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Teresa Lamar-Sarno, AICP  
Deputy City Manager  
City of Port St. Lucie  
121 S.W. Port St. Lucie Blvd  
Port St. Lucie, FL 34984

**Re: Response to St. Lucie County comments on the Phase One Mobility Plan & Mobility Fee Technical Report**

Dear Ms. Lamar-Sarno:

The following is the response to comments provided on September 18<sup>th</sup>, 2021 by St. Lucie County on the Phase One Mobility Plan and Mobility Fee:

**General Comments:**

**County Comment 1:** *“At the 7/21/21 PSL meeting, the City’s outside counsel reiterated repeatedly that the “County will choose” what the PSL permit holders experience on 10/1: that the County will choose what fee it will impose, and it will choose how much to collect. There was no opportunity at that meeting for County staff to correct the record but the County, under its long-standing adopted ordinances, must collect the adopted fee for each permit issued for new construction in the County, and must collect at the adopted rate. The only reason the County could provide a discount in PSL was through the Interlocal, which the City has terminated as of October 1, 2021.”*

**Response:** The City entered into an interlocal agreement with the County in 2011 where the City agreed to lower its road impact fee and collect a road impact fee on behalf of the County. Instead of updating the County’s road impact fee report to reflect the level of travel on County roads in the City, the County agreed to provide up to a 50% reduction in its fee to reflect travel on City streets so that new development was not charged twice for the same impact. The agreement stated the County would spend impact fees on six (6) County corridors within and adjacent to the City. The broad language of the interlocal agreement, provided the County, as interpreted by the City, the ability to make “best efforts” to spend road impact fees on those six (6) corridors. The County knew—or should have known—that it had to meet the dual rational nexus test regardless of what the interlocal agreement said, and the legal requirements have only strengthened over time with the increasing demands of statute and caselaw. Instead of specifying the County “shall” spend road impact fees on the corridors within and adjacent to the City, the standard of “best efforts” was included in the interlocal. The County’s implementation of the “best efforts” standard is one of several reasons the City terminated its interlocal agreement.

While the City has a more progressive vision for meeting its mobility needs over the next 20 years that moves beyond the limitations of a myopic focus on driving over all other modes, the City acknowledges that the County retains control over its system of roads. Therefore, it is ultimately the County's choice how to react to the City's decision to change its approach to transportation mitigation, based on the latest data and analysis and newly amended statutes. The City contends that it is not an option for the County to ignore the best available and most recent data and standards, simply declare "business as usual," and continue its status quo in a changing world.

**County Comment 2:** *Both at the 7/21 meetings and in the City of Port St. Lucie Phase One Mobility Plan and Mobility Fee Technical Report (received 8/5/2021,) the City's consultant suggests the failings of concurrency without disclosing an important benefit to local government: under concurrency, the developer must fix the road segment they cause to "fail" even if that cost is more significant than the Impact Fees due. Under Mobility Fees, concurrency is rescinded, no traffic studies are created, impact to or failure of segments is unknown, the fee is paid, and the local government is left to fix the problem, whether the fee is adequate to fix the problem or not. The same is true of new roads needed by the development.*

**Response:** Prior to the Florida Legislature eliminating state mandated transportation concurrency in 2011 and the application of proportionate share to non-developments of regional impact (DRI) in 2005 and subsequent restrictions on the application of proportionate share in 2007, 2009, 2011 and 2013, transportation concurrency was a tool available to local governments to ensure new development provided infrastructure concurrent with the development. The current transportation concurrency provisions of Florida Statute Section 163.3180 significantly limit the application of "traditional" transportation concurrency and proportionate share by a local government and any knowledgeable developer's traffic consultant that understands travel demand modeling, community capture, level of service, and backlog calculations can substantially limit a development's proportionate share.

Further, a knowledgeable developer's traffic consultant can demonstrate how a local government—which means existing residents and property owners—will be responsible for the vast majority of backlogged roads, not new development. The City's consultant has both conducted traffic analyses from both perspectives, and that experience demonstrates that transportation concurrency and proportionate share has become a paper exercise and is no longer the tool for directing growth that it once was.

The Florida Legislature has been encouraging alternatives to transportation concurrency for decades, initially with Transportation Concurrency Exception Areas and Transportation Concurrency Management Areas in the late 1990's, to the designation of Dense Urban Land Use Areas in the late 2000's, to the elimination of state-mandated transportation concurrency and encouragement for local governments to adopt alternative mobility funding systems, such as mobility fees, back in 2011 and 2013. In addition, the Legislature has encouraged local governments to promote multimodal transportation to move people, not just road capacity to move drivers.

If the County wants to continue implementing transportation concurrency and road impact fees in unincorporated County, that is the County's prerogative. But it is undeniable that the Florida Legislature has recognized the ability of cities (and counties) to adopt alternatives to transportation concurrency, road impact fees, and a singular focus on moving cars. The City contends that its vision must take precedence within and adjacent to its boundaries.

**County Comment 3:** *"Fee Increase: The consultant bases the significant City fee increases on the legal argument that the County can no longer collect its fee, and thus the total collected from the permit holder will be less on October 1, 2021 than would be due today. In the 7/21 meeting, neither the City Attorney nor their outside counsel followed the consultant's lead, stating the County can collect their fee. This seems to disallow the dramatic fee increases by the City under the most recent amendments to the Florida Impact Fee Act."*

**Response:** The proposed Mobility Fee is based on the full impact of development. The Phase One Mobility Plan includes improvements on City, County, and State roads. The Mobility Fee is intended to replace the City's road impact fee and the City is no longer collecting the County's road impact fee.

In 2011, the City agreed to lower its road impact fee and collect the County's road impact fee with the understanding and belief that the County road impact fee revenues collected in the City would be expended on the six (6) corridors in the interlocal agreement. Instead of having the City and County conduct a study to determine what share of travel is attributable to City and County development and traffic, the City agreed to lower its fee and the County agreed to reduce its fee by up to 50%, an arbitrary number that is not based on any study. The 50% reduction provision was put in place with the understanding the City and County cannot charge twice for the same impact.

In contrast, the City's Mobility Fee addresses the full mobility impact of development and payment would represent full mitigation. If the County desires to assess its road impact fee against development in the City, then it would need to update its study to demonstrate that new development is not being charged twice and that its updated road impact fee meets the dual rational nexus, something that its current fee does not do.

The Mobility Fee paid by new development in the City is slightly less than the County road impact fee, with the exception of a few uses. So most new development will pay less, not more. If the County wants to update its study to justify an additional road impact fee, that is on the County. The City's Mobility Fee has been developed consistent with the requirement of Florida Statute Sections 163.3180 and 163.31801, as amended effective July 1, 2021.

The County road impact fee will be out of date effective October 1<sup>st</sup>, 2021, as it applies to development in the City. It is the County that needs to update its road impact fee to reflect the City's Mobility Plan and Mobility Fee and the latest amendments to Florida Statute Section 163.31801. The County's road impact fee is not based on a plan of improvements, it is not based on the most recent and localized data, it does not reflect current conditions, and it does not meet the dual rational nexus test as it relates to development in the City.

**County Comment 4: Report Methodology Discrepancies:**

a. *The study does not delineate the travel handled by county, state and city roads, separately. This variable is typically used to calculate the different portions of the fee.*

**Response:** The Mobility Fee is based on mobility and multimodal corridor and intersection improvements identified in the Phase One Mobility Plan. The methodology the County references is one used for consumption-based road impact fees that are not based on needed improvements tied to new growth, but rather based on a general assumption that new development generates traffic and needs road capacity to accommodate that traffic. The County’s road impact fee does not make a specific finding that the need for improvements is due to new development.

Existing traffic was evaluated as part of the data review and extensive level of service analysis. The Phase One Mobility Plan includes over 200 detailed corridor and intersection improvements on City, County, and State roads (Appendix K & L of Technical Report). In addition, an analysis was conducted and illustrated on Table 19, page 72 of the Technical Report that shows improvements on County roads represented 13.6% of the total miles, 23.3% of the total cost, and 14.37% of the total person capacity of unfunded Phase One Mobility Plan corridor improvements. This analysis was prepared as part of the Technical Report to provide measurable data on the share of improvements on County roads within and adjacent to the City, not the assumptions used in the current interlocal agreement.

**TABLE 19. MOBILITY IMPROVEMENTS ON COUNTY ROADS**

Road	Miles	Cost	PMC
Glades Cut-Off Road	12.04 (4.47%)	\$86,831,920 (11.28%)	195,063 (6.52%)
Midway Road	9.83 (3.65%)	\$47,720,619 (6.20%)	126,269 (4.22%)
Prima Vista Blvd	1.96 (0.73%)	\$1,471,988 (0.19%)	7,006 (0.24%)
Range Line Road	6.10 (2.27%)	\$29,280,000 (3.80%)	59,170 (1.98%)
St. James Road / 25 <sup>th</sup> Street	3.34 (1.24%)	\$1,919,849 (0.25%)	10,017 (0.33%)
Walton Road	3.10 (1.15%)	\$12,484,716 (1.62%)	31,741 (1.06%)
<b>County Totals</b>	<b>36.65 (13.6%)</b>	<b>\$179,829,210 (23.3%)</b>	<b>429,833 (14.37%)</b>
<b>County Roads (East of I-95)</b>	<b>18.95 (7.04%)</b>	<b>\$96,093,092 (12.48%)</b>	<b>260,382 (8.70%)</b>
<b>County Roads (West of I-95)</b>	<b>27.42 (6.47%)</b>	<b>\$83,616,000 (10.86%)</b>	<b>168,974 (5.65%)</b>
<b>Unfunded Corridors</b>	<b>269.08 (100%)</b>	<b>\$769,873,987 (100%)</b>	<b>2,991,508 (100%)</b>

**Source:** The data in table 19 was obtained from the Phase One Mobility Plan Corridors (Appendix K). The Phase One Mobility Plan also includes multimodal improvements on Gilson Road consisting of 0.28 miles, a cost of \$120,118, and a PMC of 509. The % for Gilson Road are minor, and the corridor is not specified in the current interlocal agreement with the County. Glades Cut-Off northeast of Commerce Center Drive was included in County Roads east of I-95.



The Chamber introduced a concept of a 65% City and 35% County split. Then the County made the above comment in “a” calling it a methodology discrepancy. In response to the Chamber and County comments, an analysis was undertaken to determine the total lane miles and vehicle miles of travel (VMT) on roadways within and adjacent to the City of Port St. Lucie. For purposes of this analysis, Midway Road forms the northern boundary, Indian River Drive forms the eastern boundary, the Martin County Line form the southern boundary, and the Range Line Road Extension and Glades Cut-Off form the western boundary. An analysis by the County would have illustrated the following facts:

Total lane miles on County roads within and adjacent to the City of Port St. Lucie is only 19.3%, with 9.7% of those lane miles east of I-95 and 9.5% west of I-95. City roads represent 69.4% of the total lane miles and State roads represent 9.2% of the total lane miles. The remaining percentage occurs on privately maintained roads.

Total daily vehicle miles of travel (VMT) on County roads within and adjacent to the City of Port St. Lucie is only 13.4%, with 10% of the VMT occurring east of I-95 and 3.4% west of I-95. City roads represent 69.8% of the total VMT and State roads represent 16.0% of the VMT. So even though there are fewer lane miles of State roads, the State roads carry more VMT than the County roads. The remaining percentage occurs on privately maintained roads.

**LANE MILES & VEHICLE MILES OF TRAVEL (VMT)**

Maintaining Entity	LANE MILES		2020 VMT	
	Total	Percentage	Total	Percentage
City	411.42	69.4%	1,761,077	69.8%
County	114.11	19.3%	336,747	13.4%
State	54.55	9.2%	403,923	16.0%
HOA	12.38	2.1%	20,597	0.8%
<b>Total</b>	<b>592.46</b>	<b>100%</b>	<b>2,522,344</b>	<b>100%</b>
County (East of I-95)	57.58	9.7%	223,671	10.0%
County (West of I-95)	56.53	9.5%	113,076	3.4%

**Source:** Areawide Lane Miles is based on data from the Traffic Characteristics Report (Appendix I). The data used to develop the Traffic Characteristics Report was obtained from the City, County and FDOT. The Lane Miles and VMT analysis was prepared by NUE Urban Concepts as of July 2021. Lane Miles is based on number of lanes x length of a road segment. VMT is based on AADT x length of a road segment. Total lane miles rounded to the nearest 100<sup>th</sup> Place. Percentages rounded to the nearest 10<sup>th</sup> Place. State roads excludes Interstate 95 and the Florida Turnpike.

The daily VMT reflects both demand and utilization of City, County, and State roads. Using the Chamber’s suggestion for a potential methodology, the data demonstrates that the split would actually be 85% City and 15% County based on current daily VMT, rather than 65%/35%. Further, since the County has granted substantial road impact fee credits west of I-95, most of the road impact fees actually paid to the County come from development east of I-95. Using the data above, the City share would be 90% and the County share would be 10% east of I-95, rather than 65%/35%.

The total lane miles and VMT on County roads drops even more if travel on Interstate 95 and the Florida Turnpike (limited access) are included in the analysis. The following is the summary of the data with I-95 and the Turnpike:

Total lanes miles on County roads within and adjacent to the City of Port St. Lucie is only 16.0%, with 8.1% of those lane miles east of I-95 and 7.9% west of I-95. City roads represent 57.6% of the total lane miles, State roads represent 7.6%, limited access represent 17.1%.

**LANE MILES & VEHICLE MILES OF TRAVEL WITH LIMITED ACCESS FACILITIES (VMT)**

Maintaining Entity	LANE MILES		2020 VMT	
	Total	Percentage	Total	Percentage
City	411.42	57.6%	1,761,077	45.4%
County	114.11	16.0%	336,747	8.7%
State	54.55	7.6%	403,923	10.4%
HOA	12.38	1.7%	20,597	0.5%
I-95 & Turnpike	122.40	17.1%	1,352,924	34.9%
<b>Total</b>	<b>714.86</b>	<b>100%</b>	<b>3,875,268</b>	<b>100%</b>
County (East of I-95)	57.58	8.1%	223,671	6.5%
County (West of I-95)	56.53	7.9%	113,076	2.2%

**Source:** Areawide Lane Miles is based on data from the Traffic Characteristics Report with the Florida Turnpike and I-95 (See Attached). The data used to develop the Traffic Characteristics Report was obtained from the City, County and FDOT. The Lane Miles and VMT analysis was prepared by NUE Urban Concepts as of July 2021. Lane Miles is based on number of lanes x length of a road segment. VMT is based on AADT x length of a road segment. Total lane miles rounded to the nearest 100<sup>th</sup> Place. Percentages rounded to the nearest 10<sup>th</sup> Place. Interstate 95 and the Florida Turnpike, while State roads, are shown separately.

Total daily vehicle miles of travel (VMT) on County roads within and adjacent to the City of Port St. Lucie is only 8.7%, with 6.5% of the VMT occurring east of I-95 and 2.2% west of I-95. City roads represent 45.4% of the total VMT, State roads represent 10.4% of the total VMT, and

limited access facilities represent 34.9% of the total VMT. The remaining percentage occurs on privately maintained roads.

Based on the analysis conducted above, under any possible measure, the County share of total lane miles is less than 20% and share of total VMT is less than 15%. It should be noted that the area studied includes unincorporated areas along Midway Road, Indian River Drive, Prima Vista, and St. James, because the City acknowledges that development in the City impacts adjacent county roadways. If the portion of County roads that are in unincorporated County were excluded in the analysis, the percentages would drop even more, to less than 15% of total lane miles and less than 10% of daily VMT.

The analysis prepared in Table 19 of the Technical Report and the mileage and travel breakdown provided above in response to the Chamber and County both illustrate that the percentages attributable to County roads, based on five different metrics evaluated, is between 10% and 25%, with only 5% to 15% attributable to the area east of I-95. Since the area east of I-95 within the City of Port St. Lucie has generated on average 83% of all County road impact fee revenues, yet only 10% of daily travel occurs on County roads east of I-95, there is an enormous disconnect between the fees paid by new development and the need created by that development on County roads.

Even more concerning, that development receives almost zero benefit through improvements funded by County road impact fees to serve the development that paid the fees. To claim that a development on US 1, or Becker, or Southbend, or California, or Port St. Lucie Blvd, or Gaitlin, or St. Lucie West that paid a County road impact fee receives a mobility benefit through an improvement provided on Midway Road would appear not to meet the dual rational nexus test.

The statement that new development east of I-95, which is where most road impact fees are paid, will be required to pay both the full City Mobility Fee and the full County road impact fee is not based on factual data, and does not reflect in any sense that total lane miles and total daily VMT on County roads east of I-95 is less than 10%.

Besides Glades Cut-Off north of Midway, the only substantial road capacity project east of I-95 in the Phase One Mobility Plan on a County road is the widening of Midway Road between E. Torino Parkway and Selvitz Road from two (2) to four (4) lanes. If any traffic from the City uses this portion of Midway, it will be from new development west of I-95, not areas of the City east of I-95. Given that the City has sent or will send over \$34 million dollars in road impact fees collected between October 2019 and October 2021 to the County, there is ample City impact fee revenue today to fully fund the Midway Road improvement.

Based on the analysis provided, it is the opinion of this author that development within the City east of I-95 that has paid a County road impact fee would potentially have a legitimate case that the County road impact fee does not meet the dual rational nexus test and could potentially seek to have those fees reimbursed.

b. *Construction costs to add capacity seem to be low and are unlikely to cover the full impacts of new development. (The technical studies should document the full cost and the Boards/Councils can make the policy decision of adopting them at reduced percentage).*

**Response:** The construction cost data reflects the latest information available from the City, based on recently completed improvements along with funded improvements. The latest FDOT cost estimates have been utilized as well in the analysis. The cost of development funded improvements reflects developer funded cost and utilization of capacity by that new development.

c. *The conversion of ITE based vehicles trip data to PMT is not clear since ITE is for auto trips only and the PMT includes all modes. Related to this, ITE published a sample of non-auto trips, which is not referenced in the report. These non-auto trips will have different trip length and capture rates.*

**Response:** The methodology for calculating Person Miles of Travel is consistent with professionally accepted practice and is used by FDOT and the Federal Highway Administration. The data is based on the 2017 National Household Travel Survey for vehicle and person trips, trip length, and miles of travel. The detailed data for the PMT is based on the detailed Tables provided in Appendices F, G, P and Q.

d. *The study utilizes physical capacity of non-auto assets but evaluates actual use of autos. A car/SUV has capacity for 5 to 7 people, while the utilization is more like 1.5 persons. The approach is inconsistent between modes.*

**Response:** The capacity for roads is detailed in and based on Table 8 of the technical report, and includes auto occupancy from Appendices F and G. The capacity for multimodal facilities is detailed in Tables 9 and 10 and based on the Quality-of-Service Standards established in Figures 5 thru 7. The whole intent of the Phase One Mobility Plan is to identify improvements to make it safer and more convenient for people to use multimodal transportation, and the intent of the Mobility Fee is to partially fund those improvements. The City, County, and FDOT have historically funded road capacity to move cars, not multimodal improvements to meet people. As more multimodal infrastructure is built, additional data will be available to further evaluate utilization of multimodal facilities.

**County Comment Page 5:** *“The Mobility Fee study references unincorporated enclaves, and adjacent impact areas, as potential candidates for the fee. Extra-jurisdictional authority is restricted by the Florida Constitution and Florida Law. There is no authority for the City to impose a mobility fee or impact fee outside of its jurisdictional boundaries.”*

**Response:** The City does not issue building permits in unincorporated County and therefore cannot—and never intended to—assess Mobility Fees on development in unincorporated County. Areas outside of City limits have been included in the analysis to demonstrate the City Plan and Fee are fully mitigating the impact of City development and include improvements outside City limits that are part of the City’s benefit district. If the County pursues charging new development

in the City the full County road impact fee under the premise that the development impacts County Roads, then the City could pursue charging new development in portions of the unincorporated County the full mobility fee under the premise that the development impacts City Roads.

Further, the City could even seek funds from the County, since the full County road impact fee includes travel on City roads for which the County does not maintain. The preferred alternative is to come to agreement on a system, based on the latest data that does not charge development twice for the same impact.

**County Comment Page 10:** “Florida statute 163.3180(5)(t) appears to be misquoted.”

**Response:** The quote is directly from the Florida Department of Economic Opportunity, the State Department charged with implementing the will of the Florida Legislature as expressed through the Community Planning Act in State Statute. It may be advantageous for the County to review what DEO says about transportation concurrency, mobility plans and mobility fee. The website for the direct DEO link is provided in Appendix A.

**County Comment Page 13:** “The report notes that a distinguishing feature of mobility fees is that they may be applied in different areas and at different rates. Impact fees may also be applied that manner.”

**Response:** Then the County should consider this possibility in its update of its road impact fee, to charge development east of the St. Lucie River less in its update.

**County Comment Page 14:** “The report implies that the expenditure of County impact fees outside of municipal boundaries contributes to urban sprawl. This suggestion fails to recognize that the impact of new growth is significantly broader than the street system adjacent to new development. The use of county impact fees outside of municipal boundaries does not contribute to urban sprawl but rather responds to the impacts of approved development.”

**Response:** The courts and the Florida Legislature have established criteria for the benefits requirement of the dual rational nexus test. If the County feels that its current system—one that takes money collected from development in cities to provide road capacity in the unincorporated County to serve suburban sprawl that it has approved, and that does not provide a capacity benefit to the development within cities that pays the fee—meets the benefits requirement of the dual rational nexus, then we will have to agree to disagree. In my professional opinion, having served almost 15 years in local government administering impact and mobility fees, and over 10 years assisting local governments across Florida implement impact fees and mobility fees, the County’s current system meets neither the needs requirement nor the benefits requirement of the dual rational nexus test based on the most recent and localized data, as required under the Impact Fee Act.

**County Comment Pages 20-24:** “The report discusses a combination of impact fee and exaction cases, conflating their application. Exactions are the exercise of executive authority relating to contributions required to specific property based upon its circumstances. Impact Fees and

*Mobility Fees are legislative enactments applied over a broad geographic area and not targeted at an individual property but rather numerous differing properties. The data source relied upon is not clear, rendering it difficult to determine whether it satisfied the most recent and localized data requirements of Florida Law.”*

**Response:** The overriding concern of the last 40-50 years of caselaw governing both exactions and legislative fees is that there is an adequate connection between the needs created by development and the improvements provided to address those needs. While development can be required to address its impacts, the government has a duty to collect fees and construct improvements that are related to the demand created by development and benefit that development. Based on the data I have collected and analyzed, I fail to see how the relationship between the County impact fee revenues and expenditures meets any of the possible tests in the caselaw. The Technical Report, which is almost 200 pages in length, documents where all the data was obtained. The Mobility Plan and Mobility Fee is based on the most recent and localized data available. It is not clear when the County’s road impact fee was last fully updated, and if the data used for that update is based on the most recent and localized data.

**County Comment Page 30-31:** *“On what annexation and growth did the consultant base the 2045 PMT for the WOR area? Absent annexation, and the present Future Land Use density/intensity allowances, how was this calculated?”*

**Response:** The Technical Report clearly spells out on pages 29 to 32 the methodology and data used in the analysis. It should be noted, based on the information available to the City, the County’s road impact fee makes no reference whatsoever to future travel demand or need, other than reference to a Long-Range Plan that has since been updated twice.

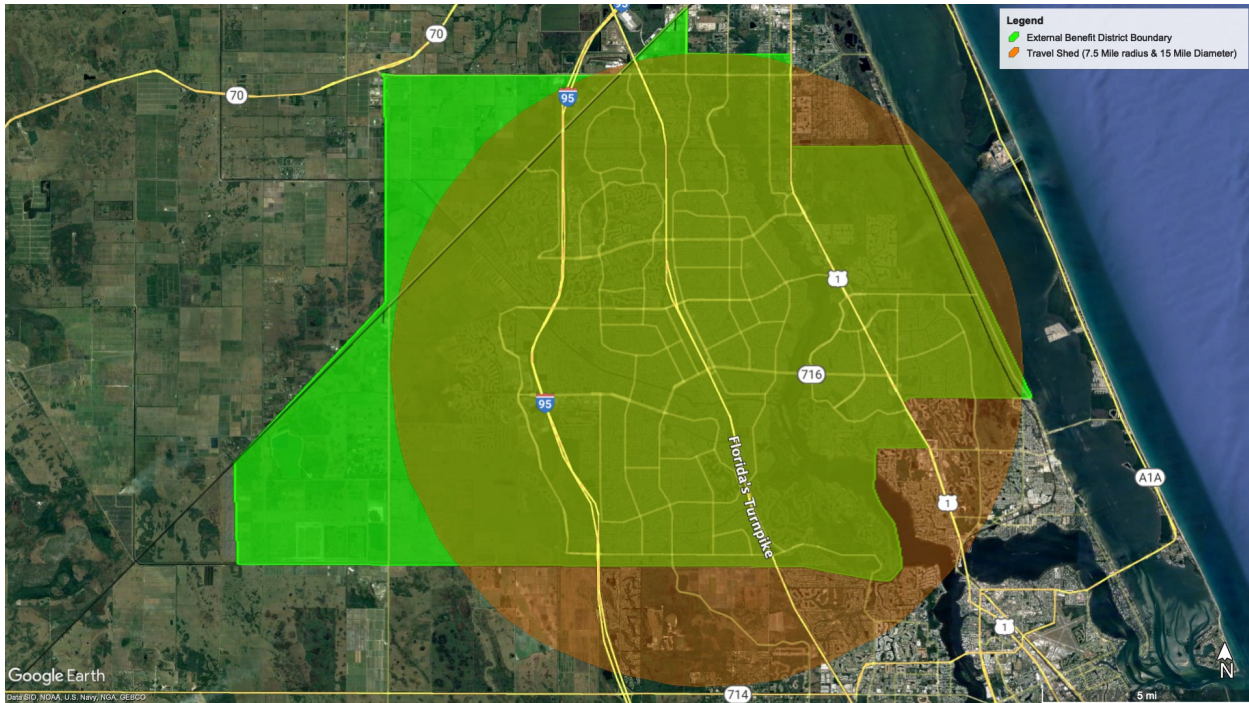
**County Comment Pages 45:** *“The study acknowledges that a local government cannot charge new development for existing deficiencies but to evaluate the capacity of the system, applying a system wide analysis. That is, they evaluate the deficiency of the system by considering the entire road system. However, the mobility fee is not based upon system wide improvements, such as a consumption-based impact fee, but rather specifically identified improvements.”*

**Response:** The Phase One Mobility Plan identifies system-wide improvements within the areas impacted by development within the City of Port St. Lucie. The Technical Report also documents areawide LOS as recommended by the Florida Legislature in Florida Statute 163.3180 (5)(f) as part of an alternative mobility funding system.

**County Comment Pages 58:** *“The report indicates that the mobility fees have been formulate so that new development will fully mitigate its impact to the City, County and State roads. The Study does not define what it considers to be the State and County impacts or how the inclusion of six (6) county road segments mitigates all the impacts to the County Road System.”*

**Response:** Several spatial analyses were evaluated, based on household travel survey data and a review of prior road impact fee studies. The following was used in the establishment of the City’s benefit district and reflects a 7.5-mile radius from the Port St. Lucie and Florida Turnpike interchange, which is roughly the mobility center of the City, and a 15-mile diameter. The green

represents the five (5) combined benefit districts and the outer limits of the benefit district. The orange reflects the 7.5-mile radius. Even though Midway west of I-95, Range Line Road, and Glades Cut-Off extend outside the radial area evaluated, improvements on each road were included in the Phase One Mobility Plan.



**County Comment Pages 64:** *“The report recommends the imposition of a tiered mobility fee for residential uses based upon a per square foot fee. It does not explain the ratio between house size and persons per trip.”*

**Response:** Please see Appendix O of the mobility fee technical report.

**County Comment Pages 71:** *“The report recommends the immediate implementation of any fee that is lower than the existing impact fee but the pre-existing fee utilized for comparison is the County's fee and not the City's current fee. The comments seem to imply that the County impact fee will no longer be imposed and therefore, the City may unilaterally implement the mobility fee without awaiting the statutory period, if the new fee is lower than existing County fee. The determination as to whether the mobility fee needs to provide the 90 period before implementation should seemingly be based upon the relationship to the City's existing impact fee not the County's fee.”*

**Response:** The City is no longer collecting the County road impact fee and, based on the analysis conducted in the Technical Report and the responses provided herein, the County’s road impact fee does not currently, and will not after adoption of the mobility fee, meet the dual rational nexus test or the requirements of the Impact Fee Act. Thus, the burden of proof would be on the County to defend its fees. Absent an updated road impact fee study, it is uncertain how the County could justify fully assessing its current road impact fee on development in the City.



The City will be providing a letter to each entity that pays its mobility fee, stating that the City has determined the development has fully mitigated its impact.

Ideally, the City and the County could compromise, to ensure that only one fee is assessed within the City and that the City and County come to an agreement or understanding on how to implement Phase One Mobility Plan improvements on County roads.

**County Comment Pages 72:** The report recommends that the mobility fees be implemented immediately with a supermajority vote of the City Council via a finding of extraordinary circumstances. No basis under the law is apparent.

**Response:** Please see the proposed Mobility Fee Ordinance. The Phase One Mobility Plan, based on the latest travel demand model used by the MPO, illustrates an extraordinary increase in projected vehicle miles of travel of 2,885,427 VMT between 2020 and 2045. The extraordinary increase in projected vehicle miles of travel is one of the extraordinary circumstances that requires the implementation of high mobility fees on uses with significant travel demand impact.

**TABLE 3. GROWTH IN VEHICLE MILES OF TRAVEL (VMT) BY AREA**

Area (Location)	2015	2020	2045	Increase	% Growth
East of St. Lucie River	969,221	1,034,069	1,429,497	395,428	1.30%
Between St. Lucie River & I-95	1,713,910	1,876,185	2,949,264	1,073,079	1.83%
West of I-95	233,503	289,136	841,683	552,547	4.37%
Turnpike & I-95	1,472,535	1,605,044	2,469,417	864,372	1.74%
<b>Total</b>	<b>4,389,169</b>	<b>4,804,435</b>	<b>7,689,861</b>	<b>2,885,427</b>	<b>1.89%</b>

*Source:* See Table 3 above as the source information is the same.

The conversion of vehicle miles of travel to person miles of travel (PMT) further highlights the extraordinary increase of 3,714,346 PMT over the next 25 years. The projected increase in PMT is one of the factors developed to demonstrate a finding of extraordinary circumstances.

**TABLE 4. INCREASE IN PERSON MILES OF TRAVEL (PMT)**

2020 Vehicle Miles of Travel (VMT) & Person Miles of Travel (PMT)	
2020 Vehicle Miles of Travel (VMT) for EOR Area	1,034,069
2020 Person Miles of Travel (PMT) for EOR Area	1,933,710
2020 Vehicle Miles of Travel (VMT) for WOR Area	2,165,321
2020 Person Miles of Travel (PMT) for WOR Area	3,962,537



<b>2020 Person Miles of Travel (PMT)</b>	<b>5,896,247</b>
<b>2045 Vehicle Miles of Travel (VMT) &amp; Person Miles of Travel (PMT)</b>	
<b>2045 Future Year Vehicle Miles of Travel (VMT) for EOR Area</b>	<b>1,429,497</b>
<b>2045 Future Year Person Miles of Travel (PMT) for EOR Area</b>	<b>2,673,160</b>
<b>2045 Future Year Vehicle Miles of Travel (VMT) for WOR Area</b>	<b>3,790,947</b>
<b>2045 Future Year Person Miles of Travel (PMT) for WOR Area</b>	<b>6,937,433</b>
<b>2045 Person Miles of Travel (PMT)</b>	<b>9,610,593</b>
<b>Increase in Person Miles of Travel (PMT) between 2020 &amp; 2045</b>	
<b>Increase in Person Miles of Travel (PMT)</b>	<b>3,714,346</b>
<i>Source: Base and future year VMT data from Table 3. PMT for EOR are obtained by multiplying VMT by 1.87. PMT for WOR are obtained by multiplying by 1.83. The calculation for the increase in person miles of travel is illustrated in Figure 3.</i>	

The Phase One Mobility Plan identifies \$770,235,818 in unfunded improvements. Of the overall unfunded cost, 64% (\$492,856,394) is for City multimodal improvements. Just over 3/4 of a billion dollars in needed improvements between 2020 and 2045 is a significant unfunded need and an extraordinary circumstance that requires the City to pursue mobility fees, as well as other funding sources. The developer share of cost reflects that a percentage of improvements will be utilized by travel demand internal to the development. The percentage of travel demand for development is documented in the Technical Report.

The following table (page 14) illustrates the extraordinary need, based on projected increase in person miles of travel, for Phase One corridor improvements, and the extraordinary cost required to fund the Phase One corridor improvements and the cost of intersection improvements. The Technical report provides further detail related to significant increase in future travel demand and the cost of improvements to meet that demand.

**UNFUNDED MOBILITY IMPROVEMENTS**

<b>Road</b>	<b>Miles</b>	<b>Cost</b>	<b>PMC</b>
<b>City Corridor Improvements</b>	<b>159.93 (59.3%)</b>	<b>\$492,856,394 (64.0%)</b>	<b>1,635,854 (54.6%)</b>
<b>County Corridor Improvements</b>	<b>36.65 (13.6%)</b>	<b>\$179,829,210 (23.3%)</b>	<b>429,833 (14.4%)</b>
<b>State Corridor Improvements</b>	<b>5.86 (2.2%)</b>	<b>\$4,395,854 (0.6%)</b>	<b>21,100 (0.7%)</b>
<b>Developer Corridor Improvements</b>	<b>67.26 (24.9%)</b>	<b>\$93,154,361 (12.1%)</b>	<b>906,609 (30.3%)</b>

Total Corridor Improvements	267.90 (100%)	\$770,235,818 (100%)	2,993,396 (100%)
<i>Source:</i> The data was obtained from the Phase One Mobility Plan Corridors (Appendix K).			

High impact uses have a significant impact to the overall transportation system. The proposed mobility fee for high impact uses reflect the projected travel demand generated by these uses, resulting in fees that are higher than the current County road impact fee. For example, a quick service restaurant (aka fast food) generates 3X the travel demand impact of a sit-down restaurant and 10X the impact of a retail use. The additive fees for uses such as vehicle fueling, quick service drive-thru lanes and free-standing ATMs have roughly 10X the impact of retail uses. The mobility fee reflects this impact, which results in higher fees.

**County Comment Pages 72:** *“The six (6) county roads within the current County & City interlocal agreement are factored into the costs, with only a portion of Midway Road is projected to be over capacity. Yet all are included in the Mobility Plan. For the Midway Road segment from East Torino to Selvitz the cost included was approximately \$23,000,000.”*

**Response:** The Phase One Mobility Plan includes the aforementioned four (4) lane widening of Midway Road and, based on the data available and future model growth rates, the existing two lane roads mentioned in the interlocal are proposed to be widened to two (2) lane divided roads, and the existing four (4) lane roads are proposed to have multimodal enhancements.

**County Comment Pages 72:** *“Further, the Report seems to imply that funding may be provided for those County segments but does not assume any responsibility for the improvement. Glades Cut Off Road is also included with an impending need to widen, but it appears that the City plans to collect for County road projects without responsibility for the road or the expansion. Further, the report describes that funding may be contributed to the project but that is not mandatory. This would undercut the fee's validity if using a project cost in calculating the fee rate while not committing it toward that project.”*

**Response:** The Technical Report provides the City Council with the information needed to make informed decisions on moving forward with the Mobility Plan and Mobility Fee. Part of moving forward will be negotiating with the County to determine how best to address improvements to County roads. Based on the Plan, Report, and analysis provided, the City could consider setting aside anywhere from 5% to 25% of mobility fee revenues for County facilities based on the Mobility Plan.

The adoption of a Mobility Fee based on the Phase One Mobility Plan would provide the City Council, not the County Board of County Commissioners, the final say on the prioritization and expenditure of mobility fees. The City Council has several metrics available for consideration of mobility fee amounts it may desire to set aside, ranging from 5% to 25% given the area and metric chosen as detailed above. The process for improving these roads could take several forms:

- The City Council could elect to remit whatever money it has collected, based on amounts set aside for County facilities, to the County if and when the County moves forward with construction.
- The City Council could direct its Staff to design and fund improvements to County facilities, if the County granted a right-of-way use permit and permission for the City to complete construction.
- The City could request road impact fees from the County and use its share of mobility fees, consistent with use and benefit district requirements, to advance improvements on County roads.
- A member of the Planning and Zoning Board had a good recommendation that the commitment to the City to set aside a percentage of the collected mobility fee for County facilities would occur only if the County agrees to spend the road impact fees the City has collected on behalf of the County on Midway Road and Glades Cut-Off.
- The City may also wish to consider setting aside a percentage of collected mobility fees in the East Benefit District after improvements to Port St. Lucie Blvd south of Gaitlin are fully funded. The East Benefit District has contributed a majority of the County road impact fees, including the \$34+ million paid or projected to be paid by development in the City for the period between October 1<sup>st</sup> 2019 and October 1<sup>st</sup> 2021.

Accountability is the desire of the City, currently lacking today with the current impact fee system and interlocal agreement. The City has never stated that it would not fund improvements on County roads, and it has been very clearly articulated, since development of the mobility plan and mobility fee commenced, that the plan and fee would include improvements on City, County, and State roads. The City Council is directly responsive to the City’s residents, businesses, and visitors and it make sense that the City Council determines how mobility fee revenues are expended to provide a mobility benefit to enhance the quality of life and support economic development within and adjacent to the City. The City Council, through negotiations with the County, can elect to set aside a percentage of mobility fee revenues to fund improvements on County roads, and expend those funds as negotiated.

**County Comment Pages 73:** *“The Report agrees that the City cannot repeal County Impact Fees and that the County may attempt to collect its fees within the City. The report suggests that there is a compelling argument that the City should be able to collect in the unincorporated area for trips that impact on City roads or on the County roads within the City. Extra-jurisdictional authority is restricted by the Florida Constitution and Florida Law. There is no authority for the City to impose a mobility fee or impact fee outside of its jurisdictional boundaries. It also suggests a basis for collecting a mobility fee in the unincorporated area is because the County is not funding these improvements. This is not a sufficient basis under the law, even if it was true. The timing and planning for road improvements is the responsibility of the governmental entity that is obligated to maintain and improve that road. Concurrency is a notable tool in jurisdictional collaboration to coordinate need, timing, and responsibility for demanded improvements.”*

**Response:** The case law upon which the County relies was determined prior to the adoption of the Impact Fee Act. The Impact Fee Act does not establish a City fee, a County fee, or a State fee. It establishes a fee, and that fee is required to meet the provisions of the Impact Fee Act as well as case law. The Technical Report lays out the same argument for City roads as the County is attempting to make related to County roads, to illustrate the implications of the County's argument.

There is no legal basis for the County to charge new development twice for the same impact. The County road impact fee does not propose any improvements on City roads. The City mobility fee proposes improvements on County roads. If the County wants to make a legal argument based only on its roads, the City could elect to make the same argument for its roads.

Ultimately, it is in the best interest of the community that improvements are made based on where the fees are collected. Based on the last 10 years of implementation of the interlocal agreement between the City and the County, the City does not feel the improvements for which City fees were paid are being funded.

**County Comment Pages 73:** *“The Report indicates that if the County continues to collect its Road Impact Fees within the municipal boundaries, that it must demonstrate there is not a double counting for the road within its Mobility Fee. The responsibility of County and State roads are statutorily established with each of those entities. The City has no responsibility over county roads or state roads, regardless of whether they are within their boundaries. The City is the entity that must demonstrate and establish, prior to charging a new development, that they have the responsibility for those roads assessed or secured consent of the State and the County to make the improvements which they are raising funds to construct. Contrary to the Mobility Plan, the City has that burden and has not met it.”*

**Response:** The Phase One Mobility Plan includes improvements to the City, County, and State road system. The City will be responsible to defend the assessment of its fee as the entity that approved building permits within the City. The County does not issue building permits in the City. If the County wishes to assess and attempt to collect its fee within the City, then it has the burden of proof that its fee meets the dual rational nexus test. Given the County is essentially claiming that a road impact fee collected at the intersection of Southbend and Becker can be spent on an improvement near the airport, it is questionable that it meets the benefits requirement of the dual rational nexus test.

Given that the majority of road impact fees collected come from the City east of I-95 yet travel on County Roads is only 10% of the VMT (and the only major County improvement is Midway Road, which could be funded with the road impact fees collected by the City, on behalf of the County), it is doubtful the County is going to meet the needs requirement of the dual rational nexus test. The Phase One Mobility Plan, unlike the County's road impact fee, clearly identifies improvements to be made in the City, demonstrates that new growth will need those improvements, and allows development that pays a mobility fee to actually see what that fee will be spent on. Thus, the City Mobility Fee makes a fairly compelling case that it meets the dual

rational nexus test. The Technical Report demonstrates an extraordinary increase in projected person miles of travel (PMT) between 2020 and 2025 as shown in Table 4 of the Report and the excerpt below:

**TABLE 4. INCREASE IN PERSON MILES OF TRAVEL (EXCERPT)**

<b>2020 Vehicle Miles of Travel (VMT) &amp; Person Miles of Travel (PMT)</b>	
2020 Person Miles of Travel (PMT)	5,896,247
<b>2045 Vehicle Miles of Travel (VMT) &amp; Person Miles of Travel (PMT)</b>	
2045 Person Miles of Travel (PMT)	9,610,593
<b>Increase in Person Miles of Travel (PMT) between 2020 &amp; 2045</b>	
<b>Increase in Person Miles of Travel (PMT)</b>	<b>3,714,346</b>
<i>Source:</i> Base and future year VMT data from <a href="#">Table 3</a> . PMT for EOR are obtained by multiplying VMT by 1.87. PMT for WOR are obtained by multiplying by 1.83. The calculation for the increase in person miles of travel is illustrated in <a href="#">Figure 3</a> .	

The Mobility Fee calculations include an evaluation of existing conditions to ensure new growth is not being assessed for existing deficiencies through the following:

**TABLE 7. 2020 LEVEL OF SERVICE (LOS) ANALYSIS**

Functional Classification	Length (miles)	2020 Vehicle Miles of Travel (VMT)	2020 Vehicle Miles of Capacity (VMC)	Volume to Capacity Ratio (V/C)
Collector	80.62	449,197	1,407,800	0.32
Arterial	89.56	1,126,010	2,212,891	0.51
Major Arterial	34.75	947,135	1,761,780	0.54
<b>Total</b>	<b>204.93</b>	<b>2,522,343</b>	<b>5,382,470</b>	<b>0.47</b>
<i>Source:</i> LOS analysis is based on data from the Traffic Characteristics Report ( <a href="#">Appendix I</a> ). The data used to develop the Traffic Characteristics Report was obtained from the City, County and FDOT. The LOS analysis was prepared by NUE Urban Concepts as of July 2021. VMT is based on AADT x length of a road segment. The AADT used to calculate VMT was grown to 2020 conditions based on the annual growth factors identified in <a href="#">Table 3</a> . VMC is based on the daily capacity x length of a road segment.				

The Mobility Fee calculations include a new growth evaluation factor to ensure that new growth is not paying more than its share and that the cost of the corridor and intersection improvements are attributable to new growth through the following (Figure 11 in Report):

**New Growth Evaluation (NGEf)**

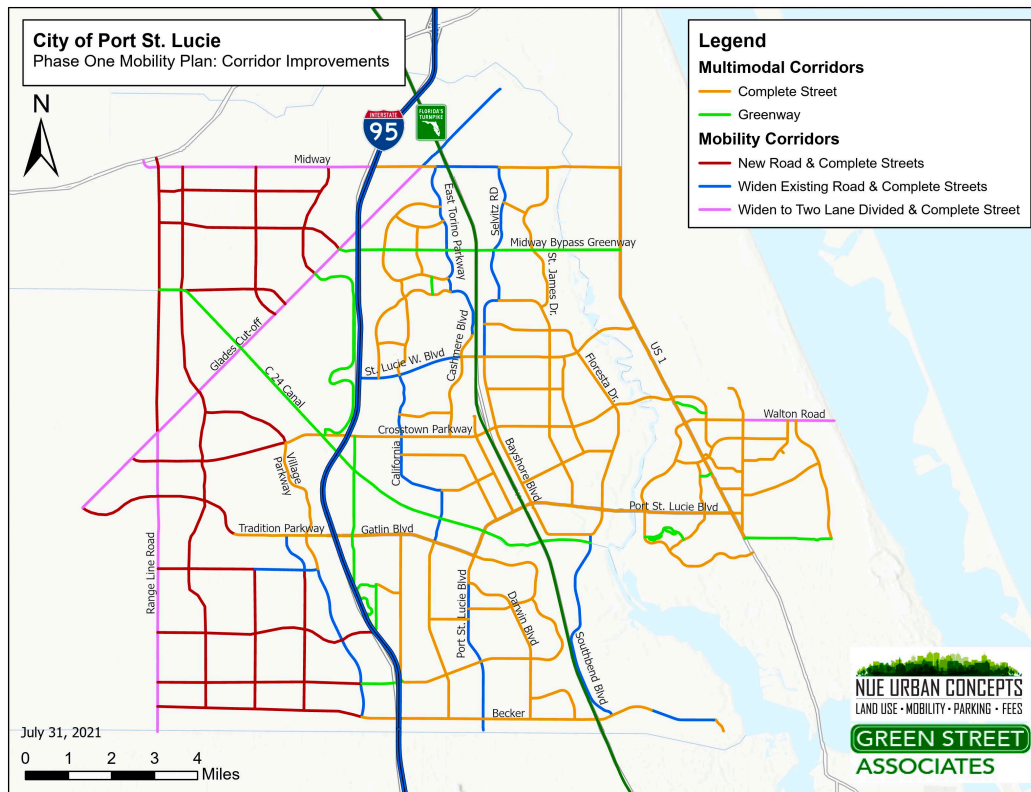
$$PMCI = \sum (LENmpc \times CAPmpc) + \sum (CAPmpi)$$

$$D/C \text{ Ratio} = (PMTi / PMCI)$$

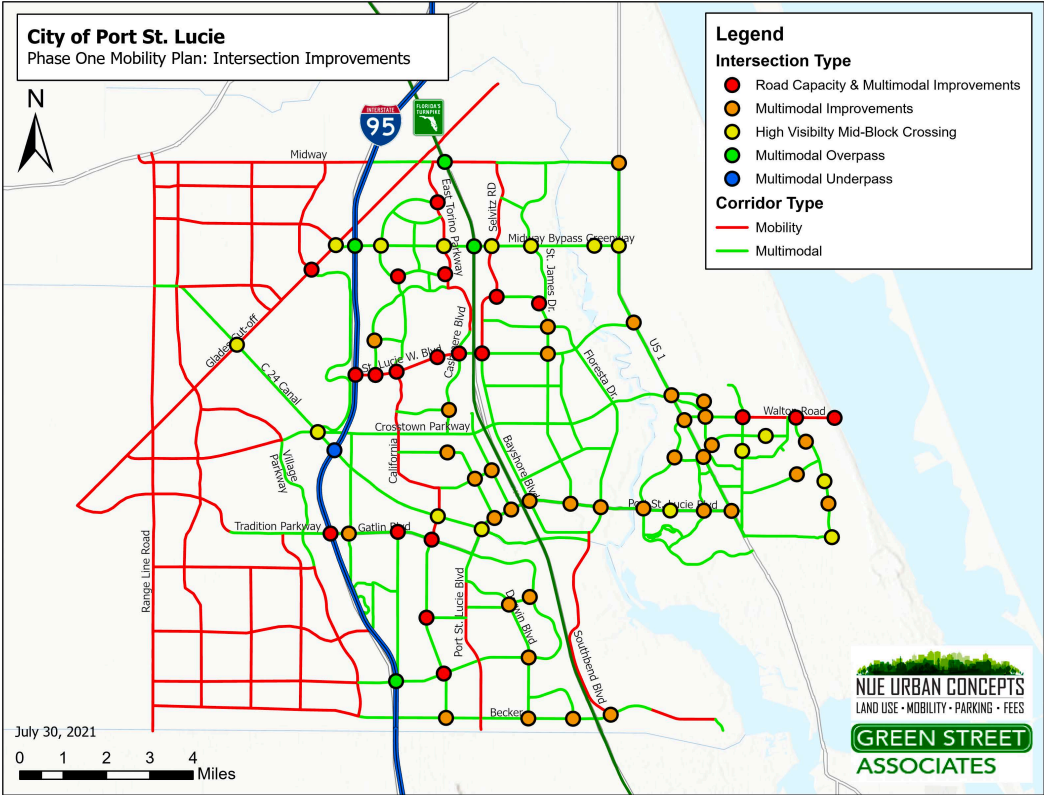
**Where:**

- LENmpc = Length of Phase One Mobility Plan Corridor Improvements
- CAPmpc = Person Capacity of Phase One Mobility Plan Corridor Improvements
- CAPmpi = Person Capacity of Phase One Mobility Plan Intersection Improvements
- D/C Ratio = Demand-to-Capacity Ratio
- PMTi = Person Miles of Travel Increase
- PMCI = Person Miles of Capacity Increase

The Phase One Mobility Plan identifies the corridor and intersection improvements “needed” to serve the extraordinary increase in projected person miles of travel (PMT), consistent with the “needs” test of the dual rational nexus test, as illustrated on the following maps:



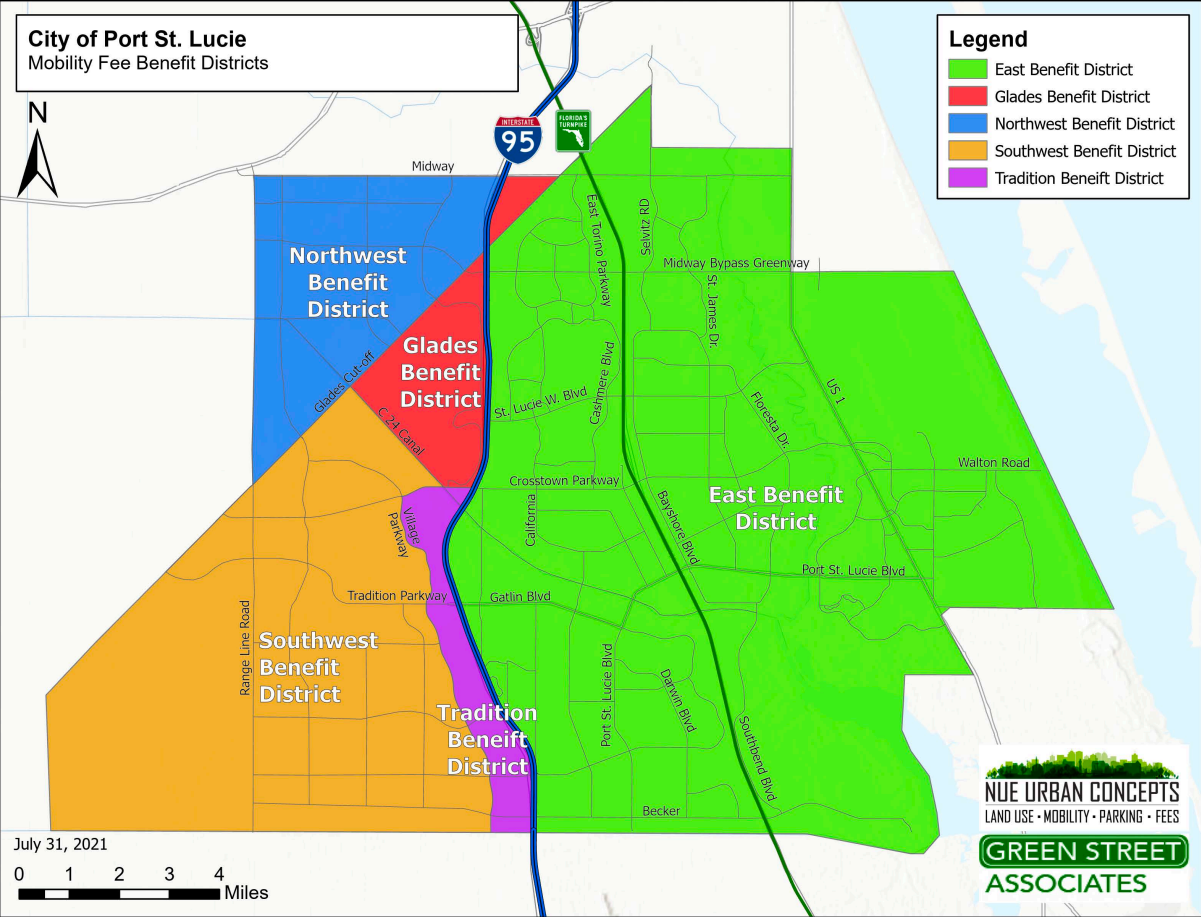
Response to St. Lucie County Mobility Plan and Mobility Fee Comments



The Mobility Fee establishes five (5) **“benefit”** districts to ensure that the mobility fees paid by development are expended in such a manner as to provide a mobility **“benefit”** through corridor and intersection improvements identified on the Phase One Mobility Plan, consistent with the **“benefits”** test of the dual rational nexus test, as illustrated on the following map:



Response to St. Lucie County Mobility Plan and Mobility Fee Comments



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The Mobility Fee calculations for individual uses is based on the following to ensure that the mobility fees assigned to new growth are roughly proportional to the person travel demand impact of individual uses (Figure 13 in Report):



**Person Travel Demand per Use (PTDu)**

$$Tvmt = (\sum ACvmt + \sum LAVmt)$$

$$LAf = 1 - (\sum LAVmt / Tvmt)$$

$$PTDue = (((((TG \times \% \text{NEW}) \times PTfe) \times (PTle \times LAf)) \times ODf)$$

$$PTDuw = (((((TG \times \% \text{NEW}) \times PTfw) \times (PTlw \times LAf)) \times ODf)$$

**Where:**

- ACvmt = 2020 projected VMT for arterials and collectors
- LAVmt = 2020 projected VMT for the Florida Turnpike & Interstate 95
- Tvmt = Total vehicle miles of travel (VMT)
- LAf = Limited Access adjustment factor of 0.67
- e = East of River (EOR) Mobility Fee Assessment Area
- w = West of River (WOR) Mobility Fee Assessment Area
- PTDue = Person Travel Demand per Use EOR
- PTDuw = Person Travel Demand per Use WOR
- TG = Trip Generation
- % NEW = Percent of Trips that are Primary Trips
- PTfe = Person Trip Factor by Trip Purpose EOR
- PTle = Person Trip Length by Trip Purpose EOR
- PTfw = Person Trip Factor by Trip Purpose WOR
- PTlw = Person Trip Length by Trip Purpose WOR
- ODf = Origin & Destination factor of 0.50 to avoid double-counting trips

**County Comment Pages 74:** *“The Report indicates that the Mobility Fee Benefit District includes areas beyond the current City limits, including the unincorporated areas deemed enclaves within the current City limits, adjacent to the City. The rationale for this approach is a recognition that travel does not start and stop at municipal boundaries. As stated, there is no authority for the City to impose a mobility fee or impact fee outside of its jurisdictional boundaries.”*

**Response:** Mobility Fee benefit districts are established to meet the “benefits” test of the dual rational nexus test and ensure fees are expended where they are collected. The City has no current plans to impose a mobility fee on development for which it does not issue a building permit. Should the County elect to pursue assessment of its road impact fee in the City, that would imply the City has options to consider pursuit of assessing a mobility fee on development in unincorporated County using the same rationale as the County.

**County Comment Pages 86:** *The City plays no role between the County and developers in relation to County-issued Impact Fee Credits, with no authority to convert the County's Impact Fee Credits to City Mobility Fee Credits.*

**Response:** It is unclear what provision of the Impact Fee Act gives the County the authority to state that the City cannot honor credits, when that statute affirmatively requires local governments to recognize credits for the same purpose and type of improvement.

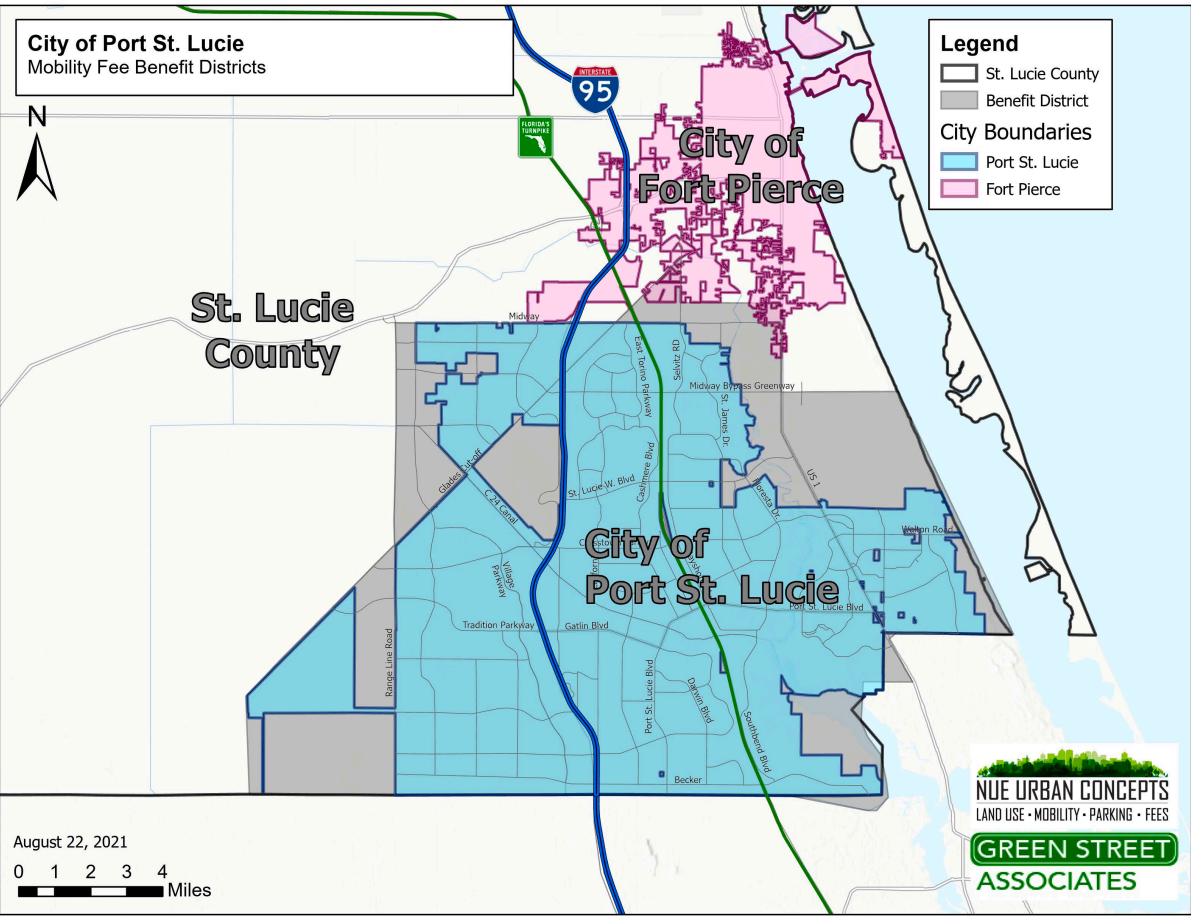
**County Comment Pages 91 and Map 1:** *“The City proposes to fully mitigate its impact on the County's transportation system by incorporating County roadways that lie adjacent to City boundaries in its benefit area. This does not mitigate the fast-paced growth of PSL and its impacts on the regional transportation network for which the County is responsible.”*

**Response:** The County does not have a plan of improvements for which its road impact fee is based. The Phase One Mobility Plan includes all six (6) corridors identified in the existing interlocal, as well as improvements on other County roads to meet the demands of new growth. The Benefits Districts have been prepared to allow for the identification of additional improvements outside current City limits to the extent there is a rational nexus between the need for the improvement and the impact from new development within the City creating a need for the improvement. The Phase One Mobility Plan is intended to be updated over time with new improvements added and completed improvements removed.

The City also has the flexibility to identify new or existing planned parallel improvements to Glades Cut-Off, Midway, Range Line, St. James and Walton Roads, if necessary, to meet future growth demands. The provision of parallel facilities would further limit travel on County roads and reduce that need for the City to set aside funds for improvements to County roads.

Based on the County's current system, there does not appear to be a firm understanding of the need to meet the benefits test of the dual rational nexus test. There also does not appear to be a firm understanding of how fees and assigned travel are required to be attributable, assignable and roughly proportional to the impact of new development. The County may wish to review the recent court decision in *Santa Rosa County BOCC v. West Florida Builders Association*.

The following map has been prepared to illustrate the extent of the proposed benefits districts and the areas of unincorporated County that are included within these districts (provided as attachment as well). Inclusion of these areas in the benefit district would allow the City Council to expend mobility fees outside City limits to the extent the improvements funded by the fees provide a mobility benefit to the entities that pay the fee. The proposed boundaries also incorporate portions of the City of Ft. Pierce north and south of Midway Road.



The Mobility Fee benefit district is bounded by Midway Road to the north, the intercoastal to the east, Martin County to the south, and the urban service area to the west. Midway Road is an established boundary with Ft. Pierce and numerous unincorporated County enclaves around Ft. Pierce located north of Midway and the City of Port St. Lucie from just east of Selvitz to the Shinn Road Extension and unincorporated near US 1 and Okeechobee Rd.

The Midway Road corridor is a logical boundary between the two Cities and should serve as a potential dividing line for revised County benefit districts. Beyond Midway Road, City residents also have St. Lucie West / Prima Vista Blvd, Crosstown Parkway, Port St. Lucie Blvd / Gaitlin Road, and Becker Road to accommodate east-west travel demand without ever using Midway Roads. North-South Road A could serve as an alternative to Range Line Road and Glades Cut-off to accommodate future growth. The Phase One Mobility Plan also includes a number of developer driven corridor improvements. Any travel north of Midway Road from City residents would likely occur using either I-95, the Florida Turnpike, or US 1.

**County Comment Appendix L:** *“The description of the "improvements" is very broad, but it does not appear that all of the proposed improvements or enhancements are capacity related.”*

**Response:** The Phase One Mobility Plan serves as the basis for the Mobility Fee. However, as stated in the Technical Report, there are additional sources of revenue available to fund improvements identified in the Phase One Mobility Plan.

Phase Two will further refine enhancements and improvements. The Mobility Plan is intended to be periodically updated and will be further defined as projects move from the planning to the design phase.

In conclusion, none of the County’s comments have led me to change my opinion that the City’s mobility fee is appropriately based on data and analysis and conforms to both the governing caselaw and Florida Statutes. If the County has more comments or information to share in support of its position, I would be happy to review it.

Sincerely,



Jonathan B. Paul, AICP  
Principal

Attachments:

- Updated Traffic Characteristics Report with Limited Access Facilities
- Update Maintenance Map
- Benefits District Map and Municipal Boundaries

**CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS REPORT WITH LIMITED ACCESS FACILITIES**

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	LOS Standard	AADT	Daily Capacity	Year Count	Growth Factors	2020 AADT	2020 VMT	2020 VMC	2045 AADT	2045 VMT	2045 VMC
AIROSO BLVD	PORT ST LUCIE BLVD	THORNHILL DR	Major Arterial	CITY	4	40	0.93	E	15,500	39,800	2019	0.0183	15,754	14,637	36,909	25,292	23,455	36,909
AIROSO BLVD	THORNHILL DR	CROSSTOWN PKWY	Major Arterial	CITY	4	40	0.82	E	15,500	39,800	2019	0.0183	15,754	12,916	32,568	25,292	20,696	32,568
AIROSO BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	Major Arterial	CITY	4	40	1.42	E	15,827	39,800	2017	0.0183	16,606	23,779	56,684	26,753	38,103	56,684
AIROSO BLVD	PRIMA VISTA BLVD	FLORESTA DR	Major Arterial	CITY	4	40	0.55	E	14,344	39,800	2017	0.0183	15,050	8,352	21,968	24,247	13,383	21,968
AIROSO BLVD	FLORESTA DR	ST JAMES DR	Major Arterial	CITY	4	40	0.51	E	21,000	39,800	2019	0.0183	21,344	11,010	20,492	34,266	17,643	20,492
ALCANTARRA BLVD	SW PARSONS ST	PORT ST LUCIE BLVD	Collector	CITY	2	30	0.81	D	3,600	14,800	2019	0.0183	3,659	2,968	11,983	5,874	4,756	11,983
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	Collector	CITY	2	35	0.80	D	6,000	17,700	2019	0.0183	6,098	4,914	14,235	9,790	7,873	14,235
BAYSHORE BLVD	PORT ST LUCIE BLVD	THORNHILL DR	Arterial	CITY	4	40	0.45	E	28,260	39,800	2018	0.0183	29,187	13,199	17,933	46,941	21,151	17,933
BAYSHORE BLVD	THORNHILL DR	CROSSTOWN PKWY	Arterial	CITY	4	40	1.28	E	22,081	39,800	2017	0.0183	23,167	29,804	50,925	37,325	47,758	50,925
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	Arterial	CITY	4	40	1.48	E	27,000	39,800	2019	0.0183	27,443	40,614	58,792	44,056	65,080	58,792
BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	Arterial	CITY	2	40	0.67	E	17,500	17,700	2019	0.0183	17,787	11,950	11,869	28,555	19,148	11,869
BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	Arterial	CITY	2	40	0.70	E	13,000	17,700	2019	0.0183	13,213	9,279	12,406	21,212	14,868	12,406
BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	Arterial	CITY	2	40	0.92	E	13,000	17,700	2019	0.0183	13,213	12,212	16,328	21,212	19,568	16,328
BECKER BLVD	E SNOW RD	FLORESTA DR	Arterial	CITY	2	40	2.24	E	16,000	17,700	2019	0.0183	16,262	36,526	39,681	26,107	58,529	39,681
BECKER RD	SOUTHBEND BLVD	VIA TESORO	Arterial	CITY	2	40	0.22	E	15,000	17,700	2019	0.0183	15,246	3,360	3,894	24,476	5,385	3,894
BECKER RD	VILLAGE PKWY	I-95	Arterial	CITY	6	45	0.77	E	2,500	59,900	2017	0.0437	2,828	2,182	46,228	8,598	6,636	46,228
BECKER RD	I-95	SAVONA BLVD	Arterial	CITY	4	40	1.03	E	21,000	39,800	2019	0.0183	21,344	22,009	40,963	34,266	35,267	40,963
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD	Arterial	CITY	4	40	0.71	E	18,000	39,800	2019	0.0183	18,295	13,085	28,412	29,371	20,967	28,412
BECKER RD	PORT ST LUCIE BLVD	ALBACORE ST	Arterial	CITY	4	40	0.61	E	13,500	39,800	2019	0.0183	13,721	8,362	24,209	22,028	13,399	24,209
BECKER RD	ALBACORE ST	DARWIN BLVD	Arterial	CITY	4	40	0.37	E	13,500	39,800	2019	0.0183	13,721	5,064	14,661	22,028	8,115	14,661
BECKER RD	DARWIN BLVD	ATHENA DR	Arterial	CITY	4	40	0.71	E	15,000	39,800	2019	0.0183	15,246	10,778	28,084	24,476	17,271	28,084
BECKER RD	ATHENA DR	FLORIDA'S TURNPIKE	Arterial	CITY	4	40	0.68	E	15,000	39,800	2019	0.0183	15,246	10,363	27,004	24,476	16,606	27,004
BECKER RD	FLORIDA'S TURNPIKE	SOUTHBEND BLVD	Arterial	CITY	4	40	0.32	E	20,000	39,800	2019	0.0183	20,328	6,595	12,887	32,634	10,567	12,887
BECKER RD	VIA TESORO	GILSON RD	Arterial	CITY	2	40	2.00	E	15,000	17,700	2019	0.0183	15,246	30,549	35,400	24,476	48,952	35,400
CALIFORNIA BLVD	CAMEO BLVD	DEL RIO BLVD	Collector	CITY	2	40	0.39	D	7,813	17,700	2018	0.0183	8,069	3,121	6,822	12,978	5,002	6,822
CALIFORNIA BLVD	DEL RIO BLVD	SAVONA BLVD	Collector	CITY	2	40	0.77	D	14,000	17,700	2019	0.0183	14,230	11,047	13,715	22,844	17,701	13,715
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	Arterial	CITY	2	40	1.33	E	12,500	17,700	2019	0.0183	12,705	16,915	23,521	20,396	27,104	23,521
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	Arterial	CITY	2	40	0.37	E	15,000	17,700	2019	0.0183	15,246	5,717	6,624	24,476	9,160	6,624
CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	Arterial	CITY	2	40	0.47	E	19,500	17,700	2019	0.0183	19,820	9,236	8,233	31,818	14,799	8,233
CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	Arterial	CITY	2	40	0.85	E	19,500	17,700	2019	0.0183	19,820	16,952	15,110	31,818	27,163	15,110
CALIFORNIA BLVD	ST LUCIE WEST BLVD	COUNTRY CLUB DR	Arterial	CITY	2	40	0.35	E	9,100	17,700	2019	0.0183	9,249	3,234	6,177	14,849	5,182	6,177
CALIFORNIA BLVD	COUNTRY CLUB DR	UNIVERSITY BLVD	Arterial	CITY	2	40	0.34	E	7,800	17,700	2019	0.0183	7,928	2,667	5,943	12,727	4,273	5,943
CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	Arterial	CITY	2	40	1.00	E	7,800	17,700	2019	0.0183	7,928	7,923	17,656	12,727	12,696	17,656
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	Arterial	CITY	2	40	0.37	E	13,000	17,700	2019	0.0183	13,213	4,894	6,544	21,212	7,843	6,544
CAMEO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	Collector	CITY	2	30	0.90	D	4,600	14,800	2019	0.0183	4,675	4,199	13,266	7,506	6,728	13,266
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	Collector	CITY	2	30	0.84	D	9,319	14,800	2018	0.0183	9,625	8,107	12,421	15,479	12,991	12,421
CANE SLOUGH RD	US 1	LENNARD RD	Arterial	CITY	6	35	0.22	E	9,772	59,900	2016	0.013	10,280	2,262	13,180	14,383	3,165	13,180
CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	Collector	CITY	2	40	0.38	D	10,021	17,700	2018	0.0183	10,350	3,920	6,679	16,645	6,281	6,679
CASHMERE BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	Collector	CITY	2	40	0.49	D	13,000	17,700	2019	0.0183	13,213	6,531	8,732	21,212	10,465	8,732
CASHMERE BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	Collector	CITY	2	40	1.24	D	13,000	17,700	2019	0.0183	13,213	16,399	21,926	21,212	26,277	21,926
CASHMERE BLVD	ST LUCIE WEST BLVD	SWAN LAKE CIRCLE	Collector	CITY	2	40	0.51	D	14,000	17,700	2019	0.0183	14,230	7,326	9,095	22,844	11,738	9,095
CASHMERE BLVD	SWAN LAKE CIRCLE	PEACOCK BLVD	Collector	CITY	2	40	1.20	D	14,000	17,700	2019	0.0183	14,230	17,128	21,265	22,844	27,445	21,265
CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	Collector	CITY	2	40	0.30	D	10,159	17,700	2018	0.0183	10,492	3,147	5,290	16,875	5,043	5,290
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	Collector	HOA	4	35	2.13	D	5,819	32,400	2017	0.0437	6,582	14,040	69,114	20,013	42,691	69,114

**CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS REPORT WITH LIMITED ACCESS FACILITIES**

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	LOS Standard	AADT	Daily Capacity	Year Count	Growth Factors	2020 AADT	2020 VMT	2020 VMC	2045 AADT	2045 VMT	2045 VMC
COMMERCE CENTER DR	ST LUCIE WEST BLVD	CANAL	Arterial	CITY	2	45	2.10	E	7,500	17,700	2019	0.0437	7,828	16,464	37,229	23,802	50,062	37,229
COMMERCE CENTER DR	CANAL	GLADES CUT-OFF RD	Arterial	CITY	2	45	1.03	E	7,500	17,700	2019	0.0437	7,828	8,042	18,185	23,802	24,453	18,185
COMMUNITY BLVD	WESTCLIFFE LN	TRADITION PKWY	Major Arterial	CITY	4	35	1.20	E	5,317	39,800	2017	0.0437	6,014	7,223	47,803	18,287	21,964	47,803
CROSSTOWN PKWY	VILLAGE PKWY	I-95	Major Arterial	CITY	6	45	1.32	E	16,233	59,900	2016	0.0437	19,071	25,243	79,287	57,987	76,755	79,287
CROSSTOWN PKWY	I-95	CALIFORNIA BLVD	Major Arterial	CITY	6	45	1.11	E	24,500	59,900	2020	0.0183	24,500	27,100	66,257	39,259	43,425	66,257
CROSSTOWN PKWY	CALIFORNIA BLVD	CASHMERE BLVD	Major Arterial	CITY	6	45	1.01	E	25,000	59,900	2020	0.0183	25,000	25,158	60,278	40,060	40,313	60,278
CROSSTOWN PKWY	CASHMERE BLVD	CAMEO BLVD	Major Arterial	CITY	6	45	0.54	E	26,500	59,900	2019	0.0183	26,935	14,576	32,355	43,241	23,356	32,355
CROSSTOWN PKWY	CAMEO BLVD	BAYSHORE BLVD	Major Arterial	CITY	6	45	0.45	E	30,500	59,900	2019	0.0183	31,000	13,853	26,718	49,767	22,199	26,718
CROSSTOWN PKWY	BAYSHORE BLVD	AIROSO BLVD	Major Arterial	CITY	6	45	1.11	E	25,000	59,900	2020	0.0183	25,000	27,789	66,583	40,060	44,529	66,583
CROSSTOWN PKWY	AIROSO BLVD	SANDIA DR	Major Arterial	CITY	6	45	0.48	E	5,400	59,900	2016	0.0183	5,754	2,796	28,903	9,286	4,481	28,903
CROSSTOWN PKWY	SANDIA DR	MANTH LN	Major Arterial	CITY	6	45	0.25	E	6,400	59,900	2016	0.0183	6,820	1,703	14,851	11,006	2,729	14,851
CROSSTOWN PKWY	MANTHA LN	SE FLORESTA DR	Major Arterial	CITY	6	45	0.72	E	4,700	59,900	2016	0.0183	5,008	3,624	43,038	8,083	5,807	43,038
CROSSTOWN PKWY	FLORESTA DR	ST LUCIE RIVER	Major Arterial	CITY	6	45	0.66	E	25,500	59,900	2019	0.013	25,832	17,157	39,785	36,141	24,004	39,785
CROSSTOWN PKWY	ST LUCIE RIVER	US 1	Major Arterial	CITY	6	45	0.57	E	25,500	59,900	2019	0.013	25,832	14,789	34,293	36,141	20,690	34,293
DARWIN BLVD	BECKER RD	PAAR DR	Collector	CITY	2	40	1.25	D	7,298	17,700	2018	0.0183	7,537	9,422	22,044	12,122	15,098	22,044
DARWIN BLVD	PAAR DR	TULIP BLVD	Collector	CITY	2	40	1.17	D	7,298	17,700	2018	0.0183	7,537	8,834	20,669	12,122	14,155	20,669
DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	30	1.08	D	13,500	14,800	2019	0.0183	13,721	14,789	15,922	22,028	23,698	15,922
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	Collector	CITY	2	40	0.90	D	8,100	17,700	2019	0.0183	8,233	7,393	15,865	13,217	11,846	15,865
DEL RIO BLVD	CALIFORNIA BLVD	CASHMERE BLVD	Collector	CITY	2	40	0.89	D	8,400	17,700	2019	0.0183	8,538	7,575	15,674	13,706	12,138	15,674
DEL RIO BLVD	CASHMERE BLVD	CALIFORNIA BLVD	Collector	CITY	2	40	1.00	D	4,800	17,700	2017	0.0183	5,036	5,082	17,766	8,114	8,144	17,766
EAST TORINO PKWY	CALIFORNIA BLVD	NW EAST TORINO PKWY	Collector	CITY	2	40	2.61	D	3,000	17,700	2019	0.0183	3,049	7,977	46,218	4,895	12,782	46,218
EAST TORINO PKWY	CASHMERE BLVD	CALIFORNIA BLVD	Arterial	CITY	2	40	1.00	E	7,800	17,700	2018	0.0183	8,056	8,092	17,715	12,956	12,967	17,715
EAST TORINO PKWY	CASHMERE BLVD	TORINO PKWY	Arterial	CITY	2	40	1.56	E	11,500	17,700	2020	0.0183	11,500	17,957	27,638	18,428	28,774	27,638
EAST TORINO PKWY	TORINO PKWY	MIDWAY RD	Arterial	CITY	2	40	0.88	E	14,500	17,700	2020	0.0183	14,500	12,744	15,557	23,235	20,421	15,557
FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	Arterial	CITY	2	35	0.61	E	13,000	15,600	2019	0.0183	13,213	8,063	9,502	21,212	12,920	9,502
FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	Arterial	CITY	2	40	0.67	E	12,500	17,700	2019	0.0183	12,705	8,507	11,830	20,396	13,632	11,830
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	Arterial	CITY	2	40	0.98	E	12,500	17,700	2019	0.0183	12,705	12,422	17,274	20,396	19,906	17,274
FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	Arterial	CITY	2	40	1.34	E	11,000	17,700	2019	0.0183	11,180	15,046	23,776	17,949	24,110	23,776
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	Arterial	CITY	2	40	0.86	E	9,600	17,700	2019	0.0183	9,757	8,375	15,165	15,664	13,421	15,165
FLORESTA DR	AIROSO BLVD	SELVITZ RD	Collector	CITY	2	35	1.07	D	4,467	17,700	2018	0.0183	4,614	4,975	19,018	7,420	7,972	19,018
FLORESTA DR	SELVITZ RD	BAYSHORE BLVD	Collector	CITY	2	35	0.30	D	4,467	17,700	2018	0.0183	4,614	1,377	5,263	7,420	2,206	5,263
FLORIDA TURNPIKE	COUNTY LINE	PORT ST LUCIE BLVD	Limited Access	STATE	4	70	4.98	D	50,309	74,400	2020	0.0174	50,309	250,539	370,512	78,783	392,338	370,512
FLORIDA TURNPIKE	PORT ST LUCIE BLVD	MIDWAY RD	Limited Access	STATE	4	70	7.35	D	37,600	74,400	2020	0.0174	37,600	276,360	546,840	58,881	432,773	546,840
GATLIN BLVD	W OF I-95	E OF I-95	Major Arterial	CITY	6	45	0.32	E	40,641	59,900	2017	0.0183	45,969	13,509	18,875	68,698	21,647	18,875
GATLIN BLVD	E OF I-95	SAVAGE BLVD	Major Arterial	CITY	6	45	0.60	E	40,641	59,900	2017	0.0183	42,641	25,779	36,018	68,698	41,308	36,018
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD	Major Arterial	CITY	6	45	0.63	E	40,641	59,900	2017	0.0183	42,641	27,211	38,018	68,698	43,602	38,018
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD	Major Arterial	CITY	6	45	0.72	E	40,641	59,900	2017	0.0183	42,641	30,794	43,024	68,698	49,344	43,024
GATLIN BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	Major Arterial	CITY	6	45	0.88	E	40,641	59,900	2017	0.0183	42,641	37,716	52,696	68,698	60,436	52,696
GILSON RD	MARTIN C. L.	BECKER RD	Arterial	COUNTY	2	30	0.28	E	11,000	15,600	2019	0.0183	11,180	3,166	4,409	17,949	5,073	4,409
GILSON RD	BECKER RD	LAKERIDGE DR	Arterial	COUNTY	2	30	1.24	E	11,000	15,600	2019	0.0183	11,180	13,887	19,340	17,949	22,252	19,340
GLADES CUT-OFF RD	SOUTHERN TERMINUS	CARLTON RD	Collector	COUNTY	2	50	2.03	D	2,833	17,700	2017	0.0437	3,204	6,494	35,871	9,744	19,746	35,871
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD	Collector	COUNTY	2	50	2.19	D	2,833	17,700	2017	0.0437	3,204	7,026	38,808	9,744	21,363	38,808
GLADES CUT-OFF RD	RANGE LINE RD	RESERVE BLVD	Arterial	COUNTY	2	50	3.73	E	2,833	17,700	2017	0.0437	3,204	11,965	66,091	9,744	36,382	66,091
GLADES CUT-OFF RD	RESERVE BLVD	COMMERCE CENTER DR	Arterial	COUNTY	2	50	0.88	E	3,585	17,700	2016	0.0437	4,212	3,688	15,499	12,806	11,214	15,499

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GLADES CUT-OFF RD	COMMERCE CENTER DR	I-95	Arterial	COUNTY	2	50	1.26	E	2,770	17,700	2017	0.0437	3,133	3,952	22,326	9,527	12,017	22,326
GLADES CUT-OFF RD	I-95	MIDWAY RD	Arterial	COUNTY	2	50	1.85	E	2,770	17,700	2017	0.0183	2,906	5,414	32,795	4,682	8,675	32,795
GRAND DR	SW WALTON RD	SE TIFFANY AVE	Collector	CITY	2	30	0.38	D	950	14,800	2019	0.013	962	365	5,613	1,346	511	5,613
GRAND DR	SE TIFFANY AVE	SE LENARD RD	Collector	CITY	2	30	1.16	D	950	14,800	2019	0.013	962	1,116	17,165	1,346	1,562	17,165
GREEN RIVER PKWY	MARTIN C.L.	CHARLESTON DR	Collector	CITY	2	40	0.69	D	4,759	17,700	2018	0.013	4,883	3,354	12,158	6,831	4,692	12,158
GREEN RIVER PKWY	CHARLESTON DR	MELALEUCA BLVD	Collector	CITY	2	40	0.90	D	4,759	17,700	2018	0.013	4,883	4,401	15,955	6,831	6,158	15,955
GREEN RIVER PKWY	MELALEUCA BLVD	WALTON RD	Collector	CITY	2	40	1.06	D	4,759	17,700	2018	0.013	4,883	5,180	18,777	6,831	7,247	18,777
HEATHERWOOD BLVD	SW CALIFORNIA BLVD	SW CASHMERE BLVD	Collector	CITY	2	30	1.09	D	3,600	14,800	2019	0.0183	3,659	4,001	16,151	5,874	6,411	16,151
IMPORT DR	SW SAVAGE BLVD	SW GATLIN BLVD	Collector	CITY	2	30	2.21	D	1,800	14,800	2019	0.0183	1,830	4,043	32,644	2,937	6,478	32,644
INDIAN RIVER DR	COUNTY LINE ROAD	WALTON ROAD	Arterial	COUNTY	2	35	2.77	D	7,400	14,800	2019	0.013	7,496	20,751	40,968	10,488	29,032	40,968
INDIAN RIVER DR	WALTON ROAD	WALTON SCRUB PRESERVE	Arterial	COUNTY	2	35	0.82	D	4,270	14,800	2020	0.013	4,270	3,501	12,135	5,974	4,898	12,135
I-95	COUNTY LINE	GATLIN BLVD	Limited Access	STATE	6	70	4.34	D	65,275	123,600	2020	0.0174	65,275	283,130	536,114	102,219	443,374	536,114
I-95	GATLIN BLVD	ST LUCIE WEST BLVD	Limited Access	STATE	6	70	3.45	D	80,500	123,600	2020	0.0174	80,500	277,453	426,003	126,061	434,485	426,003
I-95	ST LUCIE WEST BLVD	MIDWAY RD	Limited Access	STATE	6	70	4.40	D	60,386	123,600	2020	0.0174	60,386	265,442	543,316	94,563	415,676	543,316
JENNINGS RD	US 1	LENNARD RD	Collector	CITY	4	35	0.48	D	4,600	39,800	2016	0.013	4,839	2,327	19,143	6,770	3,256	19,143
LAKEHURST DR	SW BAYSHORE RD	SW AIROSO BLVD	Collector	CITY	2	35	1.30	D	2,100	17,700	2019	0.0183	2,134	2,776	22,978	3,427	4,448	22,978
LAKEHURST DR	SW AIROSO BLVD	SANDA AVE	Collector	CITY	2	35	0.27	D	2,100	17,700	2019	0.0183	2,134	585	4,841	3,427	937	4,841
LENNARD RD	US 1	MARIPOSA AVE	Arterial	CITY	4	40	0.38	E	18,500	39,800	2019	0.013	18,741	7,173	15,233	26,220	10,035	15,233
LENNARD RD	MARIPOSA AVE	MELALEUCA BLVD	Arterial	CITY	4	40	0.37	E	18,500	39,800	2019	0.013	18,741	7,009	14,885	26,220	9,806	14,885
LENNARD RD	MELALEUCA BLVD	JENNINGS RD	Arterial	CITY	4	40	0.13	E	18,500	39,800	2019	0.013	18,741	2,414	5,126	26,220	3,377	5,126
LENNARD RD	JENNINGS RD	HILLMOOR DR	Arterial	CITY	4	40	0.35	E	18,500	39,800	2019	0.013	18,741	6,636	14,094	26,220	9,285	14,094
LENNARD RD	HILLMOOR DR	TIFFANY AVE	Arterial	CITY	4	40	0.68	E	18,500	39,800	2019	0.013	18,741	12,835	27,258	26,220	17,957	27,258
LENNARD RD	TIFFANY AVE	WALTON RD	Arterial	CITY	4	40	0.37	E	5,765	39,800	2016	0.013	6,065	2,263	14,849	8,485	3,166	14,849
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	Arterial	CITY	2	30	0.79	E	4,455	15,600	2016	0.013	4,687	3,706	12,335	6,557	5,185	12,335
LYNGATE DR	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	Collector	CITY	2	35	0.46	D	9,400	17,700	2020	0.013	9,400	4,329	8,152	13,151	6,057	8,152
LYNGATE DR	MORNINGSIDE BLVD	US 1	Collector	CITY	2	35	0.16	D	9,400	17,700	2020	0.013	9,400	1,462	2,754	13,151	2,046	2,754
MANVILLE DR	NW SELVITZ RD	ST JAMES DR	Collector	CITY	2	30	0.88	D	1,250	14,800	2019	0.0183	1,271	1,123	13,061	2,040	1,800	13,061
MARIPOSA AVE	LENNARD RD	HALLAHAN ST	Collector	CITY	2	30	1.13	D	6,400	14,800	2019	0.013	6,483	7,342	16,761	9,071	10,273	16,761
MCCARTY RD	GLADES CUT OFF ROAD	OKEECHOBEE RD	Collector	COUNTY	2	35	3.19	D	400	14,800	2019	0.0437	417	1,333	47,256	1,269	4,053	47,256
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	Collector	CITY	2	30	1.74	D	9,804	14,800	2018	0.013	10,059	17,510	25,762	14,073	24,497	25,762
MIDWAY RD	OKEECHOBEE RD	SHINN RD	Arterial	COUNTY	4	50	0.88	E	4,600	17,700	2019	0.0437	4,801	4,243	15,644	14,598	12,903	15,644
MIDWAY RD	SHINN RD	MCCARTY RD	Arterial	COUNTY	2	45	1.52	E	5,118	17,700	2017	0.0437	5,789	8,773	26,823	17,602	26,675	26,823
MIDWAY RD	MCCARTY RD	N/S ARTERIAL A	Arterial	COUNTY	2	45	1.49	E	5,118	17,700	2017	0.0437	5,789	8,651	26,452	17,602	26,306	26,452
MIDWAY RD	N/S ARTERIAL A	I-95	Arterial	COUNTY	2	45	0.93	E	5,118	17,700	2017	0.0437	5,789	5,394	16,493	17,602	16,402	16,493
MIDWAY RD	I-95	GLADES CUT-OFF RD	Arterial	COUNTY	4	45	1.00	E	16,655	39,800	2017	0.0183	17,474	17,534	39,720	28,153	28,096	39,720
MIDWAY RD	GLADES CUT-OFF RD	EAST TORINO PKWY	Arterial	COUNTY	4	45	0.28	E	21,500	39,800	2020	0.0183	21,500	6,041	11,184	34,451	9,681	11,184
MIDWAY RD	EAST TORINO PKWY	MILNER DR	Arterial	COUNTY	2	45	0.56	E	22,500	17,700	2020	0.0183	22,500	12,629	9,935	36,054	20,237	9,935
MIDWAY RD	MILNER DR	W OF SELVITZ RD	Arterial	COUNTY	2	45	0.67	E	22,500	17,700	2020	0.0183	22,500	15,173	11,936	36,054	24,313	11,936
MIDWAY RD	W OF SELVITZ RD	SELVITZ RD	Arterial	COUNTY	2	45	0.08	E	22,500	39,800	2020	0.0183	22,500	1,805	3,193	36,054	2,893	3,193
MIDWAY RD	SELVITZ	S 25TH ST	Arterial	COUNTY	4	45	1.03	E	16,200	39,800	2019	0.0183	16,466	16,961	40,921	26,434	27,178	40,921
MIDWAY RD	S 25TH ST	ST LUCIE RIVER	Arterial	COUNTY	4	35	0.48	E	18,100	39,800	2019	0.013	18,335	8,800	19,102	25,653	12,312	19,102
MORNINGSIDE BLVD	SW WESTCHESTER DR	WESTMORELAND BLVD	Collector	CITY	2	25	1.22	D	3,000	14,800	2019	0.013	3,039	3,703	18,034	4,252	5,181	18,034
MORNINGSIDE BLVD	WESTMORELAND BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	35	1.12	D	2,654	17,700	2017	0.013	2,758	3,098	19,884	3,858	4,334	19,884
MORNINGSIDE BLVD	PORT ST LUCIE BLVD	LYNGATE DR	Collector	CITY	2	25	1.06	D	2,900	14,800	2020	0.013	2,900	3,084	15,741	4,057	4,315	15,741

**CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS REPORT WITH LIMITED ACCESS FACILITIES**

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	LOS Standard	AADT	Daily Capacity	Year Count	Growth Factors	2020 AADT	2020 VMT	2020 VMC	2045 AADT	2045 VMT	2045 VMC
OAKRIDGE DR	SE OAKLYN ST	SW MOUNTWELL ST	Collector	CITY	2	35	0.81	D	5,000	14,800	2019	0.0183	5,082	4,106	11,934	8,159	6,579	11,934
PARR DR	ROSSER BLVD	SAVONA BLVD	Collector	CITY	2	40	1.03	D	1,108	17,700	2016	0.0183	1,181	1,225	18,240	1,905	1,964	18,240
PARR DR	SAVONA BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	40	0.76	D	1,108	17,700	2016	0.0183	1,181	908	13,514	1,905	1,455	13,514
PARR DR	PORT ST LUCIE BLVD	DARWIN BLVD	Collector	CITY	2	40	1.04	D	1,108	17,700	2016	0.0183	1,181	1,233	18,351	1,905	1,976	18,351
PARR DR	DARWIN BLVD	TULIP BLVD	Collector	CITY	2	40	2.03	D	1,900	17,700	2019	0.0183	1,931	3,929	35,943	3,100	6,296	35,943
PEACHTREE BLVD	ST JAMES DR	NW SELVITZ RD	Collector	CITY	2	30	0.51	D	2,800	14,800	2019	0.0183	2,846	1,463	7,596	4,569	2,345	7,596
PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	Collector	CITY	4	40	0.70	D	15,534	39,800	2017	0.0183	16,298	11,473	27,867	26,258	18,385	27,867
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	Collector	CITY	2	40	1.23	D	10,000	17,700	2019	0.0183	10,164	12,543	21,802	16,317	20,099	21,802
PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	Collector	CITY	2	40	1.04	D	4,717	17,700	2017	0.0183	4,949	5,169	18,387	7,973	8,283	18,387
PORT ST LUCIE BLVD	MARTIN C. L.	BECKER RD	Arterial	CITY	4	40	0.23	E	15,868	39,800	2017	0.0183	16,649	3,906	9,286	26,823	6,258	9,286
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	Arterial	CITY	2	40	1.19	E	15,868	17,700	2017	0.0183	16,649	19,837	20,975	26,823	31,786	20,975
PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	Arterial	CITY	2	40	1.16	E	15,868	17,700	2017	0.0183	16,649	19,452	20,569	26,823	31,170	20,569
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	Arterial	CITY	2	40	0.53	E	15,868	17,700	2017	0.0183	16,649	8,818	9,324	26,823	14,130	9,324
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	Major Arterial	CITY	4	40	0.58	E	32,000	39,800	2019	0.0183	32,525	19,056	23,275	52,215	30,535	23,275
PORT ST LUCIE BLVD	GATLIN BLVD	DEL RIO BLVD	Major Arterial	STATE	6	45	0.90	E	38,000	59,900	2019	0.0183	38,623	34,948	54,100	62,005	56,001	54,100
PORT ST LUCIE BLVD	DEL RIO BLVD	CAMEO BLVD	Major Arterial	STATE	6	45	0.39	E	47,644	59,900	2017	0.0183	49,988	19,365	23,080	80,536	31,031	23,080
PORT ST LUCIE BLVD	CAMEO BLVD	FLORIDA'S TURNPIKE	Major Arterial	STATE	6	45	0.24	E	47,644	59,900	2017	0.0183	49,988	12,201	14,541	80,536	19,550	14,541
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	Major Arterial	STATE	6	45	0.17	E	47,644	59,900	2017	0.0183	49,988	8,758	10,438	80,536	14,033	10,438
PORT ST LUCIE BLVD	BAYSHORE BLVD	AIROSO BLVD	Major Arterial	STATE	6	45	0.84	E	48,955	59,900	2017	0.0183	51,364	43,578	50,546	82,752	69,829	50,546
PORT ST LUCIE BLVD	AIROSO BLVD	FLORESTA DR	Major Arterial	STATE	6	45	0.62	E	49,175	59,900	2017	0.0183	51,594	32,398	37,410	83,124	51,914	37,410
PORT ST LUCIE BLVD	FLORESTA DR	ST LUCIE RIVER	Major Arterial	STATE	6	45	0.61	E	61,616	59,900	2017	0.013	64,019	38,900	36,397	89,568	54,425	36,397
PORT ST LUCIE BLVD	ST LUCIE RIVER	VETERANS MEMORIAL PKWY	Major Arterial	STATE	6	45	0.27	E	61,616	59,900	2017	0.013	64,019	17,435	16,313	89,568	24,393	16,313
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	Major Arterial	STATE	6	45	1.25	E	41,526	59,900	2017	0.013	43,146	53,772	74,653	60,364	75,232	74,653
PORT ST LUCIE BLVD	MORNINGSIDE BLVD	US 1	Major Arterial	STATE	6	45	0.56	E	40,456	59,900	2017	0.013	42,034	23,582	33,605	58,809	32,993	33,605
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	Arterial	CITY	4	40	1.35	E	21,500	39,800	2020	0.013	21,500	29,040	53,757	30,080	40,629	53,757
PRIMA VISTA BLVD	AIROSO BLVD	FLORESTA DR	Arterial	COUNTY	4	40	0.58	E	25,425	39,800	2018	0.013	26,259	15,190	23,176	36,497	21,253	23,176
PRIMA VISTA BLVD	FLORESTA DR	NARANJA AVE	Arterial	COUNTY	4	40	0.40	E	26,500	39,800	2019	0.013	26,935	10,809	16,026	37,558	15,123	16,026
PRIMA VISTA BLVD	NARANJA AVE	ST LUCIE RIVER	Arterial	COUNTY	4	40	0.33	E	26,500	39,800	2019	0.013	26,845	8,811	13,063	37,558	12,327	13,063
PRIMA VISTA BLVD	ST LUCIE RIVER	US HWY 1	Arterial	COUNTY	4	40	0.66	E	26,500	39,800	2019	0.013	26,845	5,730	8,495	37,558	8,017	8,495
RANGE LINE RD	MARTIN COUNTY	BECKER RD	Arterial	COUNTY	2	55	0.40	E	1,780	17,700	2019	0.0437	1,858	743	7,082	5,649	2,260	7,082
RANGE LINE RD	BECKER RD	2 MI S OF GLADES CUT-OFF RD	Arterial	COUNTY	2	55	3.82	E	1,780	17,700	2019	0.0437	1,858	7,094	67,590	5,649	21,571	67,590
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD	GLADES CUT-OFF RD	Arterial	COUNTY	2	55	1.93	E	1,780	17,700	2019	0.0437	1,858	3,593	34,235	5,649	10,926	34,235
ROSSER BLVD	PAAR DR	APRICOT RD	Collector	CITY	2	40	2.17	D	3,425	17,700	2017	0.0183	3,594	7,833	38,371	5,790	12,551	38,371
ROSSER BLVD	APRICOT RD	GATLIN BLVD	Collector	CITY	4	40	0.79	D	3,425	39,800	2017	0.0183	3,594	2,841	31,293	5,790	4,552	31,293
SANDIA DR	NW PRIMA VISTA BLVD	SE LAKEHURST DR	Collector	CITY	2	35	0.68	D	3,000	14,800	2019	0.0183	3,049	2,079	10,073	4,895	3,332	10,073
SANDIA DR	SE LAKEHURST DR	CROSSTOWN PKWY	Collector	CITY	2	35	0.81	D	3,000	14,800	2019	0.0183	3,049	2,461	11,921	4,895	3,943	11,921
SANDIA DR	CROSSTOWN PKWY	SE THORNHILL DR	Collector	CITY	2	35	0.59	D	3,000	14,800	2019	0.0183	3,049	1,790	8,672	4,895	2,868	8,672
SAVAGE BLVD	GATLIN BLVD	GALIANO RD	Collector	CITY	2	35	2.13	D	3,922	17,700	2018	0.0183	4,051	8,659	37,700	6,515	13,876	37,700
SAVONA BLVD	BECKER RD	PAAR DR	Arterial	CITY	2	40	0.91	E	9,800	17,700	2019	0.0183	9,961	9,111	16,160	15,991	14,599	16,160
SAVONA BLVD	PAAR DR	GATLIN BLVD	Arterial	CITY	2	40	2.81	E	9,800	17,700	2019	0.0183	9,961	28,085	49,813	15,991	45,003	49,813
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	Arterial	CITY	2	40	1.08	E	14,500	17,700	2019	0.0183	14,738	15,934	19,101	23,660	25,533	19,101
SELVITZ RD	BAYSHORE BLVD	ST JAMES BLVD	Arterial	CITY	2	30	1.67	E	8,756	15,600	2017	0.0183	9,187	15,388	25,989	14,801	24,657	25,989
SELVITZ RD	ST JAMES BLVD	MIDWAY RD	Arterial	CITY	2	35	1.19	E	8,756	15,600	2017	0.0183	9,187	11,021	18,614	14,801	17,660	18,614
SHINN RD	OKEECHOBEE RD	RESERVE BLVD EXT	Collector	COUNTY	2	30	2.53	D	750	14,800	2017	0.0437	848	2,144	37,413	2,579	6,521	37,413



**CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS REPORT WITH LIMITED ACCESS FACILITIES**

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	LOS Standard	AADT	Daily Capacity	Year Count	Growth Factors	2020 AADT	2020 VMT	2020 VMC	2045 AADT	2045 VMT	2045 VMC
SOUTHBEND BLVD	SE OAKRIDGE DR	E SNOW RD	Arterial	CITY	2	40	1.94	E	16,000	17,700	2019	0.0183	16,262	31,566	34,292	26,107	50,581	34,292
ST JAMES DR	AIROSO BLVD	ST JAMES BLVD	Major Arterial	COUNTY	4	40	1.87	E	16,500	39,800	2020	0.0183	16,500	30,822	74,347	26,440	49,389	74,347
ST JAMES DR	ST JAMES BLVD	PEACHTREE BLVD	Arterial	COUNTY	4	45	0.27	E	19,000	39,800	2020	0.0183	19,000	5,167	10,823	30,445	8,279	10,823
ST JAMES DR	PEACHTREE BLVD	TELFORD AVE	Arterial	COUNTY	4	45	0.41	E	16,500	39,800	2020	0.0183	16,500	6,751	16,285	26,440	10,818	16,285
ST JAMES DR	TELFORD AVE	MIDWAY RD	Arterial	COUNTY	4	45	0.79	E	19,500	39,800	2020	0.0183	19,500	15,400	31,432	31,247	24,677	31,432
ST LUCIE WEST BLVD	COMMERCE CENTER DR	W OF I-95	Collector	COUNTY	2	35	0.59	D	13,500	17,700	2019	0.0437	14,090	8,315	10,446	42,843	25,284	10,446
ST LUCIE WEST BLVD	I-95	CALIFORNIA BLVD	Major Arterial	CITY	4	40	0.85	E	36,000	39,800	2019	0.0183	36,590	31,104	33,769	58,742	49,841	33,769
ST LUCIE WEST BLVD	CALIFORNIA BLVD	COUNTRY CLUB DR	Major Arterial	CITY	4	40	0.30	E	36,000	39,800	2019	0.0183	36,590	10,883	11,816	58,742	17,439	11,816
ST LUCIE WEST BLVD	COUNTRY CLUB DR	CASHMERE BLVD	Major Arterial	CITY	4	40	1.04	E	36,000	39,800	2019	0.0183	36,590	38,258	41,537	58,742	61,305	41,537
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	Major Arterial	CITY	6	40	0.47	E	46,000	59,900	2019	0.0183	46,754	22,095	28,255	75,059	35,405	28,255
THORNHILL DR	SW BAYSHORE BLVD	SE FLORESTA DR	Collector	CITY	2	40	2.04	D	9,600	17,700	2019	0.0183	9,757	19,900	36,032	15,664	31,888	36,032
TIFFANY AVE	US 1	HILLMOOR DR	Collector	CITY	4	30	0.12	D	15,000	14,800	2019	0.013	15,195	1,797	1,750	21,259	2,513	1,750
TIFFANY AVE	HILLMOOR DR	VILLAGE GREEN DR	Collector	CITY	4	30	0.20	D	15,000	14,800	2019	0.013	15,195	3,056	2,976	21,259	4,275	2,976
TIFFANY AVE	VILLAGE GREEN DR	LENNARD RD	Collector	CITY	4	30	0.70	D	4,666	14,800	2017	0.013	4,848	3,396	10,369	6,783	4,752	10,369
TIFFANY AVE	LENNARD RD	SE GRAND DR	Collector	CITY	2	30	0.92	D	4,666	14,800	2017	0.013	4,848	4,472	13,652	6,783	6,256	13,652
TRADITION PKWY	COMMUNITY BLVD	VILLAGE PKWY	Major Arterial	CITY	4	35	0.41	E	8,367	39,800	2018	0.0437	9,098	3,736	16,345	27,665	11,361	16,345
TRADITION PKWY	VILLAGE PKWY	W OF I-95	Major Arterial	CITY	6	45	0.40	E	36,500	59,900	2019	0.0183	38,095	14,870	23,965	59,558	23,828	23,965
TULIP BLVD	PORT ST LUCIE BLVD	PAAR DR	Collector	CITY	2	35	2.02	D	9,133	17,700	2018	0.0183	9,433	19,093	35,696	15,170	30,594	35,696
TULIP BLVD	PAAR DR	DARWIN BLVD	Collector	CITY	2	35	0.46	D	9,133	17,700	2018	0.0183	9,433	4,331	8,096	15,170	6,939	8,096
TULIP BLVD	DARWIN BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	35	0.89	D	8,200	17,700	2019	0.0183	8,334	7,452	15,796	13,380	11,941	15,796
UNIVERSITY BLVD	NW PEACOCK BLVD	NW CALIFORNIA BLVD	Collector	CITY	2	30	0.58	D	4,800	14,800	2019	0.0183	4,879	2,834	8,580	7,832	4,540	8,580
US 1	MARTIN C.L.	LENNARD RD	Arterial	STATE	6	45	0.14	E	41,817	59,900	2017	0.013	43,448	6,232	8,591	60,787	8,719	8,591
US 1	LENNARD RD	PORT ST LUCIE BLVD	Arterial	STATE	6	45	0.43	E	41,817	59,900	2017	0.013	43,448	18,522	25,535	60,787	25,914	25,535
US 1	PORT ST LUCIE BLVD	JENNINGS RD	Arterial	STATE	6	45	0.56	E	31,458	59,900	2017	0.013	32,685	18,371	33,668	45,729	25,703	33,668
US 1	JENNINGS RD	TIFFANY AVE	Arterial	STATE	6	45	0.68	E	31,458	59,900	2017	0.013	32,685	22,128	40,553	45,729	30,959	40,553
US 1	TIFFANY AVE	WALTON RD	Arterial	STATE	6	45	0.85	E	31,458	59,900	2017	0.013	32,685	27,662	50,695	45,729	38,701	50,695
US 1	WALTON RD	VILLAGE GREEN DR	Arterial	STATE	6	45	0.58	E	43,634	59,900	2017	0.013	45,336	26,071	34,447	63,429	36,476	34,447
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD	LYNGATE DR	Arterial	CITY	4	40	1.38	E	14,500	39,800	2019	0.013	14,689	20,215	54,774	20,551	28,282	54,774
VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	Arterial	CITY	4	40	0.90	E	14,911	39,800	2017	0.013	15,493	14,005	35,980	21,675	19,595	35,980
VILLAGE GREEN DR	US 1	WALTON RD	Collector	CITY	4	30	1.05	D	9,600	14,800	2017	0.013	9,974	10,466	15,529	13,955	14,643	15,529
VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	Collector	CITY	2	30	0.63	D	4,633	14,800	2017	0.013	4,814	3,029	9,313	6,735	4,238	9,313
VILLAGE PKWY	BECKER RD	DISCOVERY WAY	Major Arterial	CITY	4	45	3.25	E	14,000	39,800	2019	0.0437	14,612	47,488	129,349	44,430	144,395	129,349
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	Major Arterial	CITY	6	45	0.75	E	14,000	59,900	2019	0.0437	14,612	10,919	44,764	44,430	33,202	44,764
VILLAGE PKWY	TRADITION PKWY	WESTCLIFFE LN	Major Arterial	CITY	4	35	1.67	E	23,000	39,800	2019	0.0437	24,005	40,203	66,657	72,991	122,245	66,657
VILLAGE PKWY	WESTCLIFFE LN	CROSSROADS PKWY	Major Arterial	CITY	4	35	0.48	E	12,000	39,800	2019	0.0437	12,524	6,047	19,215	38,082	18,386	19,215
WALTON RD	US 1	VILLAGE GREEN DR	Arterial	COUNTY	4	30	0.45	E	1,160	33,800	2019	0.013	1,175	529	15,216	1,644	740	15,216
WALTON RD	VILLAGE GREEN DR	LENNARD RD	Arterial	COUNTY	4	35	0.76	E	16,700	39,800	2019	0.013	16,917	12,919	30,393	23,669	18,075	30,393
WALTON RD	LENNARD RD	GREEN RIVER PKWY	Arterial	COUNTY	2	45	1.10	E	9,200	17,700	2018	0.013	9,439	10,344	19,397	13,206	14,472	19,397
WALTON RD	GREEN RIVER PKWY	INDIAN RIVER DR	Arterial	COUNTY	2	45	0.79	E	6,500	17,700	2019	0.013	6,585	5,202	13,983	9,212	7,278	13,983
WESTCLIFFE LN	TREMONTE AVE	COMMUNITY BLVD	Arterial	HOA	4	35	0.40	E	6,267	39,800	2018	0.0437	6,815	2,707	15,808	20,721	8,230	15,808
WESTCLIFFE LN	COMMUNITY BLVD	VILLAGE PKWY	Arterial	HOA	4	35	0.56	E	6,267	39,800	2018	0.0437	6,815	3,850	22,483	20,721	11,706	22,483
WESTMORELAND BLVD	US 1	MORNINGSIDE BLVD	Collector	CITY	2	30	1.98	D	9,700	14,800	2019	0.013	9,826	19,422	29,253	13,748	27,173	29,253
WESTMORELAND BLVD	MORNINGSIDE BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	35	1.21	D	13,000	17,700	2019	0.013	13,169	15,908	21,382	18,425	22,257	21,382
WHITMORE DR	SW BAYSHORE BLVD	SE FLORESTA DR	Collector	CITY	2	30	2.66	D	350	14,800	2019	0.0183	356	948	39,365	571	1,519	39,365

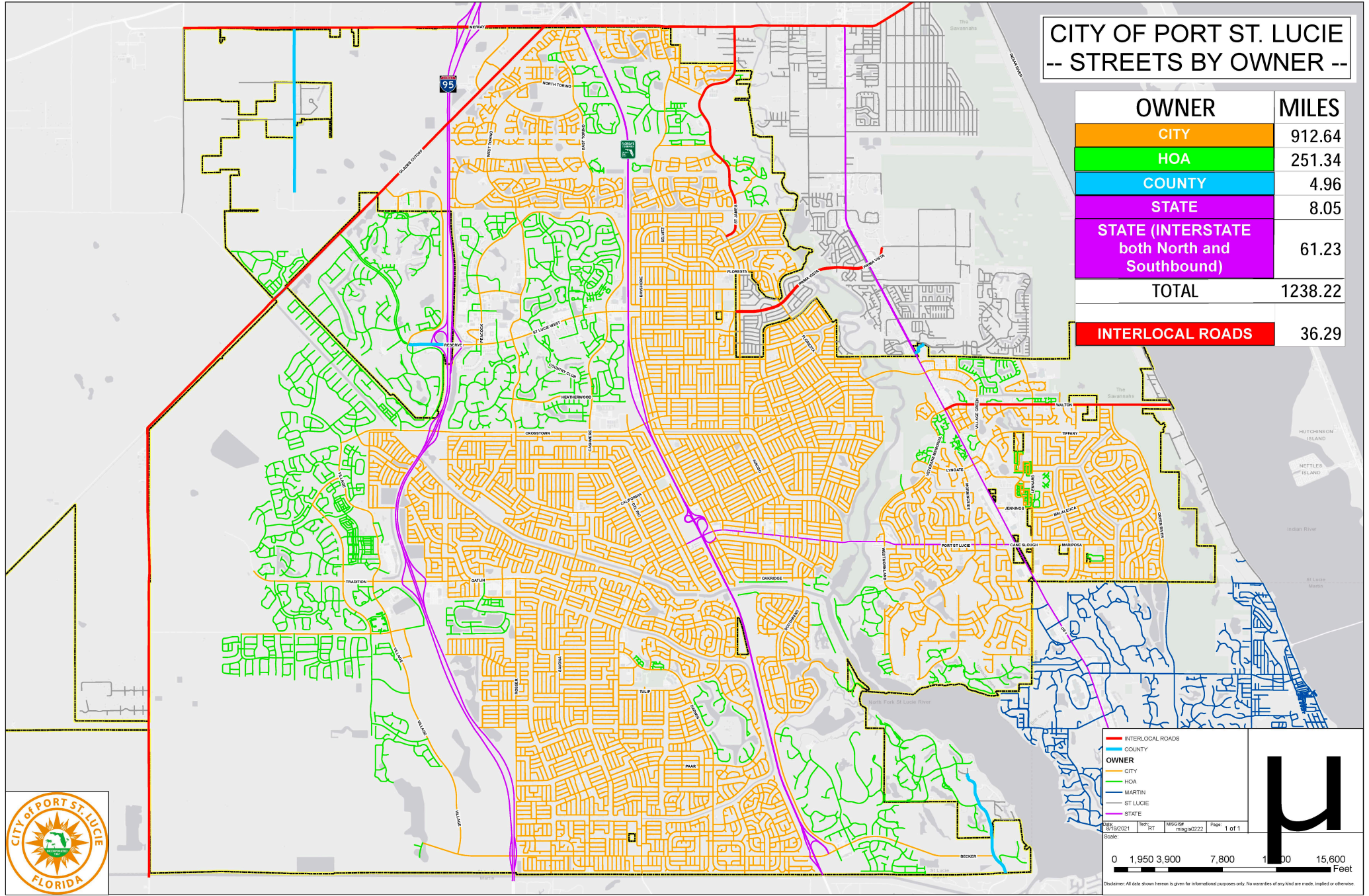
**CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS REPORT WITH LIMITED ACCESS FACILITIES**

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	LOS Standard	AADT	Daily Capacity	Year Count	Growth Factors	2020 AADT	2020 VMT	2020 VMC	2045 AADT	2045 VMT	2045 VMC
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*Source:* Traffic data provided by City of Port St. Lucie. LOS Standards based on adopted Comprehensive Plan. Daily Capacity based on FDOT Generalized Tables (Appendix J). Growth Factors based on FDOT District 4 (Southeast) 2045 Treasure Coast Regional Planning Model and obtained for the following three areas: (1) east of St. Lucie River; (2) between River and Interstate 95; west of Interstate 95. 2020 AADT projected from base year of traffic count multiplied by the annual application of the model growth factor. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates. 2045 VMC held constant, to be updated during Phase 2 of the Mobility Plan.

# CITY OF PORT ST. LUCIE -- STREETS BY OWNER --

OWNER	MILES
CITY	912.64
HOA	251.34
COUNTY	4.96
STATE	8.05
STATE (INTERSTATE both North and Southbound)	61.23
<b>TOTAL</b>	<b>1238.22</b>
<b>INTERLOCAL ROADS</b>	<b>36.29</b>



— INTERLOCAL ROADS  
— COUNTY  
**OWNER**  
— CITY  
— HOA  
— MARTIN  
— ST LUCIE  
— STATE

Date: 02/16/2024  
 Rev: 02  
 M59156  
 mimgw0222  
 Page: 1 of 1  
 Scale:

0 1,950 3,900 7,800 15,600 Feet

Disclaimer: All data shown herein is given for informational purposes only. No warranties of any kind are made, implied or otherwise.

**City of Port St. Lucie**  
Mobility Fee Benefit Districts



**Legend**

- St. Lucie County
- Benefit District
- City Boundaries**
- Port St. Lucie
- Fort Pierce

**St. Lucie  
County**

**City of  
Fort Pierce**

**City of  
Port St. Lucie**

August 22, 2021

Miles

**NUE URBAN CONCEPTS**  
LAND USE • MOBILITY • PARKING • FEES

**GREEN STREET  
ASSOCIATES**

