Exhibit *A*

City of Port St. Lucie
Neighborhood Traffic Calming Policy

Adopted June ~~26~~ 17, 2019 ~~2017~~

INTRODUCTION

The City of Port St. Lucie is committed to ensuring the overall safety and livability of residential neighborhoods. One way to meet this commitment is through a collaboration of City staff and property owners to manage traffic in neighborhoods and address documented traffic concerns. The City of Port St. Lucie Neighborhood Traffic Calming Policy provides a process to request, evaluate, and implement appropriate traffic calming measures.

CONSIDERATIONS

Traditional transportation improvements have generally focused on capacity, speed and safety. While these are still concerns, another dimension, traffic calming, is often added to maintain or restore the livability of a neighborhood. This is done by incorporating physical elements that prohibit and/or slow vehicular traffic. The Institute of Transportation Engineers (ITE) defines traffic calming as:

> *"….the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users."*

Unlike traffic control devices such as stop signs and speed limit signs which require enforcement, traffic calming measures[1] are self-enforcing. Traffic calming measures generally serve one of the following three functions[2]:

- Precludes through-traffic and only allows local traffic
- Discourages, but still allows through-traffic
- Allows through- and local traffic

Determining the appropriate type of traffic calming for a roadway requires coordination and consideration of how the existing roadway network functions. The City's existing roadway network is a traditional layout[3] which:

- Allows distribution of traffic over a network of streets, thus reduces the need to widen roads;
- Creates a highly interconnected network that provides a choice of routes, thus providing options for detour routes and accessibility for emergency services;

[1] Traffic Calming Measure - an element of a traffic calming plan selected from among those devices authorized herein for use within the city.
[2] Federal Highway Administration "*Traffic Calming State of the Practice"* (FHWA-RD-99-135)
[3] "*Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways"*, commonly referred to as "The Florida Greenbook,"

- Provides the ability to choose the most direct route to a destination, thus reducing the travel distance and the associated time and fuel;
- Creates smaller blocks of development that can be highly supportive of pedestrian, bicycle, and transit modes of travel;
- Provides a block structure that allows greater flexibility for land use to evolve over time.

Because of the layout of the City's road network, traffic calming measures that hinder the distribution of traffic may result in the need for widening other roadways, delaying emergency response time, or causing drivers to seek routes to bypass the traffic calming. For that reason, consideration of the function and type of roadway is necessary. Within the City's roadway network, the streets and roads are classified as local, collector, or arterial, depending on the use and function as described below:

- Local streets allow direct access to abutting property and characteristically have lower volume, lower speed, shorter trip lengths, and less through-traffic (e.g., Starfish Avenue, Carnation Road, Best Street, etc.).
- Collector streets provide both access and traffic movement between the local streets and arterial roads. A collector street provides moderate volume, speeds, trip lengths, and volume of through-traffic (e.g., Morningside Boulevard, ~~Paar Drive~~ Rosser Boulevard, Mariposa Avenue, etc.).
- Arterial roads focus on the movement of higher volumes, speeds, trips lengths, and through-traffic (e.g., Port St Lucie Boulevard, Prima Vista Boulevard, Southbend Boulevard, etc.).

Due to the functional nature of the roadways, traffic calming measures are commonly used on local streets, occasionally used on collector streets, and in rare circumstances arterial roads.

GOALS AND GUIDELINES

To balance the community's need for transportation mobility, efficiency, safety, and livability, the City's Neighborhood Traffic Calming Policy will be based upon the following goals and guidelines:

Goals

- Provide and maintain a safe traditional roadway network.
- Maintain and/or improve neighborhood livability by reducing the impact of vehicular traffic on residential streets.
- Encourage citizen involvement in the neighborhood traffic calming process.

Guidelines

- Encourage, but not require, through-traffic to use higher classification roads (i.e., collector streets and arterial roads).
- Re-route traffic from one street to another of equal classifications if, and only if, the result is a more equal distribution of the traffic volumes. Shifting a traffic problem from one street to another or one neighborhood to another is not an acceptable alternative.
- Reduce the average speed of motor vehicles within neighborhoods to acceptable levels.

- Implement cost-effective measures for solving identified traffic problem(s).
- Improve safety for non-motorists in the City right-of-way.
- Preserve reasonable emergency vehicle ingress/egress.
- Maintain reasonable vehicular access. Traffic calming measures should encourage and enhance pedestrian and bicycle access to and throughout the neighborhood.
- City-owned local streets[4] and collector streets[5] are eligible to be considered for traffic calming measures following this policy, guidelines, and criteria.
- City-owned arterial roads[6] will only be considered for traffic calming measures on a case by case basis and must be sponsored (nominated) by a City Council member, the City Manager, or the City Engineer. The following petition and application process does not apply to arterial roads.
- The City may employ traffic calming measures, including but not limited to the ones listed in Appendix A, to achieve the objectives identified.
- The City shall follow the Neighborhood Traffic Calming Policy to ensure there is consistency and collaborative process for the community while maintaining the efficient use of funding.
- The City shall ensure that all projects receive input from area property owners and affected organizations.
- All projects shall receive City Council approval before installation of permanent traffic calming devices.
- An application for traffic calming on a road or street which does not qualify for traffic calming may be resubmitted after three years.

TRAFFIC CALMING PROCESS

The four-step process to request ~~the~~ a traffic calming study, review and consider the request, obtain consensus from the property owners within the traffic study area, and to implement the project is described below. The Applicant is responsible for the first and third steps.

Step 1 – Neighborhood Contact Person or Applicant[7] Requests Study: A Neighborhood Contact Person or Applicant may request a traffic calming study for a local or collector roadway. To request a study, the Applicant completes and submits a request form and petition to the Public Works Department. The petition ~~will need to~~ must include the signatures of at least 50% of the property owners fronting the street on which the traffic calming study is requested. A copy of the request form and petition is provided in Appendix B. Please note that only roadways classified as

[4] As defined by the "Port St. Lucie Functional Classification" provided in the Transportation Element of the City's Comprehensive Plan.
[5] As defined by the "Port St. Lucie Functional Classification" provided in the Transportation Element of the City's Comprehensive Plan.
[6] As defined by the "Port St. Lucie Functional Classification" provided in the Transportation Element of the City's Comprehensive Plan.
[7] Neighborhood Contact Person or Applicant – a property owner along the requested street who has submitted a request for the Traffic Calming Study and serves as a liaison between the City and the community.

local or collector are eligible to be considered for traffic calming measures under this policy. Traffic calming on arterial roadways will be considered individually on a case-by-case basis.

Step 2 - Review and Consideration of the Request by City Staff: City Staff will review the petition and application to evaluate and determine the eligibility of the ~~project~~ request. During this process, Staff will keep the Applicant informed ~~about~~ of the findings of the review. Staff will review the petition to ensure an adequate number of signatures have been obtained and also gather data on site conditions. If both criteria are met, Staff will conduct a traffic study, and research traffic incidents for ~~eligible~~ the subject roadway. The data will be used by Staff to classify the roadway and determine if traffic calming measures are appropriate. After determining that traffic calming measures are appropriate, Staff will prepare a conceptual traffic calming plan and hold a public information meeting. Based upon the results of the public information meeting, Staff will prepare a recommended traffic calming plan. These actions by City Staff are further described below.

Eligibility: To be eligible for traffic calming, all the following criteria must be met. If all criteria are met, in addition to the minimum number of signatures on the petition, the application continues in the review process. If all the criteria ~~listed below~~ are not met, the application is closed, and the Applicant is notified that the road does not meet the requirements for traffic calming. To be eligible for traffic calming, the roadway shall:

- Be classified as a local or collector roadway
- Not be designated an emergency and evacuation route.
- Have no more than two travel lanes.
- Be under the jurisdiction of the City.
- Be at least 1,000 feet in length.

Data Collection: If the eligibility criteria mentioned above is met, the following data will be collected to determine roadway conditions.

- Site conditions: Visual survey to confirm that the roadway has proper signage, pavement markings and sight distance. Any irregularities will be corrected.
- Traffic Study: A traffic count[8], speed study[9], and classifications of vehicles using the roadway will be collected and recorded.
- Incident records: Crash records and other traffic incident reports will be collected.

Traffic Conditions: The collected data will be reviewed and used to document traffic conditions and determine if traffic calming measures are appropriate for the roadway. The four types of traffic conditions and recommended traffic calming are outlined below.

Type I - Minor Excessive Speed and Volume: This designation is provided for ~~local~~ roadways with traffic that meet the following conditions:

[8] Traffic Count - a manual or automated count of the number of vehicles traversing a street.
[9] Speed Study - a study using equipment to measure, collect, and statistically analyze the speeds of vehicles.

- The measured 85th percentile speed[10] is between 5 and 8 miles per hour above the posted speed limit and;
- Average annual daily trips (AADT) are between 300 and 800 vehicles per day (vpd).

Roadways with minor excessive speed and volume (Type I) will be addressed through enforcement and education. The Port St. Lucie Police Department and/or St. Lucie County Sheriff's Office will be notified of the situation and requested to increase enforcement on a random basis during the hours when most the speeding violations occur. Additionally, neighborhood flyers or other such means of informing drivers using this road may be provided.

Type II - Excessive Speed ~~or~~ and Volume: This designation is for ~~local~~ roadways with traffic volumes greater than 800 average annual daily trips (AADT) and one of the following:

- The measured 85th percentile speed is 9 miles per hour or greater ~~more~~ than the posted speed limit, or;
- The hourly volume is greater than 12% of the average daily traffic, or more than 10 daily trips per household.

Roadways classified as having excessive speed or volume (Type II) will continue to the conceptual traffic calming plan phase.

Type III – Other: Any local or collector roadway that does not meet the minimum criteria to be classified as Type II, but the collected volume and speed data are both within 20% of the minimum criteria required (2 mph and 160 vpd), and any of the following extenuating circumstances are present:

- a large number or high frequency of accidents,
- numerous bus stops,
- numerous residential driveways,
- roadway geometry issues, or
- a lack of sidewalks, ~~and other factors may be considered when identifying streets or roads that may benefit from traffic calming.~~

a roadway may be classified ~~Classifying a local or collector~~ as Type III ~~shall be made~~ by the City Council upon recommendation by the Traffic Calming Committee. ~~City Engineer or designee.~~ The Traffic Calming Committee will present these recommendations to City Council semi-annually for their consideration.

Roadways classified as Type III will continue to the conceptual traffic calming plan phase.

Type IV – None of the Above: Roadways that do not exhibit Type I, Type II, or Type III conditions are not eligible for traffic calming.

[10] 85th Percentile Speed - speed at which 85% of the vehicles are traveling at or below. For the purposes of this Policy, the 85th Percentile Speed considered will be the average 85th Percentile Speed of both directions.

Conceptual Traffic Calming Plan: Roadways that are classified as having excessive speed or volume (Type II) or other (Type III) will be further analyzed to define a Study Area[11] and to create a conceptual traffic calming plan.

Public Information Meeting: A public information meeting will be conducted to present the conceptual traffic calming plan and to obtain input from the public and affected agencies. Property owners within the study area will be given notice of the public information meeting. Means of notification may include door hangers, newspaper, Public Service Announcements on PSLTV Channel 20, City's Webpage http://www.cityofpsl.com/, mailings, or variable message boards located within the study area.

Any property owner who is unable to attend the meeting may submit comments, in writing, for consideration. Additionally, the following agencies will be notified that traffic calming measures are being considered: St. Lucie County Fire Rescue, Port St. Lucie Police Department, St. Lucie County Sheriff's Office, and the St. Lucie County School Board.

Recommended Traffic Calming Plan: Based upon the input received from the public and agencies, Staff will develop a recommended traffic calming plan for the study area.

Step 3 - Applicant Petition for Recommended Traffic Calming Measures: After completion of the recommended plan for traffic calming measures, the Public Works Department will provide a petition form and a map highlighting the study area, as well as the type and locations of the recommended traffic calming devices to the Applicant. The Applicant will need to obtain signatures of 75% of the property owners within the study area indicating that they support the construction of the proposed traffic calming measures.

Step 4 - Project Implementation by City Staff: City Staff will implement the mechanisms needed to fund, design, obtain City Council approval, construct, and evaluate the project after construction ~~is completed~~ as further described below.

Funding: The design and construction of traffic calming measures will not begin until a funding source is identified and secured. Potential funding options may include, but are not limited to: private sources, public/private partnerships, City's Five Year Capital Improvement Program Budget, Community Development Grant Block Program, Neighborhood Planning Programs, and/or grants.

Design: A professional engineer licensed to work in Florida will prepare the traffic calming construction plans and estimate of construction cost based upon the recommended plan.

City Council Consideration: The petition with the signatures of 75% of the property owners in support of the traffic calming plan, the construction plans, probable cost estimates, construction funding sources, and a construction schedule will be submitted to City Council for review and consideration.

[11] Study Area - the defined area which has been determined to be impacted by proposed traffic calming measures. The Study Area may cross traditional neighborhood boundaries.

Construction: Upon City Council approval and funding availability, the traffic calming measures will be constructed within one year.

Project Evaluation: Approximately six months after the traffic calming project is completed, traffic data will be collected and compared to the previously collected "before" data. The comparison will evaluate the traffic calming measures to determine if corrective measures or other actions are needed.

REMOVAL OF TRAFFIC CALMING MEASURES

With the approval of City Council, traffic calming measures may be removed or altered at any time for the following reasons:

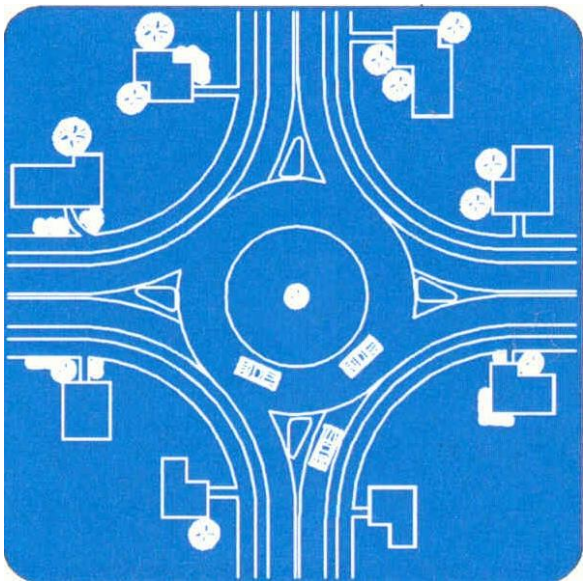
- Emergency response is significantly impacted.
- The traffic count for the street exceeds 5,000 vehicles per day.
- Determination by the City Engineer that it is in the best interest of public safety.

Property owners within the traffic calming area may request removal of the traffic calming measures after the measures have been in place for two years by submitting a petition to the City. The petition shall request removal of the traffic calming measures, acknowledge that the property owners will pay for the removal, and include the signatures of at least 75% of the property owners within the calming area. Upon receipt of the petition, the City will assess the property owners within the traffic calming area for the costs and then remove the traffic calming measures.

Appendix A

Examples of Traffic Calming Measures

Roundabouts



A raised circular structure that deflects the flow of traffic in a counter-clock-wise direction around the circle. The objectives of roundabouts are to slow traffic and reduce the number and severity of crashes. Roundabouts are designed to accommodate all sizes of vehicles. Unlike traffic circles, roundabouts are used on higher volume streets.

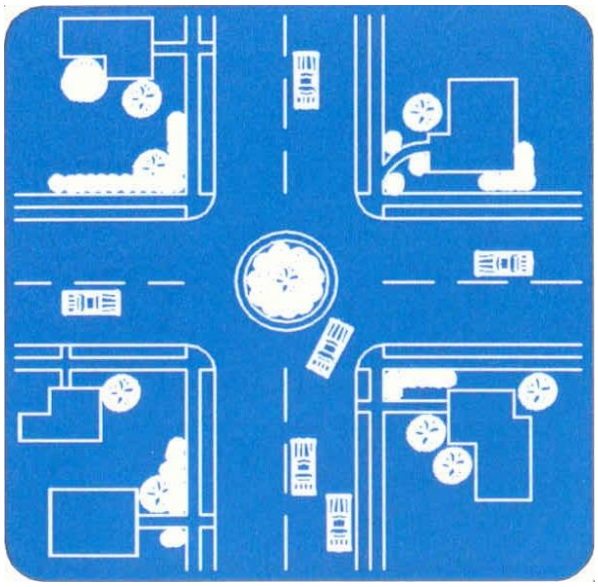
Good for: Locations with a history of accidents, intersections with irregular approaches or high u-turn volumes.

Advantages:	Disadvantages:
• Moderate traffic speeds • Landscaping and hardscape can make it aesthetically pleasing • Enhanced safety compared to traffic signals • Minimizes queuing at the approaches • Less expensive to operate than traffic signals.	• May be difficult for large vehicles to circumnavigate • May require the elimination of some on-street parking • Landscaping must be maintained by the property owners or by the municipality. • Requires more right-of-way than signalized intersection

Cost Estimate: $250,000 - $1,250,000

Effectiveness:	Similar Measures:
• Average 29% reduction in accidents, with a reduction from 9.3 to 5.9 accidents per year (from a sample of 11 sites; source: *Roundabouts: An Informational Guide*)	• By constructing a small island in a neighborhood intersection and leaving the existing curbs, you have a Traffic Circle

Traffic Circles



Traffic circles are raised islands, placed in intersections, around which traffic circulates. Not intended for high volume or large vehicle traffic. Traffic circles sometimes employ stop or signal control or give priority to entering vehicles. Some traffic circles impose control measures within the circulating roadway or are designed with weaving areas to resolve conflict movement.

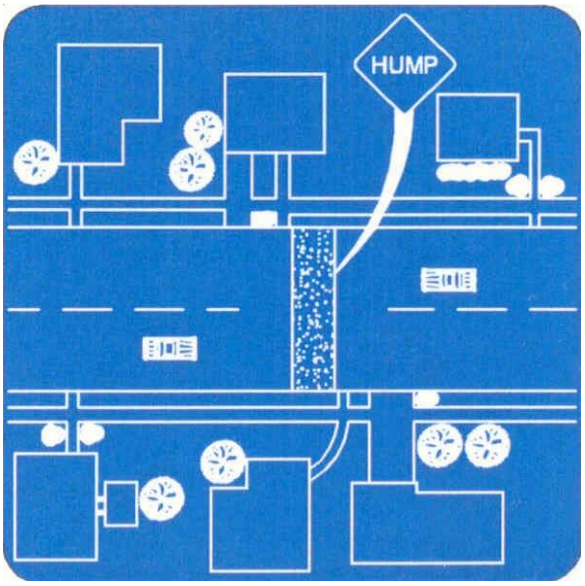
Good for: Calming intersections, especially within neighborhoods, where large vehicle traffic is not a major concern but speeds, volumes, and safety are problems.

Advantages:	Disadvantages:
• Very effective in moderating speeds and improving safety • If designed well, they can have positive aesthetic value • Placed at an intersection, they can calm two streets at once	• Difficult for large vehicles (such as fire trucks) to circumnavigate • May require the elimination of some on-street parking • Landscaping must be maintained by the property owners or by the municipality

Cost Estimate: $25,000 - $150,000

Effectiveness:	Similar Measures:
• Average of 11% decrease in the 85th percentile travel speeds, or from an average of 34.1 to 30.2 miles per hour (from a sample of 45 sites) • Including a large sample from Seattle, an average of 73% decrease in accidents, or from an average of 2.2 to 0.6 accidents per year (from a sample of 130 sites)	• By placing a raised island in a midblock location, you have a Center Island Narrowing • By enlarging the intersection and the center island, inserting splitter islands at each approach, setting back the crosswalks away from the circulating lane, and implementing yield control at all approaches, you have a Roundabout

Speed Humps



Speed humps are rounded raised areas generally 10 to 14 feet long (in the direction of travel), making them distinct from the shorter "speed bumps" found in many parking lots, and are 3 to 4 inches high. Speed humps shall not be used on primary access routes. The objective is to slow traffic and reduce the number and severity of crashes.

Good for: Locations where very low speeds are desired and reasonable and where noise and exhaust fumes are not a major concern.

Advantages:

- Relatively inexpensive
- Relatively easy for bicycles to cross if designed appropriately
- Very effective in slowing travel speeds

Disadvantages:

- Causes a "rough ride" for drivers, and can cause severe pain for people with skeletal disabilities
- Forces large vehicles, such as emergency vehicles, to travel at slower speeds
- Increases noise and air pollution
- Questionable aesthetics

Cost Estimate: $5,000 - $12,000 each

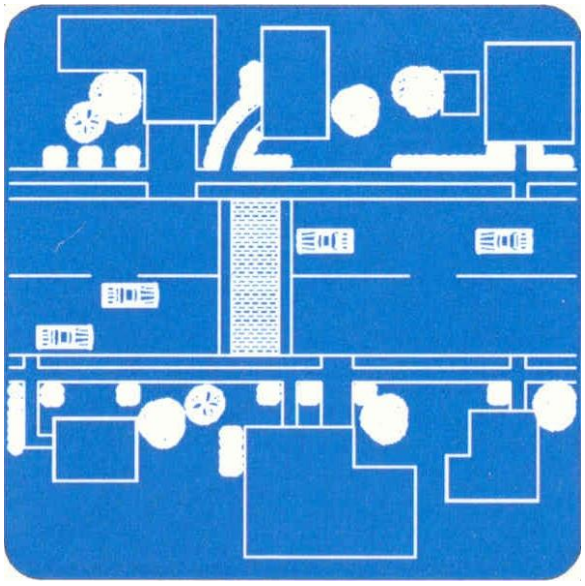
Effectiveness (12' Hump):

- Average of 22% decrease in the 85th percentile travel speeds, or from an average of 35.0 to 27.4 miles per hour; (from a sample of 179 sites)
- Average of 11% decrease in accidents, or from an average of 2.7 to 2.4 accidents per year (from a sample of 49 sites)

Similar Measures:

- By lengthening the hump with a flat section in the middle, you have a Speed Table
- By turning an entire crosswalk into a speed hump, you have a Raised Crosswalk; and
- By raising the level of an entire intersection, you have a Raised Intersection

Speed Tables



Speed tables are flat-topped speed humps often constructed with brick or other textured materials on the flat section. The tables are generally 3 to 4 inches high, have a six-foot sloped approach, with a ten-foot top, and a six-foot sloped departure profile. Speed tables are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. The long flat areas with gently sloped ramps give speed tables higher speeds than speed humps. The brick or other textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed-reduction.

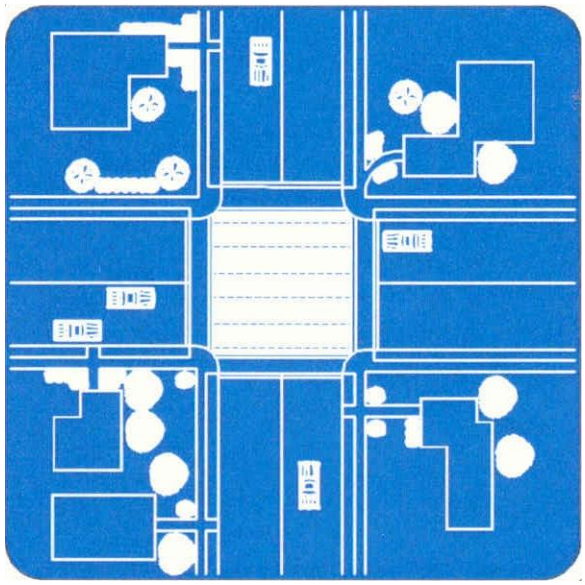
Good for: Locations where low speeds are desired but a somewhat smooth ride is needed for larger vehicles.

Advantages:	Disadvantages:
• Smoother on large vehicles (such as fire trucks) than speed humps • Effective in reducing speeds, though not to the extent of speed humps	• Questionable aesthetics if textured materials are not used • Textured materials, if used, can be expensive • May increase noise and air pollution

Cost Estimate: $10,000 - $15,000 each

Effectiveness (22' Table):	Similar Measures:
• Average of 18% decrease in the 85th percentile travel speeds, or from an average of 36.7 to 30.1 miles per hour; (from a sample of 58 sites) • Average of 45% decrease in accidents, or from an average of 6.7 to 3.7 accidents per year (from a sample of 8 sites)	• By removing the flat section in the middle, you have a Speed Hump • By placing a crosswalk on the flat section, you have a Raised Crosswalk; and • By raising the level of an entire intersection, you have a Raised Intersection

Raised Intersections



Raised intersections are flat raised areas (3 to 4 inches) that cover an entire intersection with ramps on all approaches and often with brick or other textured materials on the flat section. By modifying the level of the intersection, crosswalks are more readily perceived by motorists to be "pedestrian territory". The objectives are to slow traffic and reduce the number and severity of crashes.

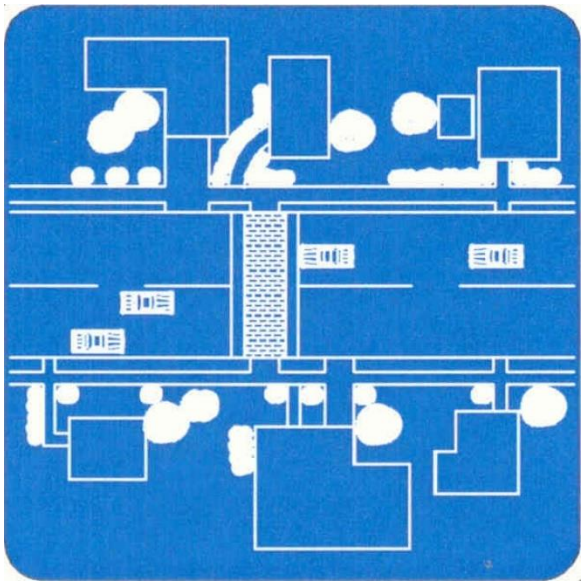
Good for: Intersections with substantial pedestrian activity and areas where parking spaces need to be retained

Advantages:	Disadvantages:
• Improves safety for both pedestrians and vehicles • Can have positive aesthetic value • Calms two streets at once	• Expensive, varying by materials used • Impacts to drainage need to be considered • Less effective in reducing speeds than speed humps, speed tables, or raised crosswalks

Cost Estimate: $25,000 - $50,000

Effectiveness:	Similar Measures:
• Average of 1% decrease in the 85th percentile travel speeds, or from an average of 34.6 to 34.3 miles per hour; (from a sample of 3 sites)	• By raising only a single crosswalk, you have a Raised Crosswalk • By raising only a short section to a flat level (without a crosswalk), you have a Speed Table; and • By raising an even shorter section and constructing it without a flat top, you have a Speed Hump

Raised Crosswalks



Raised crosswalks are speed tables outfitted with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists.

Good for: Locations where pedestrian crossings occur at haphazard locations and vehicle speeds are excessive.

Advantages:

- Improve safety for both pedestrians and vehicles
- Can have positive aesthetic value
- Effective in reducing speeds, though not to the extent of speed humps

Disadvantages:

- Textured materials, if used, can be expensive
- Impacts to drainage need to be considered
- May increase noise and air pollution

Cost Estimate: $10,000 - $15,000

Effectiveness:

- For a 22-foot Speed Table (the most similar device for which data is available):
  - Average of 18% decrease in the 85th percentile travel speeds, or from an average of 36.7 to 30.1 miles per hour; (from a sample of 58 sites)
  - Average of 45% decrease in accidents, or from an average of 6.7 to 3.7 accidents per year (from a sample of 8 sites)

Similar Measures:

- By removing the crosswalk markings and signage, you have a Speed Table; and
- By removing the crosswalk and the flat section in the middle, you have a Speed Hump
- By raising the level of an entire intersection, you have a Raised Intersection

Less Common
Traffic Calming Measures

Semi-Diverter Island: Installed on the ingress side of the street in which entry is being prohibited. Vehicles are still allowed to exit from the street but entrance is prohibited. This feature prohibits cut-through traffic.

Mid-Block Island: Constructed mid-block in the center of the roadway separating travel lanes and may reduce lane widths. Mid-block islands slow traffic. These features address vehicle speeds and may discourage cut-through traffic

Splitter Island: May provide landscaping and channelization to lanes at the entrances to a neighborhood. Splitter islands slow traffic and discourage cut-through traffic.

Roadway Narrowing: Reduces the width of pavement while maintaining two- way traffic. Landscaping planted in conjunction with the narrowing may further enhance the feature and impact driver behavior by reinforcing the impression that the pavement area is limited. Roadway narrowing slows and may discourage cut-through traffic.

Chicanes: Changes the alignment of the roadway so that the street is not straight. This eliminates driver tendencies to accelerate on a straight street and may add beautification opportunities without significantly impacting emergency services. Two-way traffic and full access for larger vehicles and emergency services is maintained. These features address vehicle speeds and may discourage cut-through traffic.

Appendix B

Traffic Calming Request Form and Petition Form

CITY OF PORT ST. LUCIE
PUBLIC WORKS DEPARTMENT

TRAFFIC CALMING REQUEST FORM

Name: _____

Address: _____

Street for Review (From/To): _____

Day Phone No.: _____ Email Address: _____

Identify yourself: ☐ Homeowner ☐ Developer ☐ City Staff

If a homeowner, do you belong to a neighborhood association? ☐ Yes ☐ No

If yes, which one? _____

Are you willing to be the "Point of Contact" regarding this Traffic Calming request in your neighborhood?

☐ Yes ☐ No*

*If no, please revise information section of form with someone willing to be the point of contact.

Please check any issues that apply to your street:

☐ Speed of automobile traffic
☐ Volume of automobile traffic
☐ Number of accidents
☐ Cut-through traffic
☐ High pedestrian volume
☐ Lack of amenities (sidewalks, crosswalks, etc.)

Please elaborate on the specific problems on your street or in your neighborhood:

_____

_____

_____

_____

_____

Once completed, please send your completed request form AND petition sheet(s) to:

City of Port St. Lucie Public Works
121 SW Port St. Lucie Blvd, Building B
Port St. Lucie, FL 34984

TRAFFIC CALMING REQUEST PETITION FORM

Name (Print)	Address	Phone Number	Signature

By signing this petition, you acknowledge that the physical location for traffic calming measures will be determined solely by the City Engineer and/or Public Works staff and that no public input will be accepted in regards to the location of proposed traffic calming measures.

Appendix C

Roadway Classifications – Transportation Element Of The Comprehensive Plan

Table 2-1 Local Roadway System

Local Name	From	To	Federal Functional Classification System	Port St. Lucie Functional Classification
Airoso Boulevard	St. James Drive	Port St. Lucie Boulevard	Urban Principal Arterial	Urban Principal Arterial
Alcantarra Boulevard	Savona Boulevard	Port St. Lucie Boulevard	NDA	Urban Collector
Bayshore Boulevard	St. James Drive	Port St. Lucie Boulevard	Urban Minor Arterial	Urban Principal Arterial
	Port St. Lucie Boulevard	Oakridge Boulevard	Urban Collector	Urban Minor Arterial
Becker Road	Village Parkway	Savona Blvd	Urban Collector	Urban Principal Arterial
	Savona Boulevard	Port St. Lucie Boulevard	Urban Minor Arterial	Urban Principal Arterial
	Port St. Lucie Boulevard	Florida Turnpike	Urban Principal Arterial	Urban Principal Arterial
	Florida Turnpike	Gilson Road	Urban Minor Arterial	Urban Principal Arterial
Biltmore Street	S. Macedo Boulevard	Thornhill Drive	NDA	Urban Collector
California Boulevard	Del Rio Boulevard	Savona Blvd	Urban Collector	NDA
	Savona Boulevard	St. Lucie West Blvd	Urban Minor Arterial	U-PA south SLW Blvd to Crosstown Pkwy
	St. Lucie West	West Torino Parkway	Urban Minor Arterial	Urban Minor Arterial
Cameo Boulevard	Crosstown Parkway	Port St. Lucie Boulevard	NDA	Urban Collector
Cane Slough Road	U.S. 1	Lennard Road	Urban Minor Arterial	Urban Minor Arterial
Cashmere Boulevard	Del Rio Boulevard	Crosstown Parkway	Urban Collector	Urban Minor Arterial
	Crosstown Parkway	St. Lucie West Blvd	Urban Collector	Urban Principal Arterial
	St. Lucie West Blvd	East Torino Parkway	Urban Collector	Urban Principal Arterial
Commerce Center Parkway	North City Limit	Crosstown Parkway	Urban Minor Arterial	Urban Minor Arterial
Community Boulevard	Westcliffe Lane	Discovery Way	NDA	Urban Principal Arterial
Crosstown Parkway	Village Parkway	Manth Lane	Urban Minor Arterial	Urban Principal Arterial

Local Name	From	To	Federal Functional Classification System	Port St. Lucie Functional Classification
Darwin Boulevard	Becker Road	Port St. Lucie Boulevard	Urban Collector	Urban Principal Arterial
Del Rio Boulevard	Port St. Lucie Boulevard	California Boulevard	Urban Collector	Urban Principal Arterial
	California Boulevard	McKenzie Street	Urban Collector	Urban Minor Arterial
Discovery Way	Community Boulevard	Village Parkway	NDA	Urban Principal Arterial
East Torino Pkwy/Torino Pkwy	California Boulevard	Midway Road	Urban Minor Arterial	Urban Minor Arterial
Floresta Drive	Bayshore Boulevard	Prima Vista Boulevard	Urban Minor Arterial from Prima Vista Boulevard to Airoso Boulevard and Urban Collector from Airoso Boulevard to Bayshore Boulevard	Urban Collector
	Prima Vista Boulevard	Port S. Lucie Blvd	Urban Minor Arterial	Urban Principal Arterial
	Port S. Lucie Blvd	Southbend Boulevard	Urban Minor Arterial	Urban Principal Arterial
Florida Turnpike	South City Limit	North City Limit	FIHS	FIHS
Gatlin Boulevard	I-95	Port St. Lucie Blvd	Urban Principal Arterial	Urban Principal Arterial
Glades Cut-Off Road (SLC)	Range Line Road	Midway Road	Urban Minor Arterial	Urban Minor Arterial
Gowin Drive	Port St. Lucie Boulevard	Westmoreland Blvd	NDA	Urban Collector
Grand Drive	Jennings Road	Walton Road	NDA	Urban Collector
Green River Parkway	Walton Road	Martin County Line	Urban Collector	Urban Minor Arterial
Heatherwood Boulevard	California Boulevard	Cashmere Boulevard	NDA	Urban Collector
Hillmoor Drive	Tiffany Avenue	Lennard Road	NDA	Urban Collector
Import Drive	Salvateirra Boulevard	Gatlin Boulevard	Urban Collector	Urban Collector
Indian River Drive	South City Limit	North City Limit	Urban Minor Arterial	Urban Minor Arterial
Interstate 95	South City Limit	North City Limit	FIHS	FIHS
Jennings Road	U.S. 1	Lennard Road	Urban Collector	Urban Minor Arterial

Local Name	From	To	Federal Functional Classification System	Port St. Lucie Functional Classification
Lennard Road	U.S. 1	Walton Road	Urban Minor Arterial	Urban Principal Arterial
	Walton Road	North City Limit	NDA	Urban Minor Arterial
LTC Parkway	Midway Road	Glades Cut-Off Road	NDA	NDA
Lyngate Drive	Veteran's Memorial Parkway	U.S. 1	Urban Collector	Urban Minor Arterial
Manville Drive	Selvitz Road	St. James Drive	NDA	Urban Collector
Mariposa Avenue	Lennard Road	Calais Street	Urban Collector	Urban Collector
Melaleuca Boulevard	Lennard Road	Green River Parkway	Urban Collector	Urban Principal Arterial
Midway Road[(1)]	West City Limit	McCarty Road	Rural Principal Arterial	NDA
	McCarty Road	East City Limit	Urban Principal Arterial	NDA
Morningside Boulevard	Lyngate Drive	River Vista Drive	Urban Collector to Westmoreland, Urban Local to end	Urban Collector
North Macedo Blvd	Selvitz Road	Bayshore Boulevard	NDA	Urban Collector
North Torino Parkway	Torino Parkway	West Blanton Road	Urban Collector	Urban Minor Arterial
Oakridge Boulevard	Bayshore Boulevard	Southbend Boulevard	Urban Collector	Urban Minor Arterial
Paar Drive	Rosser Boulevard	Darwin Boulevard	Urban Collector	Urban Principal Arterial
Peacock Boulevard	Cashmere Boulevard	St. Lucie West Boulevard	Urban Collector	Urban Principal Arterial
Port St. Lucie Boulevard	South City Limit	U.S. 1	Urban Principal Arterial	Urban Principal Arterial
Prima Vista Boulevard	Bayshore	U.S. 1	Urban Principal Arterial	Urban Principal Arterial
Range Line Road[(1)]	South City Limit	Midway Road	Urban Minor Arterial	Urban Minor Arterial
Rosser Boulevard	Gatlin Boulevard	Paar Drive	Urban Collector	Urban Collector
Savage Boulevard	Import Drive	Gatlin Boulevard	Urban Collector	Urban Collector
Savona Boulevard	Becker Road	California Boulevard	Urban Minor Arterial	Urban Principal Arterial

Local Name	From	To	Federal Functional Classification System	Port St. Lucie Functional Classification
Selvitz Road	Midway Road	Bayshore Boulevard	Urban Minor Arterial	Urban Principal Arterial
	Bayshore Boulevard	Floresta Drive	Urban Collector	Urban Principal Arterial
Southbend Boulevard	Becker Road	Floresta Drive	Urban Minor Arterial	Urban Principal Arterial
South Macedo Boulevard	Bayshore Boulevard	Thornhill Drive	NDA	Urban Collector
St. James Drive	Airoso Boulevard	Midway Road	Urban Principal Arterial	Urban Principal Arterial
St. Lucie West Blvd	I-95	Bayshore Boulevard	Urban Principal Arterial	Urban Principal Arterial
Thornhill Drive	Bayshore Boulevard	Floresta Drive	Urban Collector	Urban Minor Arterial
Tiffany Avenue	U.S. 1	Grand Drive	Urban Collector	Urban Collector
Tradition Parkway	Stony Creek Way	I-95	NDA	Urban Principal Arterial
Tulip Boulevard	Port St. Lucie Boulevard	Port St. Lucie Boulevard	Urban Collector	Urban Minor Arterial
U.S. 1	South City Limit	North City Limit	Urban Principal Arterial	Urban Principal Arterial
Veterans Memorial Parkway	U.S. 1	Port St. Lucie Boulevard	Urban Minor Arterial	Urban Principal Arterial
Village Green Drive	U.S. 1	Tiffany Avenue	Urban Collector	Urban Principal Arterial
Village Parkway	Crosstown Parkway	Becker Road	Urban Principal Arterial	Urban Principal Arterial
Walton Road	U.S. 1	Indian River Drive	Urban Minor Arterial	Urban Principal Arterial
Westcliffe Lane	SW Community Boulevard	Village Parkway	NDA	Urban Principal Arterial
Westmoreland Boulevard	U.S. 1	Port St. Lucie Boulevard	Urban Collector	Urban Minor Arterial
West Torino Parkway	West Blanton Road	California Boulevard	Urban Collector	Urban Minor Arterial

Source: FDOT, City of Port St. Lucie, 2012

NDA - No data available

(1) Not maintained by City of Port St. Lucie.