

# TRANSPORTATION ELEMENT

## DATA, INVENTORY AND ANALYSIS

### INTRODUCTION

The purpose of the Transportation Element is to plan for a safe, convenient multimodal transportation system that places emphasis on public transportation systems, where feasible. ~~The City of Port St. Lucie will address mobility for~~ for an efficient, safe, and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users. This element has been developed in coordination with the St. Lucie Transportation Planning Organization's (TPO) Go2040 Long Range Transportation Plan (LRTP), ~~(TPO) and the 2035-2040 Treasure Coast~~ Martin/St. Lucie County Regional Long Range Transportation Plan (RLRTP) and the City of Port St. Lucie Multimodal Plan. ~~†~~ The review of these plans and collaboration with these agencies provides for the coordination between the Future Land Use Element of the County's Comprehensive Plan and both the short and long term transportation needs for the City of Port St. Lucie.

### EXISTING ROADWAY CONDITIONS

The City of Port St. Lucie maintains approximately ~~917~~<sup>887</sup> centerline miles of roadway. Table 2-1 provides a summary of the major ~~roadways~~ traffic arteries in the City and their functional classification. The roadway information identified in Table 2-1 is not intended to be inclusive of all roadways in the community. Table 2-2 provides a summary of the roadways on the State Roadway System in the City of Port St. Lucie.

#### Functional Classification

Roadways are classified according to their purpose in the network, speed of travel in the roadway, and several other characteristics. The City has four roadway classifications, and Florida Department of Transportation (FDOT) has seven roadway classifications. They are as follows:

<u>FDOT (Rural /Urban)</u>	<u>City of Port St. Lucie</u>
<u>Principal Arterial – Interstate</u>	<u>Principal Arterial</u>
<u>Principal Arterial – Freeways &amp; Expressways</u>	<u>Minor Arterial</u>
<u>Principal Arterial – Other</u>	<u>Collector</u>
<u>Minor Arterial</u>	<u>Local</u>
<u>Major Collector</u>	
<u>Minor Collector</u>	
<u>Local</u>	

<u>FDOT (Rural /Urban)</u>	<u>City of Port St. Lucie</u>
<u>Principal Arterial – Interstate</u>	<u>Principal Arterial</u>

<u>Principal Arterial</u> ——— <u>Freeways &amp; Expressways</u>	<u>Minor Arterial</u>
<u>Principal Arterial</u> ——— <u>Other</u>	<u>Collector</u>
<u>Minor Arterial</u>	<u>Local</u>
<u>Major Collector</u>	
<u>Minor Collector</u>	
<u>Local</u>	

~~four classifications for roadways are principal arterials, minor arterials, collectors, and local streets. A rural or urban designation is also included in the roadway classification based on the population. The federal functional classification are from FDOT and the City's own functional classification determination. The City is currently coordinating with the FDOT to reconcile the differences in the classification of the City's roadways.~~

The functional classifications are defined as follows:

Principal Arterial Road – primarily focuses on carrying through traffic. Principal arterials usually provide service that is relatively continuous, long in trip length, and high operative speeds.

Minor Arterial Road – provides service for through traffic movement similar to a principal arterial but provides greater land access and distributes traffic to smaller geographical areas than the principal arterial.

Collector Street – provides both land access and traffic circulation between local roads and/or arterial roads. A collector provides service that is relatively moderate in volume, of moderate trip length, and moderate speed.

Local Street – permits direct access to abutting property and connections to a higher order roadway. A local street provides service that is relatively low in volume and short average trip length or minimal through traffic movements.

**Table 2-1 Local Roadway System Classifications**

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Road Classification (Urban)</u>	
			<u>Federal Highway Administration Adjusted Urban Area 2010</u>	<u>City</u>
<u>AIROSO BLVD</u>	<u>PRIMA VISTA BLVD</u>	<u>ST JAMES DR</u>	<u>Principal Arterial - Other</u>	<u>Principal Arterial</u>
<u>AIROSO BLVD</u>	<u>PORT ST LUCIE BLVD</u>	<u>PRIMA VISTA BLVD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>ALCANTARRA BLVD</u>	<u>SAVONA BLVD</u>	<u>PORT ST LUCIE BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>ALEDO LN</u>	<u>ROSSER BLVD</u>	<u>BRIGINTINE PL</u>	<u>NDA</u>	<u>Collector</u>
<u>BAYSHORE BLVD</u>	<u>PRIMA VISTA BLVD</u>	<u>ST JAMES DR</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>BAYSHORE BLVD</u>	<u>OAKRIDGE BLVD</u>	<u>PORT ST LUCIE BLVD</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>BAYSHORE BLVD</u>	<u>PORT ST LUCIE BLVD</u>	<u>PRIMA VISTA BLVD</u>	<u>Principal Arterial - Other</u>	<u>Principal Arterial</u>
<u>BECKER RD</u>	<u>WESTERN END</u>	<u>GILSON RD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>BILTMORE ST</u>	<u>MACEDO BLVD</u>	<u>THORNHILL DR</u>	<u>NDA</u>	<u>Collector</u>
<u>CALIFORNIA BLVD</u>	<u>W TORINO BLVD</u>	<u>DEL RIO BLVD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>CAMEO BLVD</u>	<u>PORT ST LUCIE BLVD</u>	<u>CROSTOWN PKWY</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>CANE SLOUGH RD</u>	<u>US-1/SR-5</u>	<u>LENNARD RD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>CASHMERE BLVD</u>	<u>RAB @ PEACOCK BLVD</u>	<u>DEL RIO BLVD</u>	<u>Major Collector</u>	<u>Collector</u>

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Road Classification (Urban)</u>	
			<u>Federal Highway Administration Adjusted Urban Area 2010</u>	<u>City</u>
<u>CASHMERE BLVD</u>	<u>E TORINO PKWY</u>	<u>RAB @ PEACOCK BLVD</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>COMMERCE CENTRE DR</u>	<u>CROSTOWN PKWY</u>	<u>RANGE LINE RD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>COMMUNITY BLVD</u>	<u>DISCOVERY WAY</u>	<u>WESTCLIFFE LN</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>CROSTOWN PKWY</u>	<u>BAYSHORE DR</u>	<u>US-1</u>	<u>Minor Arterial</u>	<u>Principal Arterial</u>
<u>CROSTOWN PKWY</u>	<u>VILLAGE PKWY</u>	<u>I-95</u>	<u>Minor Arterial</u>	<u>Principal Arterial</u>
<u>CROSTOWN PKWY</u>	<u>VILLAGE PKWY</u>	<u>US-1/SR-5</u>	<u>NDA</u>	<u>Principal Arterial</u>
<u>CROSTOWN PKWY</u>	<u>I-95</u>	<u>BAYSHORE BLVD</u>	<u>Principal Arterial - Other</u>	<u>Principal Arterial</u>
<u>DARWIN BLVD</u>	<u>BECKER RD</u>	<u>PORT ST LUCIE BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>DEL RIO BLVD</u>	<u>PORT ST LUCIE BLVD</u>	<u>MACKENZIE ST</u>	<u>Major Collector</u>	<u>Collector</u>
<u>E TORINO PKWY</u>	<u>CALIFORNIA BLVD</u>	<u>MIDWAY DR</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>FLORESTA DR</u>	<u>AIROSO BLVD</u>	<u>BAYSHORE BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>FLORESTA DR</u>	<u>OAKRIDGE BLVD</u>	<u>AIROSO BLVD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>FLORIDAS TURNPIKE</u>	<u>SOUTH CITY LIMITS</u>	<u>NORTH CITY LIMITS</u>	<u>Major Arterial – F&amp;E</u>	<u>NDA</u>
<u>GATLIN BLVD</u>	<u>I-95</u>	<u>PORT ST LUCIE BLVD</u>	<u>Principal Arterial - Other</u>	<u>Principal Arterial</u>
<u>GLADES CUT-OFF ROAD</u>	<u>CARLTON RD</u>	<u>RANGE LINE RD</u>	<u>Major Collector</u>	<u>Collector</u>

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Road Classification (Urban)</u>	
			<u>Federal Highway Administration Adjusted Urban Area 2010</u>	<u>City</u>
<u>GLADES CUT-OFF ROAD</u>	<u>RANGE LINE RD</u>	<u>MIDWAY RD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>GOWIN DR</u>	<u>PORT ST LUCIE BLVD</u>	<u>WESTMORELAND BLVD</u>	<u>NDA</u>	<u>Collector</u>
<u>GRAND DR</u>	<u>LENNARD RD</u>	<u>WALTON RD</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>GREEN RIVER PKWY</u>	<u>MARTIN CO LINE</u>	<u>WALTON RD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>HEATHERWOOD BLVD</u>	<u>CALIFORNIA BLVD</u>	<u>CASHMERE BLVD</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>HILLMOOR DR</u>	<u>LENNARD RD</u>	<u>TIFFANY AVE</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>I-95</u>	<u>SOUTH CITY LIMITS</u>	<u>NORTH CITY LIMITS</u>	<u>Major Arterial - Interstate</u>	<u>NDA</u>
<u>IMPORT DR</u>	<u>SAVAGE BLVD</u>	<u>GATLIN BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>IMPORT DR</u>	<u>GATLIN BLVD</u>	<u>ALEDO LN</u>	<u>NDA</u>	<u>Collector</u>
<u>INDIAN RIVER DR</u>	<u>NORTH CITY LIMIT</u>	<u>SOUTH CITY LIMIT</u>	<u>Major Collector</u>	<u>Collector</u>
<u>JENNINGS RD</u>	<u>US-1/SR-5</u>	<u>LENNARD RD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>LAKEHURST DR</u>	<u>BAYSHORE BLVD</u>	<u>SANDIA DR</u>	<u>Major Collector</u>	<u>Collector</u>
<u>LENNARD RD</u>	<u>US-1/SR-5</u>	<u>WALTON RD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>LENNARD RD</u>	<u>PRIMA VISTA BLVD</u>	<u>KITTERMAN RD</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>LTC PARKWAY</u>	<u>MIDWAY RD</u>	<u>GLADES CUT OFF RD</u>	<u>NDA</u>	<u>Collector</u>

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Road Classification (Urban)</u>	
			<u>Federal Highway Administration Adjusted Urban Area 2010</u>	<u>City</u>
<u>LYNGATE DR</u>	<u>MIDPORT RD</u>	<u>US-1/SR-5</u>	<u>Major Collector</u>	<u>Collector</u>
<u>MANVILLE DR</u>	<u>SELVITZ RD</u>	<u>ST JAMES DR</u>	<u>Major Collector</u>	<u>Collector</u>
<u>MARIPOSA AVE</u>	<u>LENNARD RD</u>	<u>CALAIS ST</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>MELALEUCA BLVD</u>	<u>LENNARD RD</u>	<u>GREEN RIVER PKWY</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>MIDWAY RD</u>	<u>WESTERN CITY LIMITS</u>	<u>EASTERN CITY LIMITS</u>	<u>Principal Arterial - Other</u>	<u>Principal Arterial</u>
<u>MORNINGSIDE BLVD</u>	<u>WESTMORELAND RAB</u>	<u>LYNGATE DR</u>	<u>Major Collector</u>	<u>Collector</u>
<u>MORNINGSIDE BLVD</u>	<u>RIVER VISTA DR</u>	<u>WESTMORELAND RAB</u>	<u>NDA</u>	<u>Collector</u>
<u>N MACEDO BLD</u>	<u>SELVITZ RD</u>	<u>BAYSHORE BLVD</u>	<u>NDA</u>	<u>Collector</u>
<u>N TORINO PKWY</u>	<u>BLANTON BLVD</u>	<u>E TORINO PKWY</u>	<u>Major Collector</u>	<u>Collector</u>
<u>OAKRIDGE BLVD</u>	<u>BAYSHORE BLVD</u>	<u>SOUTHBEND BLVD</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>PAAR DR</u>	<u>BAMBERG ST</u>	<u>DARWIN BLVD</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>PEACHTREE BLVD</u>	<u>SELVITZ RD</u>	<u>ST JAMES BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>PEACOCK BLVD</u>	<u>CALIFORNIA BLVD RAD</u>	<u>ST LUCIE WEST BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>PORT ST LUCIE BLVD</u>	<u>MARTIN COUNTY LINE</u>	<u>BECKER RD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>PORT ST LUCIE BLVD</u>	<u>BECKER RD</u>	<u>US 1/SR 5</u>	<u>Principal Arterial - Other</u>	<u>Principal Arterial</u>

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Road Classification (Urban)</u>	
			<u>Federal Highway Administration Adjusted Urban Area 2010</u>	<u>City</u>
<u>PRIMA VISTA BLVD</u>	<u>BAYSHORE BLVD</u>	<u>US 1/SR 5</u>	<u>Principal Arterial - Other</u>	<u>Principal Arterial</u>
<u>RANGE LINE ROAD</u>	<u>GLADES CUT-OFF ROAD</u>	<u>SOUTHERN CITY LIMITS</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>RESERVE BLVD</u>	<u>COMMERCE CENTRE DR RAB</u>	<u>I-95 SB OFF-RAMP</u>	<u>Major Collector</u>	<u>Collector</u>
<u>ROSSER BLVD</u>	<u>BAMBERG ST</u>	<u>GATLIN BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>S MACEDO BLVD</u>	<u>BAYSHORE BLVD</u>	<u>THORNHILL DR</u>	<u>NDA</u>	<u>Collector</u>
<u>SANDIA DR</u>	<u>THORNHILL DR</u>	<u>PRIMA VISTA BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>SAVAGE BLVD</u>	<u>SR 9/I-95</u>	<u>GATLIN BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>SAVONA BLVD</u>	<u>BECKER RD</u>	<u>CALIFORNIA BLVD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>SELVITZ RD</u>	<u>BAYSHORE BLVD</u>	<u>MIDWAY RD</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>SELVITZ RD</u>	<u>FLORESTA DR</u>	<u>BAYSHORE BLVD</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>SOUTHBEND BLVD</u>	<u>BECKER RD</u>	<u>OAKRIDGE DR</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>ST JAMES DR</u>	<u>AIROSO BLVD</u>	<u>MIDWAY RD</u>	<u>Principal Arterial - Other</u>	<u>Principal Arterial</u>
<u>ST LUCIE WEST BLVD</u>	<u>I-95 SB OFF-RAMP</u>	<u>BAYSHORE BLVD</u>	<u>Principal Arterial - Other</u>	<u>Principal Arterial</u>
<u>THORNHILL DR</u>	<u>BAYSHORE BLVD</u>	<u>FLORESTA DR</u>	<u>Major Collector</u>	<u>Collector</u>
<u>TIFFANY AVE</u>	<u>US-1/SR-5</u>	<u>LENNARD RD</u>	<u>Major Collector</u>	<u>Collector</u>

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Road Classification (Urban)</u>	
			<u>Federal Highway Administration Adjusted Urban Area 2010</u>	<u>City</u>
<u>TRADITION PKWY</u>	<u>ABINGDON RAB</u>	<u>I-95 SB OFF-RAMP</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>TULIP BLVD</u>	<u>PORT ST LUCIE BLVD</u>	<u>PORT ST LUCIE BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>UNIVERSITY BLVD</u>	<u>PEACOCK BLVD</u>	<u>CALIFORNIA BLVD</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>US-1/SR-5</u>	<u>SOUTH CITY LIMITS</u>	<u>NORTH CITY LIMITS</u>	<u>Principal Arterial - Other</u>	<u>Principal Arterial</u>
<u>VETERANS MEM PKWY</u>	<u>PORT ST LUCIE BLVD</u>	<u>US-1/SR-5</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>VILLAGE GREEN DR</u>	<u>TIFFANY AVE</u>	<u>US-1/SR-5</u>	<u>Major Collector</u>	<u>Collector</u>
<u>VILLAGE PKWY</u>	<u>BECKER RD</u>	<u>CROSTOWN PKWY</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>W TORINO PKWY</u>	<u>CALIFORNIA BLVD</u>	<u>BLANTON BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>WALTON RD</u>	<u>US-1/SR-5</u>	<u>INDIAN RIVER DR</u>	<u>Minor Arterial</u>	<u>Minor Arterial</u>
<u>WESTCLIFFE LN</u>	<u>VILLAGE PARKWAY</u>	<u>COMMUNITY BLVD</u>	<u>Minor Collector</u>	<u>Collector</u>
<u>WESTMORELAND BLVD</u>	<u>US-1/SR-5</u>	<u>PORT ST LUCIE BLVD</u>	<u>Major Collector</u>	<u>Collector</u>
<u>WHITMORE DR</u>	<u>BAYSHORE BLVD</u>	<u>CUL-D-SAC</u>	<u>Major Collector</u>	<u>Collector</u>

F&E = Freeways & Expressways

NDA = No designation available

RAB = Roundabout



<b>Local Name</b>	<b>From</b>	<b>To</b>	<b>Federal Functional Classification System</b>	<b>Port St. Lucie Functional Classification</b>
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

<b>Local Name</b>	<b>From</b>	<b>To</b>	<b>Federal Functional Classification System</b>	<b>Port St. Lucie Functional Classification</b>
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

<b>Local Name</b>	<b>From</b>	<b>To</b>	<b>Federal Functional Classification System</b>	<b>Port St. Lucie Functional Classification</b>
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 <sup>(1)</sup>	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 <sup>(1)</sup>	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

<b>Local Name</b>	<b>From</b>	<b>To</b>	<b>Federal Functional Classification System</b>	<b>Port St. Lucie Functional Classification</b>
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.

**Strategic Intermodal System (SIS) Facilities**

In 2003, the Florida Legislature and Governor established the Strategic Intermodal System (SIS) to enhance Florida’s transportation mobility and economic competitiveness. The SIS is a statewide network of high-priority transportation facilities, including the State’s largest and most significant airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities represent the state’s primary means for moving people and freight between Florida’s diverse regions, as well as between Florida and other states and nations. All SIS facilities are eligible for state transportation funding, regardless of mode or ownership, with state funding covering varying shares of the project costs. The SIS is the primary focus of FDOT capacity improvement funds; however, it is not the single source of funds for all projects.

~~In 2003, the Strategic Intermodal System was established through Florida legislation to efficiently serve the mobility needs of Florida’s population, visitors, and businesses. The current designated SIS is a network of high-priority facilities that includes the state’s most significant and largest roadways, railroads, waterways, and other transportation facilities. The state sets level of serviceLevel of Service (LOS) standards for the SIS facilities. It is strongly recommended by the Florida Department of Transportation (FDOT) that local governments involve the FDOT in the development review process at an early stage if the proposed development impacts any SIS facility. It is important that local governments assist the FDOT to ensure that the SIS facilities maintain their establishedLOS LOS standards.~~

A list of all designated and emerging SIS facilities in the City of Port St. Lucie are shown in Table 2-2.

**Table 2-2  
SIS Facilities in The City of Port St. Lucie**

Facility	Designated SIS	Emerging SIS
Roadways	I-95	
	Turnpike	
Railroad	Florida East Coast Railroad (FEC)	South Central Florida Express Railroad
Waterways	Atlantic Intracoastal Waterway	

Source: FDOT, 2010

**Florida Intrastate Highway System (FIHS)**

~~The Florida Intrastate Highway System (FIHS) was created in 1990 by the Florida Legislature and is composed of interconnected limited and controlled access roadways including interstate highways, Florida’s Turnpike, selected urban expressways and major arterial highways. The FIHS is a statewide transportation network that provides for high-speed and high-volume traffic movement within the state. The primary function of the system is to serve interstate and regional commerce and other long distance trips. The system is intended to accommodate High-Occupancy Vehicles (HOVs), express bus transit and, in some corridors, passenger rail service.~~

In the City of Port St. Lucie, there are two roadways that are part of the ~~FIHS~~**SIS**: the Florida Turnpike and I-95. Table 2-3 lists all the State Highway System roadways in the City.



**Table 2-3  
State Highway System within Port St. Lucie**

Source: FDOT, 2010

State Road Number	Local Name	From	To
9	I-95	Martin County Line	Port St. Lucie Northern Boundary
5	US-1	Martin County Line	Port St. Lucie Northern Boundary
716	Port St. Lucie Blvd	Underpass SR 91/ FL Turnpike	SR 5/ US-1
91	FL Turnpike	Martin County Line	Port St. Lucie Northern Boundary

### Regional Freight and Goods Movement

Heavy rail freight service in St. Lucie County is provided by the *Florida East Coast* (FEC) Railroad which serves the east coast of Florida from Jacksonville to Miami. The Florida East Coast (FEC) Railroad runs through the eastern part of Port St. Lucie parallel to US 1, and ties into another track which runs across the western portion of the City. The Florida East Coast (FEC) is a SIS-Designated facility in St. Lucie County.

The South Central Florida Express (SCFE) is an independent short line railroad, owned and operated by US Sugar, along Glades Cutoff Road. The SCFE provides the service from the southwest to northeast portions of St. Lucie County running partially through Port St. Lucie.

A critical highway that crosses St Lucie County is I-95, which represents the transportation backbone, not just of Florida, but of the eastern U.S. In Florida, this highway links the south, central, and northern parts of the state, passing through the most populated areas. It also connects several of the state’s most critical seaports, airports, and railroads, providing accessibility throughout the U.S. freight network. Another important highway passing through St. Lucie County is Florida’s Turnpike, which connects South Florida to Central Florida. Both the Turnpike and I-95 are designated as SIS Corridors.

The efficiency and effectiveness of freight movement, connecting producers to consumers, and providing access to domestic and international markets are factors that could enhance the economic competitiveness of the TPO area. Creating and sustaining a freight transportation system is an important component of the Go2040 Long Range Transportation Plan (LRTP). Below are the goals and objectives of the LRTP which relate to and support the movement of freight:

#### Economic Prosperity and Growth

- Enable people and goods to move around efficiently
- Increase transportation options and improve access to destinations that support prosperity and growth

### Existing Assets and Services

- Maintain conditions of existing transportation assets
- Improve efficiency of existing transportation services

### Safety and Security

- Improve safety of transportation systems that may include incorporation of infrastructure in support of automated vehicles.

(Source: LRTP Go2040 St. Lucie TPO Long Range Transportation Plan)

### Transit

MV Transportation, Inc. is the public transit operator for Port St. Lucie. The Countywide Transit system is coordinated and managed by the St. Lucie County Board of County Commissioners and offers traditional fixed-route public transit service through the Treasure Coast Connector (TCC). Additionally, the County provides paratransit services available to qualified residents that meet certain mobility needs and eligibility requirements as Transportation Disadvantaged (TD) and/or meet the criteria of the Americans with Disabilities Act (ADA). The Countywide Transit System also offers the following two non-traditional public transportation services.

- Direct Connect: Mid-2017, St. Lucie County Department of Community Services began operating a demand response TD service pilot program, known as Direct Connect, providing essential and life sustaining trips during hours that regular public transit and paratransit is not in operation. Direct Connect fills evening and weekend service gaps enabling the City's TD population to have access to public transportation services twenty-four hours per day, seven days per week.
- Microtransit: In December 2019, the Countywide Transit system introduced the first microtransit service in the City of Port St. Lucie. Branded as Treasure Coast Connector 'On-Demand', the service is strategically located in the southwest area of Port St. Lucie to support the first/last mile connection to the fixed-route bus service and functions as a 'public Uber', allowing the public to hail a ride from the TransLoc smartphone application.

### Treasure Coast Connector

The TCC bus service consists of seven fixed-routes. Two TCC routes provide regional transit connections with Martin and Indian River Counties' transit systems. Routes 1,2,3,4,5 and 6 operate from 6 am to 8 pm Monday through Friday, and Saturday from 8am to 12pm and 1pm to 4pm. Route 7 operates from 7am to 6pm Monday through Friday only. There is no fixed-route bus service on Sundays.

•Route 1 was initiated in 2002. In 2019, services were increased to every 30 minutes along Route 1 which begins near Downtown Fort Pierce at the Ft. Pierce Intermodal Facility located at North 8th Street and Avenue D. This route terminates at the Treasure Coast Mall in the Jensen Beach section of Martin County. Route 1 is the systems most heavily used bus route and it connects with every TCC bus route except Route 5.

•Route 2 began service in 2005. Route 2 connects commercial and residential areas in North Fort Pierce with the route commencing and ending at the Ft. Pierce Intermodal Facility providing immediate connections to Routes 1, 3 and 7.



•Route 3 was implemented concurrently with Route 2, serving South Fort Pierce. Route 3 connects densely developed suburban-urban residential areas with important community shopping and governmental service centers including Walmart and the Florida Department of Health. Route 3 commences and terminates at the Ft. Pierce Intermodal providing immediate connections to Route 1,2 and 7.

•Route 4 (City of Port St. Lucie Trolley) began operating in 2006 serving the downtown St. Lucie Boulevard and City Center areas. Route 4 serves as a transit connector for many important Port St. Lucie destinations, including the County Annex Building, Town Center, PSL Community Center and City Hall complex. Accordingly, the Port St. Lucie Trolley has its own unique bus stop signage and bus façades demonstrating the importance of this bus route to the City. Route 4 connects with Routes 1, 5 and 6.

•Route 5 commenced operations in 2009 adding fixed route bus service along SW Gatlin and SW Port St. Lucie Boulevards. Route 5 is designed to connect the rapidly developing Tradition Planned Unit Development with the Port St. Lucie City Hall and Community Center serving residential, municipal government, and community shopping destinations. Route 5 connects with Routes 4 and 6 at the Port St. Lucie Intermodal Facility.

•Route 6 also began operating in 2009. Route 6 connects important major activity centers along the Prima Vista Boulevard/St. Lucie West Boulevard corridor including community shopping centers, recreational areas, library and community resources, and medical services. Route 6 connects with Routes 1,4 and 5.

•Route 7 is the newest TCC bus route and is a pilot service established through the Florida Department Service Development funding program. Route 7 begins and ends at the Ft. Pierce Intermodal Facility and extends into adjacent Indian River County providing an immediate connection to their GoLine transit system. Route 7 connects with Route 1,2 and 3.

Route 8 - The Port St. Lucie/Fort Pierce Express Bus along 25<sup>th</sup> Street. The Treasure Coast Connector, in collaboration with the Florida Department of Transportation and Council of Aging of St. Lucie, Inc./Community Transit, will provide commuter bus service from the Port St. Lucie Intermodal Facility located on Deacon Avenue to the Beth Ryder Intermodal Facility located on Avenue D in Fort Pierce. Route 8 provides a direct connection to both of the county's intermodal facilities and with all of the existing fixed routes within the county's transit network, providing for regional connectivity to Martin and Indian River counties.**Transit**

~~The Council On Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two modes of transportation are provided: 1) the Treasure Coast Connector which is a fixed route service provides service along specific routes with scheduled arrival times at predetermined bus stop areas. This is the type of system most people refer to when they mention a city bus; and 2) Community Transit, a demand response system which is an origin to destination system where passenger trips are generated by calls from individuals who cannot access the fixed route service due to some disability.~~

~~All fixed route/Community Transit services are provided by the Treasure Coast Connector (TCC). This system consists of four fixed bus routes that run through the City of Port St. Lucie. All bus routes are provided Monday through Friday between the hours of 7:00 am and 6:00 pm. The ridership has been constantly increasing since the bus service program started based upon data from the St. Lucie Regional Transit Plan. A general description~~

of existing fixed route and paratransit services provided in the City of Port St. Lucie are summarized, as follows:

### **Treasure Coast Connector – Fixed Route Service**

#### **Route 1:**

Route 1 operates along US 1 and connects Port St. Lucie to Stuart and to downtown Fort Pierce on weekdays, between hours 7:00 am to 6:00 pm with headways of one hour. This route serves all major trip generators and attractors on this corridor.

#### **Route 4:**

Route 4 is known as the Port St. Lucie Downtown Trolley, which runs in downtown Port St. Lucie. This route runs from 7:00 am to 6:00 pm with headways of one hour in the vicinity of Morningside Library and connects to the Port St. Lucie Community Center, Walton Road and transfer riders to the US 1 Treasure Coast Connector Route.

#### **Route 5:**

Route 5 provides transit service between the Port St. Lucie Community Center and Tradition Landings using Gatlin Boulevard and Port St. Lucie Boulevard. Similar to the other fixed bus routes, Route 5 operates from 7:00 am to 6:00 pm with headways of one hour.

#### **Route 6:**

Route 6 operates from the Port St. Lucie Community Center to Prima Vista Crossing, and then to the Shoppes at St. Lucie West Publix Shopping Center and Tradition Field Stadium. Route 6 operates from 7:00 am to 6:00 pm with headways of one hour.

### **Park and Ride**

Park and ride lots are dedicated (joint use or stand-alone) locations for private automobiles for carpooling and, in some cases, transit. There are currently two park and ride lots located in the City of Port St. Lucie. One is located at Bayshore Boulevard just south of Thornhill Drive, near the Florida's Turnpike St. Lucie Boulevard interchange and the second one is located on Oakridge Drive between Southbend Boulevard and Florida's Turnpike.

### **Demand Response System**

~~COASL also operates a demand response system, which is an origin to destination system where passenger trips are generated by calls from passengers or their agents at least twenty-four (24) hours in advance, to the Transit Reservationist, who then schedules a vehicle to pick up the passenger, with reservations accepted up to two weeks in advance. The demand response system is for individuals who cannot access the fixed route service due to some disability. Eligibility for the system is required.~~

### **Seaport/Airport/Waterway**

There are no current or planned airports or deep water ports located within the City of Port St. Lucie. However, the St. Lucie County International Airport is situated north of Fort Pierce in unincorporated St. Lucie County. The region's only deep water port is located in the City of Fort Pierce. The Port of Fort Pierce is one of 14 deep water ports in Florida. It is bounded by State Road A1A on the north and south, on the west by US 1 and the Florida East Coast (FEC) Railroad, and on the east by the Indian River Lagoon. St. Lucie County is the port authority for the Port of Fort Pierce. The Atlantic Intracoastal Waterway passes through the eastern part of the city via the Indian River Lagoon.

### **Parking**

Generally, Port St. Lucie has sufficient capacity of public and private parking facilities. Both City Hall and the Civic Center have a large amount of parking spaces that serve the public facilities within the City of Port St. Lucie.

### **Bicycle and Pedestrian Facilities**

The City of Port St. Lucie recognizes the need for pedestrian and bicycle accommodations as an integral component of a Citywide transportation system. The development of bicycle and pedestrian facilities and the encouragement of their use serve several important purposes which benefit all of the citizens of Port St. Lucie including:

- 1) Health and physical benefits
- 2) Environmental benefits
- 3) Transportation benefits
- 4) Recreational benefits
- 5) Quality of life benefits

### **Sidewalk Program**

Through the sidewalk program alone, the City has installed approximately ~~40.8~~40.5 miles of sidewalk with an additional 31.3 planned over the next ten years. ~~In addition to the City's funds, the City has applied for and received confirmation of funding for an additional sidewalk project through the American Recovery And Reinvestment Act of 2009 (ARRA) stimulus program. In coordination with St. Lucie County, the City has received grant funding for sidewalks through the Safe Route to Schools Program. Funding for the sidewalks are from the City's Road and Bridge Fund and from Transportation Alternative Program (TAP) grants through the St Lucie Transportation Planning Organization. The City has successfully constructed almost \$8.5M of sidewalks with TAP grants. The next TAP grant sidewalks, Alcantarra from Savona to Port St Lucie Boulevard and Curtis between Prima Vista and Floresta, will be constructed in FY 2022. Since January 2019, the 10-year voter approved ½ Cent Sales Tax has funded the design of the~~

Torino sidewalks from Viscaya Falls to Dellwood, Dellwood to Winterlakes, and California to Cashmere. Construction of this sidewalk as well as the segment from California to Topaz and the sidewalk on Selvitz from Milner to Peachtree is scheduled for construction later this year.

The City currently requires that pedestrian and bicycle accommodations be incorporated into all development projects and urban roadway projects. Federal, State, and County guidelines also address the provision of bicycle and pedestrian facilities in conjunction with roadway improvement projects.

The St. Lucie TPO recently completed a Bicycle/Pedestrian Corridor Study in 2010, followed by the St. Lucie Bicycle/Pedestrian Corridor Study Area of Interest Analysis in 2012. The 2010 Bicycle/Pedestrian Corridor study identified a specific implementation plan for a priority corridor identified in the St. Lucie County's Greenways and Trails Bicycle/Pedestrian Master Plan. A priority corridor was identified that connects all jurisdictions, is located in a populated area likely to attract trail users, provides a potential link to the Florida East Coast Greenway and represents a potential "early win" project for greenways implementation in St. Lucie County. The corridor presents a safe, constructible route that captures the most users by connecting neighborhoods, schools, places of employment and local attractions. The study identified a specific preferred alignment, alternative considerations, a list of opportunities and constraints for the corridor and, following stakeholder input, a list of action steps to guide the implementation process. This Study identified a designated area of interest in a portion of the corridor section known as Section 4, Buchanan/Walton Road Trail. The area of interest is located between Walton Road and Midway Road and encompasses the Savannas Preserve State Park and the Savannas residential community. This area was analyzed to identify the most feasible route. Conceptual plans and cross-sections of the proposed pathways were prepared and vetted with the public.

~~the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan in 2008. The Master Plan inventoried all the existing sidewalks, bike paths, missing sidewalks, and provided suggestions to improve the system, many of which were located within the City of Port St. Lucie. These improvements primarily consisted of proposed sidewalks and bike lanes along arterials, proposed greenways and recreational trails, multi-purpose trails and canal trails. The analysis portion of the plan identified US 1, Port St. Lucie Boulevard, and St. Lucie West Boulevard as high bicycle and pedestrian crash corridors.~~

The City would like to continue to work towards the implementation of the St. Lucie TPO Bicycle and Pedestrian Plan. In addition, the plan calls for the establishment of sidewalks on both sides of arterial and collector streets, where they do not currently exist.

The City has developed a process for reviewing and prioritizing sidewalk locations for construction with the assistance of the Engineering Department, Planning and Zoning Department, Parks Department, members of the School Board, and the Police Department. Many factors are considered when selecting the locations including the proximity to a school, number of bus stops, existing sidewalks in the area, number of users, the speed limit on adjacent roads, existing drainage conditions, obstacles, right-of-way width, safety hazards, and estimated costs. Ultimately, the priority locations are approved by City Council and constructed as funding permits.

The Treasure Coast Regional Long Range Transportation Plan 2040 ~~Martin MPO/St. Lucie TPO 2035 Regional Long Range Transportation Plan (RLRTP)~~ includes the

Treasure Coast Loop Trail Corridor. The project, which will be built to multi-use trail standards, is planned to be a greenway trail connecting Martin and St. Lucie Counties. The Treasure Coast Trail will also serve to improve non-motorized access to areas within the eastern core of the Counties, as well as access to and from Hutchinson Island. The Trail is projected to extend along Green River Parkway through the City.

## EXISTING TRANSPORTATION ANALYSIS


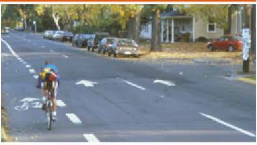









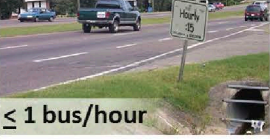
### Adopted Level of Service Analysis

Level of Service is a method of describing the operating condition of a roadway in relation to the volume of traffic using that roadway. Factors which influence level of service include the number of vehicle lanes, the number of vehicles on the roadway, speed of these vehicles, traffic interruptions, ability to maneuver freely and safely as well as the driving comfort and convenience of the public. Level of Service Standards are to be used as a guide for transportation planning purposes to identify roadway needs and to provide a measure for determining time and type of roadway improvement. Level of service is not limited to the motorized vehicle. In recognizing the importance of each component in the transportation network, FDOT evaluates a roadway in terms of all travel modes: automobile, pedestrian, bicycle, and transit, all of which make up the roadway network. The FDOT is working with local governments to establish an appropriate level of service target for the multimodal mobility and system design making the targets responsive to all users of the roadway system recognizing context, roadway function, network design and user safety.

FDOT switched from LOS standards to LOS targets in 2017. The LOS policy establishing these LOS targets focuses on the State Highway System (SHS). The FDOT's target for the automobile LOS (during peak travel hours) is D in urbanized areas and C outside of urbanized areas. Strategic Intermodal System (SIS) highway corridors, such as I-95 and SR 70, are on the State Highway System. SIS highway connectors between SIS hubs and SIS corridors or between SIS

hubs may be on state roads, local roads, or a combination of the two. The only SIS highway connector in St. Lucie County is between the Port of Fort Pierce and I-95 in Fort Pierce.

**Figure 2-1**  
**LOS Conditions by Mode for Urban Roadways**

LOS	Automobile	Bicycle	Pedestrian	Bus
A/B				 >4 buses/hour
C/D				 2 to 4 buses/hour
E/F				 ≤ 1 bus/hour

Source: [FDOT Quality/Level of Service Handbook](#)

[k](#)

Table 2-4 shows the non-SIS level of service standards for urban and non-urban roadways in Port St. Lucie. Table 2-5 shows the SIS level of service standards.

**Table 2-4  
Non-SIS Minimum Level of Service Standards for  
Urban and Non-Urban Roadways in Port St. Lucie**

Roadway Facility Type	LOS Standard
Collector Road	D
Minor Urban Arterial	E*
Major (Principal) Urban Arterial	E*
Major (Principal) Rural Arterial	D
Limited Access Urban Facility	D
Constrained Facility	Maintain*
Backlogged Facility	Maintain & Improve*

(Level of service for roadways shall be determined based on peak hour traffic conditions.)

\*Transportation System Management and Transportation Demand Management measures will be used to maintain and improve traffic flow.

**Table 2-5  
SIS Facilities Level of Service Standards**

SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	Martin County Line to Gatlin Boulevard	C
I-95	Gatlin Boulevard to St. Lucie Boulevard	C
I-95	St. Lucie Boulevard to Midway Road	C
Florida's Turnpike	Martin County Line to Becker Road	C
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	C
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Rd	C

Source: SIS LOS Standards from FDOT, 2010

Figure 2-1 depicts level of service conditions for different modes of transportation.



**Figure 2-1  
LOS Conditions for Different Modes of Transportation**



Source: 2009 FDOT Quality/Level of Service Handbook

**Existing Level of Service Analysis**

The St. Lucie County TPO and FDOT collect the traffic counts on the state and major roadways within the City. Table 2-6, shows the most recent generalized peak hour traffic volumes and level of service conditions for the City’s roadway network based on the minimum levels of service standards identified in Tables 2-4 and 2-5. For the purpose of this plan, the 2009–2013 Quality/Level of Service Handbook has been used to establish Levels of Service for all roads on the roadway network in Port St. Lucie. The existing Level of Service Analysis is based on 2019–2011 traffic volumes unless otherwise noted. The FDOT generalized planning tables are just one form of capacity analysis that can be utilized. Additional forms of roadway capacity analysis may take into account more variables including turn percentages, heavy vehicle percentages, signal timing, and additional vehicle flow parameters.

**Table 2-6**  
**TRAFFIC COUNTS AND LEVEL OF SERVICE REPORT**  
**FALL/WINTER 2019/2020**

<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>ADT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>AIROSO BLVD</u>	<u>PORT ST LUCIE BLVD to THORNHILL DR</u>	<u>15,500</u>	<u>2019</u>	<u>2,100</u>	<u>1,011</u>	<u>C</u>	<u>0.503</u>	<u>851</u>	<u>C</u>	<u>0.423</u>
<u>AIROSO BLVD</u>	<u>THORNHILL DR to CROSSTOWN PKWY</u>	<u>15,500</u>	<u>2019</u>	<u>2,100</u>	<u>1,011</u>	<u>C</u>	<u>0.503</u>	<u>851</u>	<u>C</u>	<u>0.423</u>
<u>AIROSO BLVD</u>	<u>CROSSTOWN PKWY to PRIMA VISTA BLVD</u>	<u>15,827</u>	<u>2017</u>	<u>2,100</u>	<u>789</u>	<u>C</u>	<u>0.393</u>	<u>807</u>	<u>C</u>	<u>0.401</u>
<u>AIROSO BLVD</u>	<u>PRIMA VISTA BLVD to FLORESTA DR</u>	<u>14,344</u>	<u>2017</u>	<u>2,000</u>	<u>751</u>	<u>C</u>	<u>0.393</u>	<u>760</u>	<u>C</u>	<u>0.398</u>
<u>AIROSO BLVD</u>	<u>FLORESTA DR to ST JAMES DR</u>	<u>21,000</u>	<u>2019</u>	<u>2,100</u>	<u>1,114</u>	<u>C</u>	<u>0.554</u>	<u>1,130</u>	<u>C</u>	<u>0.562</u>
<u>BAYSHORE BLVD</u>	<u>MOUNTWELL ST to PORT ST LUCIE BLVD</u>	<u>6,000</u>	<u>2019</u>	<u>830</u>	<u>373</u>	<u>C</u>	<u>0.478</u>	<u>324</u>	<u>C</u>	<u>0.415</u>
<u>BAYSHORE BLVD</u>	<u>PORT ST LUCIE BLVD to THORNHILL DR</u>	<u>28,260</u>	<u>2018</u>	<u>2,100</u>	<u>1,335</u>	<u>C</u>	<u>0.664</u>	<u>1,297</u>	<u>C</u>	<u>0.645</u>
<u>BAYSHORE BLVD</u>	<u>THORNHILL DR to CROSSTOWN PKWY</u>	<u>22,081</u>	<u>2017</u>	<u>2,100</u>	<u>1,019</u>	<u>C</u>	<u>0.534</u>	<u>1,019</u>	<u>C</u>	<u>0.534</u>
<u>BAYSHORE BLVD</u>	<u>CROSSTOWN PKWY to PRIMA VISTA BLVD</u>	<u>27,000</u>	<u>2019</u>	<u>2,100</u>	<u>1,394</u>	<u>C</u>	<u>0.694</u>	<u>1,356</u>	<u>C</u>	<u>0.675</u>
<u>BAYSHORE BLVD</u>	<u>PRIMA VISTA BLVD to FLORESTA DR</u>	<u>17,500</u>	<u>2019</u>	<u>920</u>	<u>829</u>	<u>C</u>	<u>0.953</u>	<u>858</u>	<u>C</u>	<u>0.986</u>
<u>BAYSHORE BLVD</u>	<u>FLORESTA DR to SELVITZ RD</u>	<u>13,000</u>	<u>2019</u>	<u>790</u>	<u>707</u>	<u>C</u>	<u>0.943</u>	<u>623</u>	<u>C</u>	<u>0.831</u>
<u>BAYSHORE BLVD</u>	<u>SELVITZ RD to 25TH ST</u>	<u>13,000</u>	<u>2019</u>	<u>750</u>	<u>707</u>	<u>D</u>	<u>0.943</u>	<u>623</u>	<u>D</u>	<u>0.831</u>
<u>BECKER RD</u>	<u>VILLAGE PKWY to I-95</u>	<u>2,500</u>	<u>2017</u>	<u>3,170</u>	<u>196</u>	<u>C</u>	<u>0.063</u>	<u>178</u>	<u>C</u>	<u>0.058</u>
<u>BECKER RD</u>	<u>I-95 to SAVONA BLVD</u>	<u>21,000</u>	<u>2019</u>	<u>2,000</u>	<u>1,809</u>	<u>C</u>	<u>0.947</u>	<u>1,616</u>	<u>C</u>	<u>0.846</u>
<u>BECKER RD</u>	<u>SAVONA BLVD to PORT ST LUCIE BLVD</u>	<u>18,000</u>	<u>2019</u>	<u>2,100</u>	<u>1,142</u>	<u>C</u>	<u>0.568</u>	<u>1,083</u>	<u>C</u>	<u>0.539</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>ADT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>BECKER RD</u>	<u>ALBACORE ST to DARWIN BLVD</u>	<u>13,500</u>	<u>2019</u>	<u>1,500</u>	<u>863</u>	<u>C</u>	<u>0.603</u>	<u>842</u>	<u>C</u>	<u>0.589</u>
<u>BECKER RD</u>	<u>PORT ST LUCIE BLVD to ALBACORE ST</u>	<u>13,500</u>	<u>2019</u>	<u>2,100</u>	<u>863</u>	<u>C</u>	<u>0.429</u>	<u>842</u>	<u>C</u>	<u>0.419</u>
<u>BECKER RD</u>	<u>ATHENA DR to FLORIDA'S TURNPIKE</u>	<u>15,000</u>	<u>2019</u>	<u>1,500</u>	<u>1,320</u>	<u>C</u>	<u>0.923</u>	<u>1,244</u>	<u>C</u>	<u>0.870</u>
<u>BECKER RD</u>	<u>DARWIN BLVD to ATHENA DR</u>	<u>15,000</u>	<u>2019</u>	<u>2,000</u>	<u>1,320</u>	<u>C</u>	<u>0.691</u>	<u>1,244</u>	<u>C</u>	<u>0.651</u>
<u>BECKER RD</u>	<u>TURNPIKE to SOUTHBEND BLVD</u>	<u>20,000</u>	<u>2019</u>	<u>2,100</u>	<u>1,333</u>	<u>C</u>	<u>0.663</u>	<u>1,657</u>	<u>C</u>	<u>0.824</u>
<u>BECKER RD</u>	<u>SOUTHBEND BLVD to GILSON RD</u>	<u>15,000</u>	<u>2019</u>	<u>920</u>	<u>956</u>	<u>F</u>	<u>1.039</u>	<u>1,182</u>	<u>F</u>	<u>1.285</u>
<u>CASHMERE BLVD</u>	<u>PEACOCK BLVD to TORINO PKWY</u>	<u>10,159</u>	<u>2018</u>	<u>630</u>	<u>714</u>	<u>F</u>	<u>1.133</u>	<u>589</u>	<u>C</u>	<u>0.982</u>
<u>CALIFORNIA BLVD</u>	<u>CAMEO BLVD to DEL RIO BLVD</u>	<u>7,813</u>	<u>2018</u>	<u>750</u>	<u>503</u>	<u>D</u>	<u>0.671</u>	<u>429</u>	<u>D</u>	<u>0.572</u>
<u>CALIFORNIA BLVD</u>	<u>DEL RIO BLVD to SAVONA BLVD</u>	<u>14,000</u>	<u>2019</u>	<u>920</u>	<u>774</u>	<u>C</u>	<u>0.890</u>	<u>771</u>	<u>C</u>	<u>0.886</u>
<u>CALIFORNIA BLVD</u>	<u>SAVONA BLVD to DEL RIO BLVD</u>	<u>12,500</u>	<u>2019</u>	<u>920</u>	<u>800</u>	<u>C</u>	<u>0.920</u>	<u>788</u>	<u>C</u>	<u>0.906</u>
<u>CALIFORNIA BLVD</u>	<u>DEL RIO BLVD to CROSSTOWN PKWY</u>	<u>15,000</u>	<u>2019</u>	<u>920</u>	<u>946</u>	<u>F</u>	<u>1.028</u>	<u>952</u>	<u>F</u>	<u>1.035</u>
<u>CALIFORNIA BLVD</u>	<u>CROSSTOWN PKWY to HEATHERWOOD BLVD</u>	<u>19,500</u>	<u>2019</u>	<u>920</u>	<u>962</u>	<u>F</u>	<u>1.046</u>	<u>1,085</u>	<u>F</u>	<u>1.179</u>
<u>CALIFORNIA BLVD</u>	<u>HEATHERWOOD BLVD to SLW BLVD</u>	<u>19,500</u>	<u>2019</u>	<u>920</u>	<u>962</u>	<u>F</u>	<u>1.046</u>	<u>1,085</u>	<u>F</u>	<u>1.179</u>
<u>CALIFORNIA BLVD</u>	<u>ST LUCIE WEST BLVD to COUNTRY CLUB DR</u>	<u>9,100</u>	<u>2019</u>	<u>920</u>	<u>488</u>	<u>C</u>	<u>0.561</u>	<u>484</u>	<u>C</u>	<u>0.556</u>
<u>CALIFORNIA BLVD</u>	<u>COUNTRY CLUB DR to UNIVERSITY BLVD</u>	<u>7,800</u>	<u>2019</u>	<u>790</u>	<u>531</u>	<u>C</u>	<u>0.708</u>	<u>466</u>	<u>C</u>	<u>0.621</u>
<u>CALIFORNIA BLVD</u>	<u>UNIVERSITY BLVD to PEACOCK BLVD</u>	<u>7,800</u>	<u>2019</u>	<u>630</u>	<u>531</u>	<u>C</u>	<u>0.885</u>	<u>466</u>	<u>C</u>	<u>0.777</u>
<u>CALIFORNIA BLVD</u>	<u>PEACOCK BLVD to TORINO PKWY</u>	<u>13,000</u>	<u>2019</u>	<u>630</u>	<u>968</u>	<u>F</u>	<u>1.537</u>	<u>821</u>	<u>F</u>	<u>1.303</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>ADT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>CASHMERE BLVD</u>	<u>DEL RIO BLVD to CROSSTOWN PKWY</u>	<u>10,021</u>	<u>2018</u>	<u>920</u>	<u>698</u>	<u>C</u>	<u>0.802</u>	<u>627</u>	<u>C</u>	<u>0.721</u>
<u>CASHMERE BLVD</u>	<u>CROSSTOWN PKWY to HEATHERWOOD BLVD</u>	<u>13,000</u>	<u>2019</u>	<u>920</u>	<u>749</u>	<u>C</u>	<u>0.861</u>	<u>666</u>	<u>C</u>	<u>0.766</u>
<u>CASHMERE BLVD</u>	<u>HEATHERWOOD BLVD to SLW BLVD</u>	<u>13,000</u>	<u>2019</u>	<u>920</u>	<u>749</u>	<u>C</u>	<u>0.861</u>	<u>666</u>	<u>C</u>	<u>0.766</u>
<u>CASHMERE BLVD</u>	<u>ST LUCIE WEST BLVD to PEACOCK BLVD</u>	<u>14,000</u>	<u>2019</u>	<u>920</u>	<u>1,141</u>	<u>F</u>	<u>1.240</u>	<u>1,099</u>	<u>F</u>	<u>1.195</u>
<u>CAMEO BLVD</u>	<u>PORT ST LUICE BLVD to CALIFORNIA BLVD</u>	<u>4,600</u>	<u>2019</u>	<u>750</u>	<u>376</u>	<u>D</u>	<u>0.501</u>	<u>281</u>	<u>C</u>	<u>0.759</u>
<u>CAMEO BLVD</u>	<u>CALIFORNIA BLVD to CROSSTOWN PKWY</u>	<u>9,319</u>	<u>2018</u>	<u>790</u>	<u>673</u>	<u>D</u>	<u>0.852</u>	<u>536</u>	<u>D</u>	<u>0.678</u>
<u>CANE SLOUGH RD</u>	<u>US 1 to LENNARD RD</u>	<u>9,772</u>	<u>2016</u>	<u>1,710</u>	<u>535</u>	<u>C</u>	<u>0.695</u>	<u>545</u>	<u>C</u>	<u>0.708</u>
<u>COMMUNITY BLVD</u>	<u>WESTCLIFFE LN to TRADITION PKWY</u>	<u>5,317</u>	<u>2017</u>	<u>1,470</u>	<u>362</u>	<u>C</u>	<u>0.548</u>	<u>336</u>	<u>C</u>	<u>0.509</u>
<u>COMMERCE CENTER DR</u>	<u>CROSSTOWN PKWY to ST LUCIE WEST BLVD</u>	<u>5,819</u>	<u>2017</u>	<u>1,710</u>	<u>363</u>	<u>C</u>	<u>0.471</u>	<u>390</u>	<u>C</u>	<u>0.506</u>
<u>COMMERCE CENTER DR</u>	<u>SLW BLVD to GLADES CUT-OFF RD</u>	<u>7,500</u>	<u>2019</u>	<u>540</u>	<u>400</u>	<u>D</u>	<u>0.741</u>	<u>460</u>	<u>D</u>	<u>0.852</u>
<u>COUNTRY CLUB DR</u>	<u>ST LUCIE WEST BLVD to CALIFORNIA BLVD</u>	<u>8,300</u>	<u>2019</u>	<u>1,710</u>	<u>535</u>	<u>C</u>	<u>0.695</u>	<u>489</u>	<u>C</u>	<u>0.635</u>
<u>CROSSTOWN PKWY</u>	<u>COMMERCE CENTER DR to I-95</u>	<u>16,233</u>	<u>2016</u>	<u>3,170</u>	<u>1,008</u>	<u>C</u>	<u>0.326</u>	<u>865</u>	<u>C</u>	<u>0.280</u>
<u>CROSSTOWN PKWY</u>	<u>I-95 to CALIFORNIA BLVD</u>	<u>24,500</u>	<u>2020</u>	<u>3,170</u>	<u>1,290</u>	<u>C</u>	<u>0.417</u>	<u>1,244</u>	<u>C</u>	<u>0.403</u>
<u>CROSSTOWN PKWY</u>	<u>CALIFORNIA BLVD to CASHMERE BLVD</u>	<u>25,000</u>	<u>2020</u>	<u>3,170</u>	<u>1,299</u>	<u>C</u>	<u>0.420</u>	<u>1,395</u>	<u>C</u>	<u>0.451</u>
<u>CROSSTOWN PKWY</u>	<u>CASHMERE BLVD to CAMEO BLVD</u>	<u>26,500</u>	<u>2019</u>	<u>3,170</u>	<u>1,256</u>	<u>C</u>	<u>0.406</u>	<u>1,307</u>	<u>C</u>	<u>0.423</u>
<u>CROSSTOWN PKWY</u>	<u>CAMEO BLVD to BAYSHORE BLVD</u>	<u>30,500</u>	<u>2019</u>	<u>3,170</u>	<u>1,502</u>	<u>C</u>	<u>0.486</u>	<u>1,556</u>	<u>C</u>	<u>0.504</u>
<u>CROSSTOWN PKWY</u>	<u>BAYSHORE BLVD to AIROSO BLVD</u>	<u>25,000</u>	<u>2020</u>	<u>3,170</u>	<u>1,320</u>	<u>C</u>	<u>0.427</u>	<u>1,384</u>	<u>C</u>	<u>0.448</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>ADT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>CROSSTOWN PKWY</u>	<u>AIROSO BLVD to SANDIA DR</u>	<u>5,400</u>	<u>2016</u>	<u>3,170</u>	<u>348</u>	<u>C</u>	<u>0.118</u>	<u>297</u>	<u>C</u>	<u>0.101</u>
<u>CROSSTOWN PKWY</u>	<u>SANDIA DR to MANTH LN</u>	<u>6,400</u>	<u>2016</u>	<u>3,170</u>	<u>344</u>	<u>C</u>	<u>0.117</u>	<u>360</u>	<u>C</u>	<u>0.122</u>
<u>CROSSTOWN PKWY</u>	<u>FLORESTA DR to US 1</u>	<u>25,500</u>	<u>2019</u>	<u>3,170</u>	<u>1,967</u>	<u>C</u>	<u>0.637</u>	<u>1,723</u>	<u>C</u>	<u>0.558</u>
<u>DARWIN BLVD</u>	<u>BECKER RD to PAAR DR</u>	<u>7,298</u>	<u>2018</u>	<u>630</u>	<u>728</u>	<u>F</u>	<u>1.156</u>	<u>642</u>	<u>F</u>	<u>1.019</u>
<u>DARWIN BLVD</u>	<u>PAAR DR to TULIP BLVD</u>	<u>7,298</u>	<u>2018</u>	<u>920</u>	<u>728</u>	<u>C</u>	<u>0.837</u>	<u>642</u>	<u>C</u>	<u>0.738</u>
<u>DARWIN BLVD</u>	<u>TULIP BLVD to PORT ST LUCIE BLVD</u>	<u>13,500</u>	<u>2019</u>	<u>920</u>	<u>673</u>	<u>C</u>	<u>0.774</u>	<u>708</u>	<u>C</u>	<u>0.814</u>
<u>DEL RIO BLVD</u>	<u>PORT ST LUCIE BLVD to CALIFORNIA BLVD</u>	<u>8,100</u>	<u>2019</u>	<u>920</u>	<u>633</u>	<u>C</u>	<u>0.728</u>	<u>570</u>	<u>C</u>	<u>0.655</u>
<u>DEL RIO BLVD</u>	<u>CALIFORNIA BLVD to CASHMERE BLVD</u>	<u>8,400</u>	<u>2019</u>	<u>880</u>	<u>512</u>	<u>C</u>	<u>0.617</u>	<u>508</u>	<u>C</u>	<u>0.612</u>
<u>DEL RIO BLVD</u>	<u>CASHMERE BLVD to CALIFORNIA BLVD</u>	<u>4,800</u>	<u>2017</u>	<u>880</u>	<u>281</u>	<u>C</u>	<u>0.339</u>	<u>294</u>	<u>C</u>	<u>0.354</u>
<u>EAST TORINO PKWY</u>	<u>CASHMERE BLVD to TORINO PKWY</u>	<u>11,500</u>	<u>2020</u>	<u>830</u>	<u>716</u>	<u>C</u>	<u>0.918</u>	<u>653</u>	<u>C</u>	<u>0.837</u>
<u>EAST TORINO PKWY</u>	<u>TORINO PKWY to MIDWAY RD</u>	<u>14,500</u>	<u>2020</u>	<u>880</u>	<u>1,030</u>	<u>F</u>	<u>1.170</u>	<u>978</u>	<u>F</u>	<u>1.111</u>
<u>FLORESTA DR</u>	<u>OAKLYN ST to PORT ST LUCIE BLVD</u>	<u>13,000</u>	<u>2019</u>	<u>920</u>	<u>900</u>	<u>D</u>	<u>0.978</u>	<u>687</u>	<u>C</u>	<u>0.790</u>
<u>FLORESTA DR</u>	<u>THORNHILL DR to CROSSTOWN PKWY</u>	<u>12,500</u>	<u>2019</u>	<u>880</u>	<u>810</u>	<u>C</u>	<u>0.976</u>	<u>738</u>	<u>C</u>	<u>0.889</u>
<u>FLORESTA DR</u>	<u>PORT ST LUCIE BLVD to THORNHILL DR</u>	<u>12,500</u>	<u>2019</u>	<u>880</u>	<u>810</u>	<u>C</u>	<u>0.976</u>	<u>738</u>	<u>C</u>	<u>0.889</u>
<u>FLORESTA DR</u>	<u>CROSSTOWN PKWY to PRIMA VISTA BLVD</u>	<u>11,000</u>	<u>2019</u>	<u>920</u>	<u>671</u>	<u>C</u>	<u>0.771</u>	<u>576</u>	<u>C</u>	<u>0.662</u>
<u>FLORESTA DR</u>	<u>PRIMA VISTA BLVD to AIROSO BLVD</u>	<u>9,600</u>	<u>2019</u>	<u>920</u>	<u>559</u>	<u>C</u>	<u>0.643</u>	<u>601</u>	<u>C</u>	<u>0.691</u>
<u>FLORESTA DR</u>	<u>SELVITZ RD to BAYSHORE BLVD</u>	<u>4,467</u>	<u>2018</u>	<u>630</u>	<u>349</u>	<u>C</u>	<u>0.582</u>	<u>365</u>	<u>C</u>	<u>0.608</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>ADT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>FLORESTA DR</u>	<u>AIROSO BLVD to SELVITZ RD</u>	<u>4,467</u>	<u>2018</u>	<u>880</u>	<u>349</u>	<u>C</u>	<u>0.420</u>	<u>365</u>	<u>C</u>	<u>0.440</u>
<u>GATLIN BLVD</u>	<u>W OF I-95 to E OF I-95</u>	<u>40,641</u>	<u>2017</u>	<u>3,170</u>	<u>3,058</u>	<u>C</u>	<u>0.990</u>	<u>2,493</u>	<u>C</u>	<u>0.807</u>
<u>GATLIN BLVD</u>	<u>E OF I-95 to SAVAGE BLVD</u>	<u>40,641</u>	<u>2017</u>	<u>3,170</u>	<u>3,058</u>	<u>C</u>	<u>0.990</u>	<u>2,493</u>	<u>C</u>	<u>0.807</u>
<u>GATLIN BLVD</u>	<u>SAVAGE BLVD to ROSSER BLVD</u>	<u>40,641</u>	<u>2017</u>	<u>3,170</u>	<u>3,058</u>	<u>C</u>	<u>0.990</u>	<u>2,493</u>	<u>C</u>	<u>0.807</u>
<u>GATLIN BLVD</u>	<u>ROSSER BLVD to SAVONA BLVD</u>	<u>40,641</u>	<u>2017</u>	<u>3,170</u>	<u>3,058</u>	<u>C</u>	<u>0.990</u>	<u>2,493</u>	<u>C</u>	<u>0.807</u>
<u>GATLIN BLVD</u>	<u>SAVONA BLVD to PORT ST LUCIE BLVD</u>	<u>40,641</u>	<u>2017</u>	<u>3,170</u>	<u>3,058</u>	<u>C</u>	<u>0.990</u>	<u>2,493</u>	<u>C</u>	<u>0.807</u>
<u>GILSON RD</u>	<u>MARTIN C.L. to BECKER RD</u>	<u>11,000</u>	<u>2019</u>	<u>710</u>	<u>949</u>	<u>F</u>	<u>1.249</u>	<u>954</u>	<u>F</u>	<u>1.255</u>
<u>GILSON RD</u>	<u>BECKER RD to LAKERIDGE DR</u>	<u>11,000</u>	<u>2019</u>	<u>540</u>	<u>949</u>	<u>F</u>	<u>1.636</u>	<u>954</u>	<u>F</u>	<u>1.645</u>
<u>GLADES CUT-OFF RD</u>	<u>RANGE LINE RD to RESERVE BLVD</u>	<u>2,833</u>	<u>2017</u>	<u>1,070</u>	<u>200</u>	<u>B</u>	<u>0.526</u>	<u>252</u>	<u>B</u>	<u>0.663</u>
<u>GLADES CUT-OFF RD</u>	<u>RESERVE BLVD to COMMERCE CENTER DR</u>	<u>3,585</u>	<u>2016</u>	<u>1,070</u>	<u>332</u>	<u>B</u>	<u>0.874</u>	<u>332</u>	<u>B</u>	<u>0.874</u>
<u>GLADES CUT-OFF RD</u>	<u>CARLTON RD to RANGE LINE RD</u>	<u>2,833</u>	<u>2017</u>	<u>390</u>	<u>200</u>	<u>B</u>	<u>0.909</u>	<u>252</u>	<u>C</u>	<u>0.646</u>
<u>GLADES CUT-OFF RD</u>	<u>COMMERCE CENTER DR to MIDWAY RD</u>	<u>2,770</u>	<u>2017</u>	<u>920</u>	<u>210</u>	<u>C</u>	<u>0.241</u>	<u>192</u>	<u>C</u>	<u>0.221</u>
<u>GREEN RIVER PKWY</u>	<u>MARTIN C.L. to CHARLESTON DR</u>	<u>4,759</u>	<u>2018</u>	<u>1,070</u>	<u>337</u>	<u>B</u>	<u>0.887</u>	<u>332</u>	<u>B</u>	<u>0.874</u>
<u>GREEN RIVER PKWY</u>	<u>CHARLESTON DR to MELALEUCA BLVD</u>	<u>4,759</u>	<u>2018</u>	<u>1,070</u>	<u>337</u>	<u>B</u>	<u>0.887</u>	<u>332</u>	<u>B</u>	<u>0.874</u>
<u>GREEN RIVER PKWY</u>	<u>MELALEUCA BLVD to WALTON RD</u>	<u>4,759</u>	<u>2018</u>	<u>1,070</u>	<u>337</u>	<u>B</u>	<u>0.887</u>	<u>332</u>	<u>B</u>	<u>0.874</u>
<u>HILLMOOR DR</u>	<u>US 1 to LENNARD RD</u>	<u>5,900</u>	<u>2019</u>	<u>790</u>	<u>306</u>	<u>C</u>	<u>0.785</u>	<u>389</u>	<u>C</u>	<u>0.997</u>
<u>I-95</u>	<u>GATLIN BLVD to ST LUCIE WEST BLVD</u>	<u>79,065</u>	<u>2017</u>	<u>4,580</u>	<u>4,048</u>	<u>C</u>	<u>0.884</u>	<u>3,657</u>	<u>C</u>	<u>0.798</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>DT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>I-95</u>	<u>ST LUCIE WEST BLVD to MIDWAY RD</u>	<u>63,486</u>	<u>2017</u>	<u>4,580</u>	<u>3,571</u>	<u>C</u>	<u>0.780</u>	<u>3,079</u>	<u>B</u>	<u>0.916</u>
<u>I-95</u>	<u>MIDWAY RD to OKEECHOBEE RD</u>	<u>75,846</u>	<u>2017</u>	<u>4,580</u>	<u>4,578</u>	<u>C</u>	<u>10</u>	<u>3,717</u>	<u>C</u>	<u>0.812</u>
<u>INDIAN RIVER DR</u>	<u>AVENUE D to SEAWAY DR</u>	<u>5,971</u>	<u>2017</u>	<u>790</u>	<u>349</u>	<u>C</u>	<u>0.895</u>	<u>411</u>	<u>D</u>	<u>0.520</u>
<u>INDIAN RIVER DR</u>	<u>AVENUE A to AVENUE D</u>	<u>5,971</u>	<u>2017</u>	<u>540</u>	<u>349</u>	<u>D</u>	<u>0.646</u>	<u>411</u>	<u>D</u>	<u>0.761</u>
<u>JENNINGS RD</u>	<u>US 1 to LENNARD RD</u>	<u>4,600</u>	<u>2016</u>	<u>2,100</u>	<u>304</u>	<u>C</u>	<u>0.151</u>	<u>248</u>	<u>C</u>	<u>0.123</u>
<u>LENNARD RD</u>	<u>US 1 to MARIPOSA AVE</u>	<u>18,500</u>	<u>2019</u>	<u>1,710</u>	<u>953</u>	<u>D</u>	<u>0.557</u>	<u>984</u>	<u>D</u>	<u>0.575</u>
<u>LENNARD RD</u>	<u>MARIPOSA AVE to MELALEUCA BLVD</u>	<u>18,500</u>	<u>2019</u>	<u>1,710</u>	<u>953</u>	<u>D</u>	<u>0.557</u>	<u>984</u>	<u>D</u>	<u>0.575</u>
<u>LENNARD RD</u>	<u>MELALEUCA BLVD to JENNINGS RD</u>	<u>18,500</u>	<u>2019</u>	<u>1,630</u>	<u>953</u>	<u>D</u>	<u>0.585</u>	<u>984</u>	<u>D</u>	<u>0.604</u>
<u>LENNARD RD</u>	<u>JENNINGS RD to HILLMOOR DR</u>	<u>18,500</u>	<u>2019</u>	<u>1,710</u>	<u>953</u>	<u>D</u>	<u>0.557</u>	<u>984</u>	<u>D</u>	<u>0.575</u>
<u>LENNARD RD</u>	<u>HILLMOOR DR to TIFFANY AVE</u>	<u>18,500</u>	<u>2019</u>	<u>1,710</u>	<u>953</u>	<u>D</u>	<u>0.557</u>	<u>984</u>	<u>D</u>	<u>0.575</u>
<u>LENNARD RD</u>	<u>TIFFANY AVE to WALTON RD</u>	<u>5,765</u>	<u>2016</u>	<u>1,710</u>	<u>301</u>	<u>C</u>	<u>0.391</u>	<u>305</u>	<u>C</u>	<u>0.396</u>
<u>LENNARD RD</u>	<u>WALTON RD to S OF SAVANNA CLUB BLVD</u>	<u>4,455</u>	<u>2016</u>	<u>790</u>	<u>390</u>	<u>C</u>	<u>10</u>	<u>381</u>	<u>C</u>	<u>0.977</u>
<u>LYNGATE DR</u>	<u>VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD</u>	<u>9,400</u>	<u>2020</u>	<u>920</u>	<u>588</u>	<u>C</u>	<u>0.676</u>	<u>626</u>	<u>C</u>	<u>0.720</u>
<u>LYNGATE DR</u>	<u>MORNINGSIDE BLVD to US 1</u>	<u>9,400</u>	<u>2020</u>	<u>920</u>	<u>588</u>	<u>C</u>	<u>0.676</u>	<u>626</u>	<u>C</u>	<u>0.720</u>
<u>MARIPOSA AVE</u>	<u>LENNARD RD to HALLAHAN ST</u>	<u>6,400</u>	<u>2019</u>	<u>880</u>	<u>485</u>	<u>C</u>	<u>0.584</u>	<u>686</u>	<u>C</u>	<u>0.827</u>
<u>MCCARTY RD</u>	<u>MIDWAY RD to OKEECHOBEE RD</u>	<u>400</u>	<u>2020</u>	<u>540</u>	<u>34</u>	<u>C</u>	<u>0.126</u>	<u>35</u>	<u>C</u>	<u>0.130</u>
<u>MELALEUCA BLVD</u>	<u>LENNARD RD to GREEN RIVER PKWY</u>	<u>9,804</u>	<u>2018</u>	<u>920</u>	<u>648</u>	<u>C</u>	<u>0.745</u>	<u>584</u>	<u>C</u>	<u>0.671</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>ADT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>MIDWAY RD</u>	<u>EAST TORINO PKWY to MILNER DR</u>	<u>22,500</u>	<u>2020</u>	<u>880</u>	<u>1,216</u>	<u>F</u>	<u>1.382</u>	<u>1,304</u>	<u>F</u>	<u>1.482</u>
<u>MIDWAY RD</u>	<u>MILNER DR to W OF SELVITZ RD</u>	<u>22,500</u>	<u>2020</u>	<u>790</u>	<u>1,216</u>	<u>F</u>	<u>1.539</u>	<u>1,304</u>	<u>F</u>	<u>1.651</u>
<u>MIDWAY RD</u>	<u>OKEECHOBEE RD to SHINN RD</u>	<u>5,118</u>	<u>2017</u>	<u>760</u>	<u>295</u>	<u>C</u>	<u>0.440</u>	<u>376</u>	<u>C</u>	<u>0.561</u>
<u>MIDWAY RD</u>	<u>SHINN RD to MCCARTY RD</u>	<u>5,118</u>	<u>2017</u>	<u>630</u>	<u>295</u>	<u>C</u>	<u>0.492</u>	<u>376</u>	<u>C</u>	<u>0.627</u>
<u>MIDWAY RD</u>	<u>MCCARTY RD to I-95</u>	<u>5,118</u>	<u>2017</u>	<u>700</u>	<u>295</u>	<u>C</u>	<u>0.447</u>	<u>376</u>	<u>C</u>	<u>0.570</u>
<u>MIDWAY RD</u>	<u>I-95 to GLADES CUT-OFF RD</u>	<u>16,655</u>	<u>2017</u>	<u>2,100</u>	<u>926</u>	<u>C</u>	<u>0.461</u>	<u>1,027</u>	<u>C</u>	<u>0.511</u>
<u>MIDWAY RD</u>	<u>GLADES CUT-OFF RD to EAST TORINO PKWY</u>	<u>21,500</u>	<u>2020</u>	<u>2,100</u>	<u>1,226</u>	<u>C</u>	<u>0.610</u>	<u>1,281</u>	<u>C</u>	<u>0.637</u>
<u>MIDWAY RD</u>	<u>W OF SELVITZ RD to SELVITZ RD</u>	<u>22,500</u>	<u>2020</u>	<u>920</u>	<u>1,216</u>	<u>F</u>	<u>1.322</u>	<u>1,304</u>	<u>F</u>	<u>1.417</u>
<u>MIDWAY RD</u>	<u>SELVITZ RD to CHRISTENSEN RD</u>	<u>18,500</u>	<u>2020</u>	<u>920</u>	<u>973</u>	<u>F</u>	<u>1.058</u>	<u>940</u>	<u>F</u>	<u>1.022</u>
<u>MIDWAY RD</u>	<u>CHRISTENSEN RD to 25TH ST</u>	<u>18,500</u>	<u>2020</u>	<u>790</u>	<u>973</u>	<u>F</u>	<u>1.158</u>	<u>940</u>	<u>F</u>	<u>1.119</u>
<u>MIDWAY RD</u>	<u>25TH ST to SUNRISE BLVD</u>	<u>18,791</u>	<u>2016</u>	<u>790</u>	<u>1,025</u>	<u>F</u>	<u>1.220</u>	<u>942</u>	<u>F</u>	<u>1.121</u>
<u>MIDWAY RD</u>	<u>SUNRISE BLVD to OLEANDER AVE</u>	<u>18,791</u>	<u>2016</u>	<u>790</u>	<u>1,025</u>	<u>F</u>	<u>1.220</u>	<u>942</u>	<u>F</u>	<u>1.121</u>
<u>MIDWAY RD</u>	<u>OLEANDER AVE to US 1</u>	<u>15,309</u>	<u>2016</u>	<u>790</u>	<u>808</u>	<u>E</u>	<u>0.962</u>	<u>800</u>	<u>E</u>	<u>0.952</u>
<u>MIDWAY RD</u>	<u>US 1 to WALLACE ST</u>	<u>3,709</u>	<u>2017</u>	<u>790</u>	<u>287</u>	<u>C</u>	<u>0.736</u>	<u>317</u>	<u>C</u>	<u>0.813</u>
<u>MORNINGSIDE BLVD</u>	<u>WESTMORELAND BLVD to PORT ST LUCIE BLVD</u>	<u>2,654</u>	<u>2017</u>	<u>920</u>	<u>159</u>	<u>C</u>	<u>0.183</u>	<u>152</u>	<u>C</u>	<u>0.175</u>
<u>MORNINGSIDE BLVD</u>	<u>PORT ST LUCIE BLVD to LYNATE DR</u>	<u>2,900</u>	<u>2020</u>	<u>880</u>	<u>230</u>	<u>C</u>	<u>0.277</u>	<u>244</u>	<u>C</u>	<u>0.294</u>
<u>OAKRIDGE DR</u>	<u>MOUNTWELL ST to OAKLYN ST</u>	<u>6,000</u>	<u>2019</u>	<u>700</u>	<u>373</u>	<u>C</u>	<u>0.565</u>	<u>324</u>	<u>C</u>	<u>0.491</u>



<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>ADT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>PARR DR</u>	<u>PORT ST LUCIE BLVD to DARWIN BLVD</u>	<u>1,108</u>	<u>2016</u>	<u>700</u>	<u>81</u>	<u>C</u>	<u>0.123</u>	<u>71</u>	<u>C</u>	<u>0.108</u>
<u>PARR DR</u>	<u>DARWIN BLVD to TULIP BLVD</u>	<u>1,900</u>	<u>2019</u>	<u>540</u>	<u>167</u>	<u>C</u>	<u>0.619</u>	<u>126</u>	<u>C</u>	<u>0.467</u>
<u>PARR DR</u>	<u>SAVONA BLVD to PORT ST LUCIE BLVD</u>	<u>1,108</u>	<u>2016</u>	<u>700</u>	<u>81</u>	<u>C</u>	<u>0.123</u>	<u>71</u>	<u>C</u>	<u>0.108</u>
<u>PARR DR</u>	<u>ROSSER BLVD to SAVONA BLVD</u>	<u>1,108</u>	<u>2016</u>	<u>630</u>	<u>81</u>	<u>C</u>	<u>0.135</u>	<u>71</u>	<u>C</u>	<u>0.118</u>
<u>PEACOCK BLVD</u>	<u>CALIFORNIA BLVD to CASHMERE BLVD</u>	<u>4,717</u>	<u>2017</u>	<u>630</u>	<u>408</u>	<u>C</u>	<u>0.680</u>	<u>340</u>	<u>C</u>	<u>0.567</u>
<u>PEACOCK BLVD</u>	<u>UNIVERSITY BLVD to CALIFORNIA BLVD</u>	<u>10,000</u>	<u>2019</u>	<u>920</u>	<u>746</u>	<u>C</u>	<u>0.857</u>	<u>634</u>	<u>C</u>	<u>0.729</u>
<u>PEACOCK BLVD</u>	<u>ST LUCIE WEST BLVD to UNIVERSITY BLVD</u>	<u>15,534</u>	<u>2017</u>	<u>2,100</u>	<u>717</u>	<u>C</u>	<u>0.375</u>	<u>717</u>	<u>C</u>	<u>0.375</u>
<u>PORT ST LUCIE BLVD</u>	<u>MARTIN C.L. to BECKER RD</u>	<u>15,868</u>	<u>2017</u>	<u>920</u>	<u>732</u>	<u>C</u>	<u>0.882</u>	<u>732</u>	<u>C</u>	<u>0.882</u>
<u>PORT ST LUCIE BLVD</u>	<u>BECKER RD to PAAR DR</u>	<u>15,868</u>	<u>2017</u>	<u>920</u>	<u>732</u>	<u>C</u>	<u>0.882</u>	<u>732</u>	<u>C</u>	<u>0.882</u>
<u>PORT ST LUCIE BLVD</u>	<u>PAAR DR to TULIP BLVD</u>	<u>15,868</u>	<u>2017</u>	<u>700</u>	<u>732</u>	<u>C</u>	<u>0.882</u>	<u>732</u>	<u>C</u>	<u>0.882</u>
<u>PORT ST LUCIE BLVD</u>	<u>TULIP BLVD to DARWIN BLVD</u>	<u>15,868</u>	<u>2017</u>	<u>920</u>	<u>732</u>	<u>C</u>	<u>0.882</u>	<u>732</u>	<u>C</u>	<u>0.882</u>
<u>PORT ST LUCIE BLVD</u>	<u>DARWIN BLVD to GATLIN BLVD</u>	<u>32,000</u>	<u>2019</u>	<u>3,020</u>	<u>1,720</u>	<u>C</u>	<u>0.585</u>	<u>1,731</u>	<u>C</u>	<u>0.589</u>
<u>PORT ST LUCIE BLVD</u>	<u>GATLIN BLVD to DEL RIO BLVD</u>	<u>38,000</u>	<u>2019</u>	<u>3,170</u>	<u>2,215</u>	<u>C</u>	<u>0.717</u>	<u>1,957</u>	<u>C</u>	<u>0.633</u>
<u>PORT ST LUCIE BLVD</u>	<u>DEL RIO BLVD to CAMEO BLVD</u>	<u>47,644</u>	<u>2017</u>	<u>3,170</u>	<u>3,186</u>	<u>F</u>	<u>1.01</u>	<u>2,892</u>	<u>C</u>	<u>0.936</u>
<u>PORT ST LUCIE BLVD</u>	<u>CAMEO BLVD to FLORIDA'S TURNPIKE</u>	<u>47,644</u>	<u>2017</u>	<u>3,020</u>	<u>3,186</u>	<u>F</u>	<u>1.055</u>	<u>2,892</u>	<u>C</u>	<u>0.984</u>
<u>PORT ST LUCIE BLVD</u>	<u>FLORIDA'S TURNPIKE to BAYSHORE BLVD</u>	<u>47,644</u>	<u>2017</u>	<u>3,170</u>	<u>3,186</u>	<u>F</u>	<u>1.01</u>	<u>2,892</u>	<u>C</u>	<u>0.936</u>
<u>PORT ST LUCIE BLVD</u>	<u>BAYSHORE BLVD to AIROSO BLVD</u>	<u>48,955</u>	<u>2017</u>	<u>3,020</u>	<u>3,094</u>	<u>F</u>	<u>1.025</u>	<u>3,065</u>	<u>F</u>	<u>1.015</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AADT</u>	<u>Last Count Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>PORT ST LUCIE BLVD</u>	<u>AIROSO BLVD to FLORESTA DR</u>	<u>49,175</u>	<u>2017</u>	<u>3,020</u>	<u>3,027</u>	<u>F</u>	<u>1</u>	<u>2,653</u>	<u>C</u>	<u>0.902</u>
<u>PORT ST LUCIE BLVD</u>	<u>FLORESTA DR to VETERANS MEMORIAL PKWY</u>	<u>61,616</u>	<u>2017</u>	<u>3,020</u>	<u>4,415</u>	<u>F</u>	<u>1.462</u>	<u>3,293</u>	<u>F</u>	<u>1.090</u>
<u>PORT ST LUCIE BLVD</u>	<u>VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD</u>	<u>41,526</u>	<u>2017</u>	<u>3,020</u>	<u>2,499</u>	<u>C</u>	<u>0.850</u>	<u>2,217</u>	<u>C</u>	<u>0.754</u>
<u>PORT ST LUCIE BLVD</u>	<u>MORNINGSIDE BLVD to US 1</u>	<u>40,456</u>	<u>2017</u>	<u>3,170</u>	<u>3,072</u>	<u>C</u>	<u>0.994</u>	<u>1,916</u>	<u>C</u>	<u>0.620</u>
<u>PRIMA VISTA BLVD</u>	<u>BAYSHORE BLVD to AIROSO BLVD</u>	<u>21,500</u>	<u>2020</u>	<u>2,100</u>	<u>944</u>	<u>C</u>	<u>0.470</u>	<u>1,005</u>	<u>C</u>	<u>0.500</u>
<u>PRIMA VISTA BLVD</u>	<u>AIROSO BLVD to FLORESTA DR</u>	<u>25,425</u>	<u>2018</u>	<u>2,100</u>	<u>1,171</u>	<u>C</u>	<u>0.583</u>	<u>1,097</u>	<u>C</u>	<u>0.546</u>
<u>PRIMA VISTA BLVD</u>	<u>FLORESTA DR to NARANJA AVE</u>	<u>26,500</u>	<u>2019</u>	<u>2,100</u>	<u>1,514</u>	<u>C</u>	<u>0.753</u>	<u>1,408</u>	<u>C</u>	<u>0.700</u>
<u>PRIMA VISTA BLVD</u>	<u>NARANJA AVE to RIO MAR DR</u>	<u>26,500</u>	<u>2019</u>	<u>2,000</u>	<u>1,514</u>	<u>C</u>	<u>0.793</u>	<u>1,408</u>	<u>C</u>	<u>0.737</u>
<u>PRIMA VISTA BLVD</u>	<u>RIO MAR DR to US 1</u>	<u>26,283</u>	<u>2018</u>	<u>2,100</u>	<u>1,278</u>	<u>C</u>	<u>0.636</u>	<u>1,165</u>	<u>C</u>	<u>0.580</u>
<u>PRIMA VISTA BLVD</u>	<u>US 1 to LENNARD RD</u>	<u>7,400</u>	<u>2017</u>	<u>1,710</u>	<u>449</u>	<u>C</u>	<u>0.583</u>	<u>452</u>	<u>C</u>	<u>0.587</u>
<u>RANGE LINE RD</u>	<u>MARTIN C.L. to BECKER RD</u>	<u>1,780</u>	<u>2019</u>	<u>1,080</u>	<u>119</u>	<u>B</u>	<u>0.290</u>	<u>119</u>	<u>B</u>	<u>0.290</u>
<u>RANGE LINE RD</u>	<u>BECKER RD to 2 MI S OF GLADES CUT-OFF RD</u>	<u>1,780</u>	<u>2019</u>	<u>1,080</u>	<u>119</u>	<u>B</u>	<u>0.290</u>	<u>119</u>	<u>B</u>	<u>0.290</u>
<u>RANGE LINE RD</u>	<u>GLADES CUT-OFF RD TO S 2 MI</u>	<u>1,780</u>	<u>2019</u>	<u>1,080</u>	<u>119</u>	<u>B</u>	<u>0.290</u>	<u>119</u>	<u>B</u>	<u>0.290</u>
<u>RIO MAR DR</u>	<u>PRIMA VISTA BLVD to BEACH AVE</u>	<u>6,600</u>	<u>2020</u>	<u>750</u>	<u>408</u>	<u>D</u>	<u>0.544</u>	<u>429</u>	<u>D</u>	<u>0.572</u>
<u>RIO MAR DR</u>	<u>BEACH AVE to US 1</u>	<u>6,600</u>	<u>2020</u>	<u>790</u>	<u>408</u>	<u>D</u>	<u>0.516</u>	<u>429</u>	<u>D</u>	<u>0.543</u>
<u>ROSSER BLVD</u>	<u>APRICOT RD to GATLIN BLVD</u>	<u>3,425</u>	<u>2017</u>	<u>920</u>	<u>158</u>	<u>C</u>	<u>0.19</u>	<u>158</u>	<u>C</u>	<u>0.19</u>
<u>ROSSER BLVD</u>	<u>PAAR DR to APRICOT RD</u>	<u>3,425</u>	<u>2017</u>	<u>1,070</u>	<u>158</u>	<u>B</u>	<u>0.376</u>	<u>158</u>	<u>B</u>	<u>0.376</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>ADT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>SAVONA BLVD</u>	<u>BECKER RD to PAAR DR</u>	<u>9,800</u>	<u>2019</u>	<u>790</u>	<u>893</u>	<u>F</u>	<u>1.063</u>	<u>796</u>	<u>E</u>	<u>0.948</u>
<u>SAVONA BLVD</u>	<u>PAAR DR to GATLIN BLVD</u>	<u>9,800</u>	<u>2019</u>	<u>750</u>	<u>893</u>	<u>F</u>	<u>1.116</u>	<u>796</u>	<u>E</u>	<u>0.995</u>
<u>SAVONA BLVD</u>	<u>GATLIN BLVD to CALIFORNIA BLVD</u>	<u>14,500</u>	<u>2019</u>	<u>790</u>	<u>787</u>	<u>D</u>	<u>0.996</u>	<u>732</u>	<u>D</u>	<u>0.927</u>
<u>SAVAGE BLVD</u>	<u>GATLIN BLVD to GALIANO RD</u>	<u>3,922</u>	<u>2018</u>	<u>920</u>	<u>258</u>	<u>C</u>	<u>0.297</u>	<u>208</u>	<u>C</u>	<u>0.239</u>
<u>SELVITZ RD</u>	<u>BAYSHORE BLVD to ST JAMES BLVD</u>	<u>8,756</u>	<u>2017</u>	<u>750</u>	<u>426</u>	<u>D</u>	<u>0.568</u>	<u>426</u>	<u>D</u>	<u>0.568</u>
<u>SELVITZ RD</u>	<u>ST JAMES BLVD to MIDWAY RD</u>	<u>8,756</u>	<u>2017</u>	<u>750</u>	<u>426</u>	<u>D</u>	<u>0.568</u>	<u>426</u>	<u>D</u>	<u>0.568</u>
<u>SELVITZ RD</u>	<u>MIDWAY RD to GLADES CUT-OFF RD</u>	<u>10,400</u>	<u>2019</u>	<u>700</u>	<u>696</u>	<u>D</u>	<u>0.994</u>	<u>644</u>	<u>C</u>	<u>0.976</u>
<u>SELVITZ RD</u>	<u>GLADES CUT-OFF RD to EDWARDS RD</u>	<u>14,000</u>	<u>2020</u>	<u>790</u>	<u>787</u>	<u>D</u>	<u>0.996</u>	<u>752</u>	<u>D</u>	<u>0.952</u>
<u>SHINN RD</u>	<u>MIDWAY RD to OKEECHOBEE RD</u>	<u>775</u>	<u>2017</u>	<u>580</u>	<u>51</u>	<u>C</u>	<u>0.100</u>	<u>49</u>	<u>C</u>	<u>0.096</u>
<u>SHINN RD</u>	<u>OKEECHOBEE RD to ORANGE AVE</u>	<u>819</u>	<u>2019</u>	<u>1,080</u>	<u>62</u>	<u>B</u>	<u>0.151</u>	<u>62</u>	<u>B</u>	<u>0.151</u>
<u>SOUTHBEND BLVD</u>	<u>BECKER RD to FLORESTA DR</u>	<u>16,000</u>	<u>2019</u>	<u>790</u>	<u>931</u>	<u>F</u>	<u>1.108</u>	<u>971</u>	<u>F</u>	<u>1.156</u>
<u>ST JAMES DR</u>	<u>AIROSO BLVD to ST JAMES BLVD</u>	<u>16,500</u>	<u>2020</u>	<u>2,100</u>	<u>1,129</u>	<u>C</u>	<u>0.562</u>	<u>1,088</u>	<u>C</u>	<u>0.541</u>
<u>ST JAMES DR</u>	<u>ST JAMES BLVD to PEACHTREE BLVD</u>	<u>19,000</u>	<u>2020</u>	<u>2,100</u>	<u>1,345</u>	<u>C</u>	<u>0.669</u>	<u>1,301</u>	<u>C</u>	<u>0.647</u>
<u>ST JAMES DR</u>	<u>PEACHTREE BLVD to TELFORD AVE</u>	<u>16,500</u>	<u>2020</u>	<u>1,800</u>	<u>1,129</u>	<u>C</u>	<u>0.656</u>	<u>1,088</u>	<u>C</u>	<u>0.633</u>
<u>ST JAMES DR</u>	<u>TELFORD AVE to MIDWAY RD</u>	<u>19,500</u>	<u>2020</u>	<u>2,100</u>	<u>1,188</u>	<u>C</u>	<u>0.591</u>	<u>1,173</u>	<u>C</u>	<u>0.584</u>
<u>ST JAMES BLVD</u>	<u>SELVITZ RD to ST JAMES DR</u>	<u>4,750</u>	<u>2017</u>	<u>790</u>	<u>279</u>	<u>C</u>	<u>0.715</u>	<u>275</u>	<u>C</u>	<u>0.705</u>
<u>ST LUCIE BLVD</u>	<u>KINGS HWY to KEEN RD</u>	<u>5,710</u>	<u>2019</u>	<u>880</u>	<u>310</u>	<u>C</u>	<u>0.373</u>	<u>407</u>	<u>C</u>	<u>0.490</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>ADT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>ST LUCIE BLVD</u>	<u>KEEN RD to 25TH ST</u>	<u>5,710</u>	<u>2019</u>	<u>880</u>	<u>310</u>	<u>C</u>	<u>0.373</u>	<u>407</u>	<u>C</u>	<u>0.490</u>
<u>ST LUCIE BLVD</u>	<u>25TH ST to SENECA AVE</u>	<u>3,819</u>	<u>2017</u>	<u>750</u>	<u>195</u>	<u>C</u>	<u>0.527</u>	<u>199</u>	<u>C</u>	<u>0.538</u>
<u>ST LUCIE BLVD</u>	<u>SENECA AVE to US 1</u>	<u>3,819</u>	<u>2017</u>	<u>790</u>	<u>195</u>	<u>C</u>	<u>0.500</u>	<u>199</u>	<u>C</u>	<u>0.510</u>
<u>ST LUCIE WEST BLVD</u>	<u>COMMERCE CENTER DR to W OF I-95</u>	<u>13,500</u>	<u>2019</u>	<u>700</u>	<u>662</u>	<u>D</u>	<u>0.946</u>	<u>683</u>	<u>D</u>	<u>0.976</u>
<u>ST LUCIE WEST BLVD</u>	<u>I-95 to CALIFORNIA BLVD</u>	<u>36,000</u>	<u>2019</u>	<u>2,100</u>	<u>1,722</u>	<u>C</u>	<u>0.857</u>	<u>1,670</u>	<u>C</u>	<u>0.831</u>
<u>ST LUCIE WEST BLVD</u>	<u>CALIFORNIA BLVD to COUNTRY CLUB DR</u>	<u>36,000</u>	<u>2019</u>	<u>2,100</u>	<u>1,722</u>	<u>C</u>	<u>0.857</u>	<u>1,670</u>	<u>C</u>	<u>0.831</u>
<u>ST LUCIE WEST BLVD</u>	<u>COUNTRY CLUB DR to CASHMERE BLVD</u>	<u>36,000</u>	<u>2019</u>	<u>2,100</u>	<u>1,722</u>	<u>C</u>	<u>0.857</u>	<u>1,670</u>	<u>C</u>	<u>0.831</u>
<u>ST LUCIE WEST BLVD</u>	<u>CASHMERE BLVD to BAYSHORE BLVD</u>	<u>46,000</u>	<u>2019</u>	<u>3,170</u>	<u>2,446</u>	<u>C</u>	<u>0.792</u>	<u>2,308</u>	<u>C</u>	<u>0.747</u>
<u>TIFFANY AVE</u>	<u>US 1 to HILLMOOR DR</u>	<u>15,000</u>	<u>2019</u>	<u>2,100</u>	<u>855</u>	<u>C</u>	<u>0.425</u>	<u>862</u>	<u>C</u>	<u>0.429</u>
<u>TIFFANY AVE</u>	<u>HILLMOOR DR to VILLAGE GREEN DR</u>	<u>15,000</u>	<u>2019</u>	<u>2,100</u>	<u>855</u>	<u>C</u>	<u>0.425</u>	<u>862</u>	<u>C</u>	<u>0.429</u>
<u>TIFFANY AVE</u>	<u>VILLAGE GREEN DR to LENNARD RD</u>	<u>4,666</u>	<u>2017</u>	<u>2,100</u>	<u>242</u>	<u>C</u>	<u>0.120</u>	<u>261</u>	<u>C</u>	<u>0.130</u>
<u>TORINO PKWY</u>	<u>CASHMERE BLVD to CALIFORNIA BLVD</u>	<u>7,800</u>	<u>2018</u>	<u>630</u>	<u>404</u>	<u>C</u>	<u>0.673</u>	<u>443</u>	<u>C</u>	<u>0.738</u>
<u>TORINO PKWY</u>	<u>CALIFORNIA BLVD to EAST TORINO PKWY</u>	<u>4,314</u>	<u>2018</u>	<u>630</u>	<u>255</u>	<u>C</u>	<u>0.425</u>	<u>223</u>	<u>C</u>	<u>0.372</u>
<u>TRADITION PKWY</u>	<u>COMMUNITY BLVD to VILLAGE PKWY</u>	<u>8,367</u>	<u>2018</u>	<u>1,710</u>	<u>996</u>	<u>D</u>	<u>0.582</u>	<u>1,144</u>	<u>D</u>	<u>0.669</u>
<u>TRADITION PKWY</u>	<u>VILLAGE PKWY to W OF I-95</u>	<u>36,500</u>	<u>2019</u>	<u>3,170</u>	<u>2,021</u>	<u>C</u>	<u>0.654</u>	<u>1,924</u>	<u>C</u>	<u>0.623</u>
<u>TULIP BLVD</u>	<u>DARWIN BLVD to PORT ST LUCIE BLVD</u>	<u>8,200</u>	<u>2019</u>	<u>790</u>	<u>524</u>	<u>D</u>	<u>0.663</u>	<u>456</u>	<u>D</u>	<u>0.577</u>
<u>TULIP BLVD</u>	<u>PORT ST LUCIE BLVD to PAAR DR</u>	<u>9,133</u>	<u>2018</u>	<u>790</u>	<u>639</u>	<u>D</u>	<u>0.809</u>	<u>493</u>	<u>D</u>	<u>0.624</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AA</u> <u>DT</u>	<u>Last</u> <u>Count</u> <u>Year</u>	<u>Morning PHPD</u>				<u>Evening PHPD</u>		
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>TULIP BLVD</u>	<u>PAAR DR to DARWIN BLVD</u>	<u>9,133</u>	<u>2018</u>	<u>790</u>	<u>639</u>	<u>D</u>	<u>0.809</u>	<u>493</u>	<u>D</u>	<u>0.624</u>
<u>US 1</u>	<u>MARTIN C.L. to LENNARD RD</u>	<u>41,817</u>	<u>2017</u>	<u>4,240</u>	<u>1,904</u>	<u>C</u>	<u>0.457</u>	<u>2,239</u>	<u>C</u>	<u>0.537</u>
<u>US 1</u>	<u>LENNARD RD to PORT ST LUCIE BLVD</u>	<u>41,817</u>	<u>2017</u>	<u>4,040</u>	<u>1,904</u>	<u>C</u>	<u>0.480</u>	<u>2,239</u>	<u>C</u>	<u>0.564</u>
<u>US 1</u>	<u>PORT ST LUCIE BLVD to JENNINGS RD</u>	<u>31,458</u>	<u>2017</u>	<u>3,020</u>	<u>1,510</u>	<u>C</u>	<u>0.514</u>	<u>1,603</u>	<u>C</u>	<u>0.545</u>
<u>US 1</u>	<u>JENNINGS RD to TIFFANY AVE</u>	<u>31,458</u>	<u>2017</u>	<u>3,020</u>	<u>1,510</u>	<u>C</u>	<u>0.514</u>	<u>1,603</u>	<u>C</u>	<u>0.545</u>
<u>US 1</u>	<u>TIFFANY AVE to WALTON RD</u>	<u>31,458</u>	<u>2017</u>	<u>3,020</u>	<u>1,510</u>	<u>C</u>	<u>0.514</u>	<u>1,603</u>	<u>C</u>	<u>0.545</u>
<u>US 1</u>	<u>WALTON RD to VILLAGE GREEN DR</u>	<u>43,634</u>	<u>2017</u>	<u>3,020</u>	<u>2,364</u>	<u>C</u>	<u>0.804</u>	<u>2,119</u>	<u>C</u>	<u>0.721</u>
<u>US 1</u>	<u>VILLAGE GREEN DR to SPANISH LAKES BLVD</u>	<u>47,369</u>	<u>2017</u>	<u>3,170</u>	<u>2,516</u>	<u>C</u>	<u>0.814</u>	<u>2,356</u>	<u>C</u>	<u>0.762</u>
<u>US 1</u>	<u>SPANISH LAKES BLVD to PRIMA VISTA BLVD</u>	<u>47,369</u>	<u>2017</u>	<u>3,170</u>	<u>2,516</u>	<u>C</u>	<u>0.814</u>	<u>2,356</u>	<u>C</u>	<u>0.762</u>
<u>US 1</u>	<u>PRIMA VISTA BLVD to RIO MAR DR</u>	<u>36,624</u>	<u>2017</u>	<u>3,170</u>	<u>1,694</u>	<u>C</u>	<u>0.548</u>	<u>1,667</u>	<u>C</u>	<u>0.539</u>
<u>VETERANS MEMORIAL PKWY</u>	<u>PORT ST LUCIE BLVD to LYNGATE DR</u>	<u>14,500</u>	<u>2019</u>	<u>2,100</u>	<u>779</u>	<u>C</u>	<u>0.388</u>	<u>817</u>	<u>C</u>	<u>0.406</u>
<u>VETERANS MEMORIAL PKWY</u>	<u>LYNGATE DR to US 1</u>	<u>14,911</u>	<u>2017</u>	<u>2,100</u>	<u>756</u>	<u>C</u>	<u>0.376</u>	<u>804</u>	<u>C</u>	<u>0.400</u>
<u>VILLAGE GREEN DR</u>	<u>US 1 to WALTON RD</u>	<u>9,600</u>	<u>2017</u>	<u>2,100</u>	<u>619</u>	<u>C</u>	<u>0.308</u>	<u>575</u>	<u>C</u>	<u>0.286</u>
<u>VILLAGE GREEN DR</u>	<u>WALTON RD to TIFFANY AVE</u>	<u>4,633</u>	<u>2017</u>	<u>920</u>	<u>249</u>	<u>C</u>	<u>0.286</u>	<u>235</u>	<u>C</u>	<u>0.270</u>
<u>VILLAGE PKWY</u>	<u>DISCOVERY WAY to TRADITION PKWY</u>	<u>14,000</u>	<u>2019</u>	<u>2,650</u>	<u>732</u>	<u>C</u>	<u>0.595</u>	<u>797</u>	<u>C</u>	<u>0.648</u>
<u>VILLAGE PKWY</u>	<u>BECKER RD to DISCOVERY WAY</u>	<u>14,000</u>	<u>2019</u>	<u>1,710</u>	<u>732</u>	<u>C</u>	<u>0.951</u>	<u>797</u>	<u>D</u>	<u>0.466</u>
<u>VILLAGE PKWY</u>	<u>TRADITION PKWY to WESTCLIFFE LN</u>	<u>23,000</u>	<u>2019</u>	<u>1,710</u>	<u>1,208</u>	<u>D</u>	<u>0.706</u>	<u>1,265</u>	<u>D</u>	<u>0.740</u>

<u>Roadway Name</u>	<u>Location</u>	<u>AADT</u>	<u>Last Count Year</u>	<u>Morning PHPD</u>			<u>Evening PHPD</u>			
				<u>C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>	<u>V</u>	<u>LOS</u>	<u>V/C</u>
<u>VILLAGE PKWY</u>	<u>WESTCLIFFE LN to CROSSROADS PKWY</u>	<u>12,000</u>	<u>2019</u>	<u>1,540</u>	<u>640</u>	<u>C</u>	<u>0.928</u>	<u>634</u>	<u>C</u>	<u>0.919</u>
<u>WALTON RD</u>	<u>US 1 to VILLAGE GREEN DR</u>	<u>15,156</u>	<u>2019</u>	<u>1,710</u>	<u>915</u>	<u>D</u>	<u>0.535</u>	<u>841</u>	<u>D</u>	<u>0.492</u>
<u>WALTON RD</u>	<u>VILLAGE GREEN DR to LENNARD RD</u>	<u>13,000</u>	<u>2019</u>	<u>1,710</u>	<u>690</u>	<u>C</u>	<u>0.896</u>	<u>684</u>	<u>C</u>	<u>0.888</u>
<u>WALTON RD</u>	<u>LENNARD RD to GREEN RIVER PKWY</u>	<u>9,382</u>	<u>2018</u>	<u>880</u>	<u>569</u>	<u>C</u>	<u>0.686</u>	<u>627</u>	<u>C</u>	<u>0.755</u>
<u>WALTON RD</u>	<u>GREEN RIVER PKWY to INDIAN RIVER DR</u>	<u>5,402</u>	<u>2018</u>	<u>630</u>	<u>416</u>	<u>C</u>	<u>0.693</u>	<u>430</u>	<u>C</u>	<u>0.717</u>
<u>WESTCLIFFE LN</u>	<u>TREMONTE AVE to VILLAGE PKWY</u>	<u>6,267</u>	<u>2018</u>	<u>1,470</u>	<u>439</u>	<u>C</u>	<u>0.665</u>	<u>338</u>	<u>C</u>	<u>0.512</u>
<u>WESTMORELAND BLVD</u>	<u>MORNINGSIDE BLVD to PORT ST LUCIE BLVD</u>	<u>13,000</u>	<u>2019</u>	<u>920</u>	<u>685</u>	<u>C</u>	<u>0.787</u>	<u>729</u>	<u>C</u>	<u>0.838</u>
<u>WESTMORELAND BLVD</u>	<u>MARTIN C.L. to MORNINGSIDE BLVD</u>	<u>9,700</u>	<u>2019</u>	<u>920</u>	<u>540</u>	<u>C</u>	<u>0.621</u>	<u>598</u>	<u>C</u>	<u>0.687</u>

Source: St Lucie TPO

AADT - Average Annual Daily Trips

C – Peak Hour Service Capacity

V – Volume

LOS – Level of Service

V/C – Volume/Capacity

PHPD – Peak Hour Peak Direction

Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT LOS Capacity	AADT	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS
Airoso Blvd	N. of Prima Vista Blvd	Major City/County Road	4	E	33,000	13,065	B	1,760	672	B
	N. of Crosstown Pkwy		4	E	34,700	11,380	B	1,850	1,160	B
	N. of Floresta Dr		4	E	34,700	20,927	B	1,850	1,195	B
	N. of Port St. Lucie Blvd		4	E	34,700	17,032	B	1,850	1,054	B
Bayshore Blvd	N. of Floresta Dr	Major City/County Road	2	E	14,900	12,000	C	790	637	C
	N. of Prima Vista Blvd		2	E	15,600	15,992	F	830	844	F
	N. of Crosstown Pkwy		4	E	34,700	24,925	B	1,850	1,273	B
	N. of Port St. Lucie Blvd		4	E	33,200	24,731	C	1,770	1,257	C
	N. of Oak Ridge Dr	Other County Road	2	E	11,300	5,300	B	600	327	B
Becker Rd	E. of Darwin Blvd*		2	E	14,900	11,000	C	790	649	C

	E. of Port St Lucie Blvd*	Major City/County Road	4	E	33,000	8,100	B	1,760	425	B
	E. of Savona Blvd*		4	E	33,000	5,700	B	1,760	340	B
	E. of Rosser Blvd*		4	E	33,000	8,900	B	1,760	575	B
California Blvd.	N. of St. Lucie West Blvd	Major City/County Road	2	D	15,600	7,910	B	830	471	B
	N. of Crosstown Pkwy		2	D	14,400	11,880	D	770	660	D
	N. of Del Rio Blvd		2	D	14,400	11,500	D	770	750	D
	N. of Savona Blvd		2	D	15,600	10,000	C	830	682	C
	S. of Savona Blvd		2	D	15,600	10,500	C	830	629	C
Cashmere Blvd	N. of St. Lucie West Blvd	Major City/County Road	2	D	15,600	8,637	B	830	476	B
	N. of Crosstown Pkwy		2	D	14,400	10,328	D	770	616	D
	N. of Del Rio Blvd		2	D	14,400	8,400	C	770	540	D
Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT LOS Capacity	AADT	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS
Crosstown Pkwy	W. of I-95	Major City/County Road	4	E	34,700	5,100	B	1,850	304	B
	W. of California Blvd		6	E	52,300	13,000	B	2,780	956	B
	W. of Cashmere Blvd		6	E	52,300	14,000	B	2,780	856	B
	W. of Cameo Blvd		6	E	52,300	16,500	B	2,780	860	B
	W. of Bayshore Blvd		6	E	50,200	20,000	C	2,670	1,036	C
	W. of Airoso Blvd		6	E	52,300	12,500	B	2,780	695	B
	W. of Sandia Dr		6	E	50,200	7,100	C	2,670	426	C
	W. of Ocean Ln		2	E	11,300	4,800	B	600	262	B



	W. of Floresta Dr	Other County Road	2	E	8,600	3,900	B	460	243	B
Darwin Blvd	N. of Tulip Blvd	Major City/County Road	2	D	15,600	11,500	C	830	706	C
	N. of Paar Dr		2	D	15,600	4,814	B	830	470	B
	N. of Becker Rd		2	D	11,900	4,814	B	630	470	C
Del Rio Blvd	N. of California Blvd	Major City/County Road	2	D	14,900	8,400	B	790	503	C
	N. of Port St Lucie Blvd		2	D	15,600	12,428	C	830	658	C
Floresta Dr	W. of Airoso Blvd	Major City/County Road	2	D	14,900	3,347	B	790	239	B
	N. of Prima Vista Blvd		2	E	15,600	11,383	C	830	677	C
	N. of Crosstown Pkwy		2	E	15,600	14,065	C	830	931	F
	N. of Port St Lucie Blvd		2	D	14,900	16,155	F	790	1,107	F
	N. of Oak Ridge Dr		2	D	15,600	11,876	C	830	891	F
Gatlin Blvd	E. of I-95	Major City/County Road	6	E	50,200	41,426	D	2,670	3,117	F
	E. of Savona Blvd		6	E	52,300	31,516	B	2,780	1,516	B
Gilson Rd	N. of Becker Rd	Major City/County Road	2	D	11,900	11,956	F	630	978	F
Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT	LOS Capacity	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS
Glades Cut-Off Rd <sup>(1)</sup>	N. of Commerce Center Dr	Major City/County Road	2	D	15,600	2,200	B	830	167	B
	S. of Commerce Center Dr	Uninterrupted Flow	2	D	22,200	2,818	B	1,120	400	B
Green River Pkwy	S. of Walton Rd	Major City/County Road	2	D	22,200	3,141	B	1,140	265	B
Lennard Rd	N. of US-1	Major City/County Road	4	D	31,400	16,217	C	1,670	925	C
	N. of Tiffany Rd		4	D	31,400	4,616	C	1,670	279	C
Lyngate Dr	W. of US 1	Major City/County Road	2	D	15,600	9,314	C	830	695	C
Mariposa Ave	E. of Lennard Rd	Other County Road	2	D	10,700	6,888	D	570	586	F
Midway Rd West <sup>(1)</sup>	W. of Selvitz Rd	Major City/County Road	2	E	15,600	17,198	F	830	910	F
	W. of Torino Pkwy		4	E	33,200	13,400	C	1,770	788	C
	W. of Glades Cut Off Rd		4	E	33,200	16,027	C	1,770	988	C

	W. of I-95		2	E	10,900	4,970	B	580	365	C
Morningside Blvd	N. of Port St Lucie Blvd	Major City/County Road	2	D	14,900	5,147	B	790	431	B
	S. of Port St Lucie Blvd		2	D	15,600	3,736	B	830	260	B
Paar Drive	E. of Port St Lucie Blvd	Major City/County Road	2	D	11,900	878	B	630	61	B
Port St Lucie Blvd	E. of Morningside Blvd <sup>(1)</sup>	State Two-Way Arterial	6	D	52,800	40,326	C	2,810	3,062	F
	E. of Veterans Memorial Pkwy <sup>(1)</sup>		6	D	55,300	43,150	B	2,940	2,597	C
	E. of Floresta Dr <sup>(1)</sup>		6	D	55,300	60,364	F	2,940	4,326	F
	E. of Airoso Blvd <sup>(1)</sup>		6	D	55,300	51,243	C	2,940	3,155	F
	E. of Bayshore Blvd <sup>(1)</sup>		6	D	55,300	53,201	C	2,940	3,362	F
	E. of Del Rio Blvd	Major City/County Road	6	D	47,500	48,256	F	2,530	2,929	F
	W. of Del Rio Blvd		6	E	50,200	37,500	D	2,670	2,517	D
Prima Vista Blvd	W. of US 1 South <sup>(1)</sup>	Major City/County Road	4	E	33,200	31,187	D	1,770	1,790	F
	W. of Rio Mar Dr <sup>(1)</sup>		4	E	31,600	36,549	F	1,680	2,233	F
	W. of Floresta Dr <sup>(1)</sup>		4	E	34,700	27,232	B	1,850	1,465	B
	W. of Airoso Blvd		4	E	34,700	29,309	C	1,850	1,440	B
Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS	
Range Line Rd <sup>(1)</sup>	N. of Martin County Line	Uninterrupted Flow	2	D	13,800	1,442	B	740	126	B
Rio Mar Dr	N. of Prima Vista Blvd	Major City/County Road	2	D	14,900	5,083	B	790	316	B
Savage Blvd	N. of Gatlin Blvd	Major City/County Road	2	E	15,600	3,673	B	830	263	B
Savona Blvd	N. of Becker Rd	Major City/County Road	2	D	15,600	3,557	B	830	250	B
Southbend Blvd	S. of Floresta Dr	Major City/County Road	2	D	14,900	9,100	C	790	480	C
St Lucie West Blvd	W. of Bayshore Blvd		6	E	50,200	45,960	C	2,670	2,316	D
	W. of Cashmere Blvd		4	E	33,200	38,434	F	1,770	1,850	F

	W. of I-95	Major City/County Road	2	E	11,700	12,151	F	620	734	F
St. James Dr <sup>(1)</sup>	S. of Midway Rd	State Two-Way Arterial	4	D	38,500	19,030	B	2,060	1,435	B
	S. of Peachtree Blvd		4	D	34,900	17,750	C	1,860	1,385	C
	S. of St. James Blvd		4	D	38,500	23,550	B	2,060	1,374	B
E. Torino Pkwy	S. of Midway Rd	Major City/County Road	2	D	14,900	9,508	C	790	753	D
W. Torino Pkwy	E. of California Blvd	Major City/County Road	2	D	11,900	1,980	B	630	107	B
Tiffany Ave	W. of Village Green Dr	Major City/County Road	4	D	34,700	7,221	B	1,850	770	B
	W. of Lennard Rd		2	D	14,850	5,158	B	830	377	B
US 1 South <sup>(1)</sup>	N. of Prima Vista Blvd	State Two-Way Arterial	6	D	58,100	36,972	B	3,090	1,710	B
	S. of Prima Vista Blvd		6	D	52,800	52,773	D	2,810	2,803	D
	S. of Walton Rd		6	D	55,300	36,299	B	2,940	1,850	B
	S. of Port St Lucie Blvd		8	D	67,300	49,599	C	3,590	2,656	C
Veterans Memorial Pkwy	N. of Lyngate Dr	Major City/County Road	4	D	34,700	16,767	B	1,850	988	B
	S. of Lyngate Dr		4	D	34,700	11,243	B	1,850	685	B
Village Pkwy	N. of Westcliffe Ln	Major City/County Road	4	D	34,700	5,400	B	1,850	336	B
	N. of Tradition Pkwy		4	D	34,700	6,000	B	1,850	979	B
	N. of Becker Rd		4	D	31,900	1,800	B	1,700	89	B
Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT LOS Capacity	AADT	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS
Walton Road <sup>(1)</sup>	E. of Green River Pkwy	Major City/County Road	2	D	11,900	4,775	B	630	372	C
	E. of Lennard Rd		2	D	14,900	7,613	B	790	469	C
	E. of Village Green Dr		4	D	34,700	11,059	B	1,850	642	B
	E. of US 1		4	D	31,400	13,322	C	1,670	727	C
Westmoreland Blvd	S. of Morningside Blvd	Major City/County Road	2	D	15,600	8,633	B	830	573	C
	S. of Port St Lucie Blvd		2	D	15,600	12,157	C	830	689	C

Note:

All traffic volumes from St. Lucie TPO Fall 2011 Traffic Counts unless otherwise noticed

\*Data obtained from St. Lucie TPO 2010 Spring Traffic Count Analysis

Source: St. Lucie TPO and City of Port St. Lucie, 2012

## Existing Roadway Needs

Most of the existing roads within the City were constructed by the developer, General Development Corporation. There were few arterial and collector roads and few specific plans for expansion of capacity to meet the potential demand generated by future development construction on the ~~of the~~ existing platted lots. In addition, ~~there were a number of~~ transportation issues ~~which were given less than full emphasis by earlier Comprehensive Plans that are now a focus of the City. These issues include: east – west corridors, north-south corridors through St. Lucie West, connectors to Martin County, access to the Florida Turnpike and I-95, mass transit, bicycle paths, and pedestrian access.~~

- ~~The existing conditions Level of Service Analysis- TPO 2019 Traffic Counts and Level of Service Report demonstrates that the following roadway segments are operating below their acceptable level of service during at least one peak hour: there are several roadways that are currently operating below their acceptable Level of Service threshold during the peak hour including segments from the following roadways:~~

- Becker Road – Southbend Boulevard to Gilson Road (Developers are responsible for making phased improvements to this section of roadway and this work is ongoing)
- California Boulevard – Del Rio Boulevard to St Lucie West Boulevard (The City has programed widening of the section between Crosstown Parkway to St Lucie West Boulevard in FY 2027 as part of the 10-year voter approved ½ Cent Sales Tax Projects)
- California Boulevard – Peacock Boulevard to Torino Parkway (Completion of a roundabout at the California / Torino intersection will be in FY 2020 and this will improve the flow of traffic in this area.)
- Cashmere Boulevard – Torino Parkway to St Lucie West Boulevard (Completion of a roundabout at the Cashmere / Torino intersection will be in FY 2020 and this will improve the flow of traffic in this area.)
- Darwin Boulevard – Becker Road to Paar Drive
- E Torino Parkway – N Torino Parkway to Midway Road
- Gilson Parkway – Martin County Line to Lakeridge Drive (St Lucie County road)
- Midway Road – E Torino Parkway to Oleander Avenue (St Lucie County road. Design of segment from Milner to Glades Cut-Off on hold until resolution on a turnpike interchange is reached)
- Port St Lucie Boulevard – Del Rio to Cameo Boulevard (Constrained roadway section. Adaptive signalization as well as the FY 2026 programed improvements to the Cameo Boulevard Intersection should help reduce congestion)
- Port St Lucie Boulevard – Cameo Boulevard to Veterans Memorial Parkway (FDOT road, constrained. FDOTs use of adaptive signalization may help reduce congestion)
- Savona Boulevard – Becker Road to Gatlin Boulevard (Intersection improvements for Savona/Paar are planned for FY 2025 and Savona/Gatlin in FY 2027)
- Southbend Boulevard – Becker Road to Floresta Boulevard

- ~~Bayshore Boulevard~~
- ~~Floresta Drive~~
- ~~Gatlin Boulevard~~
- ~~Gilson Road~~
- ~~Mariposa Avenue~~
- ~~Midway Road~~

- ~~Port St. Lucie Boulevard~~
- ~~Prima Vista Boulevard~~
- ~~St. Lucie West Boulevard~~

Roadway widening to increase roadway capacity is not always a feasible option due to funding constraints, right-of-way limitations, and adverse environmental impacts. Therefore, other roadway improvement strategies will be considered when roadway widening is not practical. Additional roadway improvement strategies may include alternate corridors, increased transit options, Transportation Demand Management, Transportation System Management, and Congestion Management.

## HURRICANE EVACUATION

The Florida Division of Emergency Management, Division of Community Planning and Development, and Department of Transportation, in coordination with the Regional Planning Councils developed a Statewide Regional Evacuation Study Program. [The 2016 Update to the Statewide Regional Evacuation Study for the Treasure Coast Region updates the region's evacuation population estimates, evacuation clearance times and public shelter demand.](#)

[Within the City of Port St. Lucie, there are twelve \(12\) general population shelters \(one of which serves as a pet friendly shelter\) and one \(1\) special needs shelter: shelters including Bayshore Elementary, Mariposa Elementary, Manatee Academy K-8, and Morningside Elementary. The complete list is contained within the Conservation and Coastal Management Element.](#)

### General Population Shelters

#### Primary Shelters

- [Lakewood Park Elementary](#)
- [Oak Hammock K-8 School](#)
- [Treasure Coast High School](#)
- [Westwood High School \(pet friendly shelter\)](#)
- [West Gate K-8](#)
- [Fort Pierce Central High School](#)

#### Secondary Shelters

- [Parkway Elementary](#)
- [Chester A. Moore Elementary](#)
- [Floresta Elementary](#)
- [Bayshore Elementary](#)
- [Morningside Elementary](#)
- [Samuel Gaines Academy](#)

## Special Needs Shelter

### Havert L. Fenn Center

The 2010 Statewide Regional Evacuation Study for the Treasure Coast Region updates the region's evacuation population estimates, evacuation clearance times and public shelter demand.

Within the City of Port St. Lucie, there are eleven temporary emergency shelters including Bayshore Elementary, Mariposa Elementary, Manatee Academy K-8, and Morningside Elementary. The complete list is contained within the Conservation and Coastal Management Element.

The In-County evacuation time for St. Lucie County, under the worst case scenario circumstances, is 25 hours. The primary means, available to the City, to reduce evacuation times would be the implementation of physical improvements to those portions of its local roadways designated as evacuation routes. Other means the City could pursue to reduce evacuation times include the development of an additional roadway and bridge over the North Fork to provide an additional east-west thoroughfare and reduce evacuating traffic on existing east-west thoroughfares. Currently, there are plans to construct a Crosstown Parkway bridge that would span the North Fork of the St. Lucie River.

The following roadways have been identified as hurricane evacuation routes within the City of Port St. Lucie:

- I-95
- Florida's Turnpike
- Becker Road
- Gatlin Boulevard
- Port St. Lucie Boulevard
- Veteran's Memorial Parkway (formerly Midport Road)
- Walton Road
- Crosstown Parkway
- West Virginia Drive
- St. Lucie West Boulevard
- Prima Vista Boulevard
- Midway Road
- US-1

## **MOBILITY**

Because of the City's interest in the development of multi-modal options particularly pedestrian and bicycle facilities, efficient roadways and transit (when and where available), the City may consider implementing a mobility fee that provides for capital improvements on the entire transportation system. The City will consider reviewing mobility fees or other fee structures in the future to determine the practicality and applicability to planned development and capital improvements. The City may consider available options such as development agreements to allow for public/private partnerships, fee in lieu for a dedicated infrastructure improvement and/or an updated interlocal agreement with St. Lucie County for the Transit Municipal Services Taxing District which serves as the required local match for all state and federal transportation investments. Because of the City's interest in the development of multi-modal options particularly pedestrian and bicycle facilities, efficient roadways and transit (when and where available), the

City may consider implementing a mobility fee that provides for capital improvements on the entire transportation system. The City will consider reviewing mobility fees or other fee structures in the future to determine the practicality and applicability to planned development and capital improvements.

## **ROADWAY IMPROVEMENT STRATEGIES**

### **Ten-Year Repaving Master Plan 2019 UPDATE**

The repaving plan was developed using a need-based approach (“worst first”) while providing an equitable distribution of resources annually amongst the four (4) City Council Districts. The program focuses predominately on local streets but will also occasionally encompass two-lane collector and arterial roadways. Roadways with more than two lanes will be prioritized and included in the capital improvement program (CIP) and are budgeted independently. Many of the City’s streets were constructed in the 1980’s and 1990’s. With the typical life span of asphalt being 15-20 years, many of the City’s streets are approaching their second repaving cycle. Currently, the City has approximately 917 centerline miles of roads with 765 of those miles being local streets. Considering an optimistic 20-year life span, the City needs to resurface a little over 38 miles per year. The repaving program attempts to leverage all available funding to optimize the benefits to all City residents while providing equitable distribution amongst all Council Districts and includes the budget for this program from 2019-2029.

### **Transportation Regional Incentive Program (TRIP)**

The Transportation Regional Incentive Program (TRIP) was enacted by the Florida Statutes through Senate Bill 360 in 2005. To encourage regional planning and improvements of regional facilities, the State matches funds with regional partners. The City plans to continue working with the St. Lucie TPO to secure TRIP funds when available to aid in transportation infrastructure improvements.

TRIP funds are to be used to match local funds on a 50/50 split. There are eligibility requirements for TRIP projects that include supporting facilities that serve regional functions and function as an integrated transportation system, be consistent with local comprehensive plans, be consistent with the SIS, be in compliance with local management policies, and have commitment of local, regional, or private matching funds.

The FDOT also gives priority to certain types of projects including those that provide connectivity to the SIS, support economic development and goods movement **Transportation Regional Incentive Program (TRIP)**

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The FDOT also gives priority to certain types of projects including those that provide connectivity to the SIS, support economic development and goods movement in rural areas of critical economic concern, are subject to local ordinances that establish corridor management techniques, and improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network.

### **Transportation Demand Management (TDM)**

Transportation Demand Management strategies and techniques can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering peak hour travel demand. These strategies and techniques include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. TDM also is effective at lower residential densities than are required for most public transit and pedestrian and bicycle programs.

A proposed candidate roadway located within the City of Port St. Lucie for TDM/TSM strategies is Floresta Drive from Airoso Boulevard to Southbend Boulevard. For roads on which both road widening and TDM/TSM are proposed, TDM/TSM projects could replace the widening project.

### **Transportation System Management (TSM)**

TSM means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. Intersection improvement, signal timing improvements, and access management are the part of TSM currently used in Port St. Lucie.

### **Congestion Management System (CMS)**

Congestion Management Processes are required by all MPOs in the state of Florida. The objective of a CMP is to develop processes for short and long term solutions for congested corridors utilizing a wide range of strategies. [The most recent St. Lucie CMS was developed by the TPO in June 2018 .](#)

[The first tier identifies congested roadways and evaluating them for congestion and safety issues. The second tier consists of a more in-depth analysis, developing congestion mitigation strategies and a priority ranking system for implementation. The City of Port St. Lucie plans to continue working with the St. Lucie TPO and the County on congestion management strategies.](#)

The most recent St. Lucie CMS, developed in 2008, utilizes two tiers. The first tier identifies congested roadways while the second tier identifies strategies that can be funded. The City of Port St. Lucie plans to continue working with the St. Lucie TPO and the County on congestion management strategies.

## **Transportation Deficient Backlogged Facilities/ Constrained Corridors**

The St. Lucie TPO has identified several constrained corridors where additional lanes are not feasible. ~~The County has implemented different CMS strategies to mitigate the failing roadway segments.~~ The US 1 Corridor Retrofit project made intersection improvements such as extending turn lanes, reassign a right turn only lane to create triple turn lanes at Port St. Lucie Boulevard, and signal timing improvements which have improved the operation and efficiency of the corridor. Additionally, the City has implemented adaptive traffic control systems along the St Lucie West and Crosstown Parkway corridors. These systems allocate traffic signal time in the most efficient manner for the current conditions by consistently collecting data about approaching vehicles. The consistent reprogramming and coordination between intersections allows traffic to flow with fewer stops. Adaptive systems are planned for Gatlin Boulevard and Port St Lucie Boulevard.

~~is a proposed solution to increase travel capacity along sections of US 1 through Port St. Lucie where roadway widening is not a feasible plan.~~

### **Road Impact Fee**

As of October 1, 2005, any person that seeks to make improvements to land which can generate additional traffic and which requires the issuance of a building permit or certificate of occupancy or other development permit, or who seeks to change the use of land to a use which can produce or attract additional traffic, shall be required to pay a City road impact fee. The City and St. Lucie County are parties to a road impact fee agreement that provides for the City to collect road impact fees within the City pursuant to a County ordinance.

## **ENERGY CONSERVATION AND REDUCTION OF GREENHOUSE GAS EMISSIONS**

Decreasing the number of vehicles and time spent on the roadways can reduce greenhouse gas emissions. Effective strategies to reduce greenhouse gas emissions include increased transit ridership, more efficient roadways, and promoting transportation by walking and bicycling.

The City of Port St. Lucie will continue to cooperate with the County on plans to increase the number of future transit routes and ridership numbers. It is also important that all new development and redevelopment promote the City transit goals. The City of Port St. Lucie will coordinate with the County with these efforts. The South Florida Commuter Services ride sharing program also promotes energy conservation by reducing the number of vehicles on the roadway network.

### **Transportation Strategies toward reduction of Greenhouse Gas Emissions**

Strategies such as Transportation Demand Management (TDM), Transportation System Management (TSM) and use of alternative travel modes can effectively increase the efficiency of the roadways within the City. Congested roadways and the time motorized vehicles spend idling at intersections greatly increase the production of greenhouse gases into the environment.

### **Transportation Demand Management (TDM)**

Transportation Demand Management (TDM) strategies can be used to increase the efficiency of the transportation system. Demand management focuses on ways to reduce the travel demand by encouraging alternatives to the single-occupant automobile. These strategies and techniques include ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. TDM also is effective at lower residential densities than are required for most public transit and pedestrian and bicycle programs.

The South Florida Commuter Services (SFCS) is an FDOT program that promotes ways to reduce vehicle miles traveled (VMT). Promoting and facilitating ride sharing is one such program. The Guaranteed Ride Home (GRH) program supports rides shares by providing commuters who carpool, vanpool, ride transit, bike, or walk, three or more days a week with six (6) free Lyft or taxicab rides per year to use in the event of unexpected emergencies or unscheduled overtime

### **Transportation System Management (TSM)**

Transportation System Management (TSM) improves the efficiency of the transportation system by improving roads, intersections and other related facilities. By optimizing the signal timing of key roadways, the City can minimize the number of vehicle stops and thereby reduce greenhouse gases.

### **Multi-Modal Transportation Needs**

The City promotes multi-modal transportation through the means of new sidewalks, bicycle lanes, and greenways. In October 2020, the City Council adopted a Multimodal Plan to improve mobility throughout the City. The City of Port St. Lucie Planning and Zoning Department in partnership with the St. Lucie County TPO and other key stakeholders developed the Plan to reflect the latest information on travel and growth trends, goals and objectives, safety and security, infrastructure conditions, future deficiencies, as well as prioritization of multimodal improvements. The Multimodal Plan aims to address the deficiencies in mobility by providing a vision for improving future conditions, performance, and accessibility of transportation infrastructure and services that enhance the mobility and economic competitiveness of Port St. Lucie.

The 2040 Treasure Coast RL RTP includes regionally significant non-motorized needs. The Florida Greenways and Trails System (FGTS) maintained by Florida Department of Environmental Protection (FDEP) are included as part of the 2040 Regional Non-Motorized Needs. The East Coast Greenway continues to be a priority. The Florida Shared-Use Nonmotorized (SUN) Trail is a funding program to develop a statewide system of paved non-motorized trails as a component of the FGTS. Funding comes from the redistribution of new vehicle tag revenues, which provides \$25 million annually to SUN Trail projects. In order to be eligible for funding, the individual trails must meet the four eligibility criteria:

1. Project is a paved component of the FGTS Priority Land Trail Network.
2. Project is identified as a priority by the applicable jurisdiction.
3. Project has an entity formally committed to operation and maintenance.
4. Project is consistent with the applicable comprehensive plan or the long-term management plan.

The City will continue to coordinate with St. Lucie County, St. Lucie TPO, and other agencies to ensure that multi-modal improvements, including transit, bicycle and pedestrian facilities, are prioritized in future road improvement projects.

~~Strategies such as TDM and TSM can effectively increase the efficiency of the roadways within the City. Congested roadways and the time vehicles spend idling at intersections greatly increase the production of greenhouse gases into the environment. The signal timing optimization of key roadways in the City can provide a great benefit to the reduction of greenhouse gases by minimizing the number of vehicle stops.~~

~~The City promotes multi-modal transportation through the means of new sidewalks, bicycle lanes, and greenways. The Treasure Coast Trail which is planned in the 2035 Regional Long Range Transportation Plan (RL RTP) will provide a greenway multi-use trail connecting Martin and St. Lucie Counties. The Treasure Coast Trail will consist of non-motorized improvements along the A1A corridor and the Florida East Coast Greenway corridor. The City will continue to coordinate with St. Lucie County, St. Lucie TPO, and other agencies to ensure that multi-modal improvements, including transit, bicycle and pedestrian facilities, are prioritized in future road improvement projects.~~

## **FUTURE CONDITIONS**

### **Capital Improvement Projects**

The Capital Improvement Element identifies funded projects for the City of Port St. Lucie for the next 5 years. Table 2-7 provides a list of the projects on the St. Lucie TPO List of Priority Projects and Transportation Alternative Projects which are included in the FDOT Adopted Work Program. It is important to note that the funding amounts and project scheduling are in current plan which is subject to change based upon Legislative appropriations. ~~lists all roadway projects in the City of Port St. Lucie for the next 5 years as listed in the St. Lucie County TPO Transportation Improvement Program (TIP). Capacity improvements are planned for Midway Road, Crosstown Parkway, Marion Avenue, and Lennard Road.~~

**Table 2-7  
Capital Improvement Plan – State Roadway Projects**

<u>Project #</u>	<u>Project Title</u>	<u>Phase</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>
<u>2314403</u>	<u>MIDWAY ROAD FROM GLADES CT OFF RD TO SELVITZ RD - RESERVE FUNDING ACTION</u>	<u>CST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,000,000</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,000,000</u>
<u>4226814</u>	<u>GATLIN BLVD BETWEEN BRESCIA ST AND EDGARCE ST (JOBS EXPRESS TERMINAL) PARK AND RIDE LOTS</u>	<u>ROW</u>	<u>813,000</u>	<u>537,956</u>	<u>1,752,641</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>3,360,883</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>131,513</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>ENV</u>	<u>200,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4317522</u>	<u>PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD ADD LANES &amp; RECONSTRUCT</u>	<u>ROW</u>	<u>0</u>	<u>97,469</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4317523</u>	<u>PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE ADD LANES &amp; RECONSTRUCT</u>	<u>PE</u>	<u>2,010,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>ROW</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,657,773</u>	<u>0</u>
		<u>ENV</u>	<u>0</u>	<u>50,000</u>	<u>10,000</u>	<u>0</u>	<u>0</u>
<u>4317524</u>	<u>PORT ST. LUCIE BLVD FROM DARWIN BLVD TO GATLIN BLVD ADD LEFT TURN LANE(S)</u>	<u>CST</u>	<u>0</u>	<u>2,300,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>1,006,345</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>1,323,655</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4317536</u>	<u>PORT ST. LUCIE BLVD FROM SOUT OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD ADD LANES &amp; RECONSTRUCT</u>	<u>RRU</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>41,811</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>413,097</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4,121,132</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3,242,078</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>693,281</u>
<u>4553371</u>	<u>I-95 @ ST. LUCIE WEST BLVD INTERCHANGE- ADD LANES</u>	<u>RRU</u>	<u>0</u>	<u>400,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>3,100,000</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>10,153,103</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>108,786</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>21,133,636</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>565,884</u>	<u>0</u>	<u>0</u>
		<u>INC</u>	<u>0</u>	<u>0</u>	<u>150,000</u>	<u>0</u>	<u>0</u>
<u>ENV</u>	<u>30,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>		

<u>4397541</u>	<u>I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT MIDWAY ROAD INTERCHANGE- ADD LANES</u>	<u>PE</u>	<u>20,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>PE</u>	<u>230,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>RRU</u>	<u>10,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>57,472</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>1,468,717</u>	<u>0</u>	<u>0</u>
		<u>ENV</u>	<u>10,000</u>	<u>30,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4397611</u>	<u>I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD INTERCHANGE- ADD LANES</u>	<u>RRU</u>	<u>0</u>	<u>20,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>3,709,879</u>	<u>0</u>	<u>0</u>
		<u>ENV</u>	<u>0</u>	<u>20,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4398471</u>	<u>US HIGHWAY 1 FROM S. OF PORT ST LUCIE BLVD TO NE RIOMAR DRIVE RESURFACING</u>	<u>RRU</u>	<u>2,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>740,246</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>2,038,383</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>2,196,330</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>120,673</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>4,080,467</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4399991</u>	<u>SAVANNAS PRESERVE STATE PARK GAP WALTON ROAD TO SAVANNAS RECREATION AREA BIKE PATH/TRAIL</u>	<u>ENV</u>	<u>75,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4400181</u>	<u>MACEDO BLVD ROM SELVITZ RD TO ST JAMES DR BIKE PATH/TRAIL</u>	<u>CST</u>	<u>343,309</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>298,437</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>152,683</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4405681</u>	<u>PORT ST. LUCIE BLVD @ FLORESTA DR TRAFFIC ENGINEERING STUDY</u>	<u>PE</u>	<u>0</u>	<u>500,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>PE</u>	<u>0</u>	<u>500,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>PE</u>	<u>0</u>	<u>10,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4438471</u>	<u>1-95 FROM NORTH OF GATLIN BLVD TO SOUTH OF ST. LUCIE WEST BLVD SKID HAZARD OVERLAY</u>	<u>PE</u>	<u>0</u>	<u>1,199,788</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>PE</u>	<u>0</u>	<u>10,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>10,263,824</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>11,110</u>	<u>0</u>
		<u>ENV</u>	<u>0</u>	<u>10,000</u>	<u>10,000</u>	<u>0</u>	<u>0</u>
<u>4443481</u>	<u>CURTIS STREET FROM NW PRIMA VISTA BLVD TO NW FLORESTA DRIVE SIDEWALK</u>	<u>PE</u>	<u>5,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>344,112</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>223,261</u>	<u>0</u>	<u>0</u>

<u>4443491</u>	<u>ALCANTARRA BLVD FROM SW SAVONA BLVD TO SW PORT ST. LUCIE BLVD SIDEWALK</u>	<u>PE</u>	<u>5,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>325,398</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>22,376</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>253,791</u>	<u>0</u>	<u>0</u>
<u>4447071</u>	<u>GATLIN BLVD FROM WEST OF I-95 TO PORT ST LUCIE BLVD TRAFFIC CONTROL DEVICES/ SYSTEM</u>	<u>PE</u>	<u>0</u>	<u>0</u>	<u>5,000</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>293,400</u>
<u>4413141</u>	<u>1-95 @ BECKER ROAD INTERCHANGE LANDSCAPING</u>	<u>CST</u>	<u>0</u>	<u>0</u>	<u>762,207</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>51,242</u>	<u>0</u>	<u>0</u>
<u>4435951</u>	<u>PORT ST. LUCIE BLVD OVER LONG CREEK &amp; N FORK ST LUCIE RIVER BRDG BRIDGE REPAIR- REHABILITATION</u>	<u>PE</u>	<u>200,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>PE</u>	<u>10,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>806,169</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>54,196</u>	<u>0</u>	<u>0</u>
		<u>ENV</u>	<u>10,000</u>	<u>5,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>4447061</u>	<u>PRIMA VISTA BLVD @ AIROSO BLVD INTERSECTION IMPROVEMENT</u>	<u>PE</u>	<u>0</u>	<u>5,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>CST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>262,000</u>	<u>0</u>
			<u>17,093,424</u>	<u>8,025,213</u>	<u>45,067,870</u>	<u>13,236,518</u>	<u>10,762,988</u>

**Phase**

PE= Design

ROW= Right-of-way Acquisition

CST= Construction

OPS= Traffic Signal Operations

LAR= Local Agency Reimbursement

ENV = Environmental

Project #	Project Title	Phase	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
4097312	PORT ST. LUCIE SIGNAL SYSTEM, ENHANCED OPERATIONS, TRAFFIC SIGNAL UPDATE	CST	78,000				
4097313	PORT ST. LUCIE SIGNAL SYSTEM, ENHANCED OPERATIONS, TRAFFIC SIGNAL UPDATE	CST	148,486				
4108441	CROSSTOWN PKWY, FR. MANTH LN TO SR-5/US-1, PD&E STUDY	LAR	1,750,000				
4108444	CROSSTOWN PKWY, FR. MANTH LN TO SR-5/US-1, ROW ACTIVITIES	ROW		19,174,000			
		ROW			1,060,000		
		ROW		826,000			
		ROW		21,955,588			
		ROW			940,000		
		ROW			2,120,993		500,270
		ROW		2,159,760			
		ROW	920,000			579,007	2,000,000
				346,497			4,043,910
4226813	I-95/SR-9, FR. N. OF GLADES C/O RD TO SR-70, PD& E STUDY	PE				4,500,000	
4231151	SR-5 @ PORT ST. LUCIE BLVD, SAFETY PROJECT	CST	58,818				
		CST	509,784			10,593,000	
4251521	W. MIDWAY RD/RESERVE, FR. S. 25TH ST TO US-1, FUNDING ACTION	CST					1,320,229
		CST					1,320,229
		CST					11,671,921
4252581	SR-716/PORT ST LUCIE, FR. BAYSHORE BLVD TO PETUNIA AVE, LANDSCAPING	CST	19,956				
		CST	100,000				
		CST	997,788				1,444,000
4257141	MARION AVE, FR. BAYSHORE BLVD TO CURTIS ST, SAFETY PROJECT	CST	12,702				
		CST	7,000				
		CST	628,148				
4257741	SR-5/US-1, FR. MARTIN C/L TO PORT ST LUCIE BLVD, SIDEWALK	CST		85,037			
		CST		18,623			
4276121	SAVONA BLVD, FR. GATLIN BLVD TO NORTH OF THE C-24, SAFETY PROJECT	CST		20,000			
		CST		127,633			
		CST		1,641,813			



Project #	Project Title	Phase	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
4276141	MARIPOSA ELEMENTARY SCHOOL, SAFETY PROJECT	CST CST			5,000 456,214		
4276561	MALALEUCA BLVD- PH I, FR. CAMDEN ST TO BERKSHIRE BLVD, SIDEWALK	CST CST		7,420 371,000			
4276562	MALALEUCA BLVD- PH II, FR. BERKSHIRE BLVD TO GREEN RIVER PARKWAY, SIDEWALK	CST CST		8,120 406,000	414,120		
4276563	MALEALEUCA BLVD- PH III, FR. LENNARD RD TO CAMDEN ST, SIDEWALK	CST			306,874		
4278053	JPS SIGNAL MAINTENANCE AND OPERATIONS ON SHS, TRAFFIC SIGNALS	OPS	25,400	26,200	27,000	28,000	
4278056	JPS SIGNAL MAINTENANCE AND OPERATIONS ON SHS, TRAFFIC SIGNALS	OPS					28,900
4278541	WESTMORELAND BLVD, FR. MORNINGSIDE BLVD TO LENNARD RD, OTHER ITS	CST CST	71,243 71,243				
4296311	BAYSHORE/AIROSO BLVD, FR. PRIMA VISTA BLVD TO ST. JAMES BLVD, BIKE	CST				306,000	
			5,398,568	47,173,691	5,909,208	17,427,000	24,183,465

**Phase**

PE= Design

ROW= Right-of-way Acquisition

CST= Construction

OPS= Traffic Signal Operations

LAR= Local Agency Reimbursement

Source: St. Lucie TPO Transportation Improvement Program FY 2011/12 – 2015/16.

**2040 Regional Long Range Transportation Plan (RLRTP)**

The 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network. The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The RLRTP provides a focus for regional planning and decision-making, gives residents more options

for how to move around, advances public transportation, and makes the pedestrian and bicycle experience safer.

The Urban Land Use Allocation Model (ULAM) provides the Treasure Coast area a systematic approach that uses the most current land use information to generate the future year (2040) socioeconomic data needed as input into the travel demand forecasting model. The quality of the future year land use data will ensure that the travel projections used in the development of the long range plan will accurately reflect the future transportation needs of the area and will help determine what are the most critical and cost effective improvements to address those needs.

### **2035 Regional Long Range Transportation Plan**

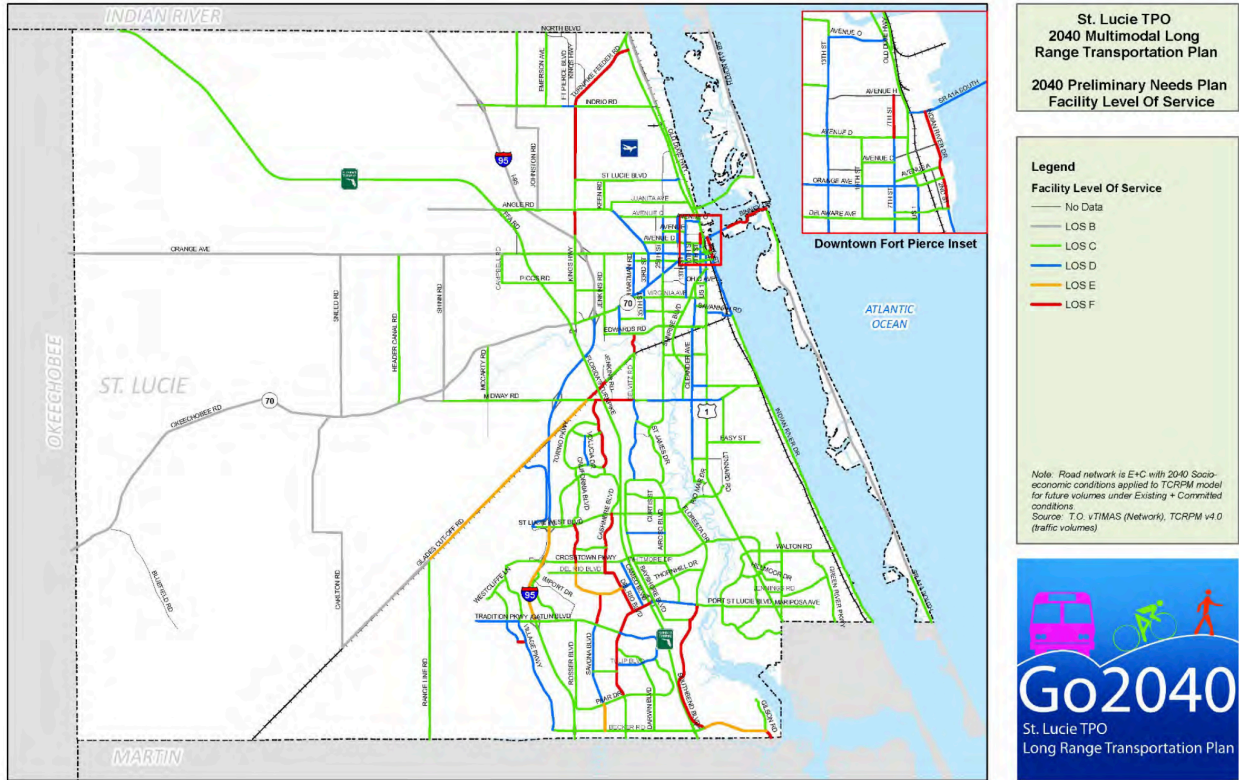
~~The 2035 St. Lucie/Martin County Regional Long Range Transportation Plan (RLRTP) is a comprehensive, long range outline of all major needed or desired transportation projects through the planning year 2035 in Martin and St. Lucie County. The goal of the RLRTP is to improve general mobility and the quality of life. The plan is put together through a collaborative effort of several local governments and agencies with extensive public outreach and input.~~

~~The Greater Treasure Coast Regional Planning Model (GTCRPM) was developed using the Florida Standard Urban Transportation Modeling Structure (FSUTMS) travel demand modeling software. The geographical area encompassed by the GTCRPM includes Indian River, St. Lucie, and Martin Counties. The validation year for the model is 2005 and the planning horizon is the year 2035.~~

~~To estimate future travel demand, socioeconomic forecasts were developed by the St. Lucie TPO. The socioeconomic data is divided into Traffic Analysis Zones (TAZs) throughout the region. These zones represent specific geographic units that are coordinated to the existing traffic circulation network. Each TAZ contains existing and future year employment data, population data, school enrollment, and other socioeconomic characteristics. The socioeconomic forecasts are then used to generate trips and are assigned to the existing and future roadway network. The next step in the Regional Long Range Transportation Plan is to evaluate the existing + committed network.~~

### **Existing + Committed (E+C) Network**

The E+C Roadway Network was developed by adding to the roadway network that existed at the end of 2014. The projects in the FY15/16 adopted Transportation Improvement Program (TIP) that are expected to be completed by FY 19/20. These projects comprise the first five years (2016 to 2020) of the Cost Feasible Plan. The 2040 growth projections for population and employment, other demographic variables and the E+C roadway network were imported into the TCRPM Version 4.0. The TCRPM produced model volumes that represent the 2040 traffic volumes on the E+C roadway network, also known as the 2020 roadway network. Roads projected to operate at failing levels of services are shown in orange and red.



To determine the E+C network, the existing roadway network was updated to include new roadway infrastructure improvements from the following sources:

- 1) Roadway improvements completed since 2005
- 2) St. Lucie County TPO Transportation Improvement Program (TIP)
- 3) Developer funded projects and roadways
- 4) FDOT's 5-Year Work Program

Together, these sources list all transportation projects programmed through the year 2016. Analysis of the model runs indicated that much of the existing or expected congestion lies on the major north-south corridors, such as U.S. Highway 1, Glades Cut-Off Road, and I-95. However, east-west roads connecting to these north-south corridors will also see their share of capacity deficiencies. Roads such as Tradition Parkway, Port St. Lucie Boulevard, and Midway Road can expect to see significant congestion by 2035, if capacity improvements are not made.

Continuing development, particularly in the southwest part of the City, is expected to put additional strain on roads serving certain areas. This is particularly true of roads such as Glades Cut-Off Road, Tradition Parkway, Village Parkway, and Range Line Road, all of which provide access to developing residential areas.

## Roadway Needs Assessment

### Needs Plan Network

Using the LOS deficiencies resulting from the E+C Network loaded with the growth projections an initial 2040 Needs Plan network was developed that increased the number of lanes on deficient roadway segments. These improvements to the initial 2040 Needs Plan Network resolved these LOS deficiencies. However, Floresta Drive from Port St. Lucie Blvd. to

Crosstown Parkway was identified through the congestion management screening process as a congested corridor. An operational study should be completed to evaluate the corridor operations in order to develop a set of potential safety, operational, or multimodal improvements. The next step in the development of the 2035 Long Range Transportation Plan is to identify those projects necessary to relieve, to the greatest extent possible, the levels of existing or projected congestion forecast by the GTCRPM. Table 2-8 documents the roadway needs network for the City of Port St. Lucie by 2035. Lanes were added to the facilities where forecast volumes exceeded the roadways Level of Service capacity threshold. No lanes were added to facilities identified as congested by the St. Lucie TPO or where more than eight lanes were needed.

The City of Port St. Lucie has identified additional projects needs in response to the significant activity associated with the Western Annexation area Development of Regional Impact (DRIs) in addition to the needs assessment. Both the Turnpike interchange and the I-95 interchange have been completed. The most notable projects now include the widening of Becker Road and the construction of the roadway network in the Port St. Lucie Western Annexation Area.

As new development occurs in the Western Annexation area, the roadway network must be able to accommodate the additional vehicle trips. The existing roadway network in the western annexation area is currently limited. Therefore, additional roadways will need to be constructed to serve the residents and to connect the Western Annexation area to I-95 and other parts of Port St. Lucie. Several new roadways and extensions of existing roadways have been identified in the Western Annexation area traffic study. The new annexation area roadway network will provide access and connection to the different areas through a grid network. Roadway improvements are outlined in the DRIs. The anticipated annexation development and proposed roadways have been accounted for in to the 2035 RL RTP.

**Table 2-8**

**Roadway Needs Assessment**

**Table 2-8**  
**Roadway Needs Assessment**

<u>Facility</u>	<u>From</u>	<u>To</u>	<u>Project Description</u>	<u>Length (mi)</u>	<u>Status</u>
<u>I-95</u>	<u>N of Becker Rd</u>	<u>N of Glades Cut-Off Rd</u>	<u>Add 2 auxiliary lanes</u>	<u>10.0</u>	<u>FDOT Work Program – Ongoing PD&amp;E</u>
<u>California Blvd.</u>	<u>Savona Blvd</u>	<u>St Lucie W Blvd</u>	<u>Add 2 lanes, bike lanes, sidewalks</u>	<u>3.0</u>	<u>City of PSL – Sales Tax Project Construction FY '27</u>
<u>East Torino Pkwy.</u>	<u>Cashmere Blvd</u>	<u>Midway Rd</u>	<u>Add 2 lanes, bike lanes, sidewalks</u>	<u>2.4</u>	<u>RLRP – Needs Project</u>

<u>Facility</u>	<u>From</u>	<u>To</u>	<u>Project Description</u>	<u>Length (mi)</u>	<u>Status</u>
<u>Port St Lucie Blvd</u>	<u>Becker Rd</u>	<u>Paar Dr</u>	<u>Add 2 lanes, bike lanes, sidewalks</u>	<u>1.2</u>	<u>FDOT Work Program – Under Design</u>
<u>Port St Lucie Blvd</u>	<u>Paar Dr</u>	<u>Darwin Rd</u>	<u>Add 2 lanes, bike lanes, sidewalks</u>	<u>1.7</u>	<u>FDOT Work Program – Construction Darwin to Alcantarra – FY '22 Alcantarra to Paar – '25</u>
<u>St Lucie W Blvd</u>	<u>E of I-95</u>	<u>Cashmere Blvd</u>	<u>Add 2 lanes, bike lanes, sidewalks</u>	<u>1.9</u>	<u>RLRP – Needs Project</u>
<u>Floresta Dr</u>	<u>Oaklyn St</u>	<u>Port St Lucie Blvd</u>	<u>Add 2 lanes, bike lanes, sidewalks</u>	<u>0.6</u>	<u>City of PSL- Sales Tax Project Construction Underway</u>
<u>Southbend Blvd</u>	<u>Becker Rd</u>	<u>Floresta Dr</u>	<u>Add 2 lanes, bike lanes, sidewalks</u>	<u>4.2</u>	<u>RLRP – Needs Project</u>
<u>Savona Blvd</u>	<u>Gatlin Blvd</u>	<u>California Blvd</u>	<u>Add 2 lanes, bike lanes, sidewalks</u>	<u>1.1</u>	<u>RLRP – Needs Project</u>
<u>Floresta Dr</u>	<u>Port St Lucie Blvd</u>	<u>Crosstown Pkwy</u>	<u>Operational Improvement</u>	<u>3.5</u>	<u>City of PSL Sales Tax Project, Construction FY '21</u>

Source: LRTP Go2040 St. Lucie TPO Long Range Transportation Plan and City of PSL Public Works.

<b>Facility</b>	<b>From</b>	<b>To</b>	<b>Project</b>	<b>2035 Total Lanes</b>
Arterial A	Glades Cut-Off Rd	Midway Rd	New 4 Lane	4
Bayshore Blvd	Port St. Lucie Blvd	Oakridge Blvd	New 4 Lane	4
Bayshore Blvd	St. Lucie West Blvd	Selvitz Road	New 4 Lane	4
Becker Rd (West)	Range Line Rd	Becker Rd	New 4 Lane	4
Becker Road (East)	Via Tesoro	Gilson Road	New 4 Lane	4
Becker Road (West)	Range Line Road	N/S B	New 4 Lane	4

Facility	From	To	Project	2035 Total Lanes
Becker Road (West)	N/S-B	I-95 Interchange	New 6 Lane	6
California Blvd	St. Lucie West Blvd	Peacock Blvd	Add 2 Lanes	4
California Blvd	Del Rio Blvd	St. Lucie West Blvd	Add 2 Lanes	4
California Blvd	Savona Blvd	Del Rio Blvd	Add 2 Lanes	4
Cashmere Boulevard	Crosstown Parkway	St. Lucie West Blvd	New 4 Lane	4
Community Blvd (West)	Parr Dr (West)	Community Blvd	New 4 Lane	4
Community Boulevard	E/W 1	Becker Rd	New 4 Lane	4
Crosstown Pkwy	Manth Ln	US 1	New 6 Lane	6
Crosstown Pkwy (West)	Range Line Rd	Exist Crosstown Pkwy	New 4 Lane	4
Darwin Boulevard	Becker Road	Port St. Lucie Blvd	New 4 Lane	4
E/W 1	Rangeline Road	N/S-B	New 2 Lane	2
E/W 1	N/S-B	Community Blvd.	New 4 Lane	4
E/W 1 (Discovery Way)	Range Line Rd	Village Pkwy	New 4 Lane	4
E/W 2	Community Blvd	Village Pkwy	New 4 Lane	4
E/W 3	Range Line Rd	Village Pkwy	New 4 Lane	4
E/W 3	Village Pkwy	Rosser Blvd	New 4 Lane	4
E/W 3	Range Line Rd	N/S-A	New 2 Lane	2
E/W 3	Village Pkwy	S.W. Open View Drive	New 6 Lane	6
E/W 3	N/S-A	Village Pkwy	New 4 Lane	4
E/W 5	McCarty Rd	Glades Cut-Off Rd	New 4 Lane	4
E/W 6	Shinn Rd	Glades Cut-Off Rd	New 4 Lane	4
Floresta Dr	Oakridge Dr	Thornhill Dr	Add 2 Lanes	4
Floresta Dr	Thornhill Dr	Crosstown Pkwy	Add 2 Lanes	4
Floresta Dr	Crosstown Pkwy	Prima Vista Blvd	Add 2 Lanes	4
Floresta Dr	Port St. Lucie Boulevard	Prima Vista Boulevard	New 4 Lane	4
Glades Cut-Off Rd <sup>(4)</sup>	Reserve Blvd	Selvitz Rd	Add 2 Lanes	4
Lennard Rd	Walton Rd	Savanna Club Blvd	New 4 Lane	4
McCarty Rd <sup>(4)</sup>	Glades Cut-Off Rd	Midway Rd	New 4 Lane	4
Midway Rd <sup>(4)</sup>	Okeechobee Rd	I-95	Add 2 Lanes	4
Midway Rd <sup>(4)</sup>	Glades Cut-Off Rd	Selvitz Rd	Add 2 Lanes	4
Midway Rd <sup>(4)</sup>	Selvitz Rd	25th St	Add 2 Lanes	4
N/S-A	Becker Rd (West)	Crosstown Pkwy (West)	New 4 Lane	4
N/S-A (Verano)	Crosstown Parkway	Glades Cut-Off Road	New 2 Lane	2
N/S-B	Becker Rd (West)	E/W 1	New 4 Lane	4
Newell Rd <sup>(4)</sup>	Shinn Rd	Arterial A	New 4 Lane	4
Oakridge Boulevard	Bayshore Blvd	Southbend Blvd	New 4 Lane	4

Facility	From	To	Project	2035 Total Lanes
Paar Drive (East)	Rosser Blvd	Savona Blvd	New 6 Lane	6
Paar Drive (East)	Savona Blvd	Port St. Lucie Blvd	New 4 Lane	4
Paar Drive (West)	Range Line Rd	N/S A	New 2 Lane	2
Paar Drive (West)	N/S A	Rosser Blvd	New 4 Lane	4
Parr Dr (West)	Range Line Rd	Village Pkwy	New 4 Lane	4
Parr Dr (West)	Village Pkwy	Rosser Blvd	New 4 Lane	4
Port St. Lucie Blvd	Becker Rd	Paar Dr	Add 2 Lanes	4
Port St. Lucie Blvd	Paar Dr	Darwin Blvd	Add 2 Lanes	4
Port St. Lucie Blvd	Darwin Blvd	Gatlin Rd	Add 2 Lanes	6
Port St. Lucie Blvd <sup>(4)</sup>	FL Turnpike	Floresta Dr	Add 2 Lanes	8
Range Line Rd <sup>(4)</sup>	Glades Cut-Off Rd	Midway Rd	New 4 Lane	4
Range Line Road <sup>(4)</sup>	Martin County Line	Becker Rd	New 4 Lane	4
Rosser Blvd	Paar Drive	Gatlin Blvd	New 4 Lane	4
Savona Blvd	Gatlin Blvd	California Blvd	Add 2 Lanes	4
Savona Blvd	Becker Road	California Blvd	New 4 Lane	4
Shinn Rd <sup>(4)</sup>	Glades Cut-Off Rd	Midway Rd	New 4 Lane	4
St. Lucie West Blvd	Commerce Center Pkwy	Peacock Blvd	New 6 Lane Bridge	6
St. Lucie West Blvd	Peacock Blvd	Cashmere Blvd	New 6 Lane	6
Tradition Pkwy Loop A	Range Line Rd	Tradition Pkwy	New 4 Lane	4
Tradition Pkwy Loop B	Range Line Rd	Tradition Pkwy	New 4 Lane	4
Village Parkway	Becker Road	Tradition Pkwy	New 6 Lane	6
Village Pkwy	Tradition Pkwy	Crosstown Pkwy	New 6 Lane	6
Village Pkwy Extension	Martin Co Line	Becker Rd	New 4 Lane	4
Walton Rd <sup>(4)</sup>	Lennard Rd	Green River Pkwy	Add 2 Lanes	4
Westliffe Lane	N/S A	Community Blvd	New 2 Lane	2
Williams Rd <sup>(4)</sup>	Shinn Rd	McCarty Rd	New 2 Lane	2

Source: St. Lucie County 2035 RL RTP and the City of Port St. Lucie

<sup>(4)</sup> Roadway is not maintained by the City

### Cost Feasible Roadway Projects

It is not reasonable to expect funding to be made available for all capacity deficits identified in the Roadway Needs Assessment. Therefore, certain projects have been identified as cost feasible and it is expected that funding will be made available for these projects by 2035. If additional funding beyond the cost feasible projects becomes available, then the funding may go to the remaining unfunded projects identified in the Roadways Needs Assessment.

Major capacity improvements are planned for several corridors in the City of Port St. Lucie, as listed in Table 2-9.

**Table 2-9  
2035 Cost Feasible Projects  
Roadway Needs Assessment (2016-2035)**

<b>Facility</b>	<b>From</b>	<b>To</b>	<b>Project</b>	<b>2035 Total Lanes</b>
Port St. Lucie Blvd <sup>(2)</sup>	FL Turnpike	Floresta Dr	Add 2 Lanes	8
Becker Rd	Range Line Rd	Becker Rd	New 4 Lane	4
Crosstown Pkwy	Range Line Rd	Existing Crosstown	New 4 Lane	4
E/W 1 (Discovery Way)	Range Line Rd	Village Pkwy	New 4 Lane	4
E/W 2	Community Blvd	Village Pkwy	New 4 Lane	4
E/W 3	Range Line Rd	Village Pkwy	New 4 Lane	4
E/W 3 <sup>(2)</sup>	Village Pkwy	Rosser Blvd	New 4 Lane	4
N/S A	Becker Rd	Crosstown Pkwy	New 4 Lane	4
N/S B	Becker Rd	E/W 1	New 4 Lane	4
Paar Dr	Range Line Rd	Village Pkwy	New 4 Lane	4
Paar Dr <sup>(2)</sup>	Village Pkwy	Rosser Blvd	New 4 Lane	4
Tradition Pkwy Loop A	Range Line Rd	Tradition Pkwy	New 4 Lane	4
Tradition Pkwy Loop B	Range Line Rd	Tradition Pkwy	New 4 Lane	4
California Blvd <sup>(2)</sup>	St. Lucie West Blvd	Peacock Blvd	Add 2 Lanes	4
California Blvd	Del Rio Blvd	St. Lucie West Blvd	Add 2 Lanes	4
California Blvd	Savona Blvd	Del Rio Blvd	Add 2 Lanes	4
Floresta Dr <sup>(2)</sup>	Oakridge Dr	Thornhill Dr	Add 2 Lanes	4
Floresta Dr <sup>(2)</sup>	Thornhill Dr	Crosstown Pkwy	Add 2 Lanes	4
Floresta Dr <sup>(2)</sup>	Crosstown Pkwy	Prima Vista Blvd	Add 2 Lanes	4
Glades Cut-Off Rd <sup>(1,2)</sup>	Reserve Blvd	Selvitz Rd	Add 2 Lanes	4
Port St. Lucie Blvd	Parr Dr	Darwin Blvd	Add 2 Lanes	4
Port St. Lucie Blvd <sup>(2)</sup>	Darwin Blvd	Gatlin Blvd	Add 2 Lanes	6
Savona Blvd	Gatlin Blvd	California Blvd	Add 2 Lanes	4
Walton Rd <sup>(1)</sup>	Lennard Rd	Green River Pkwy	Add 2 Lanes	4
Crosstown Pkwy	Manth Ln	US 1	New 6 Lane Bridge	6
E/W 5	McCarty Rd	Glades Cut-Off Rd	New 4 Lane	4



Facility	From	To	Project	2035 Total Lanes
<del>EW-6</del>	<del>Shinn Rd</del>	<del>Glades Cut-Off Rd</del>	<del>New 4 Lane</del>	<del>4</del>
<del>Midway Rd<sup>(1)</sup></del>	<del>Glades Cut-Off Rd</del>	<del>Selvitz Rd</del>	<del>Add 2 Lanes</del>	<del>4</del>
<del>McCarty Rd<sup>(1)</sup></del>	<del>Glades Cut-Off Rd</del>	<del>Midway Rd</del>	<del>New 4 Lane</del>	<del>4</del>
<del>Newell Rd<sup>(1)</sup></del>	<del>Shinn Rd</del>	<del>Arterial A</del>	<del>New 4 Lane</del>	<del>4</del>
<del>Range Line Rd<sup>(1)</sup></del>	<del>Glades Cut-Off Rd</del>	<del>Midway Rd</del>	<del>New 4 Lane</del>	<del>4</del>
<del>Williams Rd<sup>(1)</sup></del>	<del>Shinn Rd</del>	<del>McCarty Rd</del>	<del>New 2 Lane</del>	<del>2</del>
<del>Port St. Lucie Blvd</del>	<del>Becker Rd</del>	<del>Parr Dr</del>	<del>Add 2 Lanes</del>	<del>4</del>
<del>Lennard Rd<sup>(2)</sup></del>	<del>Walton Rd</del>	<del>Savanna Club Blvd</del>	<del>New 4 Lane</del>	<del>4</del>
<del>Community Blvd (West)</del>	<del>Parr Dr (West)</del>	<del>Community Blvd</del>	<del>New 4 Lane</del>	<del>4</del>
<del>Arterial A</del>	<del>Glades Cut-Off Rd</del>	<del>Midway Rd</del>	<del>New 4 Lane</del>	<del>4</del>
<del>Shinn Rd</del>	<del>Glades Cut-Off Rd</del>	<del>Midway Rd</del>	<del>New 4 Lane</del>	<del>4</del>

~~US-1 Corridor Retrofit Project~~

~~Treasure Coast Loop Trail Project~~

~~Source: Information obtained from Cost Feasible Plan contained in the St. Lucie TPO 2035 RL RTP~~

~~(1) Roadway is not maintained by the City.~~

~~(2) Not currently funded by 2035.~~

### **Future Level of Service Analysis**

The 2035 Future Level of Service Analysis is provided on Table 2-10. The 2035 AADT determined from the cost feasible roadway network was multiplied by a “K” factor of 0.095 to derive the peak hour roadway volume and LOS.

**TABLE 2-10  
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS**

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
Airosa Blvd	Prima Vista Blvd	Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	19,055	B	3,560	1,810	B
	Crosstown Pkwy	Lakehurst Dr		4	4	36,700	22,767	B	3,560	2,163	B
	Lakehurst Dr	Prima Vista Blvd		4	4	36,700	28,285	B	3,560	2,687	B
	Floresta Dr	St. James Dr		4	4	36,700	23,467	B	3,560	2,229	B
	Port St. Lucie Blvd	Thornhill Dr		4	4	36,700	14,004	B	3,560	1,330	B
Bayshore Blvd	Prima Vista Blvd	Selvitx Rd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	13,626	B	3,560	1,294	B
	Crosstown Pkwy	Lakehurst Dr		4	4	36,700	12,069	B	3,560	1,147	B
	Lakehurst Dr	Prima Vista Blvd		4	4	36,700	14,248	B	3,560	1,354	B
	Port St. Lucie Blvd	Thornhill Dr		4	4	36,700	17,739	B	3,560	1,685	B
Becker Rd	Port St. Lucie Blvd	Darwin Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	18,052	B	3,560	1,715	B
	Savona Blvd	Port St. Lucie Blvd		4	4	36,700	27,642	B	3,560	2,626	B
	Rosser Blvd	Savona Blvd		4	4	36,700	30,875	C	3,560	2,933	C
California Blvd.	Peacock Blvd	St. Lucie West Blvd	Major City/County Road	2	4	33,030	15,780	B	3,204	1,499	B
	St. Lucie West Blvd	Crosstown Pkwy		2	4	33,030	24,105	B	3,204	2,290	B
	Crosstown Pkwy	Del Rio Blvd		2	4	33,030	29,669	C	3,204	2,819	C
	Del Rio Blvd	Savona Blvd		2	4	33,030	23,386	B	3,204	2,222	B
Cashmere Blvd	St. Lucie West Blvd	Torino Pkwy	Major City/County Road	2	2	14,850	9,986	C	1,440	949	C
	St. Lucie West Blvd	Heatherwood Blvd		2	2	14,850	9,948	C	1,440	945	C
Crosstown Pkwy	I-95	California Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	38,146	B	5,360	3,624	B
	California Blvd	Cashmere Blvd		6	6	55,300	29,508	B	5,360	2,803	B
	Cashmere Blvd	Bayshore Blvd		6	6	55,300	35,463	B	5,360	3,369	B
	Bayshore Blvd	Airosa Blvd		6	6	55,300	38,702	B	5,360	3,677	B
	Airosa Blvd	Floresta Dr		6	6	55,300	26,931	B	5,360	2,558	B
Darwin Blvd.	Port St. Lucie Blvd	Paar Dr	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	11,288	C	1,600	1,072	C
	Paar Dr	Becker Rd		2	2	16,500	9,386	B	1,600	892	B

**TABLE 2-10  
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS**

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
Del Rio Blvd.	Cashmere Blvd	California Blvd	Major City/County Road	2	2	14,850	16,842	F	1,440	1,600	F
	California Blvd	Port St. Lucie Blvd		2	2	14,850	15,245	F	1,440	1,448	F
East Torino Pkwy	Midway Rd	Cashmere Blvd	Major City/County Road	2	2	14,850	13,127	C	1,440	1,247	C
Floresta Dr	Airoso Blvd	Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	13,081	C	1,600	1,243	C
	Prima Vista Blvd	West Virginia Dr		2	4	36,700	18,404	B	3,560	1,748	B
	West Virginia Dr	Port St. Lucie Blvd		2	4	36,700	15,906	B	3,560	1,511	B
	Port St. Lucie Blvd	Oakridge Dr		2	4	36,700	16,000	B	3,560	1,520	B
Gatlin Blvd*	I-95	Port St. Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	49,645	C	5,360	4,716	C
Gilson Rd	Martin C/L	Becker Rd	Major City/County Road	2	2	14,850	12,792	C	1,440	1,215	C
Glades Cut-Off Rd <sup>(1)</sup>	I-95	Midway Rd	State Two-Way Arterial - Interrupted Flow Class I	2	4	36,700	29,614	C	3,560	2,813	B
	Commerce Centre Dr	Reserve Blvd		2	4	36,700	16,401	B	3,560	1,558	B
	Reserve Blvd	Range Line Rd		2	2	16,500	11,377	C	1,600	1,081	C
Green River Pkwy*	Walton Rd	Melaleuca Blvd	Major City/County Road	2	2	14,850	11,279	C	1,440	1,072	C
Lennard Rd	Walton Rd	Mariposa Ave	Major City/County Road	4	4	13,680	13,404	D	2,898	1,273	C
	Mariposa Ave	US 1		4	4	13,680	14,875	F	2,898	1,413	C
Lyngate Dr	Veterans Memorial Pkwy	US 1	Major City/County Road	2	2	14,850	9,042	C	1,440	859	C
Midway Rd West <sup>(1)</sup>	Florida's Turnpike	Selvitz Rd	State Two-Way Arterial - Interrupted Flow Class I	2	4	36,700	20,558	B	3,560	1,953	B
	Glades Cut Off Rd	I-95		4	4	36,700	19,064	B	3,560	1,811	B
	I-95	McCarty Rd	State Two-Way Arterial - Uninterrupted Flow	2	2	22,200	27,317	F	2,080	2,595	F
Paar Drive	Rosser Blvd	Savona Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	3,622	B	1,600	341	B
	Savona Blvd	Port St. Lucie Blvd		2	2	16,500	7,900	B	1,600	751	B
	Port St. Lucie Blvd	Darwin Blvd		2	2	16,500	1,668	B	1,600	158	B

**TABLE 2-10  
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS**

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
Port St Lucie Blvd*	US 1 <sup>(1)</sup>	Morningside Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	34,710	B	5,360	3,297	B
	Morningside Blvd <sup>(1)</sup>	Veterans Memorial Pkwy		6	6	55,300	43,693	B	5,360	4,151	B
	Veterans Memorial Pkwy <sup>(1)</sup>	Floresta Dr		6	6	55,300	66,012	F	5,360	6,271	F
	Floresta Dr <sup>(1)</sup>	Airoso Blvd		6	8	73,800	51,889	B	7,160	4,929	B
	Airoso Blvd <sup>(1)</sup>	Bayshore Blvd		6	8	73,800	60,566	B	7,160	5,754	B
	Bayshore Blvd	Del Rio Blvd		6	6	55,300	58,404	F	5,360	5,548	F
	Del Rio Blvd	Gatlin Blvd		6	6	55,300	50,126	C	5,360	4,762	C
	Gatlin Blvd	Darwin Blvd		4	6	55,300	41,684	B	5,360	3,960	B
	Darwin Blvd	Becker Rd		2	4	36,700	33,633	C	3,560	3,195	C
Prima Vista Blvd	US 1 <sup>(1)</sup>	Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	33,214	C	3,560	3,155	C
	Floresta Dr <sup>(1)</sup>	Airoso Blvd		4	4	36,700	32,200	C	3,560	3,059	C
	Airoso Blvd	Bayshore Blvd		4	4	36,700	28,474	B	3,560	2,705	B
Range Line Rd <sup>(1)</sup>	Becker Rd	Tradition Pkwy	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	6,427	B	1,600	611	B
	Tradition Pkwy	Glades Cut Off Rd		2	2	16,500	10,736	C	1,600	1,020	C
Savona Blvd*	California Blvd	Gatlin Blvd	State Two-Way Arterial - I	2	4	36,700	15,868	B	3,560	1,507	B
Southbend Blvd	Oakridge Dr	SE Eagle Dr	Major City/County Road	2	2	14,850	16,060	F	1,440	1,526	F
	SE Eagle Dr	Becker Rd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	7,749	B	1,600	736	B
St Lucie West Blvd	Cashmere Blvd	California Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	35,821	D	3,560	3,403	C
	California Blvd	Peacock Blvd		4	4	36,700	45,329	F	3,560	4,306	F
	Peacock Blvd	I-95		4	4	36,700	28,581	B	3,560	2,715	B
St. James Dr <sup>(1)</sup>	Peachtree Blvd	Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	27,651	B	3,560	2,627	B
Tiffany Ave	US 1	Village Green Dr	Major City/County Road	2	2	14,850	6,082	B	1,440	578	B
	Village Green Dr	Lennard Rd		2	2	14,850	8,041	B	1,440	764	B

**TABLE 2-10  
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS**

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
US 1 South <sup>(1)</sup>	Riomar Dr	Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	70,498	F	5,360	6,697	F
	Prima Vista Blvd	Tiffany Ave		6	6	55,300	53,900	D	5,360	5,121	C
	Tiffany Ave	Port St. Lucie Blvd		6	6	55,300	53,025	C	5,360	5,037	C
	Port St. Lucie Blvd	Lennard Rd		8	8	73,800	66,500	C	5,360	6,318	F
Village Pkwy	Tradition Pkwy	SW Academic Way	Major City/County Road	4	4	33,030	19,834	B	3,204	1,884	B
	SW Academic Way	Crosstown Pkwy		4	4	33,030	7,222	B	3,204	686	B
Walton Road <sup>(1)</sup>	Green River Pkwy	Lennard Rd	Major City/County Road	2	4	33,030	16,961	B	3,204	1,611	B
	Lennard Rd	Village Green Dr		2	2	14,850	16,459	F	1,440	1,564	F
	Village Green Dr	US 1		4	4	33,030	5,723	D	3,204	544	B
West Torino Pkwy Rd	California Blvd	East Torino Pkwy	Major City/County Road	2	2	14,850	1,406	B	1,440	134	B
Westmoreland Blvd	Port St. Lucie Blvd	Morningside Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	11,045	C	1,600	1,045	C
	Morningside Blvd	Martin C/L		2	2	16,500	15,332	C	1,600	1,457	B

Note: The 2035 AADT determined from the cost feasible roadway network was multiplied by a "K" factor of 0.095 to derive the peak hour.  
 (1) Roadway is not maintained by the City

## FUTURE TRANSIT NEEDS

The planning document for transit needs is the St. Lucie Transit Development Plan completed in June 2019. This major update of St. Lucie County's 10-Year Transit Development Plan (TDP), branded Bus Plus, was initiated by St. Lucie County in cooperation with the St. Lucie Transportation Planning Organization (TPO). The Bus Plus plan represents the community's vision and goals for public transportation and is to be used as a strategic guide for the Fiscal Year 2020–2029 planning horizon. The resulting implementation plan outlines the actions to be taken in the next 10 years. The resulting goals and objectives that are outlined in the plan:

1. A high-quality transit service that provides a high level of service and convenience.
  - o Increase the number of one-way, fixed-route passenger trips by an average of five percent annually.
  - o Maintain service reliability and on-time performance.
  - o Develop a system-wide performance monitoring program.
  - o Form partnerships with public and private entities to develop innovative services, technology programs, and pilot projects.
  - o Improve accessibility to transit services and facilities.
2. A financially-efficient and affordable transit service.
  - o Maintain cost efficiencies and financial stability.
  - o Identify and evaluate additional opportunities to enhance revenues.
3. Widespread knowledge and awareness of the transit system through marketing and education efforts.
  - o Achieve regional and local support of transit initiatives.
  - o Implement a marketing plan.
4. Transit-supportive land use and policies.
  - o Widespread
  - o Review/update local development codes to enhance the ability to fund and develop new transit options in growing areas

~~It is possible that some of the projects outlined in the Regional Long Range Transportation Plan may not be built due to funding constraints. Therefore, it is important to consider transit alternatives that would provide city residents a viable transportation method. Sufficient transit alternatives, increase of bicycle and pedestrian facilities, and proper land use planning will help alleviate roadway congestion and reduce greenhouse gas emissions within the City.~~

~~St. Lucie County and Martin County have recently worked together to complete a Regional Transit Development Plan for the Port St. Lucie Urbanized Area. The final plan was adopted in September 2009. The Regional Transit Development Plan evaluated the existing transit network and prepared future transit alternatives.~~

~~A total of 16 new routes were developed for the conceptual transit network in St. Lucie and Martin County. However, several infrastructure improvements will be necessary to accommodate the new conceptual routes including the development of transit transfer centers.~~

### **Transit Transfer Centers**

~~Two transfer centers are proposed for the conceptual transit network within the City. The locations are summarized below:~~

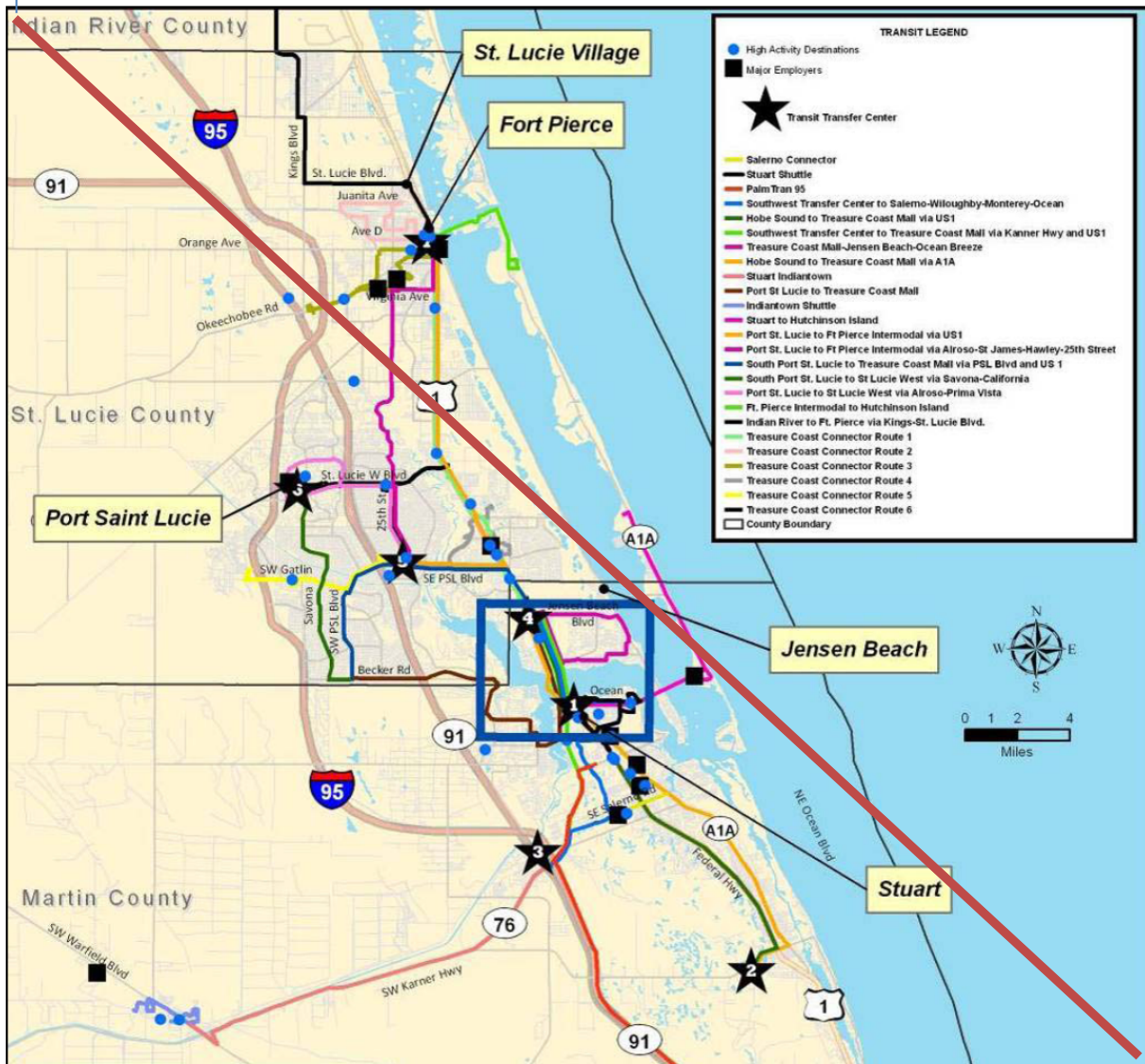
- ~~• *St. Lucie West* — The St. Lucie West transit transfer station is proposed to provide~~

~~regional connections to the western St. Lucie developments such as the Port St. Lucie Annex area and the Tradition DRI.~~

- ~~• *Port St. Lucie Transit Facility*—The Port St. Lucie Transit Facility is located at the intersection of Deacon Avenue and Airoso Boulevard and across from the Port St. Lucie Community Center.~~

~~Several of the conceptual 16 new routes developed in the Regional Transit Development Plan are located within the City of Port St. Lucie and will provide better connectivity between transit centers, focus the transit network on US-1, and be accessible to a larger percent of the population than the existing transit network. The City plans to continue giving input and working with the St. Lucie TPO on future bus routes within the City. Additionally, each of the Transit Transfer Centers identified in the Regional Transit Development Plan can be potentially utilized as a park and ride location. Figure 2-2 from the Regional Transit Development Plan depicts the high activity destinations and major employers with the conceptual transit network.~~

**Figure 2-2  
High Activity Destinations and Major Employers with Concept Transit Network**



Source: 2009 Regional Development Plan

**POTENTIAL TRANSIT IMPROVEMENT AND EXPANSION**

**Intercity Passenger Rail Service (Amtrak)**

Intercity passenger rail service, operated by Amtrak, could be established on the Florida East Coast corridor from Jacksonville to West Palm Beach, where its service would continue on its current CSX alignment into Miami. The new Florida East Coast service would likely include new stations in downtown Stuart and downtown Fort Pierce, as well as six additional stations between Vero Beach and St. Augustine.



### **Commuter Rail Service (Tri-Rail)**

Another possible transit service could be commuter rail service, likely operated by Tri-Rail. The St. Lucie Transportation Planning Organization has identified such a service as a long-term priority. The Tri-Rail is currently being considered for extension into northern Palm Beach County, likely ending in Jupiter. If the aforementioned Amtrak project achieves funding, it will include the construction of a CSX/Florida East Coast rail interconnection in West Palm Beach. Necessary for the service's northern extension, this rail interconnection would reduce capital costs of a Tri-Rail extension and would in effect improve the likelihood of gaining federal funding for the extension. FDOT estimates the potential timeframe of the northern extension of Tri-Rail into Jupiter to be about seven to ten years. Then, presuming the project is enabled, further extensions northward into the City of Port St. Lucie may be expected between ten and twenty years.

### **Regional Bus Connections**

The City will continue working with other local jurisdictions to expand existing programs such as park and ride lots, South Florida commuter services, and carpool and vanpool programs. The City will also explore more regional transit alternatives that connect Port St. Lucie to Martin County and Palm Beach County. The Palm Beach County I-95 express bus service currently runs from West Palm Beach to Martin County with intermediate stops. The City would like to expand this bus route into Port St. Lucie.

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## GOALS, OBJECTIVES, AND POLICIES

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The Goals, Objectives and Policies section for the Transportation Element establish the long term end towards which traffic circulation and mass transit programs and activities are ultimately directed. For this reason, input on the Goals, Objectives and Policies was received from various sources such as the public, local agencies, and the local government in the City of Port St. Lucie.

### **GOAL 2.1: TO PROVIDE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS, AT REASONABLE COST AND MINIMUM DETRIMENT TO THE ENVIRONMENT.**

*Objective 2.1.1: The City's roadway transportation system shall be reviewed annually in coordination and consistent with changes to the Future Land Use Element. A report on the status of the system and impacts on the system by proposed land use changes shall be prepared.*

Policy 2.1.1.1: Develop an annual report on the level of service provided on the City roadway system and identify improvement needs and costs to provide the levels of service.

Policy 2.1.1.2: In coordination with the Florida Department of Transportation, St. Lucie Transportation Planning Organization (TPO), Florida Department of Economic Opportunity and Treasure Coast Regional Planning Council annually review the transportation network and define any Special Interest Areas that may warrant LOS standards lower than those listed in Policies 2.1.2.7 and 2.1.2.8.

Policy 2.1.1.3: Facilities currently operating at conditions below those standards listed in Policy 2.1.2.7 shall be maintained at least at their current LOS through development order conditions for roadway improvements within the radius of influence of a proposed development. The radius of influence for a given development shall be further defined in the City's Land Development Regulations traffic monitoring provisions. Radius of influence or study area will be defined using a comparison of project traffic to thresholds of the percentage of the maximum service flow rate at an established LOS criterion.

Policy 2.1.1.4: Maintain our existing signal inventory study for all roads for which Port St. Lucie has operational, maintenance and jurisdictional responsibility as a basis for implementing the 2010 Highway Capacity Manual city-wide.

Policy 2.1.1.5: Coordinate with the St. Lucie TPO a regular review of accident data and identify above average accident locations. Prepare a report every two years on high accident locations including proposed corrective measures and costs.

Objective 2.1.2: Existing and future roadway deficiencies based on standards established in this plan shall be mitigated through a continuous roadway improvement program.

Policy 2.1.2.1: In coordination with the St. Lucie TPO, continue to develop and implement a Transportation Improvement Program (TIP) that is consistent with the goals and policies of this plan.

Policy 2.1.2.2: Review all proposed development for consistency with the goals, objectives, and policies of this plan and require coordination of traffic circulation plans and improvements with land use, right-of-way and infrastructure plans, before development approval. Traffic circulation plans shall address the mitigation of all potential project impacts on the roadway system.

Policy 2.1.2.3: Review access points and driveways associated with development to assure safety and compatibility with the existing and future roadway network. Impose requirements for

conformity as a condition of development approval based on the City's existing access standards, which are equal to or greater than those of FDOT. New development shall attempt to accommodate more than one access point.

Policy 2.1.2.4: Review on-street parking to assure adequate sight distance to provide safe entry and exit for all new development and roadway projects.

Policy 2.1.2.5: Consider an equitable pro rata share of the costs to provide roadway improvements to serve new development as credit for required impact fees.

Policy 2.1.2.6: Maintain the operation of the roadway network at or above the LOS standards as listed in Policy 2.1.2.7.

Policy 2.1.2.7: The City adopts the following level of service standards for SIS and non SIS facilities:

**MINIMUM LEVEL OF SERVICE STANDARDS**

<u>Facility Type (Non SIS)</u>	<u>LOS Standard</u>
Collector	D
Minor Arterial (Urban)	E *
Primary Arterial (Urban)	E *
State Highway (Urban)	D
Limited Access Facility (Urban)	D

(Level of service for roadways shall be determined based on peak hour traffic conditions.)

**LEVEL OF SERVICE STANDARDS**

<u>Facility Type</u>	<u>Standards</u>
<del>Backlogged</del> <u>Transportation Deficient</u> Facilities	maintain & improve
Constrained Facilities	maintain*

\*Transportation System Management and Transportation Demand Management measures will be used to maintain and improve traffic flow.

**SIS Facilities Level of Service Standards**

<u>SIS Roadway Corridors</u>	<u>Roadway Segment</u>	<u>LOS Standard</u>
I-95	Martin County Line to Gatlin Boulevard	<del>E</del> <u>D</u>
I-95	Gatlin Boulevard to St. Lucie Boulevard	<del>D</del> <u>C</u>
I-95	St. Lucie Boulevard to Midway Road	<del>E</del> <u>D</u>
Florida's Turnpike	Martin County Line to Becker Road	<del>E</del> <u>D</u>
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	<del>E</del> <u>D</u>
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Rd	<del>E</del> <u>D</u>

Policy 2.1.2.8: In coordination with FDOT, designate as constrained facilities those roadways in the City which operate below acceptable levels of service and where capacity improvements are not feasible due to physical or policy barriers.

Policy 2.1.2.9: New development and redevelopment must demonstrate that the adopted roadway level of service can be maintained in the buildout year of the development. A traffic study prepared

by a registered Professional Engineer shall be provided to the City identifying existing and future traffic volumes at buildout of the development, as well as recommendations for roadway improvements, if any. For those projects that cannot meet the concurrency requirement for transportation, Article V – Offsite Improvements of the City’s Land Development Regulations includes the provision for the use of “proportionate fair-share mitigation for transportation facilities” consistent with Florida Statute 163.3180.

~~Continue to review all development proposals for conformance with the requirements of Chapter 160 Concurrency Management System.~~

Policy 2.1.2.10: Up to the fiscal year indicated for improvements, operating conditions for transportation deficient ~~backlogged~~ or constrained facilities may be maintained or improved through Transportation System Management and Transportation Demand Management measures.

Policy 2.1.2.11: Provide timely resurfacing and repair of roads and bridges to minimize costly reconstruction and enhance safety.

Policy 2.1.2.12: The City shall not be required to stop issuance of final development orders for projects which affect ~~backlogged~~ transportation deficient county or state roads outside of City jurisdiction.

Policy 2.1.2.13: The City may consider the establishment of a multimodal quality level of service standards that includes bicycle facilities including bicycle lanes, pedestrian facilities, and transit in addition to vehicular roadway capacity level of service standards. The City should coordinate with the FDOT, St. Lucie County, and the St. Lucie County TPO in developing planning studies in the feasibility of a multimodal quality level of service standards.

Policy 2.1.2.14: The City will continue to evaluate and revise the existing Land Development Regulations to be in compliance with Florida Statutes on all transportation related regulations ~~including the establishment of a proportionate fair share calculation for transportation impact fees.~~

*Objective 2.1.3: Acquire the right-of-way needed for the future roadway network based upon the Regional Long Range Transportation Plan and the future land use element of this plan.*

Policy 2.1.3.1: Prohibit encroachment of development and required setbacks into established present and future rights-of-way and within the law require dedication of right -of-way through development orders issued by the City.

Policy 2.1.3.2: Review proposed development plans for impact on the future land use plan and assess the capacity needs of each project as it relates to the thoroughfare right-of-way protection plan by requiring a traffic impact analysis.

*Objective 2.1.4: The City should reduce greenhouse gases by promoting increased usage of transit, improved bicycle and pedestrian facilities, and more efficient roadways.*

Policy 2.1.4.1: The City may seek to secure and utilize TRIP funds for transportation related projects when funds are made available.

Policy 2.1.4.2: The City may work with the County in budgeting and planning Transportation Demand Management (TDM) and Transportation System Management (TSM) measures to reduce traffic congestion, improve levels of service, and reduce greenhouse gas emissions.

Policy 2.1.4.3: The City should continue working with the St. Lucie TPO and the County in establishing new transit facilities and routes that meets the demand of the residents and the future land use map to reduce traffic congestion. The City should also seek to construct new bus stops and transit amenities such as benches and bus shelters on new and existing bus routes.

**GOAL 2.2: ESTABLISH AN INTEGRATED TRANSPORTATION SYSTEM CONSISTENT WITH FUTURE DEVELOPMENT IN THE CITY.**

*Objective 2.2.1: Motorized and non-motorized needs shall be addressed and met for each new development approved.*

Policy 2.2.1.1: Review development projects to require improvements for pedestrian and bicycle facilities.

Policy 2.2.1.2: Review on-site traffic flow to assure adequate circulation for motorized and non-motorized vehicles and pedestrians is provided.

Policy 2.2.1.3: Review development projects to ensure that adequate parking is provided for the proposed use consistent with the parking requirements identified in the latest Land Development Regulations.

Policy 2.2.1.4: Encourage new developments to construct bus stops and other transit amenities along with bicycle parking facilities.

Policy 2.2.1.5: The City may encourage all new roadways as complete streets and to consider reconfiguring existing roadways to a complete street design.

*Objective 2.2.2: In cooperation with the county, review and revise as needed plans to provide transportation services to the transportation disadvantaged.*

Policy 2.2.2.1: In coordination with the St. Lucie County Council on Aging the City may continue to plan to provide effective service for work, meals, and other necessary trips to the transportation disadvantaged within the City.

Policy 2.2.2.2: Coordinate with the St. Lucie TPO to maintain and establish transit services to meet the needs of the general public including those in the Western annexation areas.

Policy 2.2.2.3: Participate with St. Lucie County, the City of Fort Pierce, and other local jurisdictions via the St. Lucie TPO in implementation of cost effective transit service.

Policy 2.2.2.4: Ensure that all new parking facilities, pedestrian facilities, transit amenities, and all other transportation infrastructure is in compliance with ADA standards.

**GOAL 2.3: MEET THE CURRENT AND FUTURE MOBILITY NEEDS OF RESIDENTS, BUSINESSES, AND VISITORS WITH A BALANCED TRANSPORTATION SYSTEM.**

*Objective 2.3.1: The transportation system shall be improved to appropriately accommodate bicycle and pedestrian roadway design and facility requirements where determined feasible and when funding is made available.*

Policy 2.3.1.1: Consider new Land Development Regulations, design criteria and standards to be used in addressing the needs of bicyclists and pedestrians including but not limited to roadway typical sections.

Policy 2.3.1.2: Develop a GIS-based program to systematically inventory all significant streets within the City, with particular attention given to hazards, bottlenecks, and barriers.

Policy 2.3.1.3: Continue to implement the requirements outlined in the Land Development Regulations that all new developments provide bicycle facilities and/or sidewalks along all major collectors and arterials within and adjacent to the proposed development.

Policy 2.3.1.4: Continue to implement the City's Sidewalk Program to connect or complete either existing or proposed sidewalks in a manner that provides a complete pedestrian circulation system. Sidewalk projects may be prioritized based upon nearby schools, parks, and existing sidewalks.

*Objective 2.3.2: Cooperate with the County on their Greenways and Trails program and with the St. Lucie County TPO on their Bicycle and Pedestrian Plan.*

Policy 2.3.2.1: Establish bicycle and pedestrian facilities in accordance with AASHTO guidelines and the Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways in the vicinity of schools, with emphasis placed upon the area encompassing schools that are not serviced by the school bus system.

Policy 2.3.2.2: Cooperate with the St. Lucie TPO in implementation of the 2008 St. Lucie Bicycle, Pedestrian, Greenways & Trails Master Plan. The policies and regulations in the Master Plan should be adopted into the LDR's.

Policy 2.3.2.3: Work with local recreation departments, the South Florida Water Management District, and the State Department of Environmental Protection to develop bicycle facilities and trails within community and regional parks, off road trails such as drainage canals and utility right-of-way property, and other major recreational facilities.

Policy 2.3.2.4: Coordinate bicycle planning activities with other agencies associated with bicycle planning activities.

*Objective 2.3.3: Manage the street system safely and efficiently for all modes of users and seek to balance limited street capacity among competing uses.*

Policy 2.3.3.1: Promote safe and convenient bicycle and pedestrian access throughout the transportation system and support the establishment of bicycle and pedestrian facilities within arterial and collector roadways.

Policy 2.3.3.2: Support the development of an integrated, regional transit system and work with transit providers to provide safe and convenient access to transit stops and facilities.

Policy 2.3.3.3: Encourage transit services that address the needs of persons with disabilities, elderly, people with special needs, and people who depend on public transit for their mobility.

Policy 2.3.3.4: The City may require new development or redevelopment to support alternative modes of transportation. Such measures may include, but are not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as park-and-ride facilities.

Policy 2.3.3.5: The City may support and encourage the use of carpooling and vanpooling as effective mechanisms for increasing vehicle occupancy rates and decreasing greenhouse gas emissions.

Policy 2.3.3.6: Proposed development may be reviewed during the Development Review process for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, public transit facilities, access modifications, loading facilities, and parking facilities.

Policy 2.3.3.7: Transportation facilities may be designed to result in a pleasing environment enhanced by trees and landscaping that will present an attractive community appearance, enhance safety, reduce heat island effects, and provide shade for pedestrians, bicyclists and transit uses.

*Objective 2.3.4: The City of Port St. Lucie will maintain an effective Stormwater Management Plan which includes strategies to improve drainage, improve water quality and provide flood protection.*

*Policy 2.3.4.1: The City's Public Works Department will utilize its geodatabase and mapping system of its stormwater facilities to assist the City in its maintenance, modification and management of drainage facilities.*

*Policy 2.3.4.2: The Stormwater Utility Fee will be utilized to fund capital projects to replace and/or modify existing infrastructure. In selecting and designing capital projects to be funded, the City will consider evolving and projected conditions affecting stormwater, transportation, and other infrastructure.*

**GOAL 2.4: COORDINATE TRANSPORTATION-RELATED ISSUES WITH THE FDOT, THE TREASURE COAST REGIONAL PLANNING COUNCIL, ST. LUCIE COUNTY, THE TPO, THE DIVISION OF COMMUNITY DEVELOPMENT, AND OTHER PRIVATE OR PUBLIC TRANSPORTATION-RELATED AGENCIES.**

*Objective 2.4.1: Share common transportation goals, objectives, and policies with the transportation-related agencies listed above where common interests are involved. The City should coordinate with adjacent jurisdictions on multi-modal approaches to transportation planning and implementation of concurrency or mobility.*

Policy 2.4.1.1: Review the existing Goals, Objectives, and Policies of other agencies when revising or altering Goals, Objectives, and Policies for the City.

Policy 2.4.1.2: Continue to ensure that all interested agencies listed above are informed of transportation related activities and improvements via copies of correspondence.

Policy 2.4.1.3: As part of the Capital Improvements Element update process, annually review transportation improvements planned for the City indicating the agency responsible for the improvement and the estimated date of completion.

Policy 2.4.1.4: The City ~~should~~ shall consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

Policy 2.4.1.5: The City may consider reviewing existing fee structures to fund alternative modes of transportation including a mobility fee based upon multi-modal capital improvement projects, system efficiency, and congestion management.

*Objective 2.4.2: Applicable agencies listed in Goal 2.4 shall be advised of development proposals which may have impacts within their respective jurisdictions and request comments, as applicable.*

Policy 2.4.2.1: Continue to utilize the standard checklist procedure to advise applicable agencies of proposed developments.

Policy 2.4.2.2: Evaluate existing policies relating to design standards for reconstructed roadways to incorporate requirements for bicycle and pedestrian facilities.

**GOAL 2.5 – COOPERATE WITH ST. LUCIE COUNTY TO ESTABLISH AND ENCOURAGE THE PROTECTION OF SCENIC FEATURES, NATURAL RESOURCES AND HISTORIC SITES ALONG THE DESIGNATED ROADWAY.**

*Objective 2.5.1: The City of Port St. Lucie should cooperate with St. Lucie County in maintaining those roadway and transportation corridors that have unique social, environmental or historic resources as a Scenic Highway consistent with the general requirements of the State Florida Scenic Highway Program. Designation as a National Scenic Byway will be sought consistent with Federal program guidelines.*

Policy 2.5.1.1: The following roadway is designated as a Scenic Highway under the Florida Scenic Highway Program, as administered by the Florida Department of Transportation:

- a.) Indian River Drive - All segments of Indian River Drive that are within the City of Port St. Lucie

Policy 2.5.1.2: The City of Port St. Lucie shall, consistent with the other elements of this Plan (Future Land Use, Conservation and Coastal Management, Recreation and Open Space), encourage the protection and preservation of the scenic features, natural resources, and historic sites along the candidate roadway or transportation corridors, while minimizing any potential negative impacts on adjacent properties.

**GOAL 2.6 – PROVIDE A SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM FOR THE WESTERN ANNEXATION AREAS**

*Objective 2.6.1: Provide a comprehensive transportation system for the Western Study Area that provides a sufficient roadway grid network that accommodates the planned uses identified in the future land use map.*

Policy 2.6.1.1: Encourage proposed development in the Western Annexation areas to incorporate a local grid street network with spacing of collector roads approximately one-half mile to one mile apart. The collector roads should provide public access to the area-wide network with multiple connections to the local and arterial roadways.

Policy 2.6.1.2: Encourage proposed development in the Western Annexation areas to incorporate a local grid street network with spacing of local roads approximately one-quarter to one-half mile apart. The local roads should provide public access to the area-wide network with multiple connections to the collector and arterial roadways.

Policy 2.6.1.3 The city shall enforce the Northwest Annexation Area Right-of-Way Network Map and protect right-of-way by requiring all appropriate land to be deeded to the City at the time of the first subdivision plat approval.

Policy 2.6.1.4: Right-of-way deficiencies in the Western Annexation areas shall be satisfied by deeding of equal amounts of right-of-way from each side of the deficient roadway, unless the following conditions apply:



- a. Where right-of-way must be dedicated for site related improvements, all such dedicated right-of-way shall come from the development project side of the roadway.
- b. Where a drainage district canal right-of-way, a railroad right-of-way, a high voltage power line, or similar impediment abuts one (1) side of a deficient road right-of-way, the entire right-of-way deficiency shall be made up from the property on the opposite side.
- c. Where at least one-half (1/2) of the required road right-of-way has been provided from the property on one (1) side of a deficient road right-of-way, the remaining right-of-way deficiency shall be made up from the property on the opposite side.

Policy 2.6.1.5: The roadway plan for the Western Annexation Area, as depicted in Transportation Series Map 2, 2035 Needs Assessment Map, will be built as development occurs in the study area and will be financed or constructed by developers as part of the development approval process.

Policy 2.6.1.6: All new developments must provide the appropriate infrastructure to facilitate the use of public transportation such as bus stops locations and shelters.

Policy 2.6.1.7: Sufficient pedestrian, parking and bicycle facilities shall be constructed pursuant to the latest Land Development Regulations for all new development and roadway projects within the Western Annexation areas.