(c)(2), FAC.

**Policy t3.3.4**

As determined by a TIA, require developers to either provide proportionate fair-share funds, calculated in accordance with the City's adopted Proportionate Fair-Share Ordinance, or construct needed multimodal transportation improvements directly related to their projects with emphasis given to user-based financing.



Policy t3.3.5 Work with Volusia County and other jurisdictions, as necessary, regarding the coordination of proportionate fair-share payments for impacts from developments in adjacent jurisdictions.

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**GOAL t-4:** Achieve desired design standards for roadways within the City.

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**Objective t4.1** Incorporate policies into the Comprehensive Plan that ensure compatible roadway design standards and protect future rights-of-way needed for transportation improvements from future building encroachments.

Policy t4.1.1 Roadway design standards, at a minimum, should be in accordance with design standards compatible with FDOT design standards as established by the City Engineer.

Policy t4.1.2 Review and implement, where feasible “complete streets” standards in the LDRs that are designed to make streets more connected, walkable, and safe. The feasibility of a “complete streets” program should be reviewed in conjunction with the development of standards and definitions for the Multimodal Supportive and Mixed-Use Overlays.

Policy t4.1.3 Where possible, limit direct access from residential parcels to arterial streets.

Policy t4.1.4 Require all developer-constructed roadway improvements to meet the established minimum design standards.

Policy t4.1.5 On arterial and collector roadways, implement operational and intersection improvements, e.g. curb cut reductions, turn lane age, cross access agreements, striping, signage, and continuous turn lanes, to ensure smooth traffic flow through congestion points and to maximize existing system capacity.

Policy t4.1.6 Emphasize coordinated and synchronized signalization improvements to promote efficient traffic flow.



- Policy t4.1.7 Implement measures to protect the lives and safety of pedestrians and motorists by designing and upgrading systems to reduce conflicts and hazardous conditions.
- Policy t4.1.8 Develop and periodically review measures for the acquisition, preservation, and protection of existing and future transportation rights-of-way and corridors in this Element.
- Policy t4.1.9 Develop and periodically review land development regulations designed to protect existing rights-of-way necessary for the transportation network system.

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**GOAL t-5:** Integrate transportation and land use planning efforts.

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- Objective t5.1** Continue to coordinate the transportation system with the Future Land Use Element to ensure compatibility between land uses and the thoroughfare system necessary to support it.
- Policy t5.1.1 Emphasize the residential characteristics of neighborhoods through the utilization of transportation planning and context sensitive design techniques as included in the City's LDRs.
- Policy t5.1.2 Evaluate and implement techniques that, to the extent possible, minimize commercial and industrial traffic within residential neighborhoods while also allowing for internal connectivity to prevent unnecessary trips from impacting arterial and collector roads.
- Policy t5.1.3 Utilize land use, zoning, and subdivision regulations to evaluate the location and design of all new roadway network facilities.
- Policy t5.1.4 At the time of development review, the City shall use FDOT's standards to determine the location of driveways along state highways.
- Policy t5.1.5 Encourage and incentivize land use densities and arrangements for proposed developments that result in demonstrated reduced travel demand,



internal capture, shorter trip lengths, and balanced trip demand through transit-oriented and neo-traditional development design concepts. Monitor development trends and traffic service levels to ensure that development does not precede the provision of transportation facilities.

Policy t5.1.6 In addition to its functional and LOS classifications, the existing and future year multimodal transportation network's capacity and availability shall be considered in the evaluation of proposed land use changes to determine the impacts that a land use change would have on the operation of the transportation network.

Policy t5.1.7 Encourage local planning efforts that emphasize the reduction of vehicle miles of travel and greenhouse gas emissions and promote energy efficient land use patterns.

Policy t5.1.8 Maintain land use regulations which will provide for the safe and efficient movement of local traffic and will discourage through traffic on residential streets; however, ensure internal access and connectivity are not severed, which would result in unnecessary impacts to arterial and collector roads.

Policy t5.1.9 Continue to implement Smart Growth tools and principles.

Policy t5.1.10 Coordinate with Volusia County to ensure adequate rights-of-way are available for future county thoroughfare roadways.

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**GOAL t-6:** Develop an integrated multimodal transportation system within and to the established downtown area.

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**Objective t6.1** Improve the traffic and pedestrian circulation system in the downtown, as well as provide adequate parking.

Policy t6.1.1 Provide appropriate traffic control devices which are integrated with design of the downtown and which will improve traffic accessibility and internal circulation.



- Policy t6.1.2 Continue to provide adequate parking for downtown development by reserving core parking for short-term (less than two hours) parking and provide for commuter (day-long) parking on the perimeter of the downtown, as well as coordinate with Votran in the review of the feasibility of providing satellite parking facilities with shuttle service to the downtown area, as necessary.
- Policy t6.1.3 Provide for persons with disabilities in the design of all future parking and circulation system elements consistent with all applicable state and federal laws.
- Policy t6.1.4 Update the 2007 Downtown Parking Study, and establish and periodically review measures for ensuring that the downtown parking supply continues to be adequate-
- Policy t6.1.5 Develop and implement a transportation system that can be modified as needed to meet new or changing demands for transportation service as they arise.
- Policy t6.1.6 Explore the development of a Private Parking Space Incentive Program to encourage development that supports multimodal transportation options and discourages reliance on travel by single-occupant vehicle within the downtown area.

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**GOAL t-7:** Encourage alternative modes of transportation to single occupant vehicles that reduce vehicle miles of travel and establish energy efficient land use standards.

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**Objective t7.1** Promote increased opportunities for public transportation, bicycle, and pedestrian circulation systems through the Goals and Strategies established in the City's Multimodal Transportation Plan.

Policy t7.1.1 Implement the City's Multimodal Transportation Plan in coordination with the Volusia-Flagler TPO's Bicycle and Pedestrian Plan, with priority placed on constructing bicycle and pedestrian paths connecting educational,



recreation, and other major facilities.

- Policy t7.1.2      Require sidewalks in new developments and promote the construction of sidewalks in existing areas where sidewalks presently do not exist, with priority given to linking neighborhoods to schools and community shopping facilities.
- Policy t7.1.3      Provide for proper maintenance of existing and future sidewalks in accordance with the City’s Multimodal Transportation Plan and that future sidewalks, either built in conjunction with roadway projects or stand-alone sidewalk projects, are connected with schools, parks, key business areas, community centers, and downtown within residential neighborhoods.
- Policy t7.1.4      Encourage transportation demand management strategies, such as ridesharing, flexible working hours, and transportation system management strategies, such as signal optimization and cost-effective intersection improvements. For businesses or industrial operations that participate in ridesharing and staggered work-hour programs, required parking space numbers and sizes shall reflect those programs and create disincentives for single-occupancy automobile usage.
- Policy t7.1.5      Encourage public and private efforts to continue utilization of Votran’s rideshare program for DeLand residents that commute to either Daytona Beach or Orlando.
- Policy t7.1.6      Utilize land use, zoning, subdivision regulations, and other applicable regulations to coordinate the location and design of all new bicycle and pedestrian facilities.
- Policy t7.1.7      Explore opportunities to encourage SunRail ridership for the newly-constructed SunRail Station.



- Policy t7.1.8 Coordinate with FDOT, Voltran, and Volusia County to conduct a study that determines the most feasible method and route for connecting downtown DeLand and the SunRail station.
- Policy t7.1.9 Coordinate with FDOT to establish measures for the acquisition and preservation of future public transportation right-of-way and exclusive public transportation corridors, as appropriate, related to the regional commuter rail system in Volusia County.
- Policy t7.1.10 Evaluate the need for a downtown circulator trolley to alleviate travel on congested roads through the downtown area.

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**Objective t7.2** DeLand shall coordinate with and assist the Volusia-Flagler TPO, Voltran, and the FDOT to provide efficient public transportation infrastructure support and services based upon existing and proposed major trip generators and attractors, safe and convenient public transportation terminals, land uses, passenger amenities, and accommodation of the special needs of the transportation disadvantaged.

Policy t7.2.1 DeLand shall coordinate with the Volusia-Flagler TPO to ensure that the provision of public transportation is considered in lieu of or part of major transportation construction projects.

Policy t7.2.2 Continue to promote the DeLand Intermodal Transportation Facility as a key facility for providing connections to local public transportation service, trolley service, a satellite parking facility, a destination for the DeLand bikeway system, as well as providing other services to the community.

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**Objective t7.3** DeLand shall establish long-term goals to enhance the presence and interconnectivity of bicycle, pedestrian, and transit networks throughout the City.

Policy t7.3.1 Establish the following long-term multimodal transportation performance measure regarding pedestrian facilities: Achieve by 2035, an interconnected



sidewalk system that provides continuous coverage of sidewalk facilities on 100% of arterial and collector roadways determined appropriate for inclusion in the sidewalk network. For sidewalk needs on County arterial roads, the City shall coordinate with Volusia County to accomplish these projects.

Policy t7.3.2

Establish the following long-term multimodal transportation performance measure regarding bicycle facilities: Achieve by 2035, an interconnected bicycle network that provides continuous bicycle facility coverage on 100% of arterial roadways or parallel routes. For bicycle facility needs on County arterial roads, the City shall coordinate with Volusia County to accomplish these projects.

Policy t7.3.3

Establish the following long-term multimodal transportation performance measure regarding transit facilities: Achieve by 2035, covered transit shelters at 20% of bus stops along transit routes in the City and ADA accessible stops with benches at 100% of bus stops along transit routes in the city. The City shall coordinate with Volusia County and Votran to accomplish these projects.

Policy t7.3.4

Establish the following long-term multimodal transportation performance measure regarding transit facilities: Achieve by 2035, increased service frequency on transit routes in the City, targeting 15-30-minute headways on 100% of transit routes, with higher frequencies during peak commuting hours. The City shall coordinate with Volusia County and Votran to accomplish these improvements.



**GOAL t-8:** Provide the public with safe, efficient, and adequate aviation facilities that are compatible with the surrounding land uses.

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**Objective t8.1** Provide aviation facilities that are expanded in a manner consistent with the adopted goals, objectives, and policies of the Future Land Use, Conservation, and Transportation Elements of the City’s Comprehensive Plan.

Policy t8.1.1 Require, before approval of any proposed development order for the expansion and operation of any airport, that a review of relevant sections of the Comprehensive Plan, including the Future Land Use, Conservation, and Transportation Elements, will be performed for conformance.

Policy t8.1.2 Ensure that expanded aviation facilities operate in a manner which does not result in above-average noise and vibration impacts for a facility of equivalent size, operational, and locational characteristics.

Policy t8.1.3 Minimize the adverse structural and non-structural impacts to adjacent environmentally sensitive land, resources, or land uses caused by the expansion of the DeLand Airport.

Policy t8.1.4 Ensure that natural resources are protected and conserved within existing and future aviation facilities consistent with the Conservation Element.

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**Objective t8.2:** Establish and maintain a surface transportation system which services the DeLand Airport in conformance with the traffic circulation system.

Policy t8.2.1 Coordinate with the Volusia-Flagler TPO and FDOT to seek ways to integrate the various modes of transportation, including aviation, transit, and private automobiles.

Policy t8.2.2 Require the provision of concurrent roadway improvements to the roadway system serving the DeLand Airport so as to meet or exceed adopted roadway LOS standards contained in this Element.

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- Objective t8.3** Coordinate expansion of existing airports with the airport facilities' provider; the continuing Florida aviation-system-planning process; the Volusia-Flagler TPO's Transportation Improvement Program; FDOT's Five-Year Work Program; the budgets of the Federal Aviation Administration; and the plans of the U.S. Army Corps of Engineers and other military services as appropriate.
- Policy t8.3.1 Require that all capital improvements associated with the expansion of aviation facilities in the City be consistent with the Volusia County TPO's transportation plan, FDOT's work program, the City's Capital Improvements Element, and other agency budgets.
- Policy t8.3.2 Periodically review and update the City of DeLand Airport Master Plan to ensure consistency between applicable City, County, and State plans.
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- Objective t8.4** The City shall maintain comprehensive land use regulations for lands surrounding the DeLand Municipal Airport, so as to prohibit incompatible land uses.
- Policy t8.4.1 Continue to monitor development in and around the DeLand Municipal Airport to protect from encroachment by incompatible land uses (e.g., excessive structure height, high-density development, or noise-sensitive uses) within the Airport Hazard Area.
- Policy t8.4.2 The Airport Hazard Area shall be delineated by the FAA Part 77 Height Contours (Imaginary Surfaces) map, which encompasses the combined extents of the established Horizontal and Conical Zones.
- Policy t8.4.3 Review adopted airport protection and land use compatibility zoning regulations to ensure, at a minimum, compliance with the criteria set forth in §§333.03(1)(c) and 333.03(2) F.S.



## **FUTURE TRANSPORTATION MAP SERIES**

The following maps make up the Future Transportation map series:

Map 2-1: Roadway Functional Classification

Map 2-2: Number of Lanes and Road Type

Map 2-3: Volusia County Level of Service (2020) \*

Map 2-4: Evacuation Routes

Map 2-5: Parking Facilities Downtown

*\*new LOS map adopted*