



NUE URBAN CONCEPTS, LLC
2000 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408
833-NUC-8484
nueurbanconcepts@gmail.com

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Mary F. Savage-Dunham, AICP, CFM
Division Director-Planning & Zoning
City of Port St. Lucie
121 S.W. Port St. Lucie Blvd
Port St. Lucie, FL 34984

Re: City of Port St. Lucie 2045 Mobility Plan & Ordinance Update

Dear Mary:

The 2045 Mobility Plan is the finalized version of the Phase One and Phase Two Mobility Plans. The prior Mobility Plans were adopted as part of Technical Report prepared in support of the City's adopted Mobility Fee. The 2045 Mobility Plan concludes over two years of planning for the future of mobility within the City of Port St. Lucie. The multimodal projects included in the 2045 Mobility Plan reflect community feedback, coordination with City staff, and direction from the City Council. While the 2045 Mobility Plan is a foreword looking document, transportation mobility is dynamic and ever evolving as the mobility needs of residents, business, and visitors change and new mobility technologies are developed. The mobility projects in the Plan include multimodal capital improvements, mobility programs and services, and future land and water-based transit circulators.

Consistent with the interlocal agreement between the City and the County, all road capacity improvements and multimodal improvements have been removed from the 2045 Mobility Plan. The only exception are potential multimodal improvements along rights-of-way where the City has an existing maintenance agreement with the County, such as SW 25th Street. The 2045 Mobility Plan does include projects on City, Private, and State roads and outside of road rights-of-way, such as along canals, stormwater management areas, utility corridors, and water bodies.

The 2045 Mobility Plan includes the following five (5) appendices: (1) mobility plan maps; (2) mobility plan projects; (3) illustrations of 15 mobility plan projects; (4) an inventory of existing multimodal improvements; and (5) an inventory of existing traffic characteristics. The illustrations in appendix three are idealized cross-sections and designs that illustrate multimodal capital improvements for a number of major roadways. As design of the improvements and stormwater management systems advances, and existing rights-of-way and utilities are surveyed, there may need to be modifications to proposed improvements in order for them to be implemented. Each of these multimodal capital improvements will go through various design phases and provide opportunities for input into the ultimate cross-section.

The Mobility Plan also includes recommendations for multimodal quality of service (QOS) standards for on street and off-street multimodal improvements such as sidewalks, bike lanes, paths, and trails and street QOS standards based on posted speed limits for utilization in traffic calming programs and Target (aka Vision) Zero programs. The 2045 Mobility Plan includes a baseline QOS analysis of existing multimodal improvements (appendix 4) that could be utilized by the City as performance measures to evaluate the success of the Mobility Plan overtime. The Plan also includes an areawide level of service (LOS) analysis based on existing traffic characteristics (appendix 5).

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The City Council will annually prioritize multimodal capital improvements for inclusion in the City's Capital Improvements Program. For purposes of the mobility fee ordinance, the Capital Improvements Program is referenced as the Multimodal Program. The 2045 Mobility Plan will serve as a primary source for identifying multimodal capital improvements to be included in the Multimodal Program. Other sources may include the Long Range Transportation Plan (LRTP), the Florida Department of Transportation (FDOT) Transportation Improvement Program (TIP), and request from residents or City Council members. Development activity that constructs multimodal capital improvements may also request that the City Council add improvements to the Multimodal Program in order for the improvements to be eligible for mobility fee credits. The determination of mobility fee credits will be based on the mobility fee ordinance and the processes established in the administrative manual.

The adopted Phase Two Mobility Plan and Mobility Fee Technical Report referenced in the cover letter, executive summary, the body of the report, and in the conclusion that there would likely be changes to the multimodal projects identified in the Phase Two Mobility Plan as the Mobility Plan was finalized. The amendments to the Mobility Fee ordinance reflect the adoption of a 2045 Mobility Plan and that the purpose of the Plan is to serve as a primary source for identification of multimodal capital improvement to be included in the annual update of the Multimodal Program.

The amendments to the Mobility Fee ordinance also reflect that the Phase Two Mobility Plan serves as the basis for the calculation of the currently adopted Mobility Fee. Future updates to the Mobility Fee shall be based on the adopted Mobility Plan or updates to the Mobility Plan as part of the Mobility Fee update. The Phase Two Mobility Plan includes corridor, intersection, and transit projects identified as Mobility Plan Implementation projects in recognition of four factors: (1) there are potentially amendments to the Phase Two Mobility Plan that will be made as the Plan goes through final review over the last quarter of 2022; (2) Development order requirements may result in constructed improvements that are beyond the impact of development and mobility fee credits may be requested for said improvements; (3) Florida Statute requires that updates to fees be limited to every four years unless there is a finding of extraordinary circumstances; and (4) the City annually updates the Capital Improvement Program to reflect current needs and projected revenues.

The 2045 Mobility Plan also includes corridor, intersection, and transit projects identified as Mobility Plan Implementation projects in recognition that: (1) the City annually updates the Multimodal Program to reflect current needs and projected revenues development activity; (2) updates of the mobility fee, barring extortory circumstances, are not intended to be adopted before September 2026; and (3) that there are development order requirements that may result in constructed improvements that are beyond the impact of development and development activity may request mobility fee credits for said improvements. Future updates to the Mobility Fee ordinance may consider replacing the term Multimodal Program with the more commonly known term Capital Improvements Program, in addition to update of other terms as may be necessary to reflect statutory requirements and Mobility Plan updates.

The amendments to the Mobility Fee Ordinance do not include any changes to the mobility fee, assessment areas, benefit districts, or the determination and issuance of credits. The amendments are limited to adoption of the 2045 Mobility Plan, the purpose of the Mobility Plan, the purpose of the Phase Two Mobility Plan, updates of the Mobility Plan, and references to the Mobility Plan and Multimodal Program. The Mobility Fee Ordinance has existing requirements related to review of the Mobility Plan as part of an annual report on mobility fee collections and expenditures. The Ordinance also has existing requirements related to extraordinary circumstances that would be identified as part of the annual report that may require update of the Mobility Plan and Mobility Fee outside of the four (4) year cycle.

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The next steps for the City include prioritizing 2045 Mobility Plan projects as part of the annual development of the Multimodal Program. The City should consider incorporation of the multimodal QOS and areawide LOS standards, as well as the Mobility Plan projects, in future Comprehensive Plan amendments. The City should also evaluate its Comprehensive Plan and Land Development Code to ensure consistency with Florida Statute related to the adoption of a Mobility Plan and a Mobility Fee. Many local governments that adopt a Mobility Plan and Mobility Fee also undertake updates to their traffic impact analysis requirements for development to ensure there is a clear distinction between transportation concurrency analysis and site impact analysis or site access assessments.

There are no proposed updates to the adopted Phase Two Mobility Plan and Mobility Fee Technical Report. The City is currently reviewing true-up agreements to clarify existing City road impact fee credits. The City is also reviewing proposed developer agreements and will likely be reviewing amendments to existing developer agreements. A Mobility Fee Administrative Manual is being developed to address day-to-day administration and implementation of the Mobility Fee. The City, upon completion of the update to its other impact fees, should also consider conducting a Service Charge Study to address administration and implementation of its Impact and Mobility Fee programs and statutory requirements.

An Executive Summary has also been prepared for the 2045 Mobility Plan and the currently adopted Mobility Fee. The Executive Summary is for information and outreach purposes and highlights the major features of both the Mobility Plan and the Mobility Fee. No formal action is required for the Executive Summary. Due to the graphics and maps in the 2045 Mobility Plan, a full graphic resolution version of the Plan has been provided for any printing purposes and optional download from the City's website. An optimized graphic resolution version has also been provided for agenda and email purposes and optional download from the City's website. The NUE Concepts looks forward to continuing to work with the City in administration and implementation of its Mobility Plan and Mobility Fee.

Sincerely,



Jonathan B. Paul, AICP
Principal