



City of Port St. Lucie

Southwest Annexation Area Transportation Assessment

Project Update & Initial Findings

Presented by Treasure Coast Regional Planning Council
In collaboration with Kittelson & Associates and City Staff

City Council Winter Workshop
February 2026

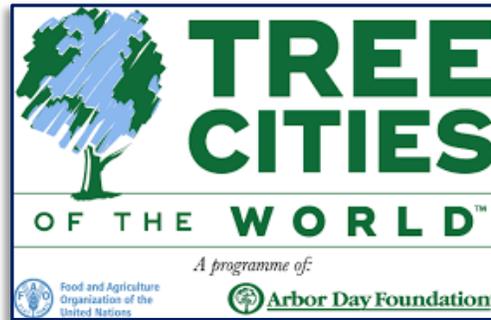
National & International Recognition



**Port St. Lucie, FL,
United States**

Residents Tag Mobility as
Priority. Port St. Lucie Uses
Data to Deliver

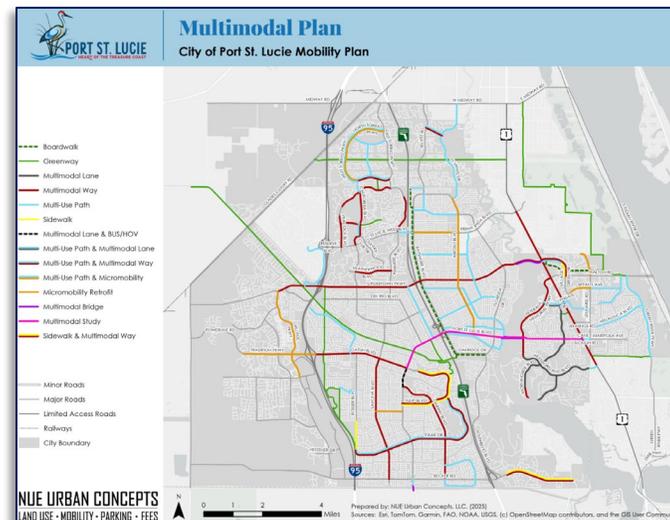
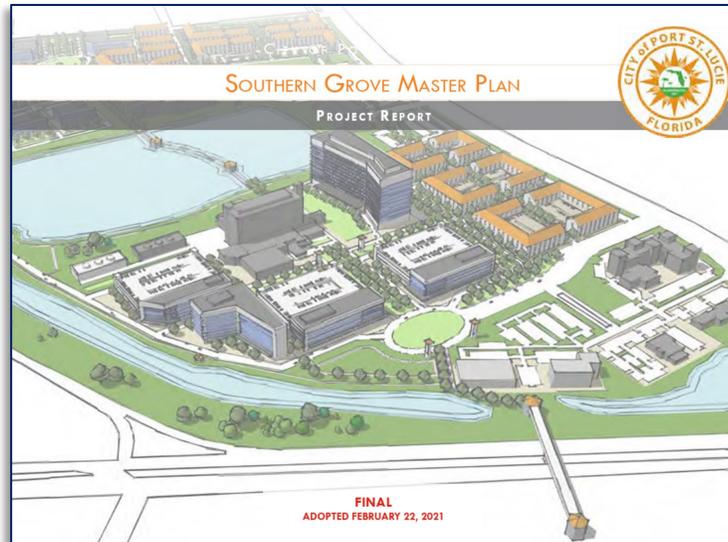
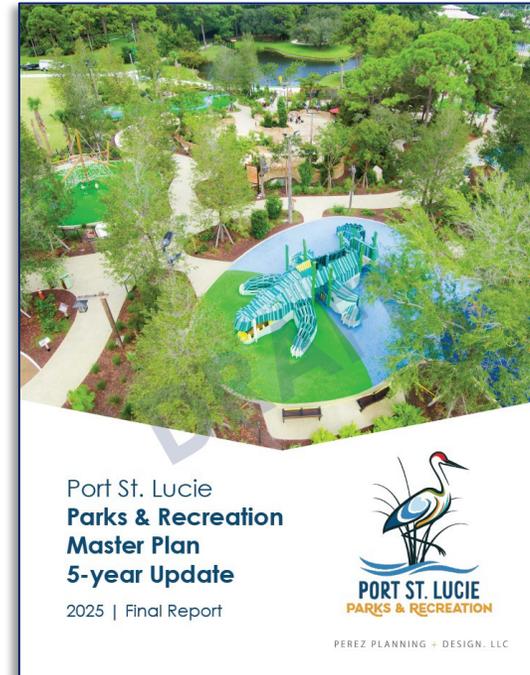
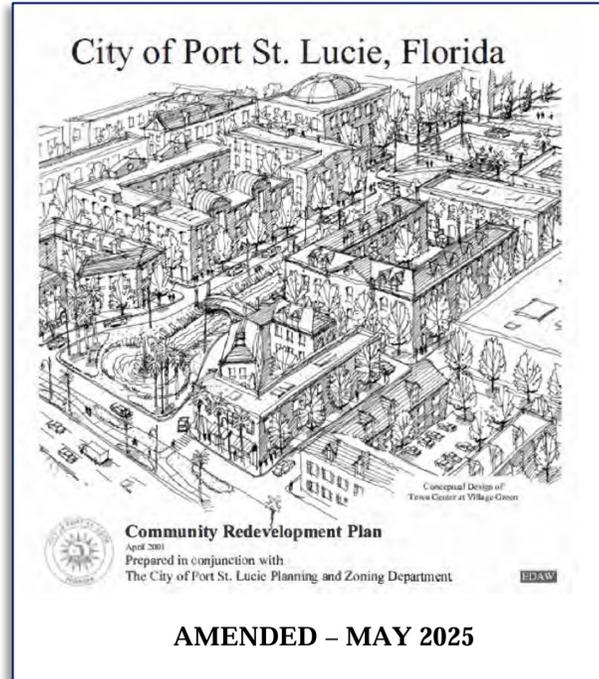
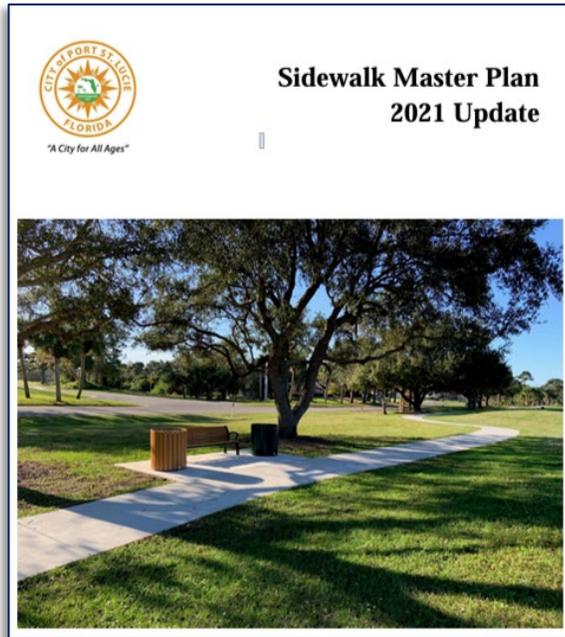
[Read more](#)



**City selected for 2025 Great Places in
Florida People's Choice Award**



Data-Driven Planning



Responding to a Rapidly Growing Population



MAY 21, 2025

The Fastest-Growing Places in the U.S. in 2025-2026

16. Port St. Lucie, Florida

Known for its peaceful demeanor and a low crime rate, this town encapsulates the life of leisure that many desire when they move to Florida ... New businesses and entertainment venues are ready to keep locals busy if they want.

TCPalm.

DECEMBER 9, 2024

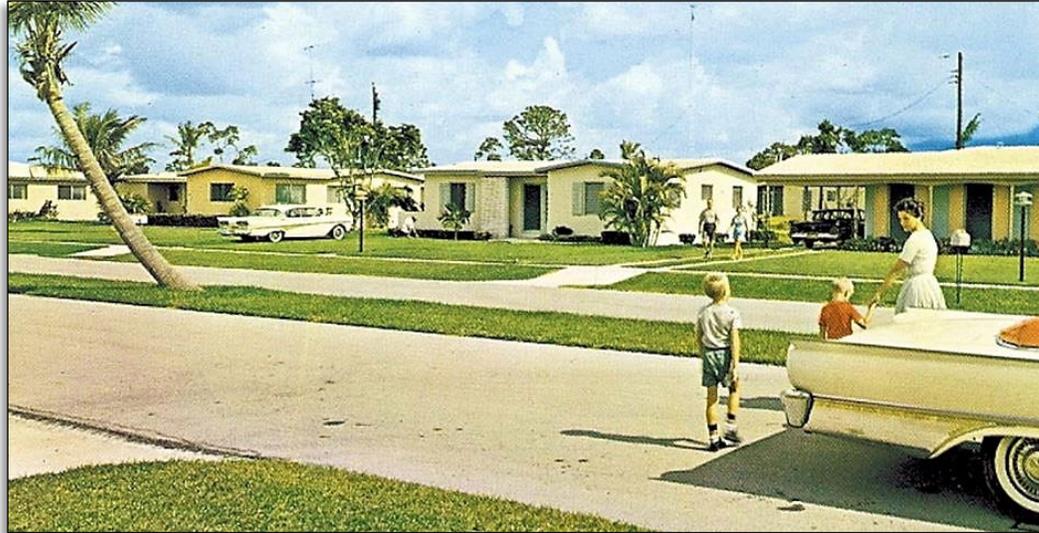
Will Port St. Lucie be as big as Miami? Here's what to know about population, growth



APRIL 30, 2025

Port St. Lucie's population boom reshapes city planning and infrastructure

A Look Backwards ...



LIFE IN PORT ST. LUCIE, FLORIDA

Start Now to Own Your Own Choice Land on Florida's Famous East Coast



Look at the people on these pages, enjoying the happy, relaxed, fulfilled life folks of all ages find in Port St. Lucie. And decide to start, right now, to prepare the way for your own wonderful future in this sub-tropical paradise.

Port St. Lucie is a fine, carefully planned, progressive community — built in a setting of great natural beauty. The land is high and dry — studded with stately pines. The lovely St. Lucie River which winds through the property, is one of the most picturesque in all Florida. And as you drive through the countryside, you will marvel at the beauty of the green and gold citrus groves and savor the sweet scent of fragrant orange blossoms.

The climate is delightful — warmed in winter and cooled in summer by prevailing trade winds from the Atlantic Ocean. Here, you can enjoy your favorite outdoor sport — raise tropical fruits, vegetables, and gorgeous, exotic flowers throughout the year.

And the location is ideal, on the fast-growing East Coast, famous for its millionaires' mansions and luxury resort hotels.

BIG 80' x 125' HOMESITES
\$10 DOWN — \$10 A MONTH SALE PRICE **\$995**

Yet, thanks to the famous Mackle Plan, you can buy your own choice piece of property in Port St. Lucie — enjoy all the conveniences and advantages of Florida's East Coast — for money you'll hardly even miss. Just \$10 down and \$10 a month buys a big, well-located homesite. Why not start, right now, to own your own "place in the sun" in Port St. Lucie?

All you do is fill out the coupon below and mail with a \$10 deposit. As soon as your deposit is received, you will be sent a contract, and a map showing the exact location of your property. Then pay only \$10 a month, which includes 5% interest, until your contract is completed.

But don't put it off. Act now! *Prices subject to change without notice.*

YOUR GUARANTEE

- You are protected three ways:
1. By the substantial resources of General Development Corporation.
 2. By the more than 50 years experience of the Mackle Company, and personal integrity of the Mackle brothers.
 3. By an unconditional 30 day money back guarantee.



M Another MACKLE-BUILT COMMUNITY through **GD**
GENERAL DEVELOPMENT CORPORATION

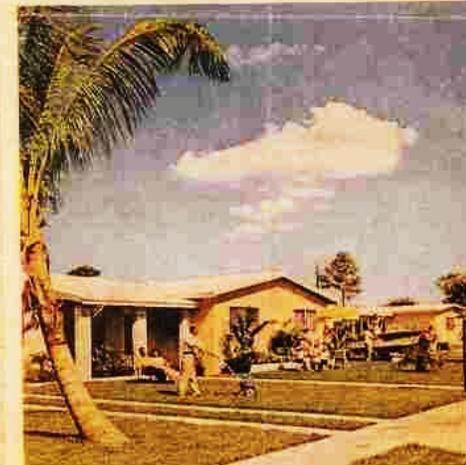
We thank you to contact about the Port St. Lucie Division at Florida State Chamber of Commerce, Jacksonville, Florida; Chamber of Commerce, Miami, Florida; Chamber of Commerce, Ft. Pierce, Florida; Chamber of Commerce, Ft. Pierce, Florida.

Send Coupon Today!

PORT ST. LUCIE DIVISION PSL-20
 General Development Corporation
 P.O. Box 34-1308 • Miami, Florida

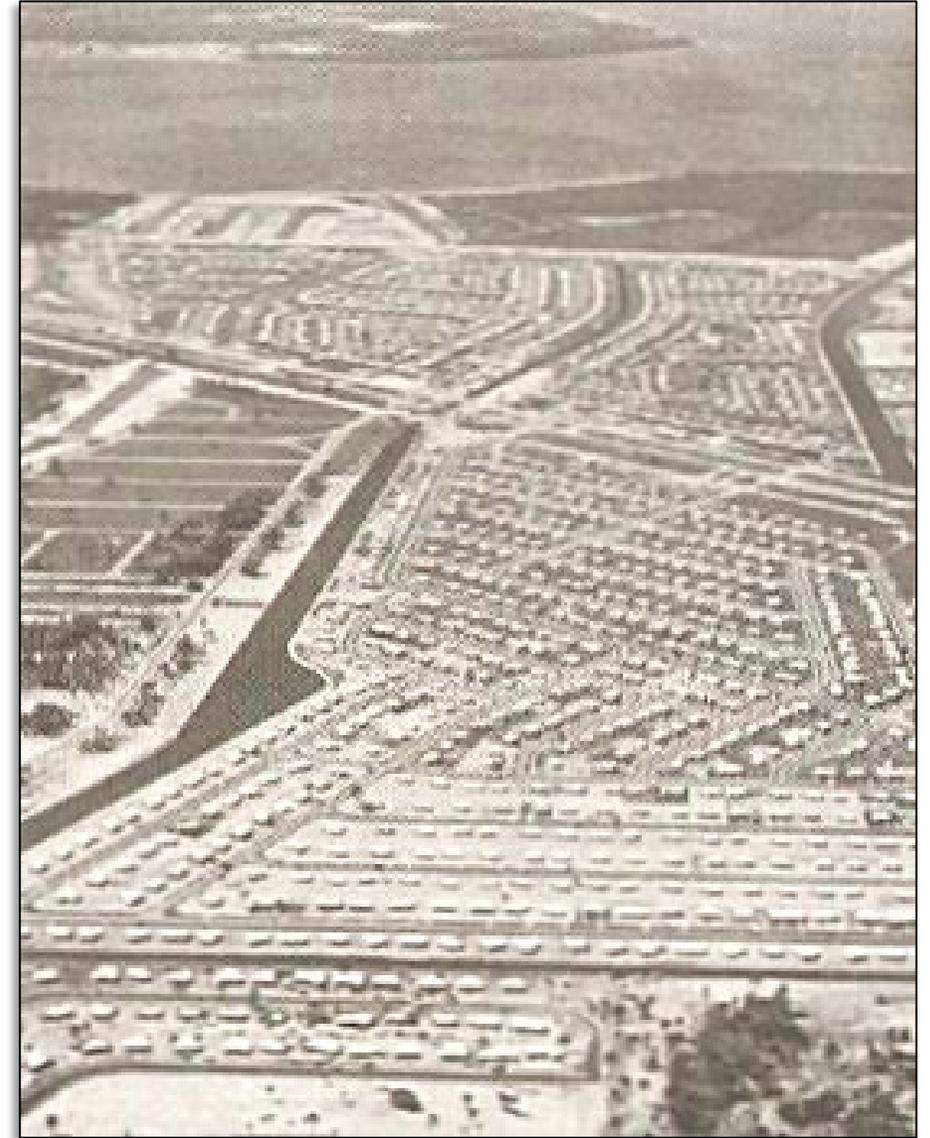
Please reserve lots (fill in number desired) each 80' x 125' ft. I enclose \$10 payment on each. (Final purchase contract and map showing location of my property. My deposit will be returned promptly and without question if I notify you within 30 days.
(Please do not make checks or pay until 30)

NAME
 ADDRESS
 CITY ZONE STATE
 TELEPHONE GD 3384-110



FINE LIVING— Port St. Lucie is a community lived in and loved, with beautiful homes, wide, paved streets, parks, electricity and telephone. Shopping, movies, schools, churches are all nearby.

A Look Backwards ...



The Planning History of the City of Port St. Lucie, FL



Pre-1960s

1960s Subdivision Decade

1970s Zoning Decade

1980s Comprehensive Planning Decade

1990s Water, Sewer, Fire, Design Decade

2000s Boom to Bust and Weather Events Decade

2010s



- 1951 - Abi and Seminole Native American tribes lived near the North Fork of the St. Lucie River.
- 1952 - Florida becomes a state.
- 1961 - The first organized non-indigenous settlement in the Port St. Lucie area took place in Boca.
- 1962 - Henry Flagler's Florida East Coast Railway is extended south through the Port St. Lucie area.
- 1962 - St. Lucie County is created from the southern portion of Brevard County.
- 1965 - US-1 is constructed as the area's first north-south automobile transportation corridor.
- 1967 - Rodick's Turnpike opened as the first north-south limited access highway.
- 1968 - General Development Corporation (GDC) purchased the Boca Turnpike interchange and 40,000 acres along the North Fork of the St. Lucie River.
- 1969 - GDC opened a bridge over the North Fork of the St. Lucie River, allowing for direct automobile access over the river.



- 1961 - The City of Port St. Lucie is incorporated due to a dispute by GDC with St. Lucie County over the usage of toll centers for roadway construction.
- 1961 - Ordinance 601 established the City's first subdivision ordinance.
- 1960-1961 - First St. Lucie Blvd bridge across the North Fork of the St. Lucie River and Long Creek is constructed.
- 1960 - Interchange to Markie's Turnpike at Port St. Lucie Blvd. constructed.



- 1970 - Population: 380.
- 1970 - The City adopts its first Zoning Ordinance.
- 1971 - Single-Family Zoning Ordinance.
- 1972 - State law that restricts development due to wellhead requirements is adopted. The portable development in Sections 43, 44, 45, 46, 47, and 48 until the 1970s when water and sewer are provided.
- 1973 - The Planning and Zoning Board is formed and has 18 members.
- 1973 - Board adopts the Growth Management Plan requiring local governments to prepare and adopt comprehensive plans.
- 1973 - The official zoning map is adopted by Ordinance 76-42.
- 1976 - Port St. Lucie City Hall is constructed at the corner of Alrose Blvd. and New St. Lucie Blvd.
- 1977 - Adopted Development of Regional Impact development order is adopted.



- 1980 - Population: 14,090.
- 1980 - The City's first Comprehensive Plan is adopted by Ordinance 80-31.
- 1980 - The City of Port St. Lucie Police Experiment becomes fully operational.
- 1981 - Shoreline Development of Regional Impact development order is adopted.
- 1982 - The City's first Comprehensive Plan Evaluation and Appraisal Report (CEAR) is adopted.
- 1982 - 10,000 homes have water service while the utility was being transferred by St. Lucie County.
- 1983 - The Storm Drainage Code was adopted, establishing construction requirements for developments greater than 2 acres. Additionally, the Construction Plan Fund was created to provide mitigation opportunities for flood preservation situations.
- 1984 - Ordinance of the water and wastewater system is transferred to the City of Port St. Lucie with a customer base of 17,238 water customers and 10,850 sewer connections. The Water and Sewer Master Plan is adopted. The City is subdivided into multiple utility service areas and about 65,000 properties were served with water and wastewater.
- 1985 - Ordinance 85-45 declares water shortage to protect the water resources of the City from outside influences.
- 1986 - St. Lucie West Development of Regional Impact development order is adopted.
- 1988 - New York River Authority (NYRA) allows access for spring fishing.
- 1988 - Revenue Development of Regional Impact development order is adopted.



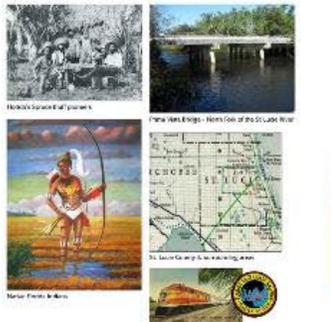
- 1990 - Population: 33,880.
- 1990 - CAG-based amendments to the Comprehensive Plan were adopted.
- 1990 - GDC and its subsidiary, General Development Estates (GDE), file for bankruptcy. St. Lucie County begins the quick sale process to assume ownership, operation, and maintenance responsibilities for GDC's water, sewer, water and gas utility.
- 1991 - 10,000 homes have water service while the utility was being transferred by St. Lucie County.
- 1993 - The Storm Drainage Code was adopted, establishing construction requirements for developments greater than 2 acres. Additionally, the Construction Plan Fund was created to provide mitigation opportunities for flood preservation situations.
- 1994 - Ordinance of the water and wastewater system is transferred to the City of Port St. Lucie with a customer base of 17,238 water customers and 10,850 sewer connections. The Water and Sewer Master Plan is adopted. The City is subdivided into multiple utility service areas and about 65,000 properties were served with water and wastewater.
- 1995 - Construction of the water distribution and wastewater collection systems commences in Special Assessment District 1. It is the beginning of a 10 year Citywide utility system expansion program.
- 1995 - Non-revenue development study is prepared detailing the need for more non-revenue areas.
- 1995 - The City's first Comprehensive Plan Evaluation and Appraisal Report (CEAR) is adopted.
- 1997 - The city receives three model energy standards for Port St. Lucie Blvd and Galleo Blvd. adopted by Ordinance 97-01.
- 1998 - CAG-based amendments to the Comprehensive Plan were adopted.
- 1998 - Southeast Inland Harbor Plan is adopted.
- 1999 - Southeast 191-925 project is completed and the road is widened to connect US-1 to Single Line Rd. The original name for the corridor is West Village Corridor, but is later renamed Countdown Parkway.
- 1999 - Charlotte-Orange-Orangeburg are adopted including all commercial and industrial areas to enhance the aesthetics of the city.
- 1999 - After an extended drought, water delivery facilities in the western part of the City, including three wells, a 300,000-gallon tank and three pumps.



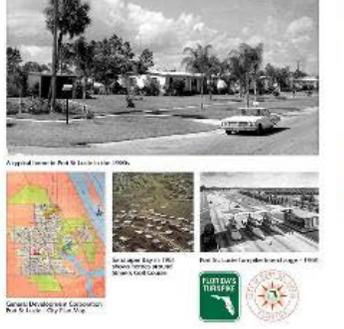
- 2000 - Population: 88,767.
- 2000 - Ordinance 00-42 Comprehensive Emergency Operations Plan was adopted.
- 2000 - ITC, State's involvement in Regional Impact development order is adopted.
- 2000 - Corporate Redevelopment Area (CRA) is established by Ordinance 00-400 that creates the boundary and outlines the need for the development of a main center at US-1 and Veterans Rd., City Center.
- 2002 - Woodcreek (partial) Development of Regional Impact development order is adopted.
- 2003 - Rawnsley Concept Plan is adopted.
- 2003 - FCA Village Concept Development of Regional Impact order is adopted.
- 2004 - The Ladies' Club building prepares a study with recommended policy recommendations for the acquisition of more than 42 square miles of land west of US-1.
- 2004 - 500 Alternative Area is identified and a comprehensive interlocal agreement is adopted.
- 2004-2005 - Three devastating hurricanes, Frances, Jeanne, and Wilma test the City's ability to deal with challenges posed by high winds and rain.
- 2004-2007 - Each of these years the City is listed in the top 10 worst growing cities in the country by the US Census Bureau.
- 2005 - The City adopts an impact study to assess the need for more public buildings, etc.
- 2005 - Southern Circuit, Downtown University, Wilson Grove Development of Regional Impact development orders are adopted.
- 2005 - Bordo Rd. Channel Report is prepared by the Treasure Coast Regional Planning Council but is not subjected due to implementation costs.
- 2006 - Utility Master Plan is completed.
- 2007 - In response to an increase in pedestrian accidents, the City amends its Landscape code to require sidewalks on all non-residential developments and starts an aggressive sidewalk construction program.
- 2007 - Western Grove Development of Regional Impact development order is adopted.
- 2008 - The first segment of Countdown Parkway opens from Powers Dr. to Calverton Blvd.
- 2008 - Tropical Storm Fay causes flooding and irreparable sections of the City's storm drains.
- 2008 - A vulnerability study of the river is prepared and adopted.
- 2008 - Public School Facilities Element is adopted including school dormitory.
- 2008 - The City Center at City Center opens.
- 2009 - Port St. Lucie's First NSA talks with the national Nightclub and Entertainment Association.
- 2009 - Countdown Parkway and 1-95 interchange opens.
- 2009 - Citywide Design Standards are adopted to include historical and multifamily housing and promote green building standards.



- 2010 - Population: 154,605.
- 2011 - The Art Advisory Board is formed to review major site plans to encourage local artists.
- 2011 - City adopts Ordinance 11-37 for Urban Management Standards on 01/13/11.
- 2011 - Countdown Parkway is completed from 1-95 to Martin Lane as a three-lane divided parkway with green parks.
- 2011 - FDOT's Intermodal Investment Project drainage improvement is completed at Leonard Square and Gate South Road.
- 2012 - Southern Canal is added into the CRA.
- 2012 - The City's fourth comprehensive plan (CAH) is completed and adopted.
- 2012 - The City's first multi-modal transit station opens at DeLeon Ave.
- 2013 - Impact Fee Ordinance is enacted allowing taxation for the connectivity of public services such as schools, parks, and police.
- 2015 - Adopted Ordinance for Sustainable Accommodation procedure as per Ordinance 15-04 on 1/22/15.
- 2015 - Amended the impact fee schedule (2017).
- 2015 - Digital Domain plan for development and is issued.
- 2016 - Last segment of Countdown Parkway alignment to US1 Highway across St. Lucie River is open to traffic.



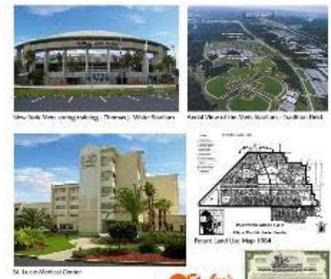
Historic Square Mall parkway
Historic building - North side of the St. Lucie River
Native American figure
Map of Port St. Lucie



Approved Interchange at Boca St. Lucie River, 1966
St. Lucie Bridge - North side of the St. Lucie River
General Development Corporation, Port St. Lucie, Florida
Florida Department of Transportation



Port St. Lucie City Hall
The New York River Authority - Old Fort, Manalapan, FL
Old Fort Schoolhouse
Port St. Lucie Senior Center



New York River Authority - Old Fort, Manalapan, FL
Port St. Lucie Senior Center
St. Lucie Medical Center



The New City Hall in Port St. Lucie
St. Lucie Civic Center
St. Lucie Civic Center
St. Lucie Civic Center



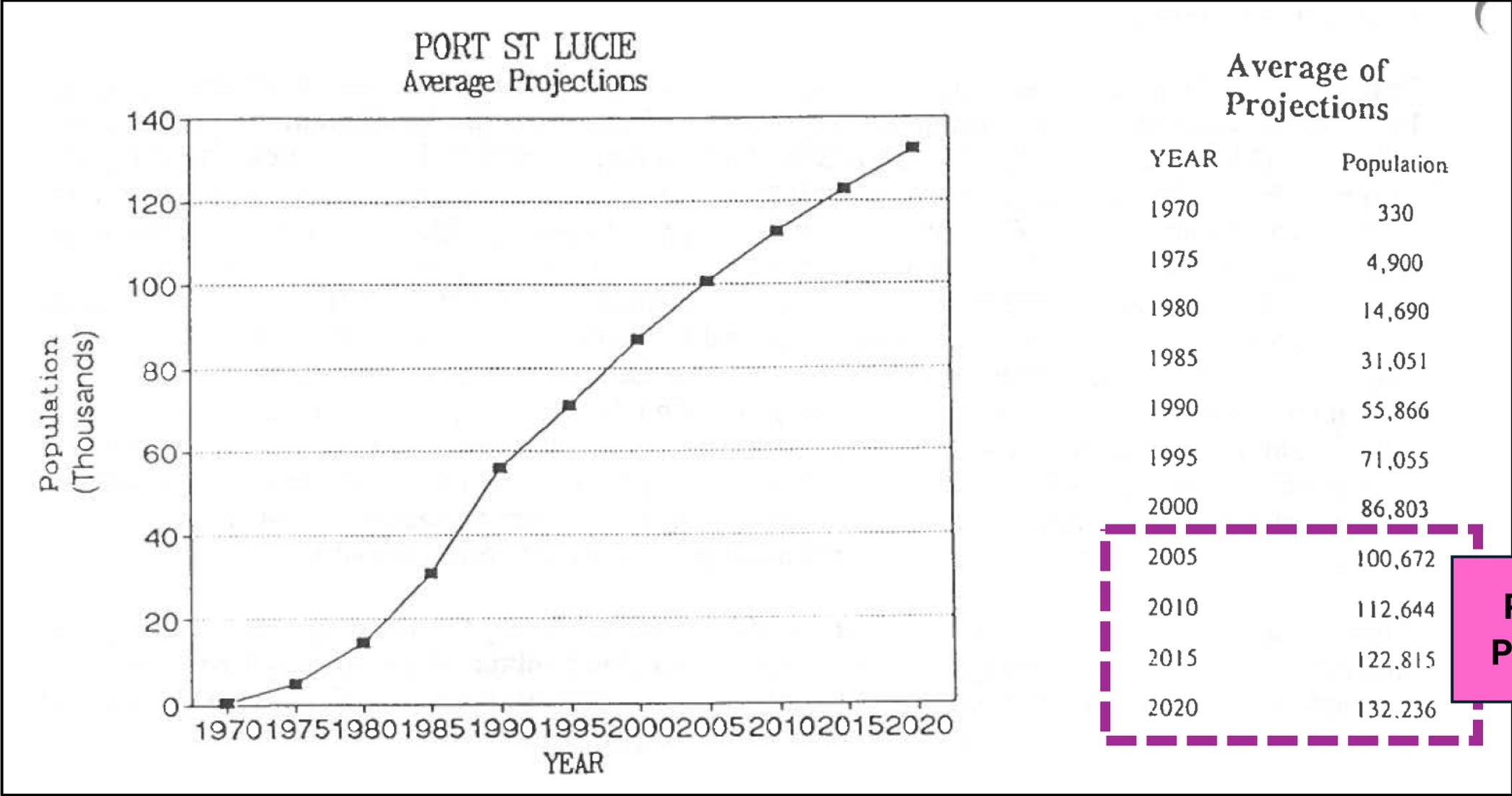
St. Lucie Civic Center
Upper Lake Wetlands
Tropical Storm Fay causes flooding and irreparable sections of the City's storm drains



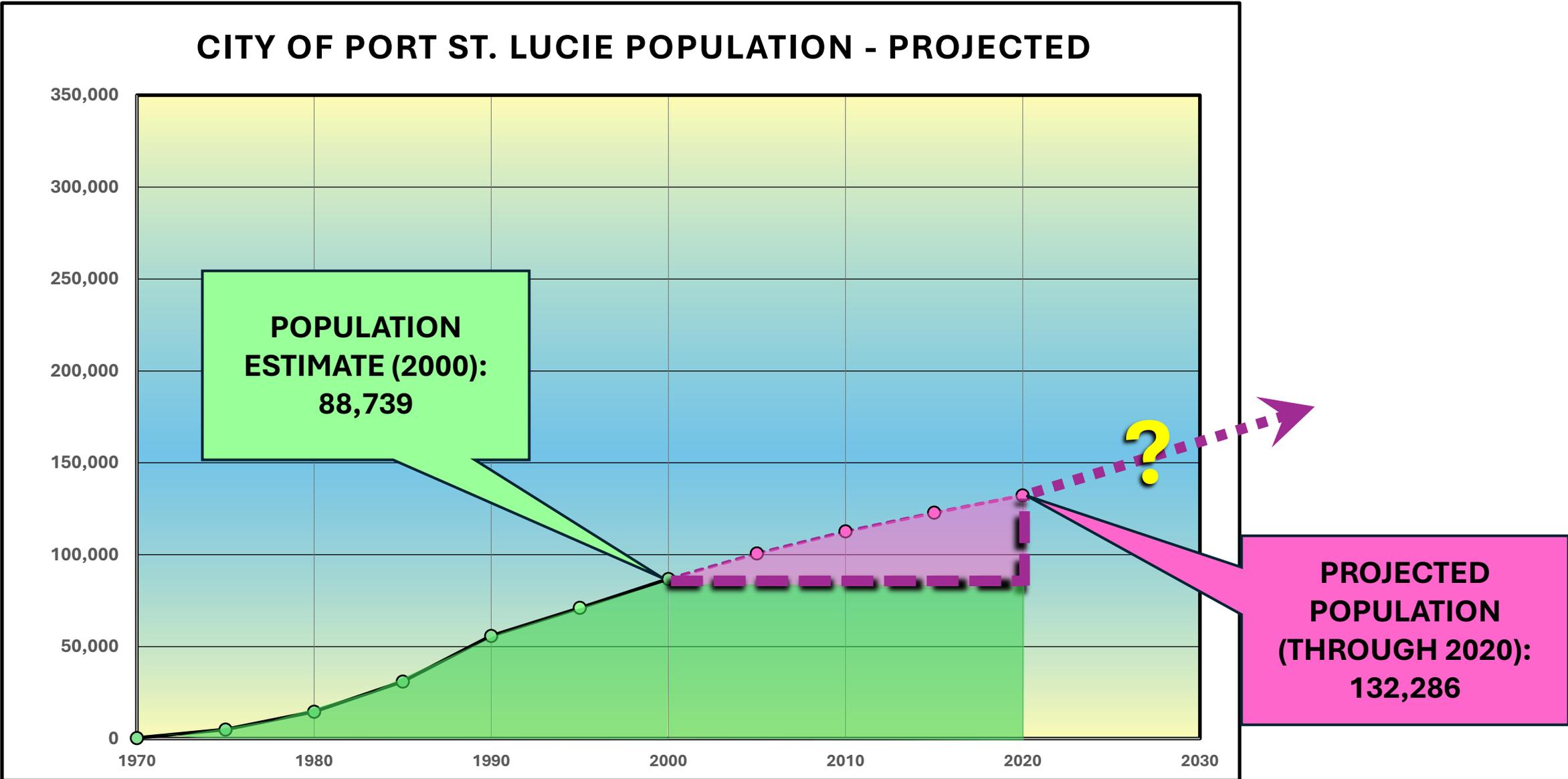
Last segment of Countdown Parkway across St. Lucie River approved
Countdown Parkway construction in Boca St. Lucie
St. Lucie Civic Center
St. Lucie Civic Center

Prepared for Planning and Zoning Department 1/21/2024.
St. Lucie & South Wabling Ave.
Franklin County, Florida - Port St. Lucie
St. Lucie, Florida - St. Lucie Historical Society, City of Port St. Lucie, FL

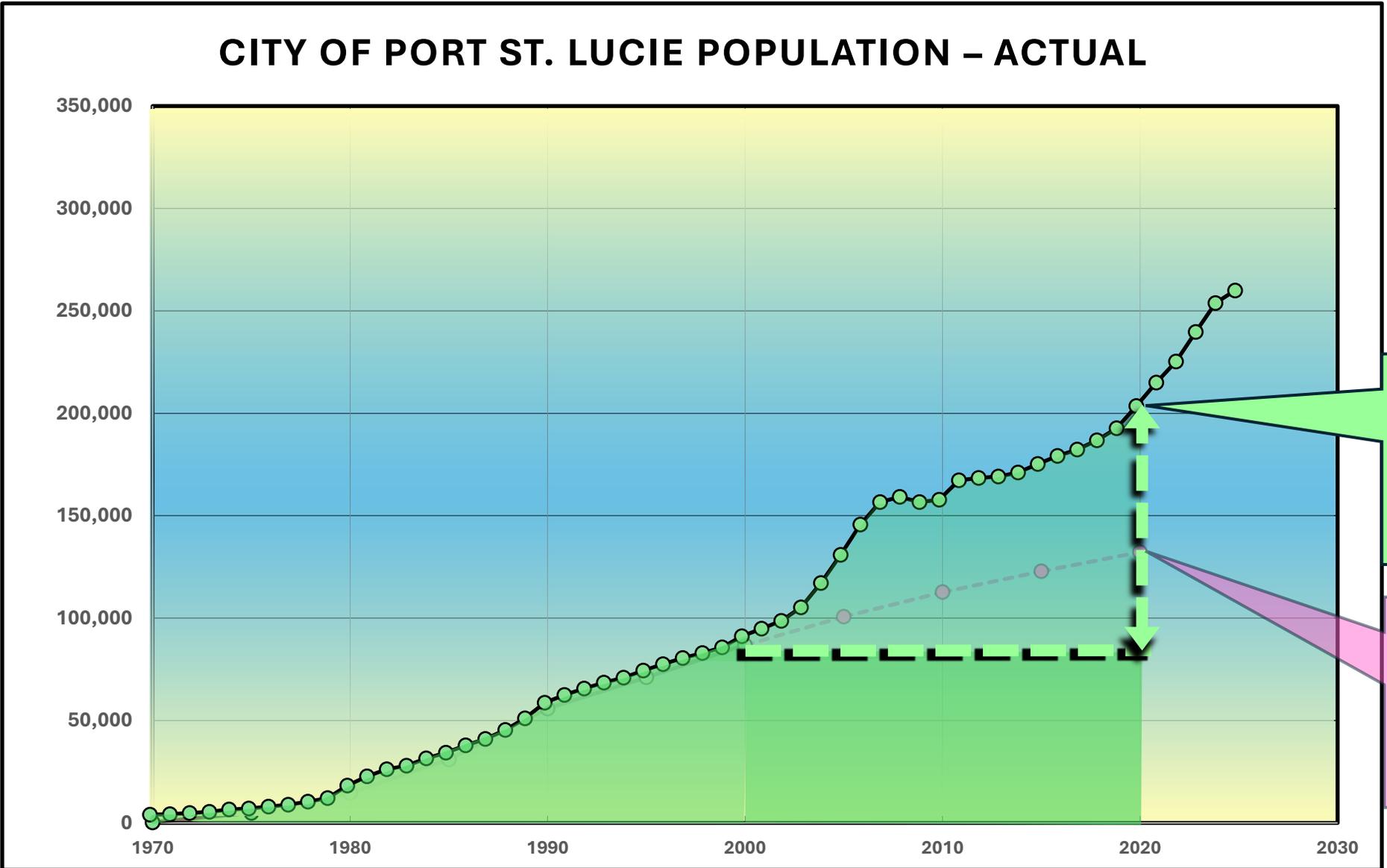
The City's Projected Population (early 2000s)



PSL's Historic Population Forecast (from the early 2000s)



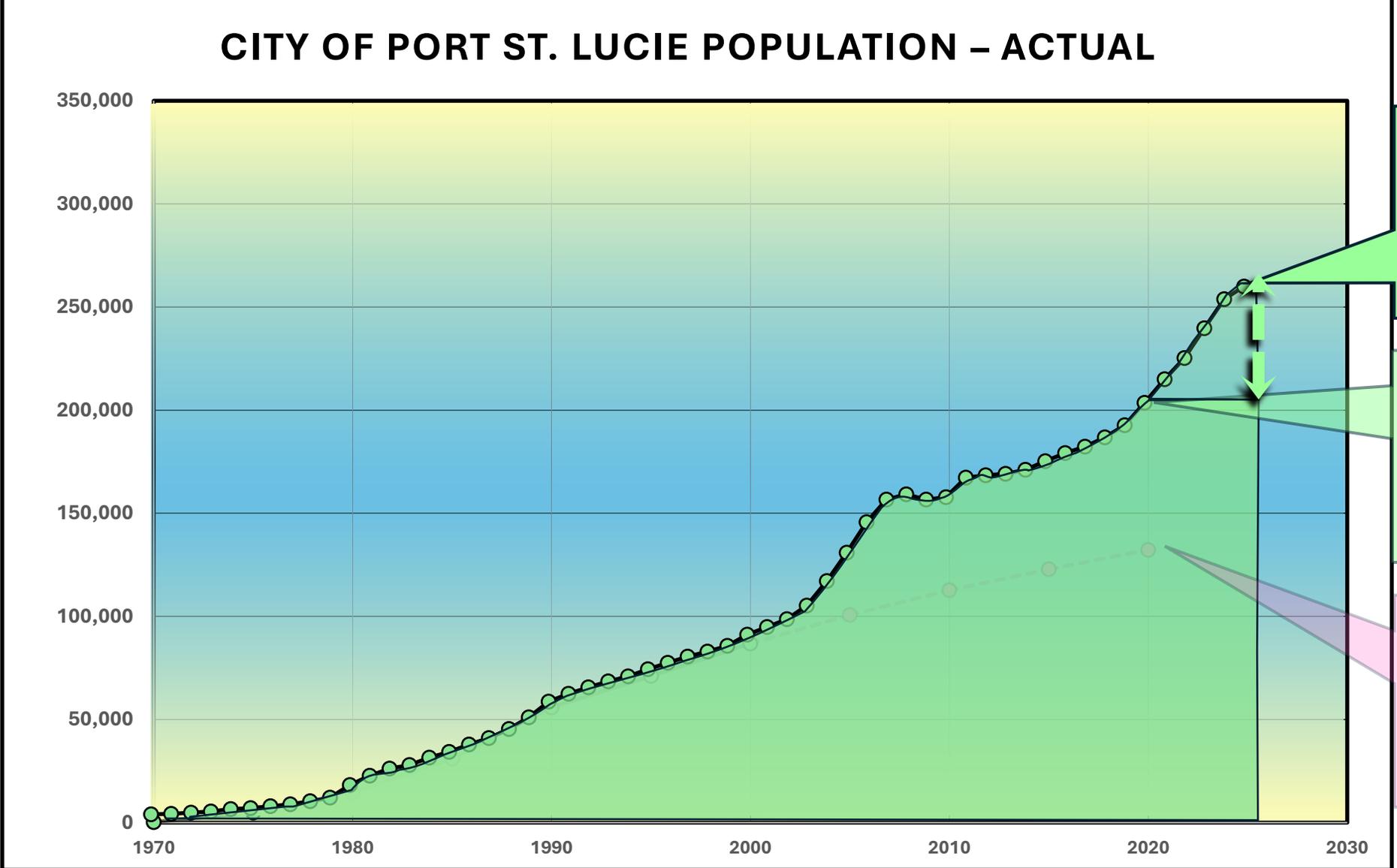
PSL's Population Reality (through 2020)



POPULATION ESTIMATE (2020): 202,908

PROJECTED POPULATION (THROUGH 2020): 132,286

PSL's Population Reality (through 2025)

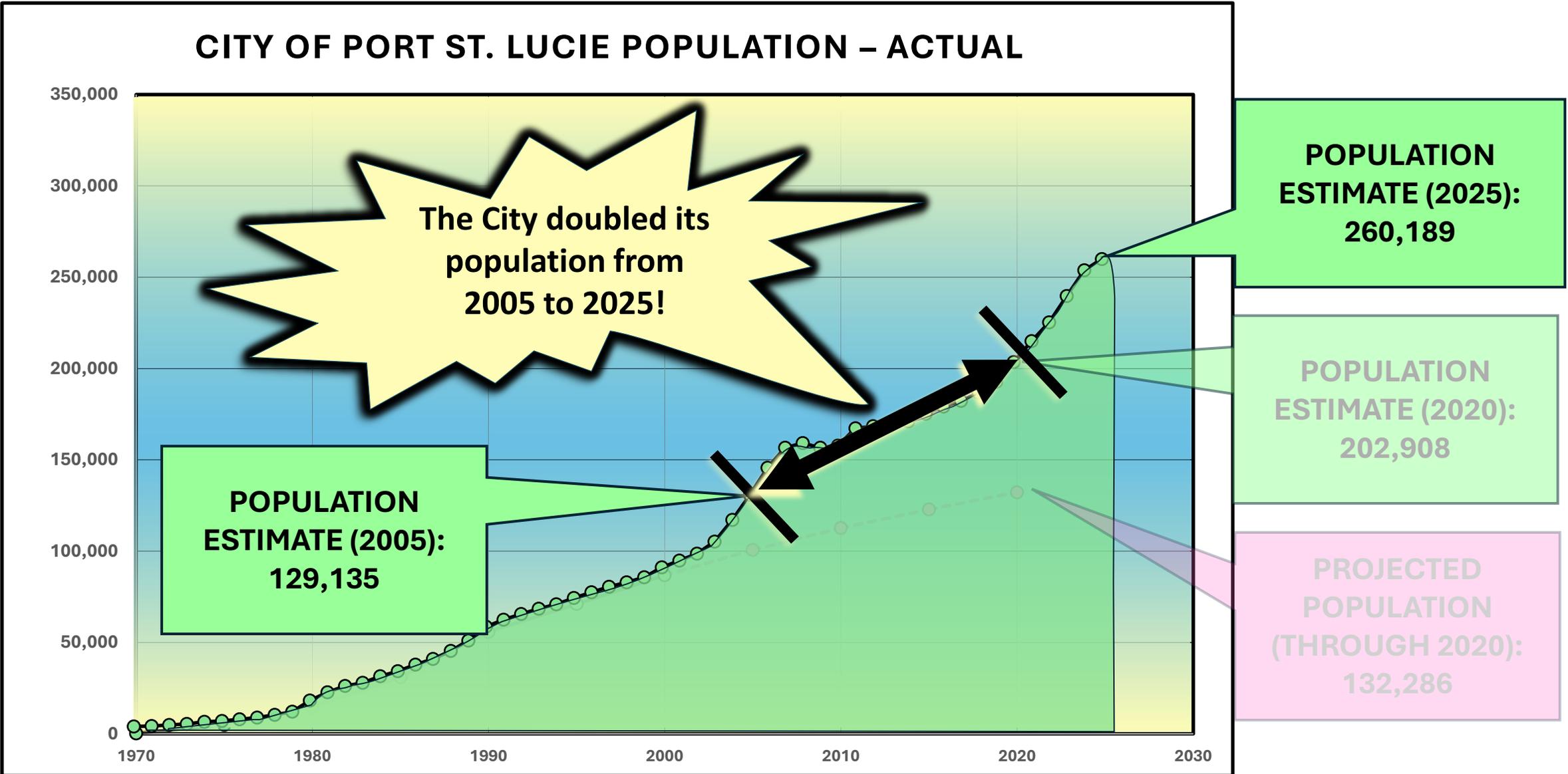


POPULATION ESTIMATE (2025): 260,189

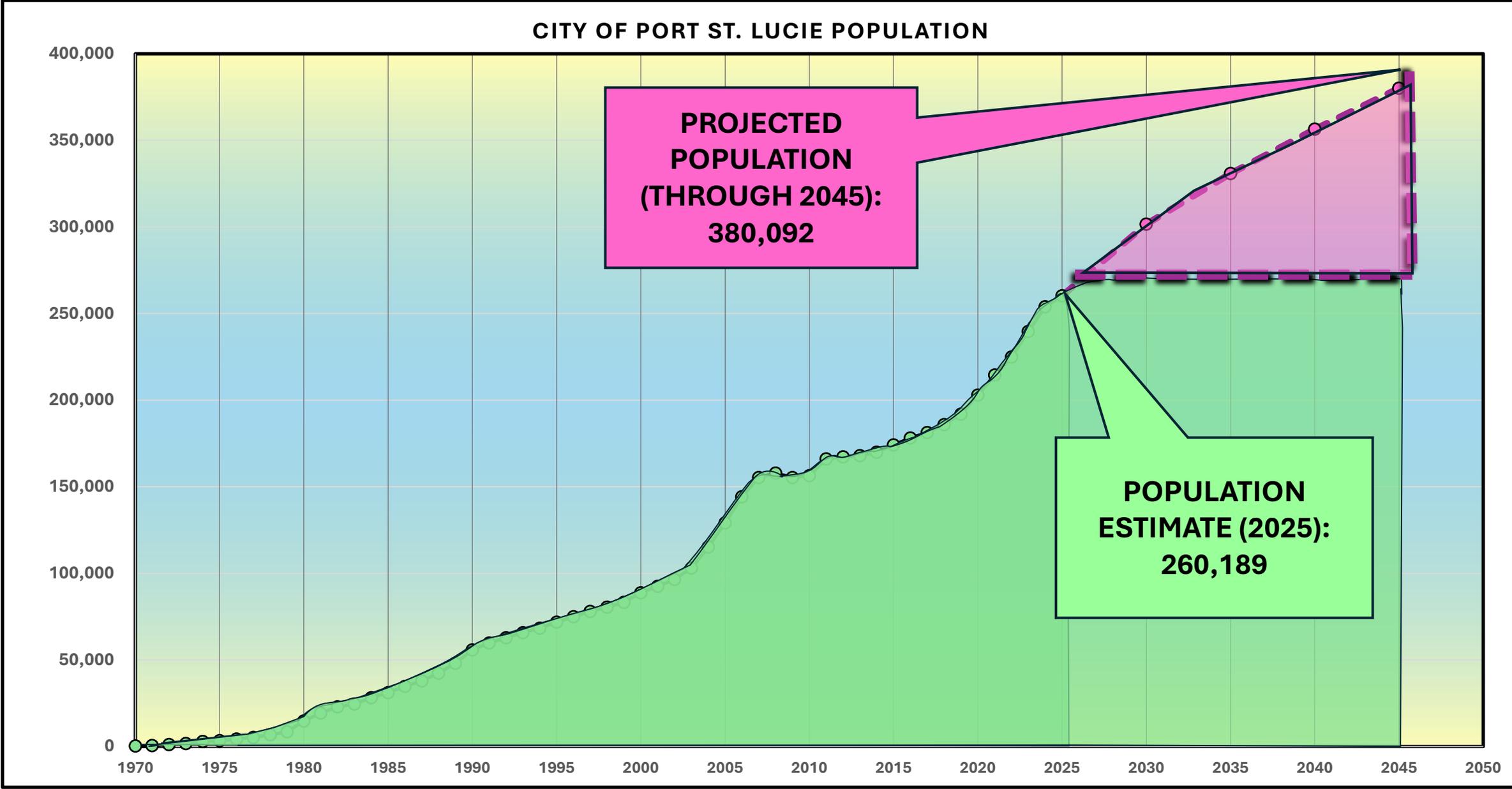
POPULATION ESTIMATE (2020): 202,908

PROJECTED POPULATION (THROUGH 2020): 132,286

PSL's Population Reality (through 2025)



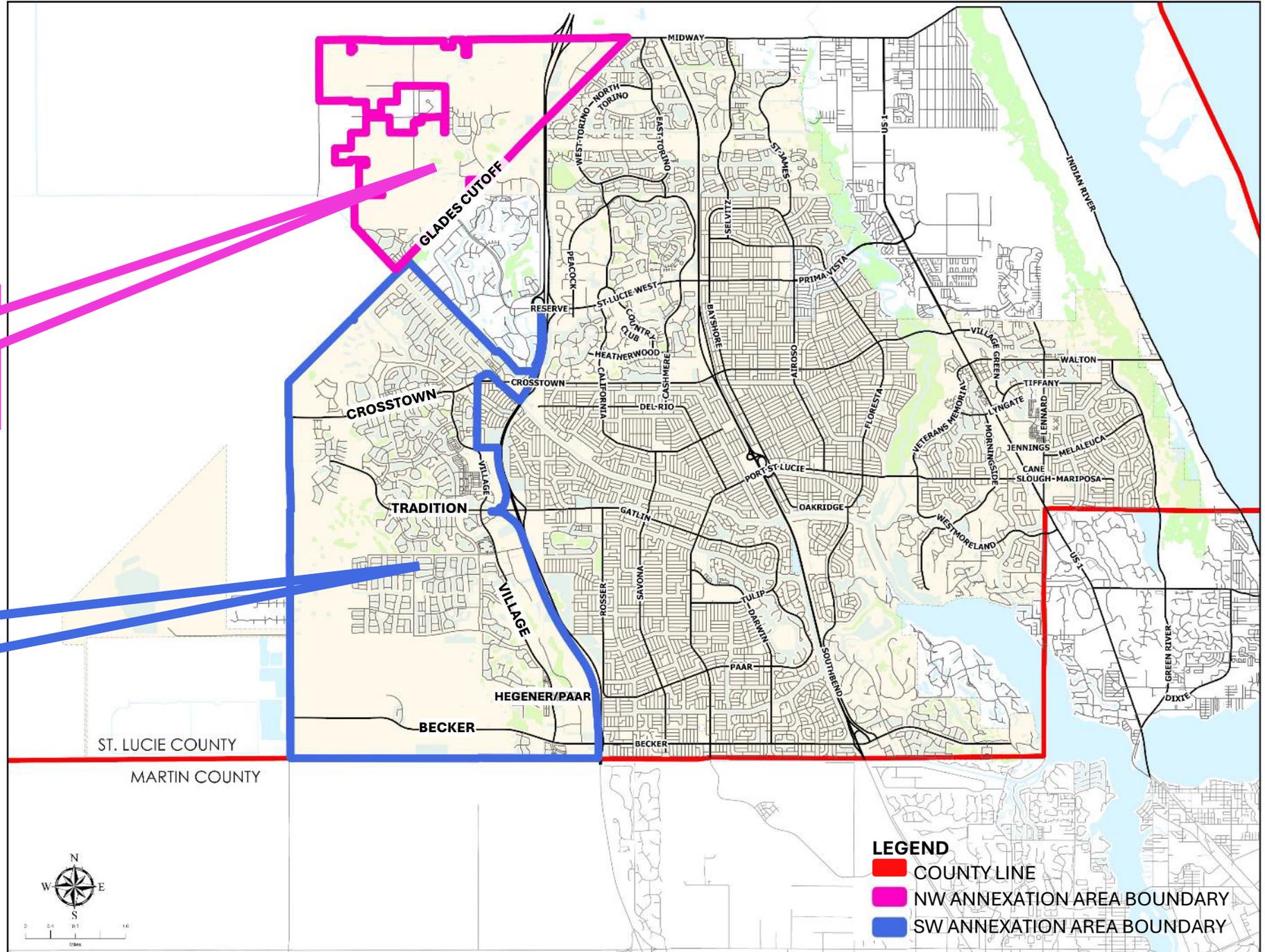
PSL's Current Population Forecast (through 2045)



Study Area Overview

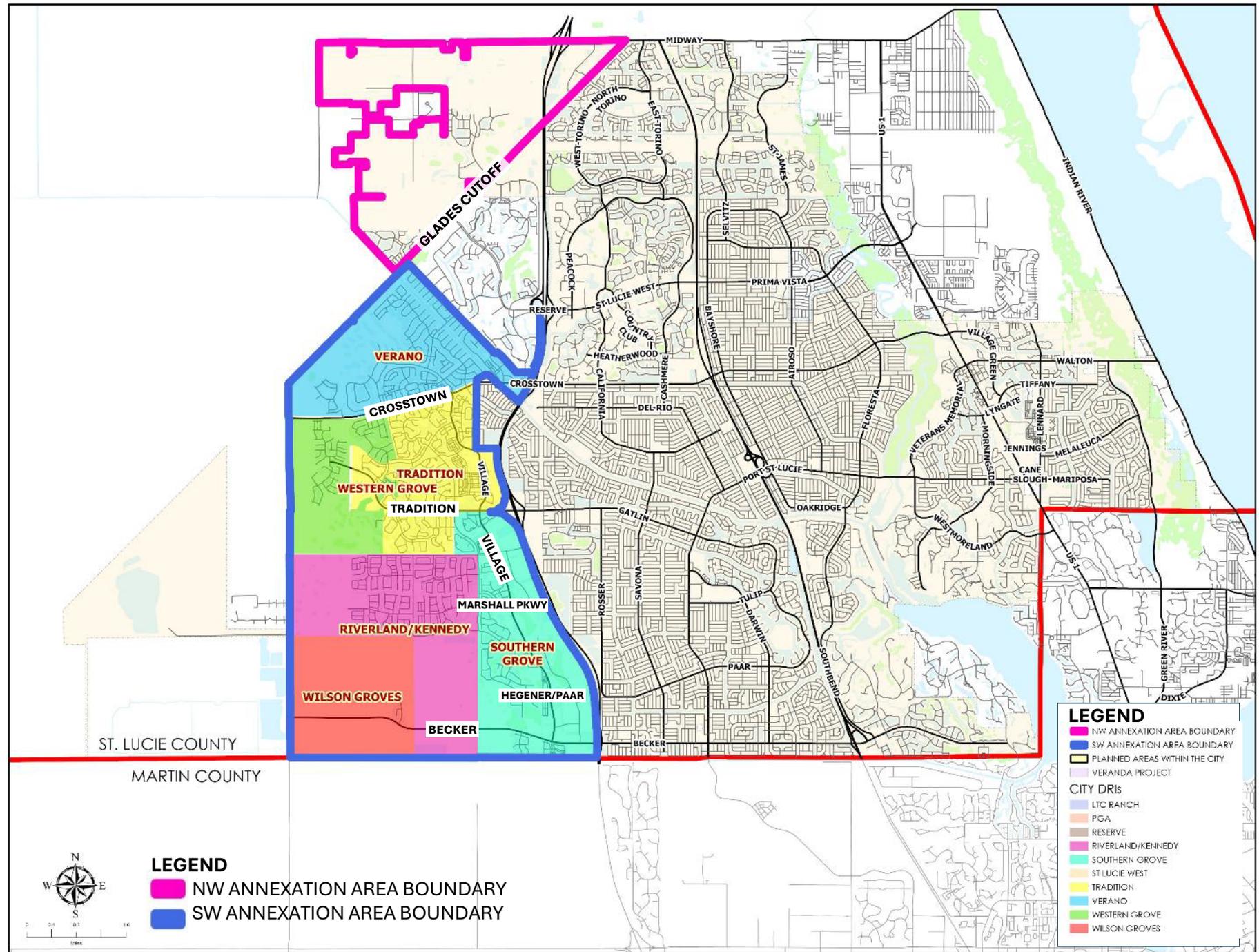
NORTHWEST ANNEXATION AREA

SOUTHWEST ANNEXATION AREA



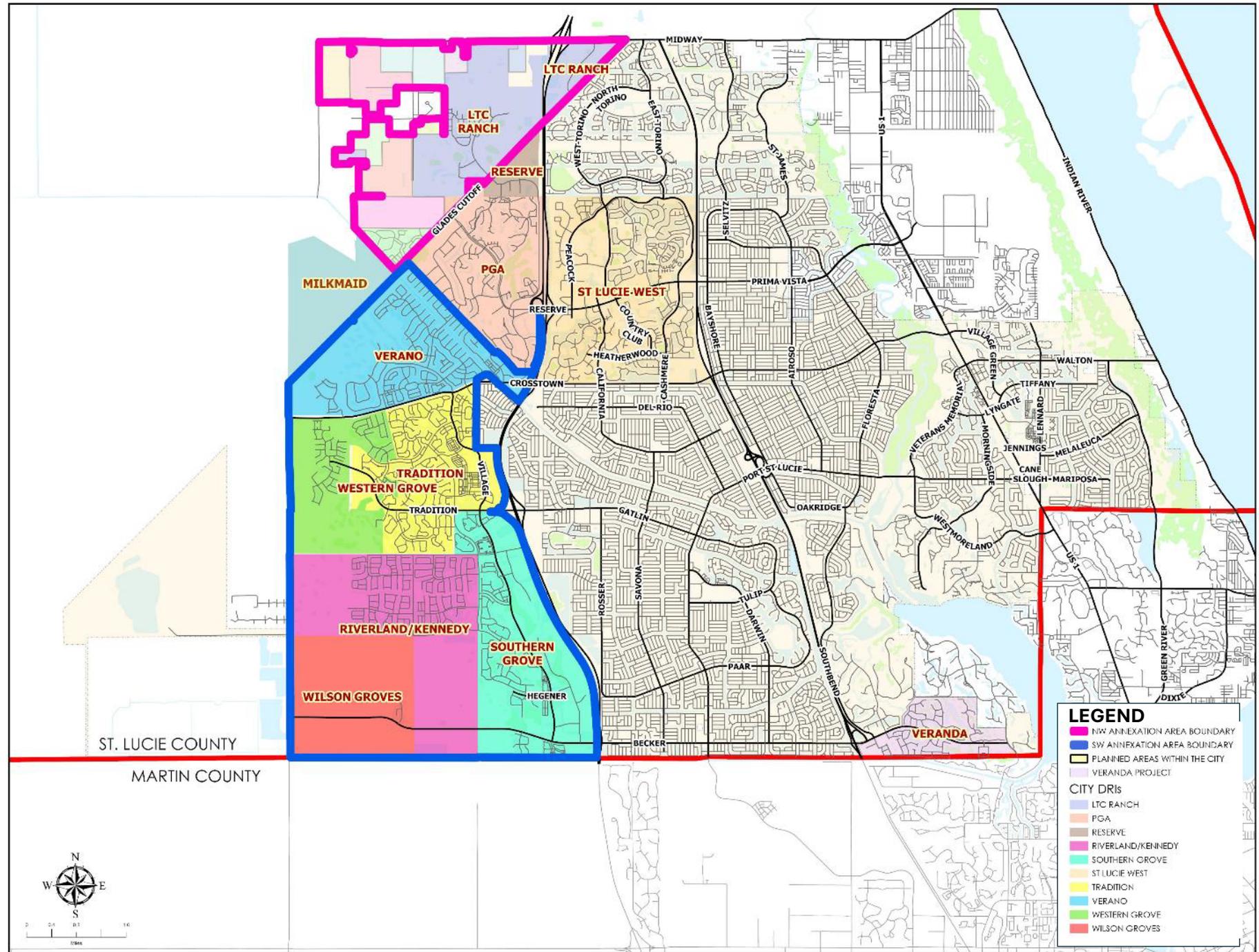
Study Area Overview

Development in Southwest Annexation Area (DRIs)



Study Area Overview

Development in Northwest Annexation Area and City



SOUTHWEST ANNEXATION AREA TRANSPORTATION ASSESSMENT

Project Approach

- Collect and analyze data regarding land use entitlements (DRIs & other) and roadway obligations
- Consider area-wide traffic impacts (including western St. Lucie County and northern Martin County)
- Integrate requirements of Comprehensive Plan, Mobility Plan, and Engineering Standards
- Test various roadway network scenarios versus projected traffic impacts
- Provide findings and recommendations



Southwest Annexation Area DRIs: Entitlement History

Original Approvals (circa 2003 to 2006)

Name	Acres	Residential DUs	Retail / Comm SF	Office SF	Industrial SF	R & D SF	R & Ofc SF	Hotel Rooms	Hospital Beds	ALF Units
Verano	3,004	6,000	225,000	25,000				350		
Tradition	2,515	6,945	675,512	1,295,567				300	200	300
Western Grove	1,941	4,062	365,904	250,906						
Southern Grove	3,606	7,388	2,164,061	2,073,238	1,999,405			500		
Riverland	3,845	11,700	892,688		1,361,250		1,361,250			
Wilson Groves	2,499	7,700	765,000	222,000	1,361,250		1,361,250			
TOTAL	17,410	43,795	5,088,165	3,866,711	4,721,905	0	2,722,500	1,150	200	300

Southwest Annexation Area DRIs: Entitlement Status

Current & Potential Approvals (through July 2025)

Name	Acres	Residential DUs	Retail / Comm SF	Office SF	Industrial SF	R & D SF	R & Ofc SF	Hotel Rooms	Hospital Beds	ALF Units	Instituti onal
Verano	3,004	7,200	848,500	100,000				300		50	
Tradition	2,727	6,161	920,795	627,823	177,046			150		300	
Western Grove	1,941	4,000	200,000	50,000							
Southern Grove	3,600	7,764	1,831,465	1,409,903	8,745,000	1,201,557		1,051	300		
Riverland	3,845	11,700	892,688		1,361,250		1,361,250				
Wilson Groves		7,700	765,000	1,583,250	1,361,250						
St Lucie Milkmaid, Inc. (proposed annexation)	1,373	5,492	1,904,962	434,900							434,900
TOTAL	16,490	50,017	7,363,410	4,205,876	11,644,546	1,201,557	1,361,250	1,501	300	350	434,900

Southwest Annexation Area DRIs: Entitlement Status

Current & Potential Approvals (through July 2025)

Name	Acres	Residential DUs	Retail / Comm SF	Office SF	Industrial SF	R & D SF	R & Ofc SF	Hotel Rooms	Hospital Beds	ALF Units	Instituti onal
Verano	3,004	7,200	848,500	100,000				300		50	
Trade Center	1,727	6,161	920,795	627,823	177,046					300	
Western Grove	1,941	4,000	200,000	50,000							
Southern Grove	3,606	7,764	1,831,465	1,409,903	8,745,000	1,201,557		1,051	300		
Riverfront		11,700	892,688		1,361,250		1,361,250				
Wilson Groves		7,700	765,000	1,583,250	1,361,250						
St Lucie Milkmaid, Inc. (proposed annexation)	1,373	5,492	1,905,962	434,900							434,900
TOTAL	16,490	50K	7,364,410	4,205,876	11.6M	1,201,557	1,361,250	1,501	300	350	434,900

**Additional
6300 Residential
Units &
Associated
Traffic Impacts**

**Additional
7 Million SF
of Industrial Space
& Associated Traffic
Impacts**

Additional Area-Wide Development: Northwest Annexation Area

Potential Development Entitlements (approved or in review through July 2025)

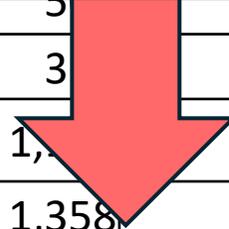
Name	Acres	Residential DUs	Retail / Comm SF	Office SF	Industrial SF	Institutional S.F.
Copper Creek	285	579	140,000			
Panda (Midway Commerce Park)	74.13		200,000		400,000	
Graves Brothers (Gouda)	303.5	1,314	175,000			65,340
Kenco Communities (Founders Crossing)	386	875	150,000	40,000		40,000
LTC Ranch DRI	2,455.02	4,000	725,000	1,508,500	1,960,200	
Lulfs Groves	464.5	500	200,000	200,000	2,400,000	200,000
McCarty Road LLC	71.532	500				
Midway 100 East, LLC	100	350	60,000			
West Creek (Midway Dev East)	408.352	1,150	330,000			496,584
Orange Lakes Crossing	243.01	1,358	154,202	161,912		
TOTAL	4,791.04	10,047	2,134,202	1,910,412	4,760,200	801,924

Additional Area-Wide Development: Northwest Annexation Area

Potential Development Entitlements (approved or in review through July 2025)

Name	Acres	Residential DUs	Retail / Comm SF	Office SF	Industrial SF	Institutional S.F.
Copper Creek	285	579	140,000			
Panda (Midway Commerce Park)	7				400,000	
Graves Brothers (Gouda)						65,340
Kenco Communities (Founders Crossing)				0,000		40,000
LTC Ranch DRI	2			8,500	1,960,200	
Lulfs Groves				0,000	2,400,000	200,000
McCarty Road LLC	71.552	3				
Midway 100 East, LLC	100	3	60,000			
West Creek (Midway Dev East)	408.352	1,358	330,000			496,584
Orange Lakes Crossing	243.01	1,358	154,202	161,912		
TOTAL	4.8K	10K	2.1M	1.9M	4.8M	800K

**Additional
Traffic Impacts
on the Horizon**



Additional Area-Wide Development: Outside the City Limits

Potential Development Entitlements (approved or in review through July 2025)

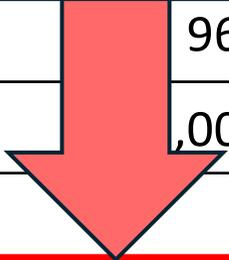
Name	Acres	Residential DUs	Retail / Comm SF	Office SF	Industrial SF
Ag Tech (Sunrise Grove)			200,000	1,000,000	5,000,000
Newfield MC	3,411	4,200	290,000		2,000,000
Neill Farms SLC	421.28	1,263			
Rainbow Groves SLC	245.26		481,000		4,865,000
Oak Ridge Ranches SLC	3,229.27	8,600	650,000	50,000	
Palermo Estates SLC	235.44	960			
Legacy (proposed) SLC	333.53	1,000	50,000		
Range Line Road Industrial (Proposed)					850,000
TOTAL	7,876	16,023	1,671,000	1,050,000	12,715,000

Additional Area-Wide Development: Outside the City Limits

Potential Development Entitlements (approved or in review through July 2025)

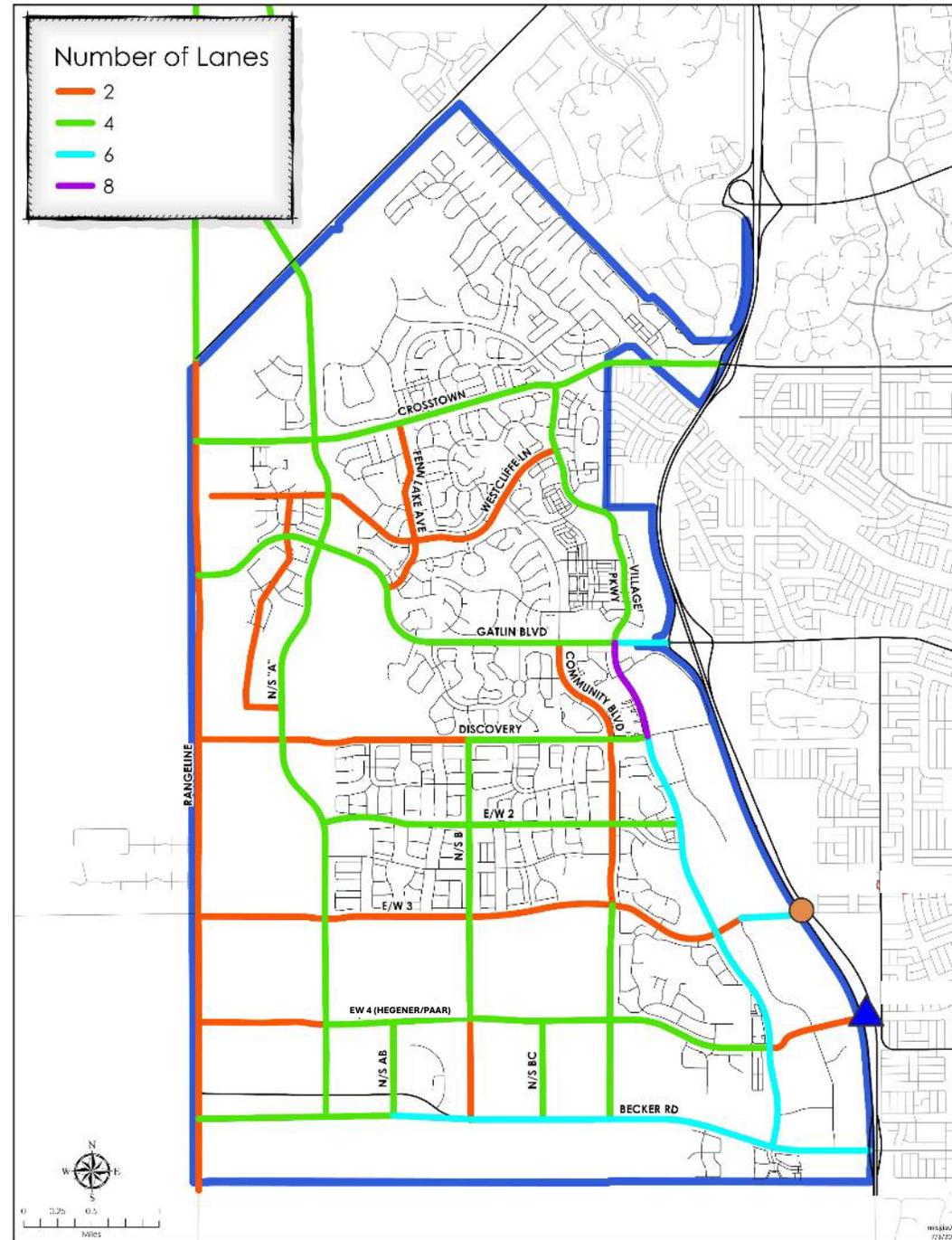
Name	Acres	Residential DUs	Retail / Comm SF	Office SF	Industrial SF
Ag Tech (Sunrise Grove)			200,000	1,000,000	5,000,000
Newfield MC			0,000		2,000,000
Neill Farms SLC					
Rainbow Groves SLC			000		4,865,000
Oak Ridge Ranches SLC			000	50,000	
Palermo Estates SLC	235.44	960			
Legacy (proposed) SLC	333.53	0,000	50,000		
Range Line Road Industrial (Proposed)					850,000
TOTAL	7.9K	16K	1.7M	1.1M	12.7M

**Additional
Traffic Impacts
on the Horizon**



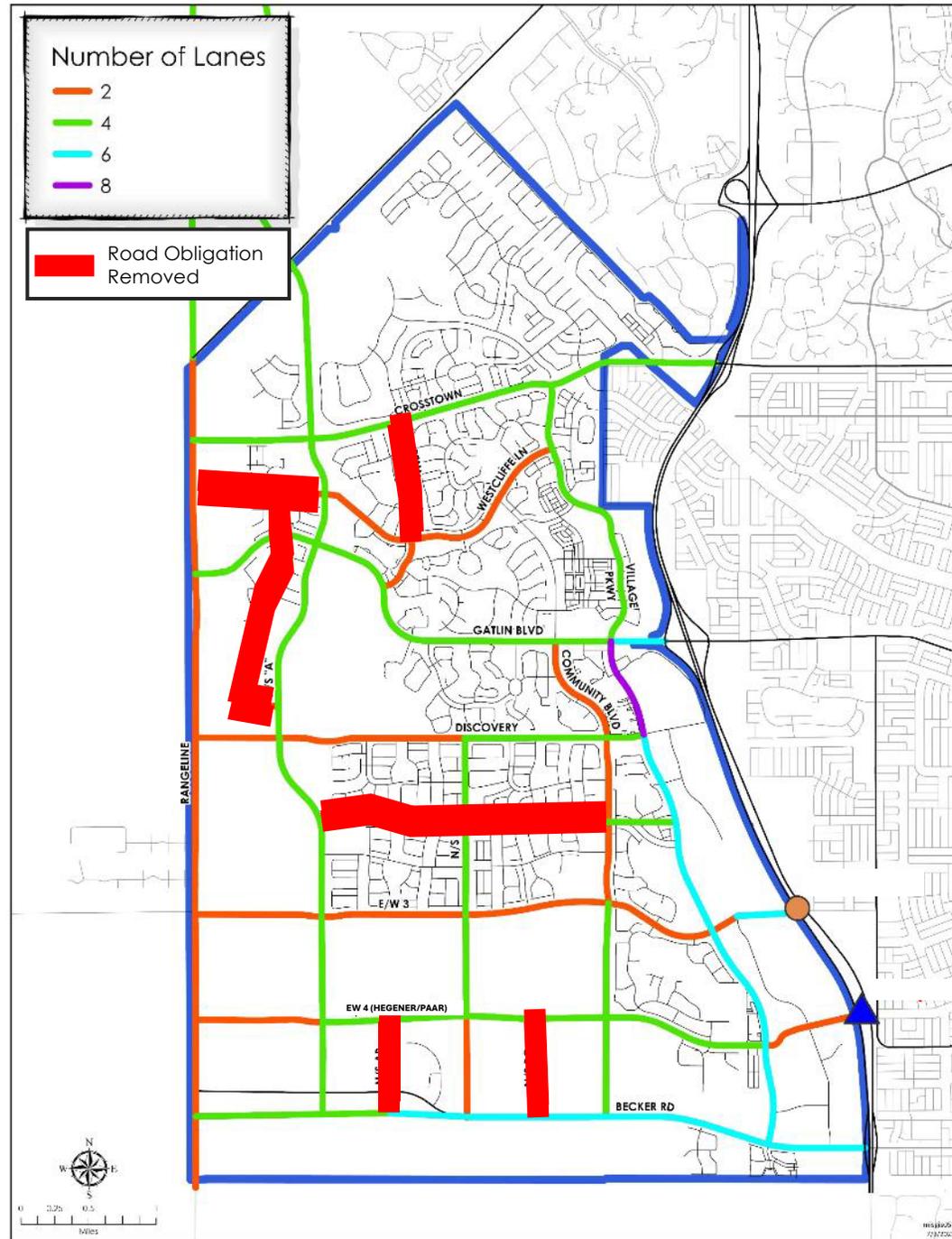
Southwest Annexation Area

Roadway Obligations as of 2011



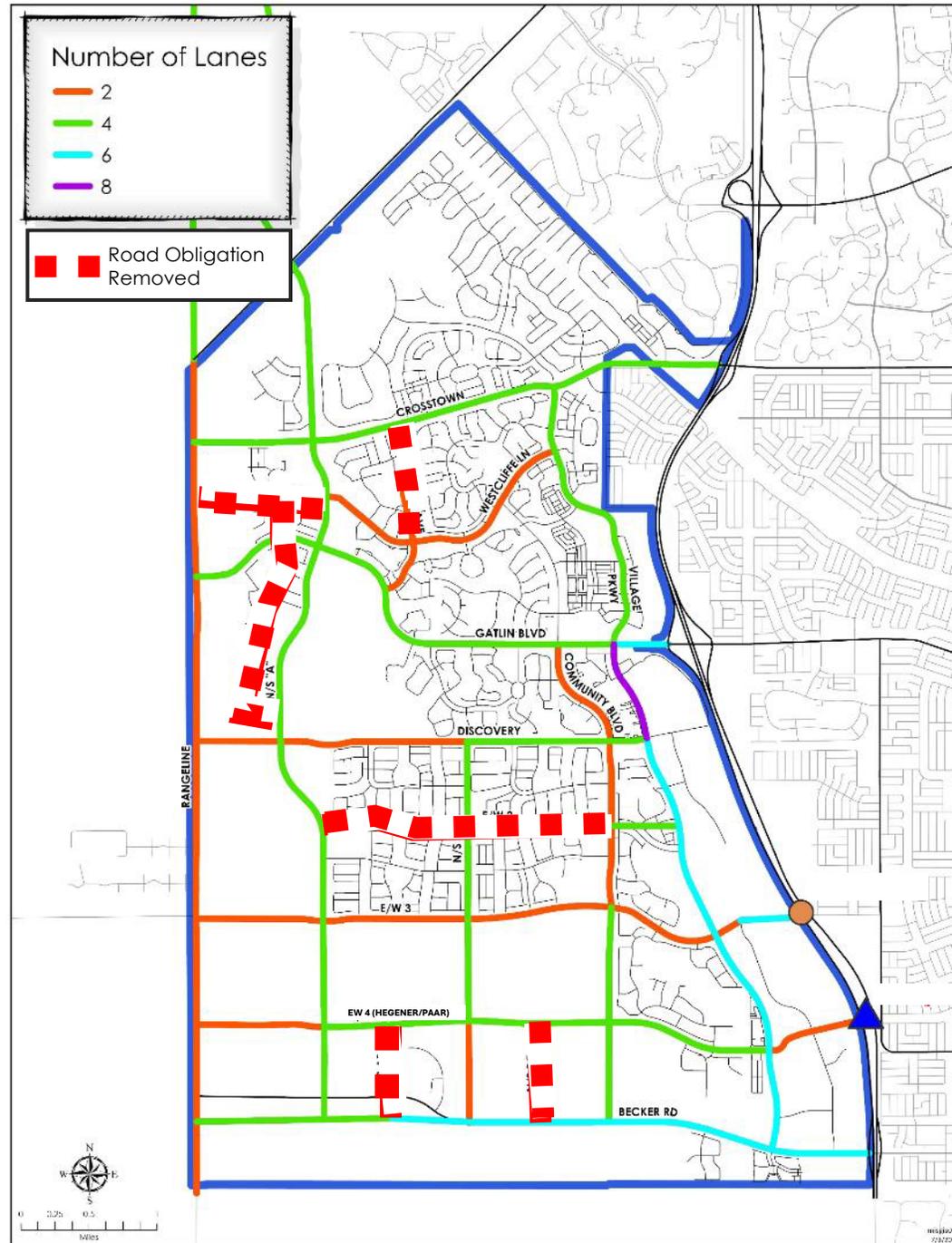
Southwest Annexation Area

Roadway Obligation Modifications Over Time



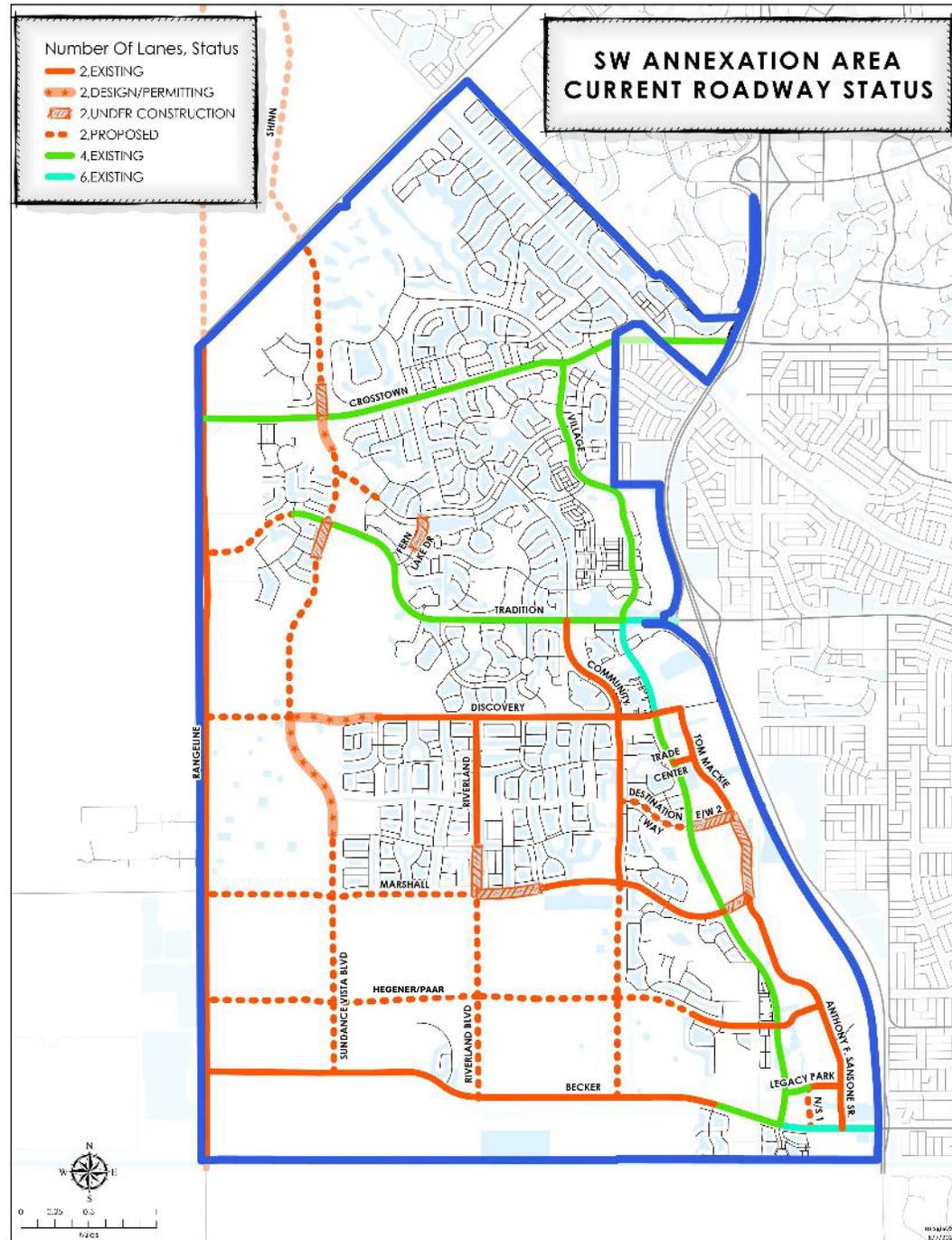
Southwest Annexation Area

Roadway Obligation Modifications Over Time

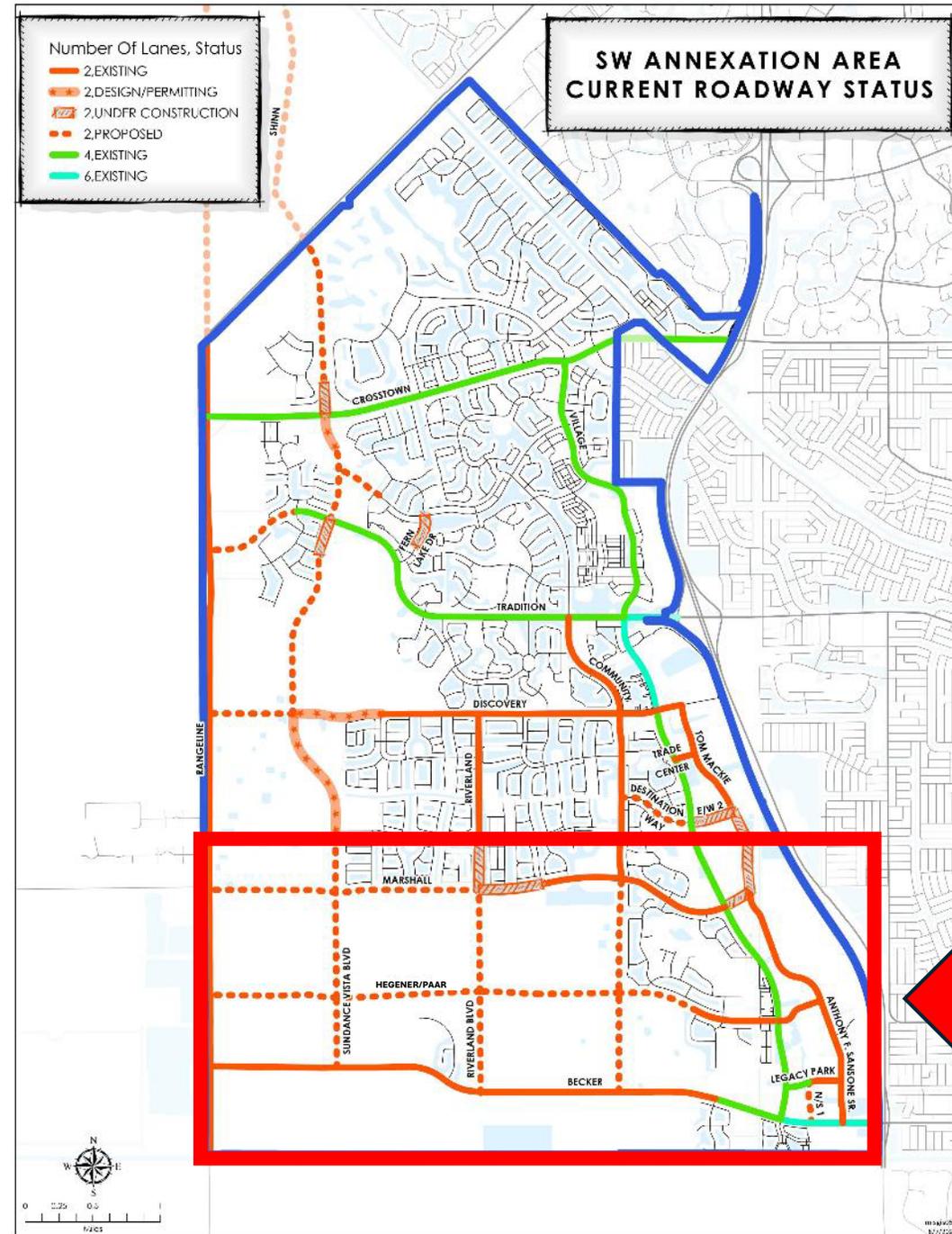


Southwest Annexation Area

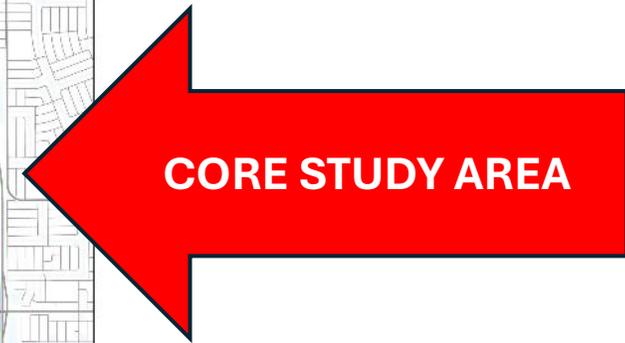
Roadway Obligations as of 2025



Southwest Annexation Area

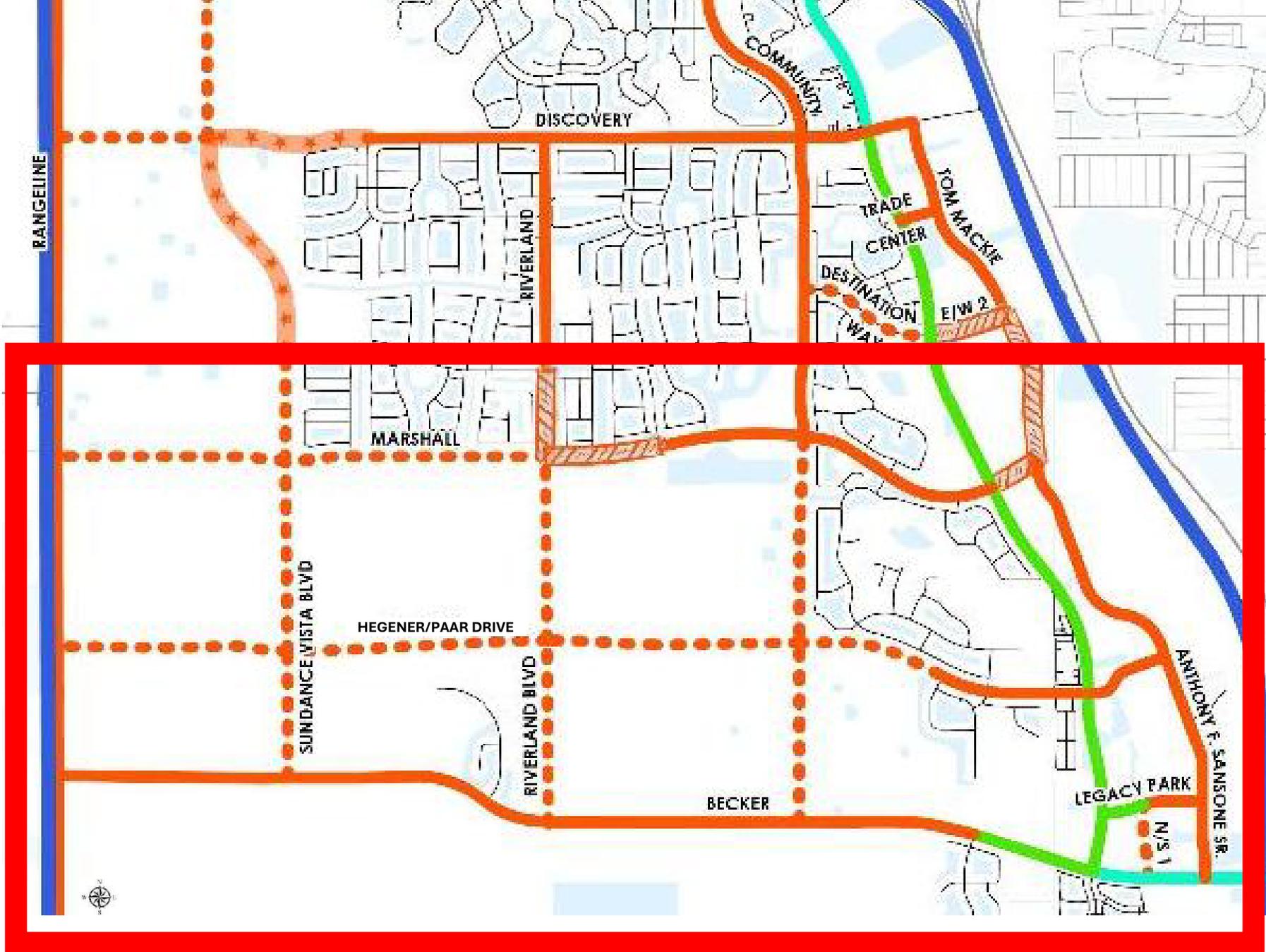
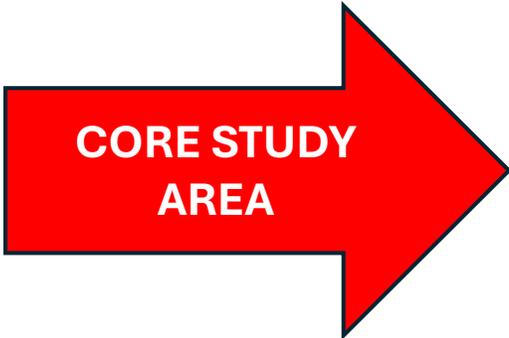


*Roadway
Obligations
as of 2025*



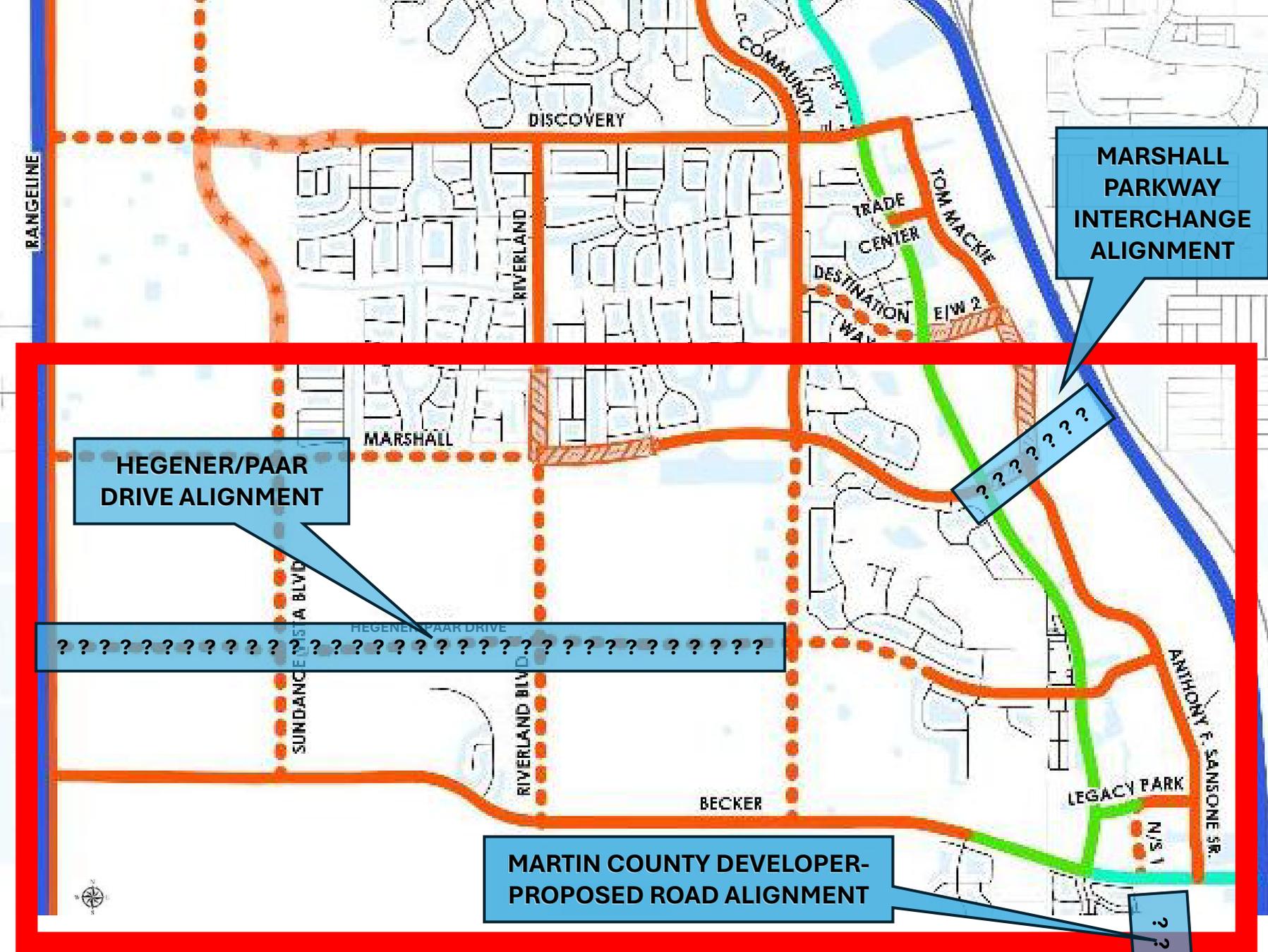
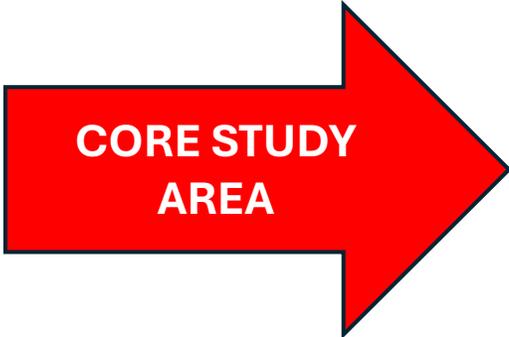
STUDY FOCUS

Hegener/Par Drive	
Marshall Parkway Interchange	
MC Dev. Proposed Road	



STUDY FOCUS

Hegener/Par Drive	?
Marshall Parkway Interchange	?
MC Dev. Proposed Road	?



HISTORY OF CITY COUNCIL ACTION

City Council/City Staff Workshop (February 22, 2023):

Three motions approved unanimously:

- (1) ... **“to not remove any roadways in the Annexation Agreement** and that the Annexation Agreement shall state that **all east-west roads in the Agreement shall connect to Range Line Road.”**
- (2) ... “to bring forward a requirement for secondary entrances on residential subdivisions at certain dwelling unit thresholds and develop a formal proposal to bring back for approval at a later date.”
- (3) ... “to authorize the City Manger to take all reasonable steps to: (A) eliminate the trip generation trigger option from existing ORI Development Orders for triggering 2-lane network roadway improvements and require utilization of dwelling units for triggering 2-lane network roadway improvements; and (B) **require dwelling unit triggers for future MPUDs for triggering 2-lane network roadway improvements and maintain existing DRI Development Order requirements.**”



STUDY-RELATED PUBLIC ENGAGEMENT

Public Agency Outreach Meeting

November 12, 2025

Participating Organizations

- City of Port St Lucie
- Florida Department of Transportation
- St. Lucie County
- St. Lucie Transportation Planning Organization
- Treasure Coast Regional Planning Council

Developer Outreach Meeting

November 17, 2025

Participating Developer Entities

- Akel Homes
- GL Homes
- Mattamy Homes

- MacKenzie Engineering
- Simmons & White
- Traffic Mobility Consultants



How to Measure Traffic Performance

Level of Service

Level of Service (LOS) is used to describe traffic flow on a scale of “A” to “F” (with “A” as the best and “F” as the worst).

LOS is measured as the ratio of volume-to-capacity or v/c .



Level of Service	Flow Conditions	Technical Descriptions
A		Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. No Delays
B		Traffic flows freely, but drivers have slightly less freedom to maneuver. No Delays
C		Density becomes noticeable with ability to maneuver limited by other vehicles. Minimal Delays
D		Speed and ability to maneuver is severely restricted by increasing density of vehicles. Moderate Delays
E		Unstable traffic flow. Speeds vary greatly and are unpredictable. Considerable Delays
F		Traffic flow is unstable, with brief periods of movement followed by forced stops. Significant Delays

SOURCE: udot.utah.gov

How to Measure Traffic Performance

Level of Service

Study Threshold:

Segments with volume-to-capacity ratios of 0.7 or greater identified as at-risk or failing

NOTE: This study uses Average Annual Daily Traffic (AADT), which is the most conservative assumption for traffic generation. Peak-hour conditions would be expected to yield higher v/c ratios.

Best

Worst

Level of Service	Flow Conditions	Technical Descriptions
A		Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. No Delays
B		Traffic flows freely, but drivers have slightly less freedom to maneuver. No Delays
C		Density becomes noticeable with ability to maneuver limited by other vehicles. Minimal Delays
D		Speed and ability to maneuver is severely restricted by increasing density of vehicles. Moderate Delays
E		Unstable traffic flow. Speeds vary greatly and are unpredictable. Considerable Delays
F		Traffic flow is unstable, with brief periods of movement followed by forced stops. Significant Delays

SOURCE: udot.utah.gov

SW Annexation Area Study

Traffic Study Scenarios

Scenario #	Hegener/Paar Drive <i>from Range Line Road to Community Boulevard</i>	Marshall Parkway Interchange <i>from Village Parkway to I-95</i>	MC Developer-Proposed Road (Potential Martin County Connection) <i>from Martin County to Becker Road</i>
1	X	X	X
2	X	X	✓
3	X	✓	X
4	X	✓	✓
5	✓	X	X
6	✓	X	✓
7	✓	✓	X
8	✓	✓	✓
LEGEND ✓ = segment included in scenario X = segment excluded from scenario			

SW Annexation Area Study

Traffic Study Scenarios

Scenario #	Hegener/Paar Drive <i>from Range Line Road to Community Boulevard</i>	Marshall Parkway Interchange <i>from Village Parkway to I-95</i>	MC Developer-Proposed Road (Potential Martin County Connection) <i>from Martin County to Becker Road</i>
1	X	X	X
2	X	X	✓
3	X	✓	X
4	X	✓	✓
5	✓	X	X
6	✓	X	✓
7	✓	✓	X
8	✓	✓	✓

LEGEND

- ✓ = segment included in scenario
- X = segment excluded from scenario

**Without
Hegener/
Paar Drive**

SW Annexation Area Study

Traffic Study Scenarios

Scenario #	Hegener/Paar Drive <i>from Range Line Road to Community Boulevard</i>	Marshall Parkway Interchange <i>from Village Parkway to I-95</i>	MC Developer-Proposed Road (Potential Martin County Connection) <i>from Martin County to Becker Road</i>
1	X	X	X
2	X	X	✓
3	X	✓	X
4	X	✓	✓
5	✓	X	X
6	✓	X	✓
7	✓	✓	X
8	✓	✓	✓

**With
Hegener/
Paar Drive**

LEGEND

- ✓ = segment included in scenario
- X = segment excluded from scenario

SW Annexation Area Study

Traffic Study Scenarios

Scenario #	Hegener/Paar Drive <i>from Range Line Road to Community Boulevard</i>	Marshall Parkway Interchange <i>from Village Parkway to I-95</i>	MC Developer-Proposed Road (Potential Martin County Connection) <i>from Martin County to Becker Road</i>
1	X	X	X
2	X	X	✓
3	X	✓	X
4	X	✓	✓
5	✓	X	X
6	✓	X	✓
7	✓	✓	X
8	✓	✓	✓

LEGEND
 ✓ = segment included in scenario
 X = segment excluded from scenario

**Without
Marshall
Parkway
Interchange**

SW Annexation Area Study

Traffic Study Scenarios

Scenario #	Hegener/Paar Drive <i>from Range Line Road to Community Boulevard</i>	Marshall Parkway Interchange <i>from Village Parkway to I-95</i>	MC Developer-Proposed Road (Potential Martin County Connection) <i>from Martin County to Becker Road</i>
1	X	X	X
2	X	X	✓
3	X	✓	X
4	X	✓	✓
5	✓	X	X
6	✓	X	✓
7	✓	✓	X
8	✓	✓	✓

**Without
Marshall
Parkway
Interchange**

LEGEND

- ✓ = segment included in scenario
- X = segment excluded from scenario

SW Annexation Area Study

Traffic Study Scenarios

**Without
MC
Developer
Road**

Scenario #	Hegener/Par Drive <i>from Range Line Road to Community Boulevard</i>	Marshall Parkway Interchange <i>from Village Parkway to I-95</i>	MC Developer-Proposed Road (Potential Martin County Connection) <i>from Martin County to Becker Road</i>
1	X	X	X
2	X	X	✓
3	X	✓	X
4	X	✓	✓
5	✓	X	X
6	✓	X	✓
7	✓	✓	X
8	✓	✓	✓

LEGEND
 ✓ = segment included in scenario
 X = segment excluded from scenario

SW Annexation Area Study

Traffic Study Scenarios

**With
MC
Developer
Road**

Scenario #	Hegener/Par Drive <i>from Range Line Road to Community Boulevard</i>	Marshall Parkway Interchange <i>from Village Parkway to I-95</i>	MC Developer-Proposed Road (Potential Martin County Connection) <i>from Martin County to Becker Road</i>
1	X	X	X
2	X	X	✓
3	X	✓	X
4	X	✓	✓
5	✓	X	X
6	✓	X	✓
7	✓	✓	X
8	✓	✓	✓

LEGEND

- ✓ = segment included in scenario
- X = segment excluded from scenario

Network Performance Analysis: Initial Findings

TRAFFIC MODEL SCENARIOS

Scenario #	Hegener/ Paar Drive	Marshall Parkway Interchange	MC Developer Proposed Road <i>Connection to Martin County</i>	Total Segments
1	X	X	X	20
2	X	X	✓	20
3	X	✓	X	21
4	X	✓	✓	21
5	✓	X	X	23
6	✓	X	✓	23
7	✓	✓	X	24
8	✓	✓	✓	24

✓ = segment included

X = segment excluded

Network Performance Analysis: Initial Findings

TRAFFIC MODEL SCENARIOS				
Scenario #	Hegener/ Paar Drive	Marshall Parkway Interchange	MC Developer Proposed Road <i>Connection to Martin County</i>	Total Segments
1	X	X	X	20
2	X	X	✓	20
3	X	✓	X	21
4	X	✓	✓	21
5	✓	X	X	23
6	✓	X	✓	23
7	✓	✓	X	24
8	✓	✓	✓	24

✓ = segment included
 X = segment excluded

- Volume-to-Capacity ratios (v/c) are calculated by dividing projected traffic volumes by the maximum capacities of roadway segments.
- Figures are provided for expected daily volumes and capacities (AADT).
- In peak-hour traffic conditions, more roadway segments would be expected to exceed acceptable capacity levels.

LEVEL OF SERVICE THRESHOLDS	
	
Identified as Acceptable . Minimal or no delays.	Identified as At-Risk or Failing . Moderate to significant delays.

Network Performance Analysis: Initial Findings

TRAFFIC MODEL SCENARIOS					PREDICTED NETWORK PERFORMANCE* (# OF SEGMENTS IN SCENARIO)	
Scenario #	Hegener/ Paar Drive	Marshall Parkway Interchange	MC Developer Proposed Road <i>Connection to Martin County</i>	Total Segments	ACCEPTABLE SEGMENTS	AT-RISK OR FAILING SEGMENTS
1	X	X	X	20	70%	30%
2	X	X	✓	20	70%	30%
3	X	✓	X	21	76%	24%
4	X	✓	✓	21	67%	33%
5	✓	X	X	23	87%	13%
6	✓	X	✓	23	87%	13%
7	✓	✓	X	24	83%	17%
8	✓	✓	✓	24	79%	21%

✓ = segment included
X = segment excluded

- Volume-to-Capacity ratios (v/c) are calculated by dividing projected traffic volumes by the maximum capacities of roadway segments.
- Figures are provided for expected daily volumes and capacities (AADT).
- In peak-hour traffic conditions, more roadway segments would be expected to exceed acceptable capacity levels.
- Percentages indicate the overall performance of study scenario segments.

LEVEL OF SERVICE THRESHOLDS	
	
Identified as Acceptable . Minimal or no delays.	Identified as At-Risk or Failing . Moderate to significant delays.

Network Performance Analysis: Initial Findings

TRAFFIC MODEL SCENARIOS					PREDICTED NETWORK PERFORMANCE* (# OF SEGMENTS IN SCENARIO)	
Scenario #	Hegener/ Paar Drive	Marshall Parkway Interchange	MC Developer Proposed Road <i>Connection to Martin County</i>	Total Segments	ACCEPTABLE SEGMENTS	AT-RISK OR FAILING SEGMENTS
1	X	X	X	20	70%	30%
2	X	X	X	20	70%	30%
3	X	✓	X	21	76%	24%
4	X	✓	✓	21	67%	33%
5	✓	X	X	23	87%	13%
6	✓	X	✓	23	87%	13%
7	✓	✓	X	24	83%	17%
8	✓	✓	✓	24	79%	21%

WITHOUT HEGENER/PAAR DRIVE

WITH HEGENER/PAAR DRIVE

✓ = segment included
X = segment excluded

- Volume-to-Capacity ratios (v/c) are calculated by dividing projected traffic volumes by the maximum capacities of roadway segments.
- Figures are provided for expected daily volumes and capacities (AADT).
- In peak-hour traffic conditions, more roadway segments would be expected to exceed acceptable capacity levels.
- Percentages indicate the overall performance of study scenario segments.

LEVEL OF SERVICE THRESHOLDS					
A	B	C	D	E	F
Identified as Acceptable . Minimal or no delays.			Identified as At-Risk or Failing . Moderate to significant delays.		

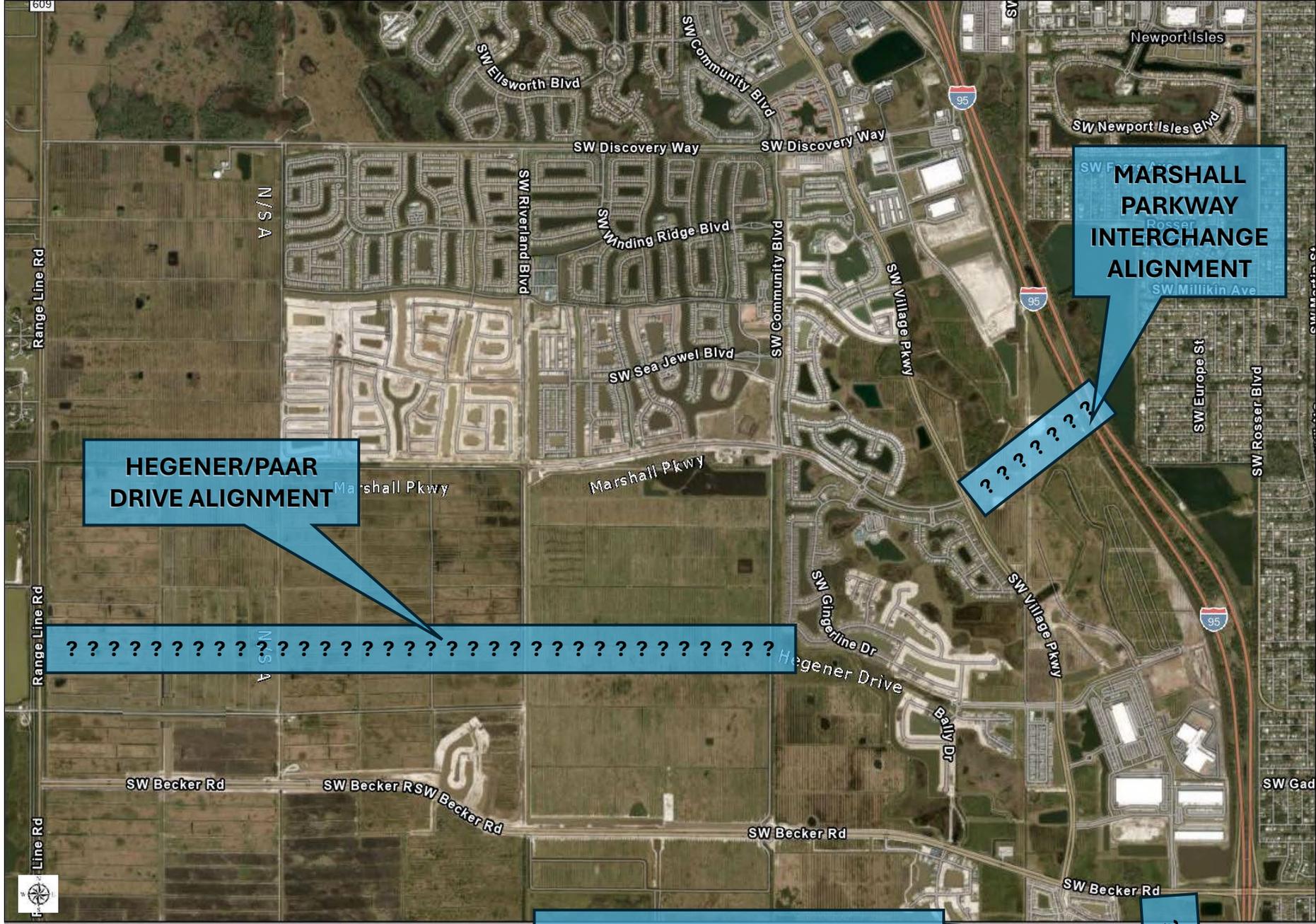
SOUTHWEST ANNEXATION AREA TRANSPORTATION ASSESSMENT

Relative Levels of Congestion, or The Overall “Congestion Factor”

- Overall, Paar Drive is the most influential segment, with a greater percentage of failing segments without Paar Drive.
- To better compare congestion for each scenario, a “Congestion Factor” was calculated to determine the relative level of congestion among scenarios as follows:
 - A factor was applied to each segment where v/c is 0.70 or greater
 - The factor considers segment v/c , segment length, and forecasted traffic volumes
- Data tables are provided to indicate the aggregated impacts of the three key roadway alternatives.

STUDY SEGMENTS

Hegener/Paar Drive	?
Marshall Parkway Interchange	?
MC Dev. Proposed Road	?



Aerial Map

MARTIN COUNTY DEVELOPER-PROPOSED ROAD ALIGNMENT

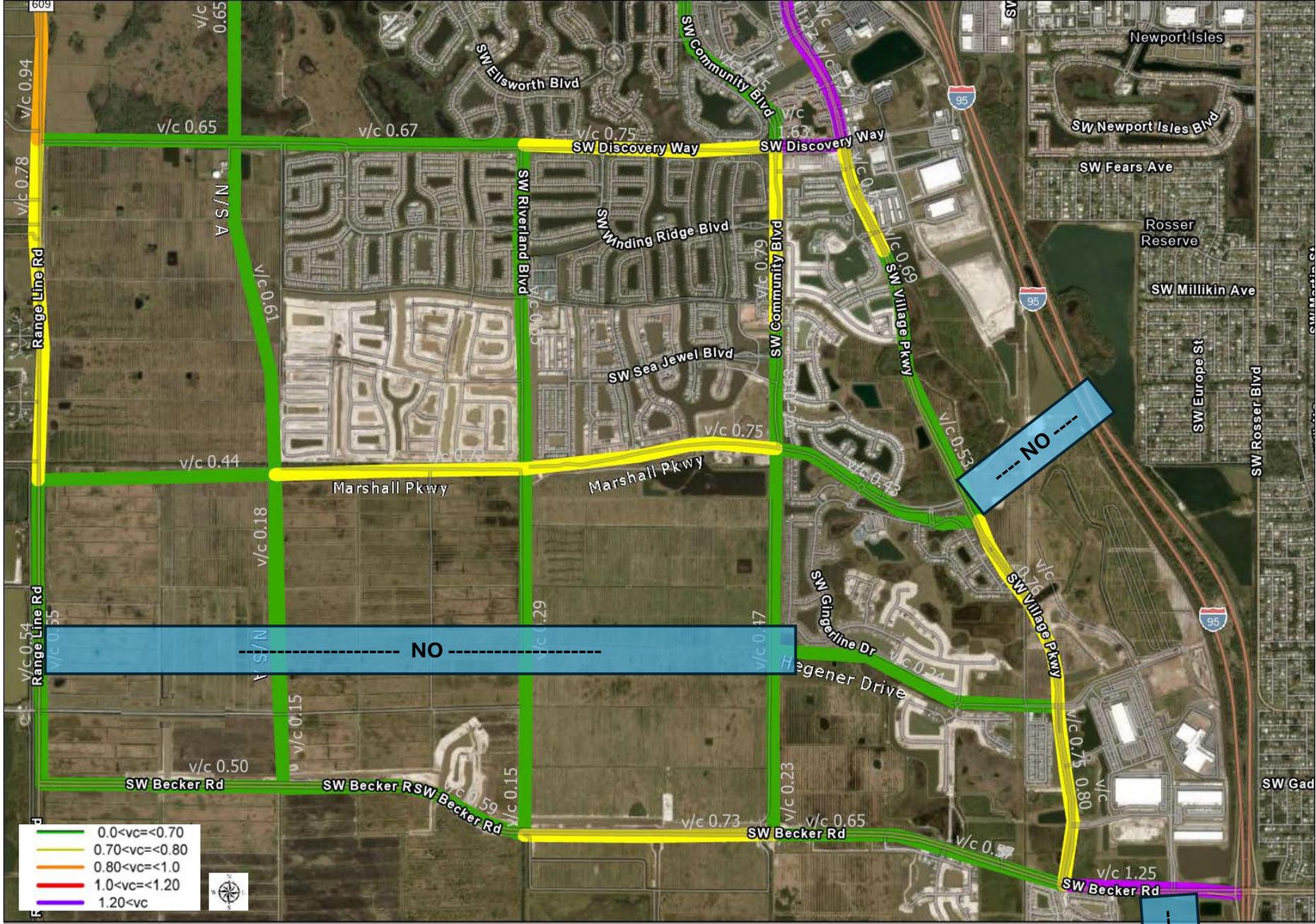
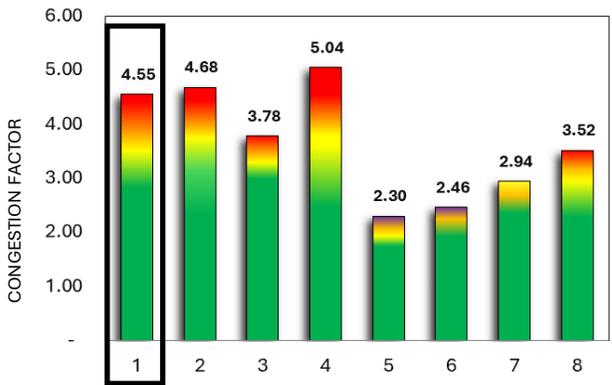
MARSHALL PARKWAY INTERCHANGE ALIGNMENT

HEGENER/PAAR DRIVE ALIGNMENT

SCENARIO 1

Hegener/Par Drive	NO
Marshall Parkway Interchange	NO
MC Dev. Proposed Road	NO

CONGESTION FACTOR



Scenario 1

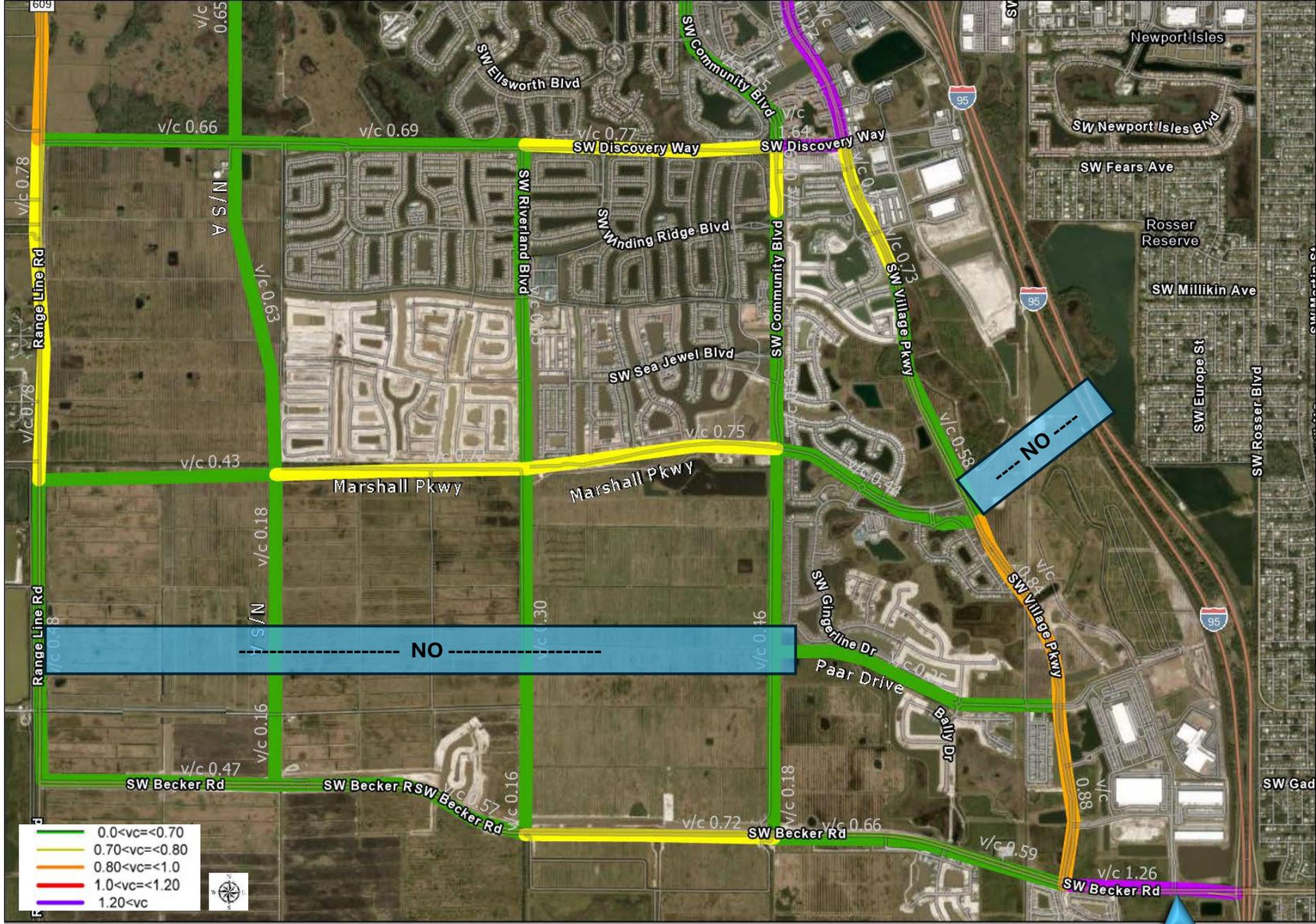
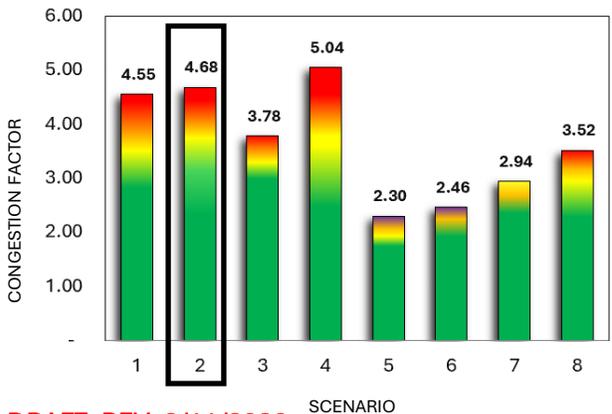
Sources: Esri, TomTom, Garmin, FAO, NOAA, OpenStreetMap contributors, and the GIS User Community of Florida, Vantor

NO

SCENARIO 2

Hegener/Par Drive	NO
Marshall Parkway Interchange	NO
MC Dev. Proposed Road	✓

CONGESTION FACTOR



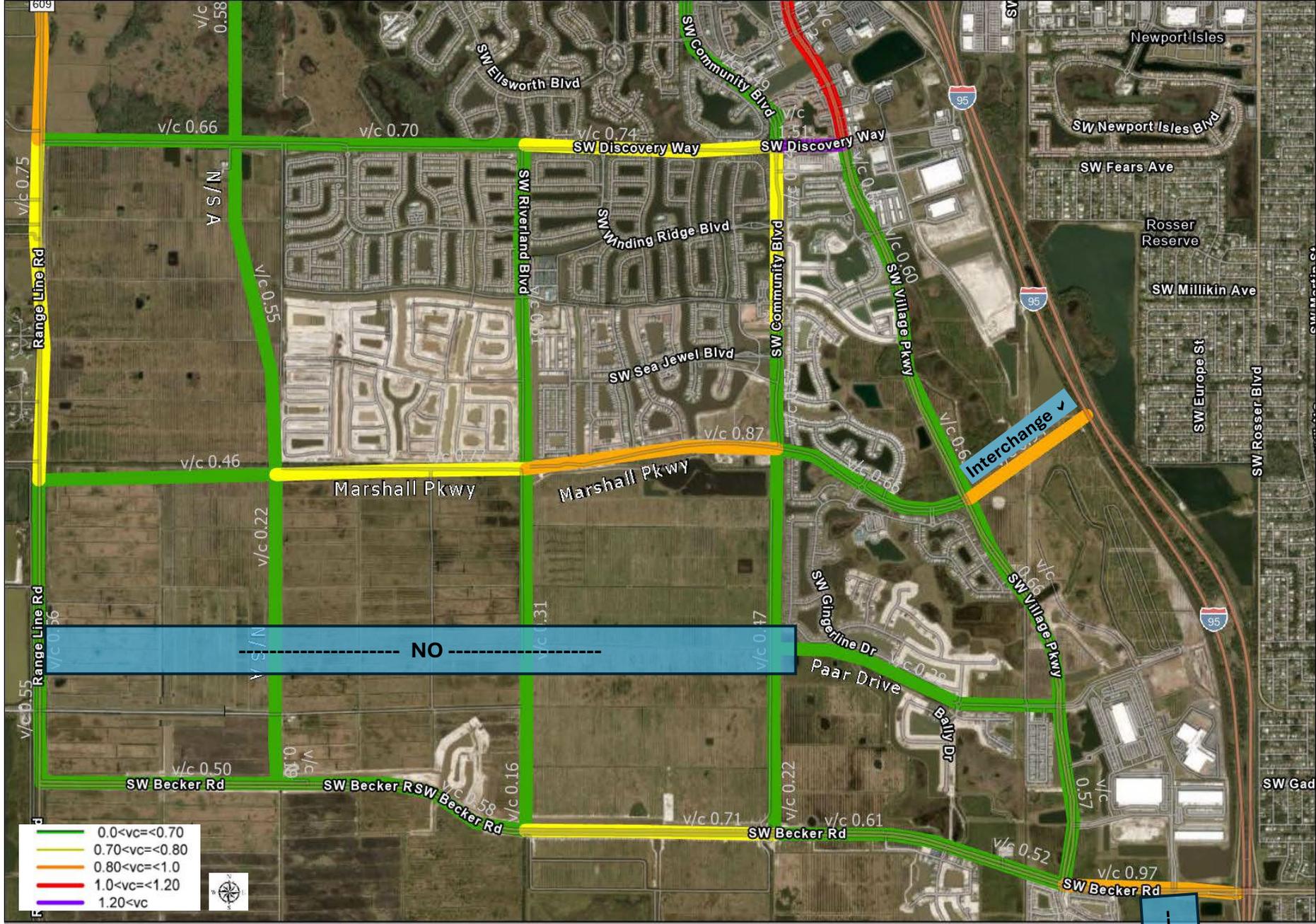
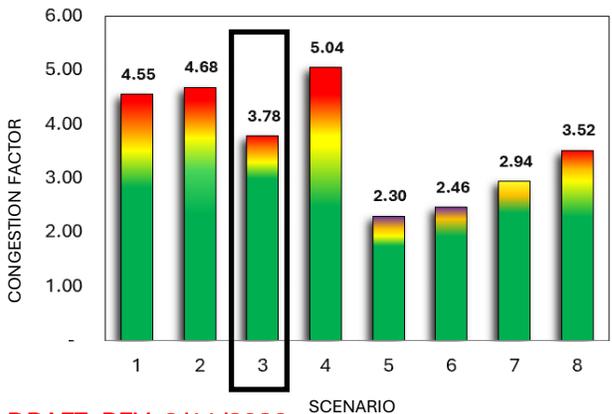
Scenario 2

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, OpenStreetMap contributors, and the GIS User Community, State of Florida, Vantor

SCENARIO 3

Hegener/Par Drive	NO
Marshall Parkway Interchange	✓
MC Dev. Proposed Road	NO

CONGESTION FACTOR



Scenario 3

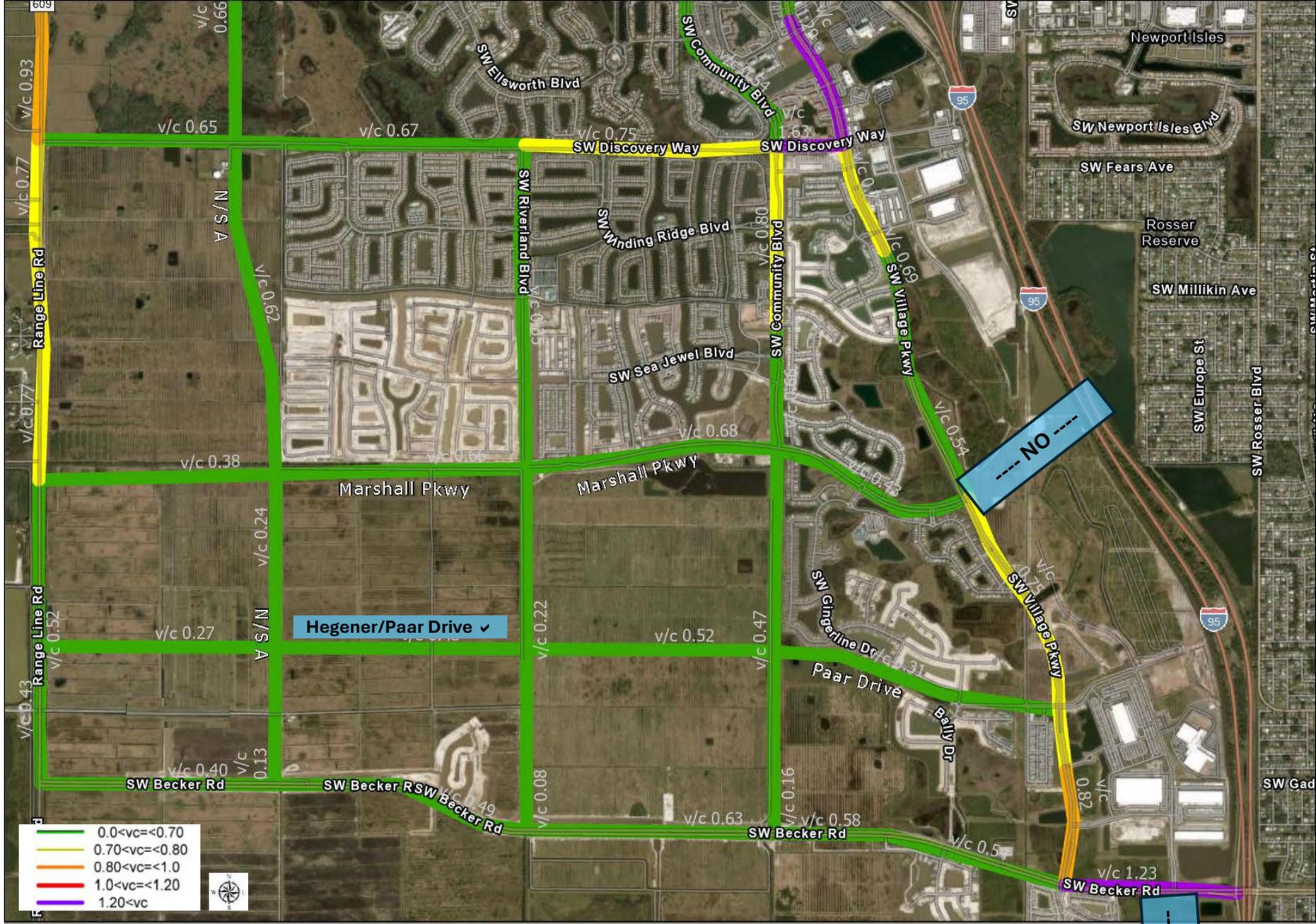
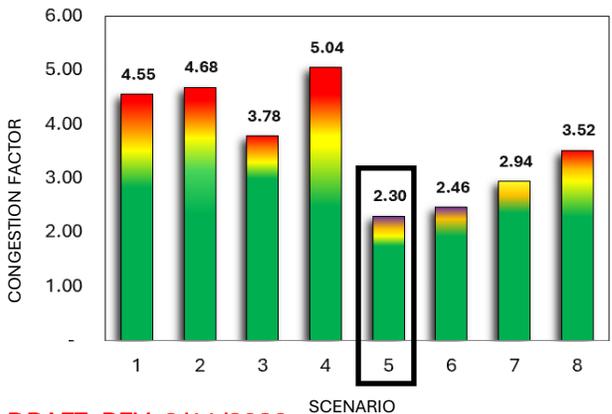
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, OpenStreetMap contributors, and the GIS User Community



SCENARIO 5

Hegener/Par Drive	✓
Marshall Parkway Interchange	NO
MC Dev. Proposed Road	NO

CONGESTION FACTOR



Scenario 5

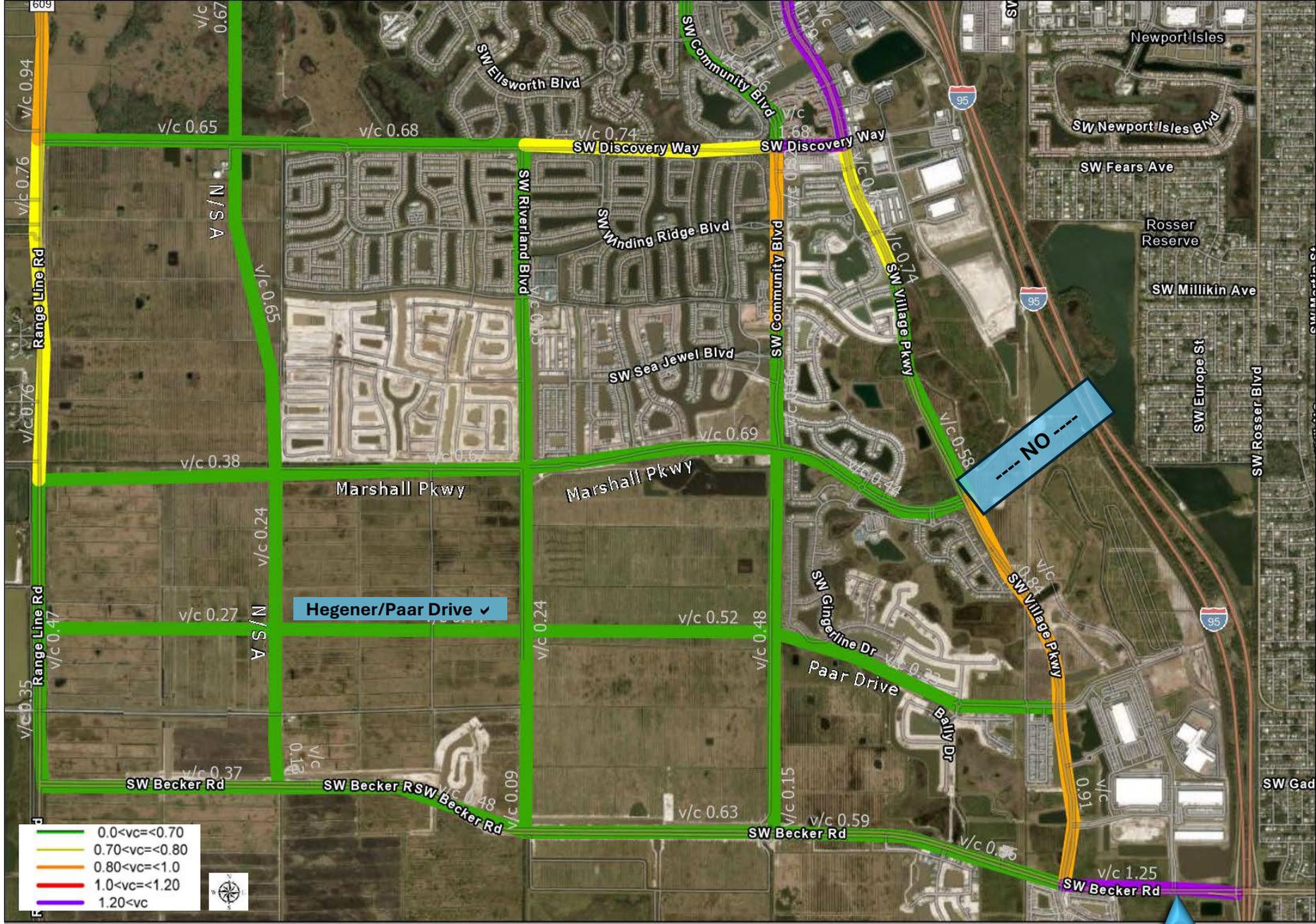
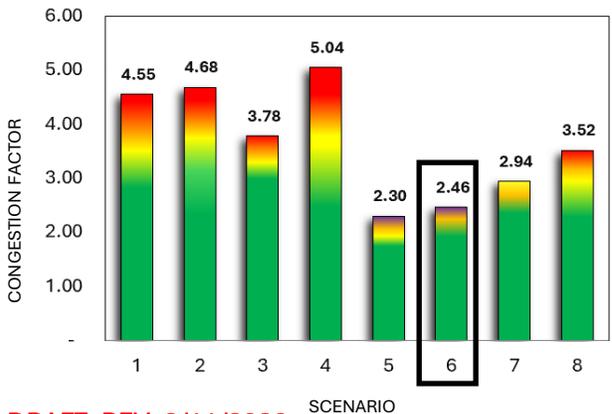
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, OpenStreetMap contributors, and the GIS User Community. State of Florida, Vantor

NO

SCENARIO 6

Hegener/Par Drive	✓
Marshall Parkway Interchange	NO
MC Dev. Proposed Road	✓

CONGESTION FACTOR



Scenario 6

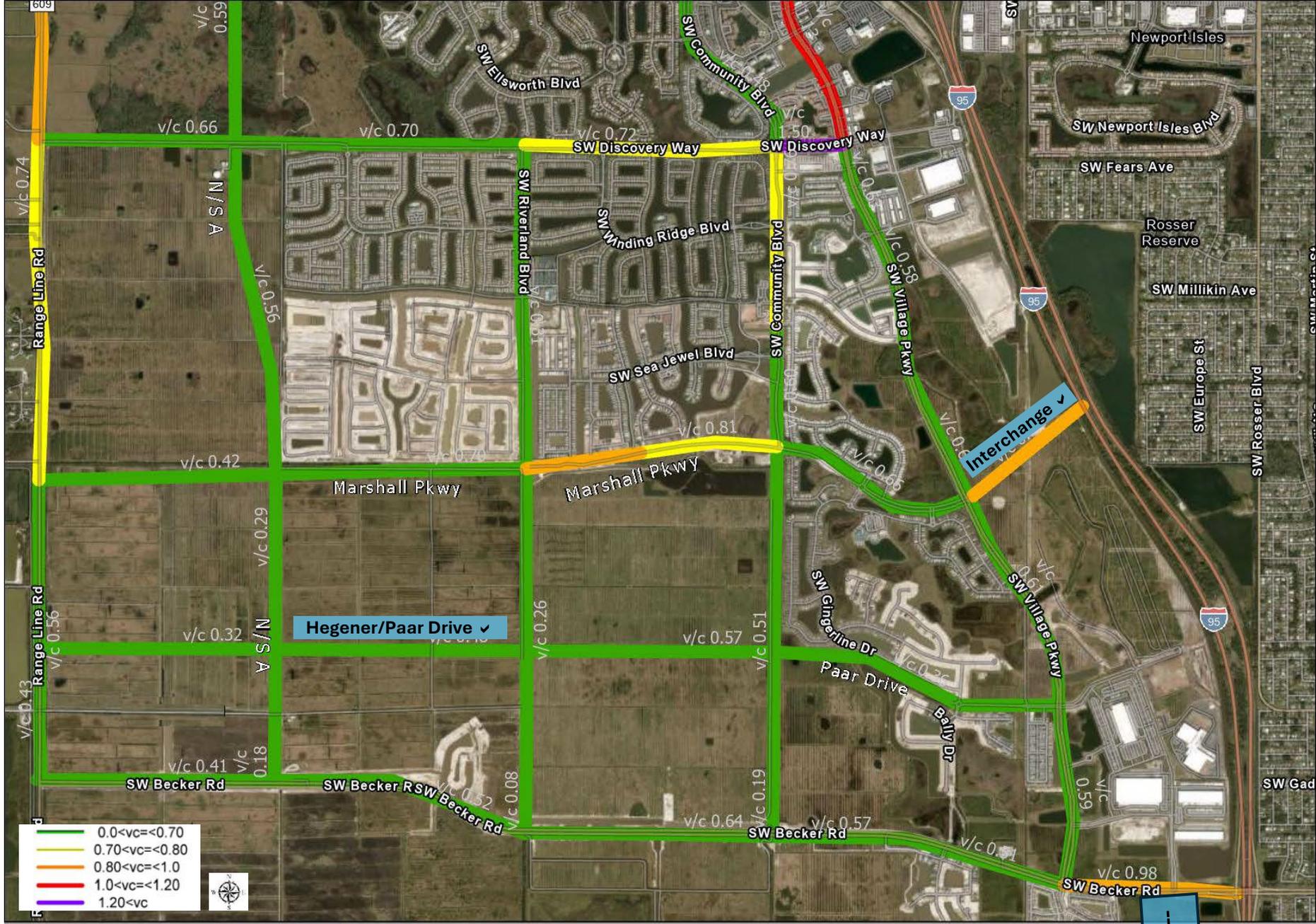
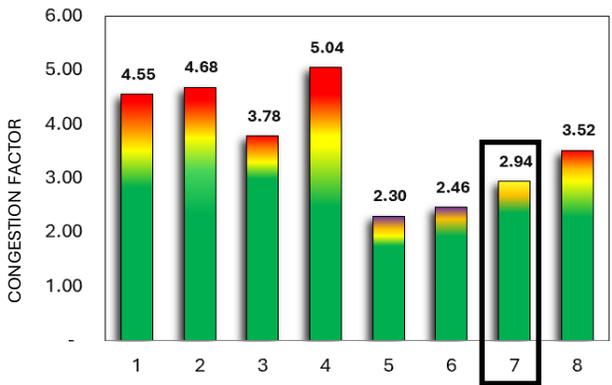
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, OpenStreetMap contributors, and the GIS User Community, State of Florida, Vantor



SCENARIO 7

Hegener/Par Drive	✓
Marshall Parkway Interchange	✓
MC Dev. Proposed Road	NO

CONGESTION FACTOR



Scenario 7

Sources: Esri, TomTom, Garmin, FAO, NOAA, OpenStreetMap contributors, and the GIS User Community of Florida, Vantor



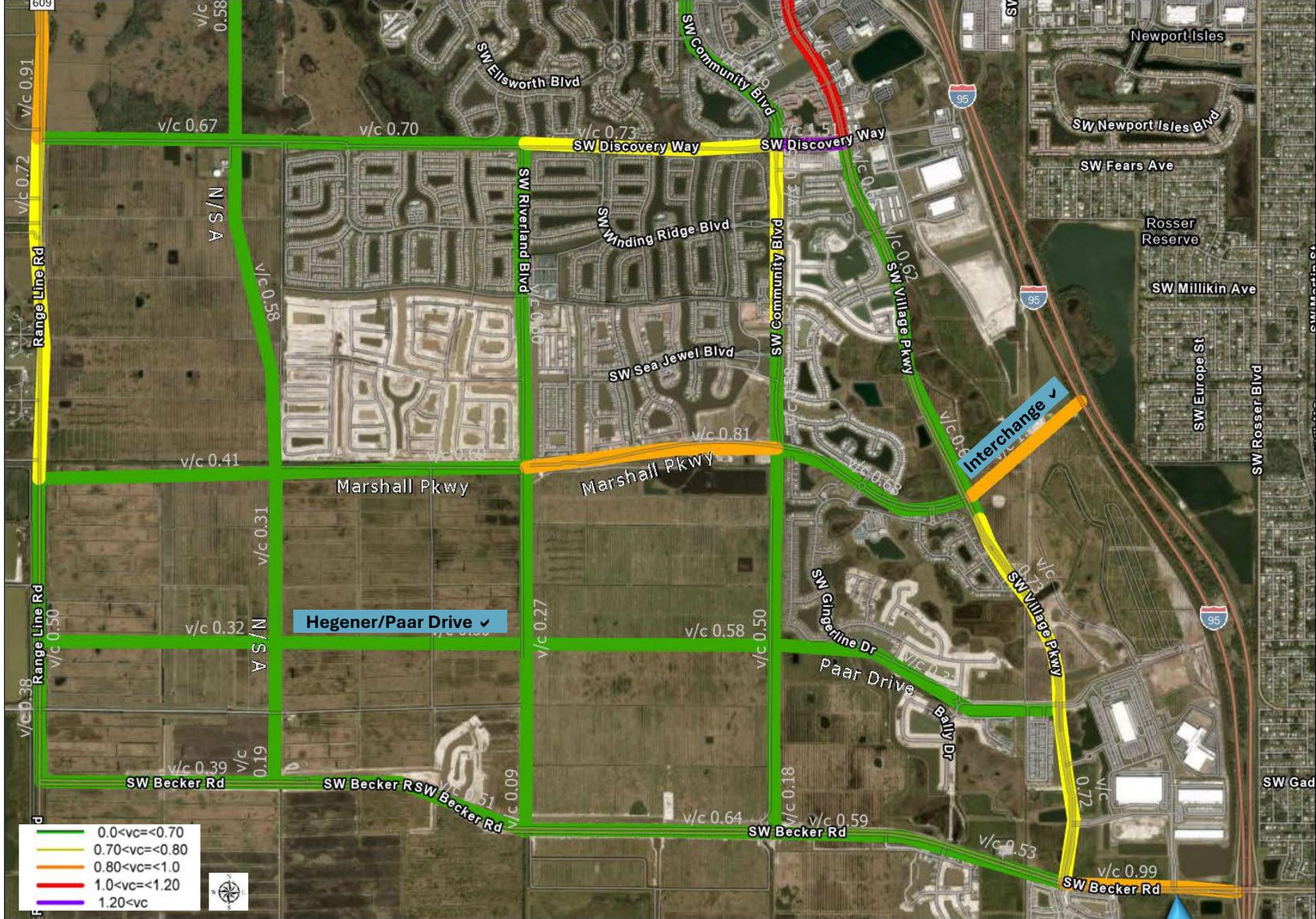
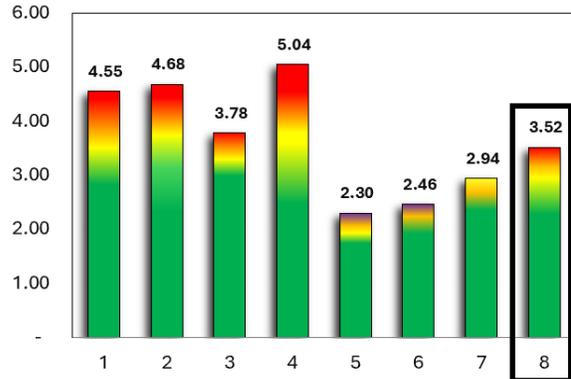
SCENARIO 8

Hegener/Par Drive ✓

Marshall Parkway Interchange ✓

MC Dev. Proposed Road ✓

CONGESTION FACTOR



Scenario 8

Sources: Esri, TomTom, Garmin, FAO, NOAA, U.S. Geological Survey, OpenStreetMap contributors, and the GIS User Community, State of Florida, Vantor



SOUTHWEST ANNEXATION AREA TRANSPORTATION ASSESSMENT

Initial Findings

- There will be a need for roadway capacity improvements over time as several roadway segments are forecast to be either at-risk or over capacity in all scenarios:
 - Noted Examples: portions of Tradition Parkway, Range Line Road, Community Boulevard, Village Parkway, and Becker Road.
- Hegener/Paar Drive:
 - Is the most influential segment among the 8 scenarios within the study area.
 - Provides connectivity and a parallel alternative for Marshall Parkway and Becker Road.
 - Overall, the study area network has less congestion with Hegener/Paar Drive in all scenarios.



SOUTHWEST ANNEXATION AREA TRANSPORTATION ASSESSMENT

Initial Findings

- Marshall Parkway Interchange:
 - Relieves congestion at the Becker Road and Gatlin Boulevard interchanges.
 - Attracts traffic east and west of Village Parkway because it provides a new connection.
- Potential North/South Connector to Martin County:
 - Effects of this connection are complex and require further analysis.
 - Although it will likely draw traffic from Martin County to the Becker Road interchange (“induced congestion”), it could also provide other economic and quality of life benefits.



SOUTHWEST ANNEXATION AREA TRANSPORTATION ASSESSMENT

Initial Recommendations

- The City should:
 - Retain the developer requirements related to the construction of the Hegener/Paar Road segment.
 - Advocate for the Marshall Parkway Interchange, especially as it provides relief for the Gatlin Boulevard and Becker Road interchanges and more travel options for Port St. Lucie residents and businesses.
 - Further analyze the effects of the developer-proposed road from Martin County, including transportation, economic development, and quality of life implications and potential developer contributions to the transportation network (e.g., Marshall Parkway Interchange).



SOUTHWEST ANNEXATION AREA TRANSPORTATION ASSESSMENT

Initial Recommendations

- Overall, as a City policy for future development, the City should:
 - Continue to require road rights-of-way be dedicated with initial development approvals with time-certain for dedication.
 - Require roads be constructed earlier in the development timeframe with specific delivery dates tied to construction phases rather than pursuant to trip counts.
- The City should pursue additional land-banking where possible for transportation, parks, preserves, and other infrastructure needs.



SOUTHWEST ANNEXATION AREA TRAFFIC STUDY

Next Steps

- Receive input on initial findings (February 2026)
- Complete Draft Traffic Study Report (March 2026)
- Finalize Traffic Study Report (April 2026)



SOUTHWEST ANNEXATION AREA TRAFFIC STUDY

Contact Information

KIM DELANEY, PH.D.
TREASURE COAST REGIONAL PLANNING COUNCIL
772.221.4060
KDELANEY@TCRPC.ORG

