TRANSPORTATION

2

CHARTING
PORT ST. LUCIE

DRAFT

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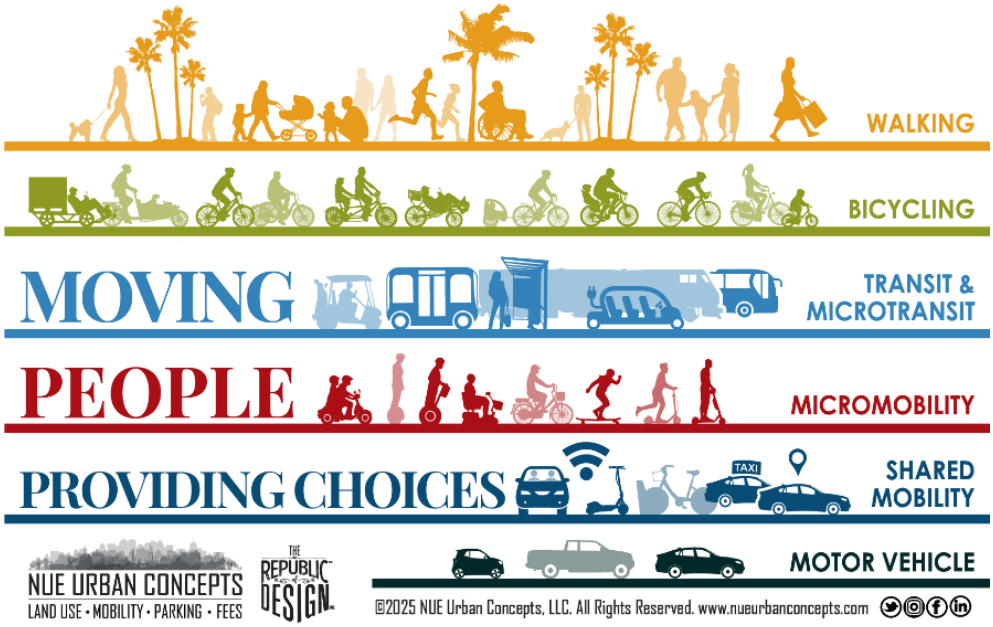
Chapter 2 – Transportation Element

I. Introduction

This element expands on the City's multimodal transportation system with an emphasis on safely and efficiently moving people, whether they choose to continue driving their cars, or decide to walk, bicycle, ride transit, or use new mobility technology **(Figure 2 - 1)**. The goals, objectives, and policies reflect the City's continued transition from a transportation concurrency and road impact fee framework - one that accepted congestion and primarily managed road capacity - to a comprehensive multimodal system centered on safety, accessibility, and mobility choice. This shift builds on the direction established with the adoption of the City's first Mobility Plan and Mobility Fee in 2021 and continues the City's commitment to a more balanced and sustainable transportation network. This element outlines important issues to address livability, safety, and balancing the need to accommodate both infill redevelopment east of I-95 and new development and future annexations west of I-95, while providing adequate accessibility and mobility throughout the City.

Figure 2 - 1. Moving People Providing Choices



II. Existing Multimodal Transportation System

The Existing Number of Lanes map is based on the Traffic Characteristics Data **(Map 2 - 1)**. The Traffic Characteristics Data which provides the existing limits of all major roads, the length, roadway classification, speed limit, number of lanes, daily capacities, traffic volumes, and volume-to-capacity ratios **(Appendix A)**. The following is a summary of the total existing mileage by road type based on number of lanes and by maintenance entity **(Table 2 - 1)**.

Table 2 - 1. Existing Number of Lanes and Total Miles by Governmental Entity

Number of Lanes (miles)	Total	HOA	City	County	State	Total
Two (2) Lane	146.43	0.00	110.83	35.60	0.00	146.43

Four (4) Lane	50.53	2.13	40.28	8.11	0.00	50.53
Six (6) Lane	21.89	0.00	14.09	0.00	7.80	21.89
Total	**218.85**	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Note: Analysis shows the total miles by type of road by governmental entity. Number of lanes illustrated as part of the Existing Number of Lanes Map **(Map 2 - 1)**. The total milage does not include limited access roads. Ownership data by number of lanes is not mapped.						

Source: Port St. Lucie Traffic Characteristics Data (Appendix A).

The City of Port St. Lucie is unique within the State of Florida. The only City that owns and maintains more arterial and collector roads is the City of Jacksonville and that is because it is merged with Duval County. The City of Port St. Lucie maintains almost four times the milage of arterial and collector roads than St. Lucie County within and around the City.

The City of Port St. Lucie is the only large municipality in the State of Florida where neither a County nor State Road runs through the entire City. The majority of County Roads are on the periphery of the City **(Map 2 - 2)**. A portion of Port St. Lucie Blvd and US Hwy 1 are the only two State Roads, that are not limited access, within Port St. Lucie **(Map 2 - 2).** Interstate 95 and the Florida Turnpike are both State Roads that are limited access by bi-sect the City, limiting east-west connectivity within the City **(Map 2 - 2).**

The existing Functional Classification Map is based on the Traffic Characteristics Data **(Map 2 - 3)**. The Traffic Characteristics Data provides the functional classification for each roadway, along with the length of the roads and ownership **(Appendix A)**. There are a few major local roads included in the analysis that will eventually be reclassified as collector roads **(Table 2 - 2)**. The data for functional classification includes collector roads, arterials, major and principal arterials, ad limited access roads **(Table 2 - 2)**. The City of Port St. Lucie maintains 165.20 miles of functionally classified roads, which represents roughly 68% of all functionally classified roads **(Table 2 - 2)**.

Table 2 - 2. Functional Classification and Total Lanes by Governmental Entity

Functional Classification (miles)	HOA	City	County	State	Total
Major Local	0.00	0.00	5.72	0.00	5.72
Collector	2.13	75.90	4.81	0.00	82.84
Arterial	0.00	59.58	31.31	0.00	90.89
Major Arterial	0.00	29.72	1.87	0.00	31.59
Principal Arterial	0.00	0.00	0.00	7.80	7.80
Limited Access	0.00	0.00	0.00	24.51	24.51
Total	**2.13**	**165.20**	**43.71**	**32.31**	**243.36**
Note: Analysis shows the total miles by functional classification. Functional Classification Map **(Map 2 - 3)**. Functional Classification by number of lanes is not mapped.					

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

The next map in the map series illustrates existing Volume to Capacity ratios on the current transportation network **(Map 2 - 4)**. Overall, the majority of roadway miles (199.86) are at a V/C ratio less than .85%, meaning the majority of the system currently has adequate road capacity (**Table 2 - 3**). Roughly 16 miles of the network consist of roadways where available capacity is less than 15% (V/C > 0.85 < 1.0) of the available capacity, meaning these roads will likely be over capacity in the near future **(Table 2 - 3)**. There are a few segments of

roadways that are operating over capacity today, the majority of which are currently programmed to be widened in the next five (5) years **(Appendix A)**.

Table 2 - 3. Existing Volume to Capacity Evaluation by Governmental Entity

Maintaining Entity (miles)	V/C < 0.85	V/C > 0.85 < 1.0	V/C > 1.0	Total
HOA	3.10	0.00	0.00	3.10
City	148.77	14.25	3.56	166.58
County	42.48	0.00	1.24	43.71
State	5.52	1.40	0.88	7.80
Total	**199.86**	**15.66**	**5.68**	**221.19**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffc Characteristics Data **(Appendix A)***

Overall, the majority of roadway miles (90.36%) are at a V/C ratio less than .85%, meaning the majority of the system currently has adequate road capacity **(Table 2 - 4).** Roughly seven (7%) of the network consist of roadways where available capacity is more than 85% but less than the maximum road capacity at the adopted level of service (LOS) standard **(Table 2 - 4).** Over capacity segments along St. Lucie Blvd, California Blvd, and Port St. Lucie Blvd are under construction or are planned for widening over the next five years **(Map 2 - 4).**

Table 2 - 4. Existing Volume to Capacity Percentage by Governmental Entity

Maintaining Entity (percentage)	V/C < 0.85	V/C < 0.85 - 1	V/C > 1.0	Total
HOA	100.00%	0.00%	0.00%	100.00%
City	89.31%	8.56%	2.14%	100.00%
County	97.17%	0.00%	2.83%	100.00%
State	70.73%	18.00%	11.28%	100.00%
Total	**90.36%**	**7.08%**	**2.57%**	**100.00%**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. Source is the Port St. Lucie Traffc Characteristics Data **(Appendix A)**. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffc Characteristics Data **(Appendix A)**.*

III. Quality of Service (QOS) Standards: Street QOS

Florida Statute 163.3180 5(f) allows for establishing alternative standards for measuring mobility. Since the intent of alternative mobility funding systems, such as mobility fees, is to replace transportation concurrency, the establishment of a Street QOS, based on posted speed limits, provides an opportunity to prioritize safe travel for all modes of travel versus the level of capacity provided for vehicles. **Roadway Level of Service (LOS) Standards are utilized to regulate road capacity and require developments to meet transportation concurrency. Quality of Service (QOS) Standards are intended to be used for mobility planning and performance measures.**

In 2020, the City of St. Augustine successfully replaced roadway level of service (LOS) standards with multimodal quality of service (QOS) in its Comprehensive Plan through amendments that established the

legislative intent to develop a mobility plan and a mobility fee. The City was the first local government in Florida to completely move beyond transportation concurrency and roadway LOS.

The basis for the amendment occurred due to a question by a City Planning Commissioner who asked the simple question, "If we want to adopt a mobility plan and a mobility fee to replace transportation concurrency and we have no plans over the next 20 plus years to widen roads, why do we still have roadway LOS standards in the proposed comprehensive plan amendment?" The initial response from the City's mobility consultant, NUE Urban Concepts, was that Florida Statute requires local governments to have measurable standards in the transportation element of the comprehensive plan. The reply from the City Planning Commissioner was, "well can't we measure something else?"

From that response came the concept of Street QOS standards based on posted speed limits. It is something everyone can understand without being a transportation planner or traffic engineer, it is easy and cost effective to collect, it is something that can be easily quantified, and it can serve as a performance measure that can be evaluated over time. It is something that was recognized by both the Department of Economic Opportunity and FDOT District 2 as an innovative approach to encourage and plan for multimodal transportation.

Street QOS standards are intended to enhance mobility and move towards Vision Zero by allowing for the design of safer streets for all modes of travel by prioritizing slower speeds for cars. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speeds increase, so does the probability that a crash involving people walking, bicycling, or driving will result in one or more fatalities.

Given the size of current SUVs and trucks, even crashes at relatively slow speeds are fatal. The proposed Street QOS standards are the inverse of roadway LOS standards in that as speed limits go down, Street QOS goes up and provides the City with increased flexibility to design safer streets for all users. Whereas, for roadway LOS, as speed limits go down, road LOS also goes down, requiring the City to look at ways to add road capacity.

What most people don't know, without being a transportation planner or traffic engineer, is there is often a complete disconnect from the posted speed limit of a roadway and the design speed of a roadway. Most roads are designed to meet the 85th percentile speeds and can often accommodate speeds 10, 15, or 20 MPH above posted speed limits.

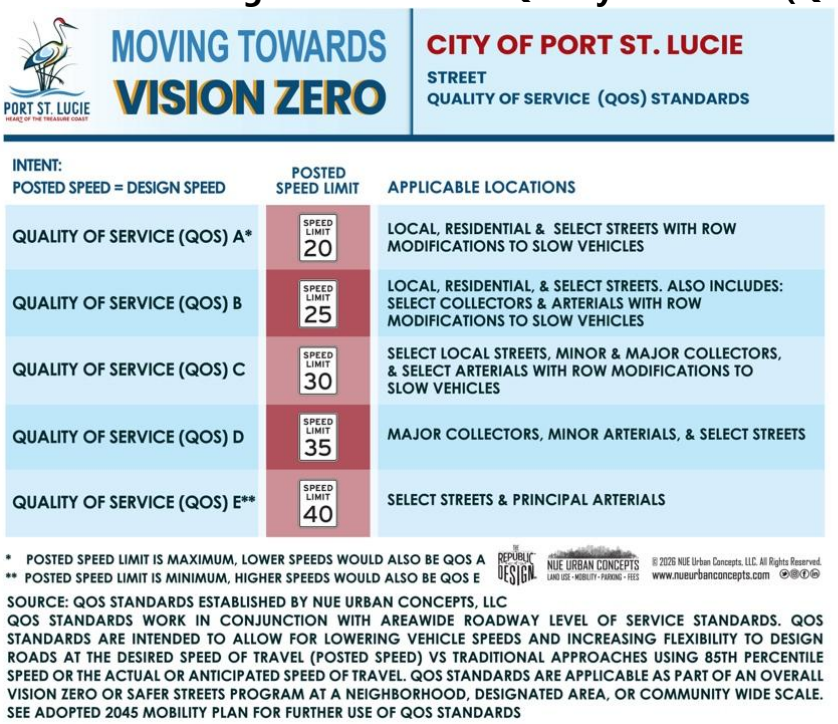
The other component of Street QOS Standards is that roads should be designed for their desired posted speed limit, not the speed vehicles are traveling at or the expected speed of vehicles. The concept is simple: ***Design Speed equals Posted Speed.*** Policies have been added to this element to provide the City Engineer with flexibility to design roads and streets that are safe for all users.

Street QOS standards that promote slower speeds provide planners and engineers with greater flexibility to implement innovative street designs, such as low-speed streets, shared streets, complete streets, narrower travel lanes, and locating buildings and trees closer to travel lanes.

However, just because a lower speed limit is posted, does not mean cars will slow down. Slowing down cars requires physical changes to the street right-of-way that result in people driving slower and people feeling more comfortable bicycling and walking.

Research from cities that have implemented Vision Zero polices has shown that reduction in speed limits to 25 MPH on arterials and collectors and 20 MPH on local streets has resulted in a reduction in crashes and injuries **(Appendix B)**. The adoption of Street QOS standards is the first step in allowing flexible street design to move towards Vision Zero **(Figure 2 - 2)** and to implement proven safety countermeasures **(Appendix C)**.

Figure 2 - 2. Street Quality Of Service (QOS) Standards



Street QOS standards allow the City of Port St. Lucie to establish a Street QOS of "A" for a given street or area to make it safer for all people to use the street; rather than continuing to have adopted standards in its Comprehensive Plan that accept a LOS of "E" or "F" and the associated congestion that results from being unable to widen roads or having community opposition to the widening of roads. It is more palatable and actionable to support and strive for a QOS "A" or "B" than being resigned to accepting failure and a LOS of "F".

An inventory of posted speed limits has been mapped for use in the analysis of Street QOS for the functionally classified roads in the City **(Map 2 - 5).** The data is included in the Traffic Characteristics Data and the Quality-of-Service Evaluation **(Appendix D).** The following summary of posted speed limits is summarized by the Street QOS standards **(Table 2 - 5)**.

Table 2 - 5. Miles of Roadway by Posted Speed Limit

Posted Speed Limit (Miles)	HOA	City	County	State	Total
20 MPH or Less	0.00	0.00	0.00	0.00	0.00
25 MPH	0.00	3.08	0.00	0.00	3.08
30 MPH	0.00	24.30	3.26	0.00	27.56
35 MPH	2.13	27.59	8.13	0.00	37.86
40 MPH or More	0.00	110.22	32.32	7.80	150.34
Total	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Posted Speed Limit (Percentage)	**HOA**	**City**	**County**	**State**	**Total**
20 MPH or Less	0.00%	0.00%	0.00%	0.00%	0.00%
25 MPH	0.00%	100.00%	0.00%	0.00%	100.00%
30 MPH	0.00%	88.17%	11.83%	0.00%	100.00%
35 MPH	5.63%	72.88%	21.49%	0.00%	100.00%

40 MPH or More	0.00%	73.32%	21.49%	5.19%	100.00%
Total	**0.97%**	**75.49%**	**19.97%**	**3.57%**	**100.00%**
Note: Analysis shows the total miles by posted speed limit by governmental entity by ownership of the roadways. Posted speed limits illustrated are those used to establish Street QOS standards **(Figure 2 - 2)**.					

*Source is the Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

To illustrate that QOS standards can meet the statutory requirement for measurable standards and can serve as performance measures, a detailed evaluation of all arterials, collectors, and major local roads was developed **(Appendix D)**. The current Street QOS for the major roadway system within the City is summarized in **Table 2 - 6**. The current Street QOS for the major roadway system is further illustrated on **Map 2 - 6**.

There are 165.20 miles of City maintained roads and 43.71 miles of County maintained roads, respectively, within the City of Port St. Lucie. Of those roads, 16.02% of City and 18.61% of County roads result in a Street QOS of D based on a posted speed limit of 35 MPH **(Table 2 - 6)**. All 7.80 miles of State Roads within the City have a posted speed limit of 40 MPH (Street QOS E) or higher. Only 1.41% of the major roads in the City have posted speed limits of 25 MPH (QOS B), while 98.59% of major roads have posted speed limits of 30 MPH or higher **(Table 2 - 6)**. With research showing posted speed limits of 25 MPH have been shown to make roads safer, the City has the ability to make a significant impact on safety through re-evaluating posted speed limits and considering Street QOS Standards of "B" and "C". This analysis represents a benchmark to measure performance and changes in speed limits between updates of Mobility Plans.

Table 2 - 6. Street Quality of Service (QOS) Analysis by Governmental Entity

Maintaining Entity	A	B	C	D	E	Total
HOA Streets (miles)	0.00	0.00	0.00	2.13	0.00	2.13
HOA Streets (percentage)	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
City Streets (miles)	0.00	3.08	25.42	26.47	110.22	165.20
City Streets (percentage)	0.00%	1.87%	15.39%	16.02%	66.72%	100.00%
County Roads (miles)	0.00	0.00	3.26	8.13	32.32	43.71
County Roads (percentage)	0.00%	0.00%	7.46%	18.61%	73.93%	100.00%
State Roads (miles)	0.00	0.00	0.00	0.00	7.80	7.80
State Roads (percentage)	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Total (miles)	**0.00**	**3.08**	**28.68**	**36.74**	**150.34**	**218.85**
Total (percentage)	**0.00%**	**1.41%**	**13.11%**	**16.79%**	**68.70%**	**100.00%**
Note: Analysis shows the total miles for each street quality of service (QOS) grade by governmental entity with maintenance responsibility for roadways. Street QOS based on posted speed limit **(Map 2 - 5)**. Analysis excludes limited access roads.						

*Source is the Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

The QOS Analysis of the City's multimodal transportation system serves as a benchmark that will allow the City to track changes in posted speed limits overtime. An analysis of the Street QOS by roadway classification has also been undertaken **(Table 2 - 7)**. The major local and collector roads provide the best opportunity for the City to make ROW changes to achieve slower speed limits and reduce posted speeds to 25 MPH (Street QOS "B") or 30 MPH (Street QOS "C").

Major collectors would be the next opportunity for the City to further evaluate ROW changes and lower posted speeds. Changes in speed limits and the resulting changes in Street QOS will likely occur over time as part of: (1) designing new mobility projects; (2) reimagining and repurposing existing right-of-way to emphasize the safe movement of people; and (3) as part of traffic calming projects. There will not be speed limit reductions on limited access roads or State Roads as their function is regional travel.

Table 2 - 7. Street Quality of Service (QOS) Analysis by Roadway Classification

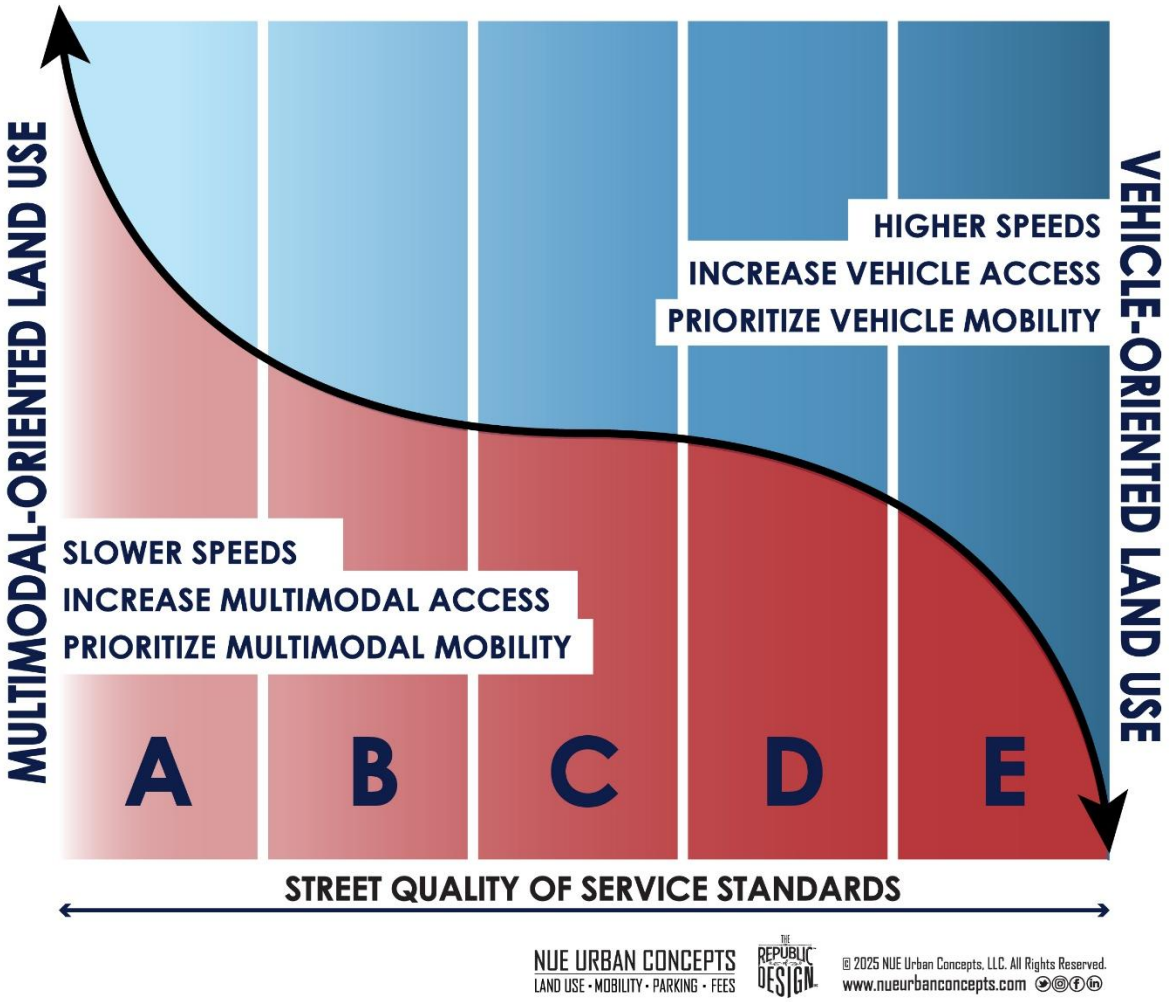
Functional Classification (miles)	A	B	C	D	E	Total
Major Local	0.00	0.00	2.53	3.19	0.00	5.72
Collector	0.00	3.08	23.76	19.45	36.55	82.84
Arterial	0.00	0.00	2.40	11.53	76.97	90.90
Major Arterial	0.00	0.00	0.00	2.57	29.02	31.59
Principal Arterial	0.00	0.00	0.00	0.00	7.80	7.80
Total	**0.00**	**3.08**	**28.68**	**36.74**	**150.34**	**218.85**
Functional Classification (percentage)	**A**	**B**	**C**	**D**	**E**	**Total**
Major Local	0.00%	0.00%	44.19%	55.81%	0.00%	100.00%
Collector	0.00%	3.72%	28.68%	23.48%	44.12%	100.00%
Arterial	0.00%	0.00%	2.64%	12.68%	84.68%	100.00%
Minor Arterial	0.00%	0.00%	0.00%	8.13%	91.87%	100.00%
Principal Arterial	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Total	**0.00%**	**1.41%**	**13.11%**	**16.79%**	**68.70%**	**100.00%**

Note: Analysis shows the total miles for each street quality of service (QOS) grade by roadway classification. Street QOS based on posted speed limit **(Figure 2 - 2)**. Analysis excludes limited access roads.

*Source is the Port St. Lucie Quality of Service (QOS) Analysis **(Appendix D).***

Establishing Street QOS standards based on posted speed limits more accurately reflects: (1) the intended purpose of a street; (2) the desired level of people walking and bicycling; and (3) the type of access to adjacent land uses. The lower the speed, the greater the accessibility to adjacent land uses by people walking and bicycling. The higher the speed limit, access to adjacent land uses becomes more restrictive, with a greater emphasis on the movement of vehicles and access via driving, versus walking and bicycling **(Figure 2 - 3).**

Figure 2 - 3. Accessibility & Mobility



A Street QOS standard of "B" prioritizes slower vehicle speeds, accessibility, and mobility for people. These streets not only help people reach their destinations; they can be destinations in and of themselves that offer a high level of social interaction. The adoption of Street QOS into the Comprehensive Plan will provide the City Engineer greater flexibility to allow for innovate street designs that will result in slower vehicle speeds and enhanced safety for all roadway users.

Florida Statute 163.3180 also allows for establishing quality of service (QOS) standards for multiple modes of transportation. Since transportation concurrency is intended to be replaced by a mobility fee, the establishment of a street QOS, based on posted speed limits, provides an opportunity to prioritize safe travel of all modes of travel versus the level of capacity provided by roads. Establishing street QOS standards allow for an eventual transition beyond roadway LOS. Street QOS standards are intended to be phased in over time in conjunction with physical geometric changes to street cross-sections that would result in lower motor vehicle speeds.

IV.Quality of Service (QOS) Standards: Multimodal QOS

Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal service standards as part of an alternative to transportation concurrency. The Multimodal QOS standards are currently used to establish multimodal capacities for the mobility fee calculations. The intent of Multimodal QOS is to provide a framework

for expansion of the multimodal transportation system over time. While the current QOS provided by the transportation network in the City may have room for improvement, the current conditions will serve as a baseline to evaluate improvements over the time frame of the 2050 Mobility Plan (aka performance measures).

Port St. Lucie is investing hundreds of millions of dollars in on-street bicycle lanes and off-street sidewalks, shared use paths and multi-use trails. There are several existing paths within the city that are part of a city-wide network of paths that provide connectivity across Port St. Lucie. Yet many of these paths are located on streets with posted speed limits of 35 MPH or higher. Given the significant financial commitment to funding for expanding paths and trails, it makes sense to ensure that people walking and bicycling along or around those trails are safe.

The higher the Multimodal QOS for a sidewalk or bike lane, **the higher the likelihood that people will actually bicycle or walk**, thus utilizing more of the person capacity provided by a sidewalk or bike lane. Multimodal Quality of Service for people walking and bicycling are influenced by three factors: (1) the type and width of the facility provided (e.g., 5-foot sidewalk, 4-foot bike lane); (2) the separation between the facility and cars (e.g., back of curb, barrier or set back from curb); and (3) the posted speed limit.

Port St. Lucie has built at least one off-street multimodal facility along most major roads and all State Roads that are not limited access have off-street multimodal facilities on both sides of the ROW **(Map 2 - 7)**. The vast majority of County Roads do not provide any type of off-street multimodal facility and account for most of the gaps in the current major road system. There are at least 80 miles of eight (8) foot or wider sidewalks or shared use paths along functionally classified roads **(Table 2 - 8)**. The City has strived to provide at least six (6) foot wide sidewalks along most collector roads and strives to provides eight (8) and ten (10) foot wide shared-use paths.

Table 2 - 8. Off-Street Multimodal Facilities by Governmental Entity

Facility for People Bicycling & Walking (miles)	HOA	City	County	State	Total
10'+ Wide (Boardwalk, Greenway, Multi-Use Trail, Shared Use Path, or Sidewalk)	0.00	17.22	1.79	0.00	19.02
8'-9' Wide (Sidewalk or Shared Use Path)	2.13	54.58	3.87	0.42	61.00
6'-7' Wide (Sidewalk)	0.00	48.90	0.87	5.29	55.06
4'-5' Wide (Sidewalk)	0.00	29.30	0.58	2.10	31.98
No Off-Street Facility	0.00	15.20	36.60	0.00	51.80
Total	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Note: Analysis shows the total miles by type of off-street multimodal facilities by governmental entity. Analysis excludes limited access roads.					

*Source is the Port St. Lucie Quality of Service Analysis **(Appendix D).***

The Multimodal Quality of Service is meant to evaluate how the street is performing for people "bicycling" or "walking", rather than "cyclists" or "pedestrians". These engineering terms tend to dehumanize a child riding a bicycle or an older adult walking along a sidewalk or a mobility impaired person using a motorized wheelchair to cross a street. Users of the multimodal transportation system are people who bicycle, walk, jog, run, ride a scooter, walk to a bus, ride a train, or drive a car.

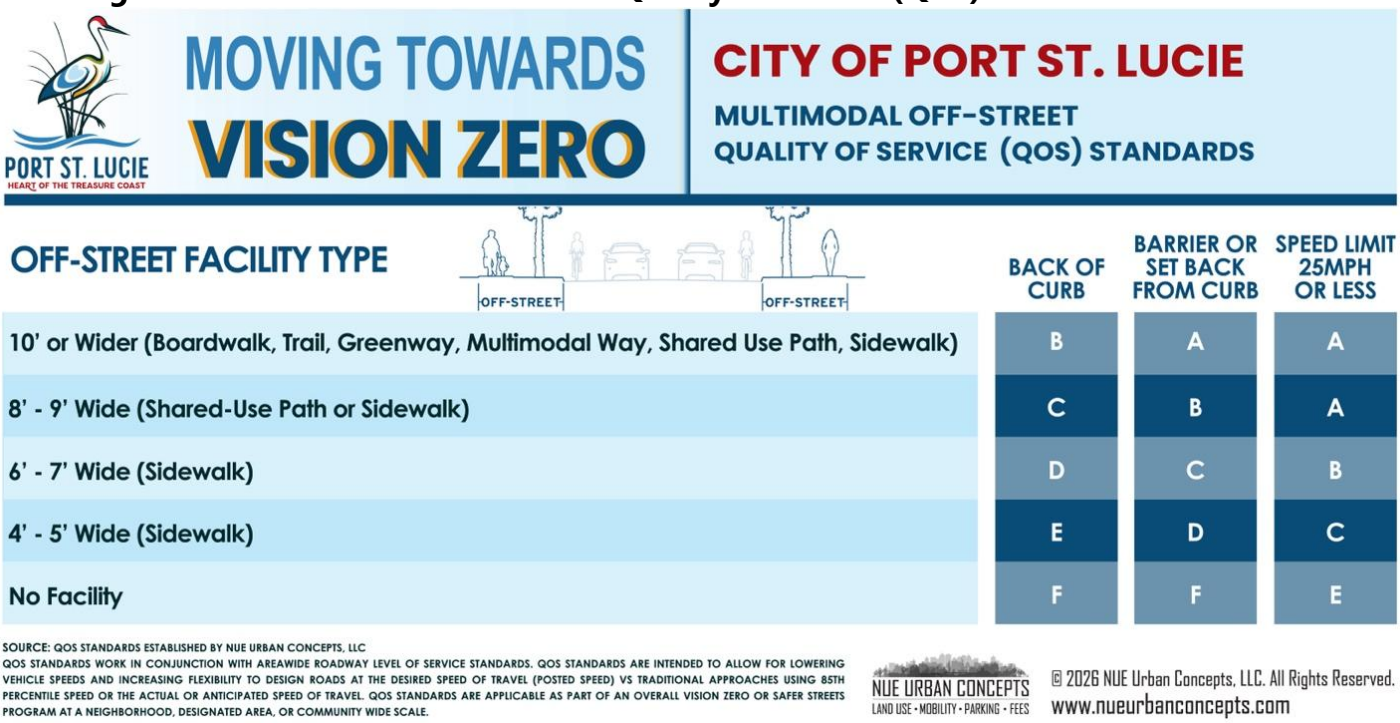
The common factor is they are people choosing this type of mobility and they are residents, employees, students, and visitors of Port St. Lucie. Most of the people who do choose to bicycle or walk prefer to do so on off-street sidewalks, shared-use paths, and multi-use trails that are separated from travel lanes and from people driving by a curb or barrier. The most comfortable separation includes on-street parking with landscaping and street trees.

The City and the Mobility Plan emphasize the construction of off-street multimodal facilities for people bicycling and walking. The standard facility for major collectors is an 8' wide sidewalk or path along at least one side of the roadway where ROW is available. The standard facility for arterials is a 10' to 12' wide sidewalk, path, or trail along at least one side of the roadway where ROW is available. Some arterials and collectors only have room for five (5) foot wide sidewalks along both sides of the ROW. Where ROW exists, such as along Floresta Dr, wide sidewalks are being constructed or have been recently completed, as well as along portions of new roadways like Tradition Parkway and Marshall Parkway, where 12' wide sidewalks and paths are being constructed or have already been constructed **(Figure 2 - 4)**.

Figure 2 - 4. Off-Street Multimodal Facilities

The following are the Multimodal QOS standards for off-street facilities consisting of sidewalks, shared-use paths, trails, boardwalks, multimodal ways, and greenways that accommodate non-motorized travel demand for people bicycling, walking, jogging, running, or skating **(Figure 2 - 5)**. Some off-street multimodal facilities may also be used by electric micromobility devices such as bikes, scooters, segways or microtransit vehicles such as neighborhood electric vehicles or autonomous transit shuttles that serve as transit circulators.

Figure 2 - 5. Off-Street Multimodal Quality of Service (QOS) Standards



The QOS evaluation of off-street multimodal facilities on the City's multimodal transportation system serves as a benchmark that will allow the City to track changes in improvements overtime. The current Multimodal QOS for off-street facilities within the City is summarized in **Table 2 - 9.** The current Multimodal QOS for off-street facilities is further illustrated on **Map 2 - 8**.

Table 2 - 9. Off-Street Multimodal Quality of Service (QOS) Analysis by Governmental Entity

Maintaining Entity (miles)	A	B	C	D	E	F	Total
HOA	0.00	2.13	0.00	0.00	0.00	0.00	2.13
City	13.10	55.91	50.37	30.61	0.00	15.20	165.20
County	1.79	3.87	0.87	0.58	0.00	36.60	43.71
State	0.00	0.00	1.82	5.98	0.00	0.00	7.80
Total	**14.89**	**61.92**	**53.07**	**37.18**	**0.00**	**51.80**	**218.85**
Maintaining Entity (percentage)	**A**	**B**	**C**	**D**	**E**	**F**	**Total**
HOA	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%
City	7.93%	33.85%	30.49%	18.53%	0.00%	9.20%	100.00%
County	4.10%	8.85%	1.99%	1.33%	0.00%	83.72%	100.00%
State	0.00%	0.00%	23.34%	76.66%	0.00%	0.00%	100.00%
Total	**6.80%**	**28.29%**	**24.25%**	**16.99%**	**0.00%**	**23.67%**	**100.00%**

Note: Analysis shows the total miles for each multimodal off-street QOS grade by governmental entity with maintenance responsibility for roadways. Off-Street QOS based on the predominant presence of off-street multimodal facilities and ROW features **(Figure 2 - 5)**. Analysis excludes limited access roads.

*Source is the Port St. Lucie Quality of Service Evaluation **(Appendix D)**.*

Overall, Port St. Lucie has a positive Multimodal QOS for off-street facilities, with 59.34% of the major roads featuring a QOS of "C" or better. Furthermore, City-owned streets perform extremely well with over 41% of facilities with a QOS "A" or "B". The greatest opportunity for improvements to QOS is along those City streets (roughly 9%) where facilities currently do not exist. County roads have a high percentage of QOS "F" facilities (83.72%) because of roadways such as Glades Cut-Off Road and Range Line Road. State facilities also perform well with 100% of facilities earning QOS grades "C" or "D"; however, there is potential to improve QOS at these locations. **(Table 2 - 9)**.

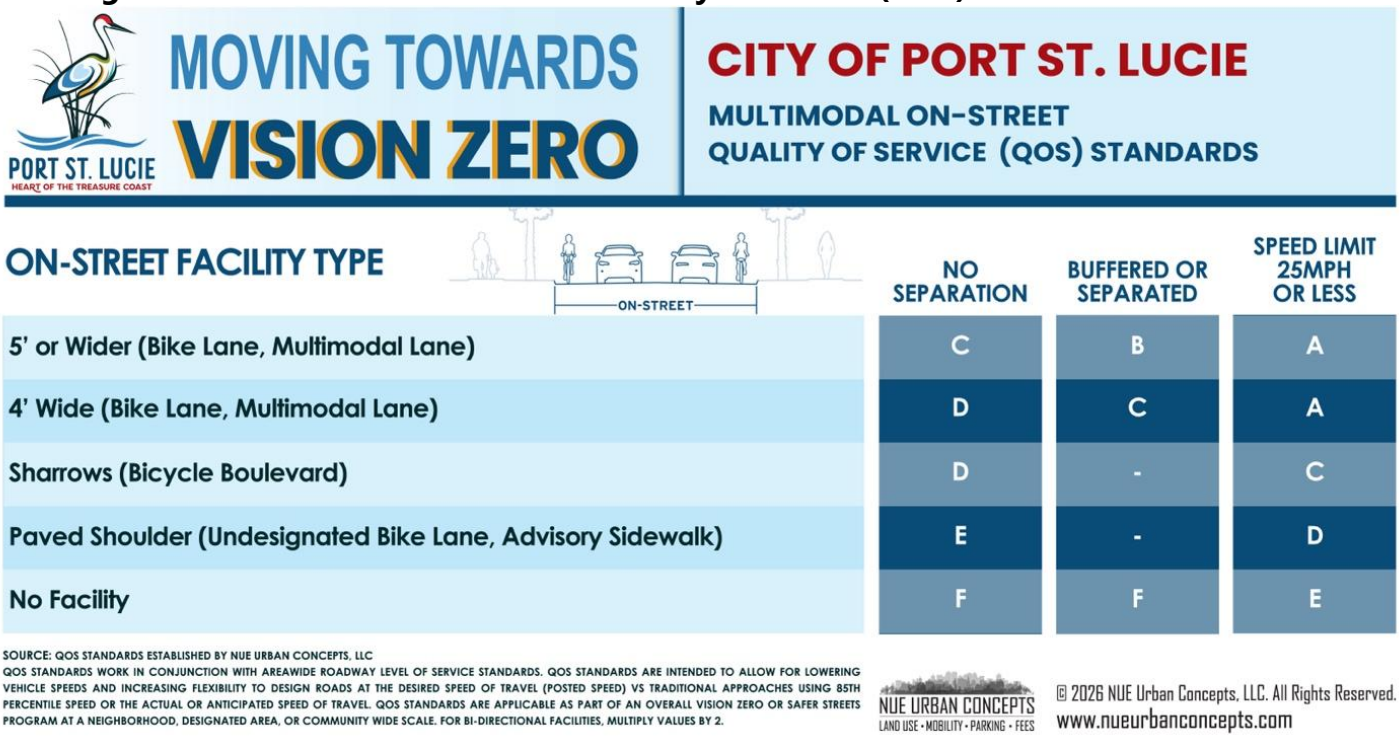
The Transportation Element map series includes a map that illustrates the existing On-Street Multimodal Facilities **(Map 2 - 9)**. Since the City excels at its multimodal off-street infrastructure, the need for on-street facilities is not as needed or desirable for people walking and biking. Most people prefer to walk and bicycle on separated facilities. The existing network reflects this as less than 35 miles of roadway currently include a dedicated on-street multimodal facility. Most bike lanes are 5' or wider and run along City-owned streets. **(Table 2 - 10)**. QOS standards for On-Street Multimodal Facilities that accommodate travel demand for people skating, riding a bicycle, scooter, skateboard, or riding a micromobility device or microtransit vehicle **(Figure 2 - 6)**.

Table 2 - 10. On-Street Multimodal Quality of Service (QOS) Facilities by Governmental Entity

Facility for People Bicycling & Walking (miles)	HOA	City	County	State	Total
5'+ Wide (Bike Lane, Multimodal Lane)	0.00	28.19	2.83	3.23	34.25
4' Wide (Bike Lane, Multimodal Lane)	0.00	6.53	0.68	0.27	7.49
Sharrows (Bicycle Boulevard)	0.00	0.00	0.00	0.00	0.00
Paved Shoulder (Undesign. Bike Lane, Advisory Sidewalk)	0.00	5.63	1.95	0.00	7.58
No On-Street Facility	2.13	124.85	38.25	4.30	169.53
Total	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Note: Analysis shows the total miles by type of on-street multimodal facilities by governmental entity. Analysis excludes limited access roads.					

*Source: Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

Figure 2 - 6. On-Street Multimodal Quality of Service (QOS) Standards



The current QOS for on-street multimodal facilities within the City is summarized in **Table 2 - 11**. The current QOS for on-street multimodal facilities is further illustrated on **Map 2 - 10**. Overall, the Multimodal QOS for on-street facilities has ample room for improvement, with 80.9% of the major roads featuring a QOS of "E" or "F". In addition, no major roads scored a QOS of "A".

City and County owned streets feature 75% and 87% of facilities with a QOS "F", respectively. State roads perform somewhat better because of the buffered bike lanes along US 1, which account for the 34% of State Roads that score a QOS B. Approximately 55% of State roads in Port St. Lucie do not accommodate people bicycling through on-street multimodal facilities. The lower QOS for on-street multimodal facilities is not a surprise as the City has prioritized providing at least a sidewalk along all functionally classified roads, which it is very close to achieving. The data below serves as a benchmark and there is great opportunity for improvement.

Table 2 - 11. On-Street Multimodal Quality of Service (QOS) Analysis by Governmental Entity

Maintaining Entity (miles)	A	B	C	D	E	F	Total
HOA	0.00	0.00	0.00	0.00	0.00	2.13	2.13
City	0.00	4.54	23.65	6.53	6.43	124.05	165.20
County	0.00	0.59	2.24	0.68	1.95	38.25	43.71
State	0.00	2.66	0.57	0.27	0.00	4.30	7.80
Total	**0.00**	**7.79**	**26.46**	**7.48**	**8.38**	**168.73**	**218.85**
Maintaining Entity (percentage)	**A**	**B**	**C**	**D**	**E**	**F**	**Total**
HOA	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
City	0.00%	2.75%	14.32%	3.95%	3.89%	75.09%	100.00%

County	0.00%	1.35%	5.13%	1.56%	4.46%	87.51%	100.00%
State	0.00%	34.10%	7.30%	3.49%	0.00%	55.11%	100.00%
Total	**0.00%**	**3.56%**	**12.09%**	**3.42%**	**3.83%**	**77.10%**	**100.00%**
Note: Analysis shows the total miles for each multimodal on-street QOS grade by governmental entity with maintenance responsibility for roadways. On-Street QOS based on predominant presence of on-street multimodal facilities and ROW features **(Figure 2 - 6)**. Analysis excludes limited access roads.							

*Source: Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

The Comprehensive Plan policies include a provision to recognize the benefit of shared-use paths in achieving a higher QOS. Accounting for shared-use paths does greatly improve the overall level of mobility for people riding bicycles. Further, as the City continues to improve roadways, there will be opportunities to include additional on-street multimodal facilities and shared-use paths.

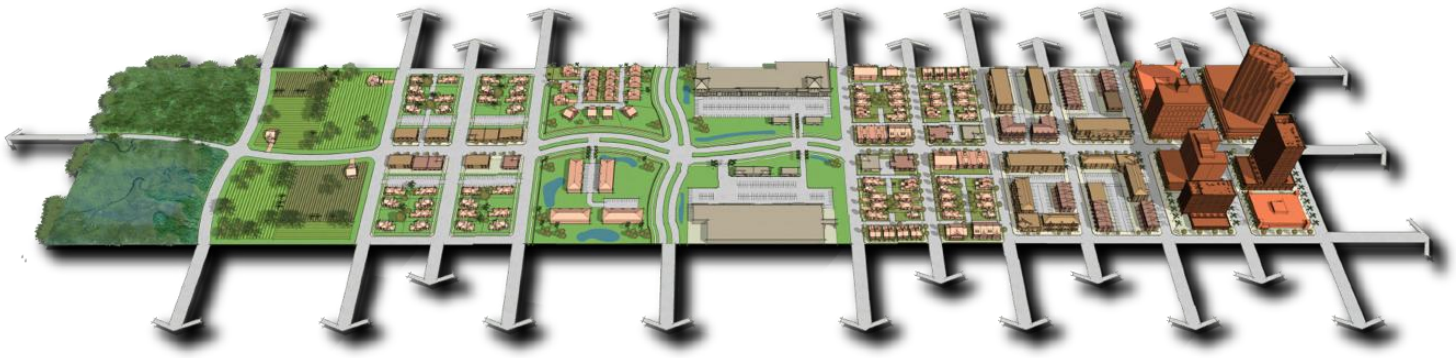
Florida Statute allows local governments to designate facilities to also accommodate microtransit vehicles (e.g., golf carts and low speed vehicles) as well as micromobility devices. The City has added a network of multimodal ways by working with developers in Tradition. Similar practices can be implemented along other major roadways within the City to improve the quality of multimodal infrastructure for low-speed vehicles.

The adoption of QOS Standards into the Comprehensive Plan is the next step in the City's transition away from roadway LOS and traditional transportation concurrency towards a multimodal system that emphasizes providing a safe, convenient, and interconnected transportation system that provides the City's residents, employees, students, and visitors with the choice to bicycle, walk, ride transit, or drive a vehicle. This transition will occur over time as the City continues to expand its multimodal transportation network.

V. FDOT Context Classification

In 2021, FDOT released its context classification system to better match the function of roadways with surrounding adjacent land uses (**Figure 2 - 7**). In more urbanized areas and in the core of small towns and cities, FDOT has recognized the need for roadway designs that increase safety for all users, especially those walking, bicycling, and accessing transit. In 2023, FDOT integrated the context classification into the 2023 FDOT Quality and Level of Service Handbook. As part of the Technical Data for determining volume to capacity ratio's, FDOT's content classification has been applied to each arterial and collector roadway **(Appendix A)**. This was a recommendation for implementation of the City's Mobility Plan and Mobility Fee in 2022. The context classifications and various QOS standards will help guide future design and apply appropriate context classification solutions based on existing and future land uses.

Figure 2 - 7. FDOT Context Classification



VI.Future Volume to Capacity Evaluation

The next map in the map series illustrates 2050 Volume to Capacity ratios based on the projected transportation network in 2050 **(Map 2 - 11)**. The projected network includes roads currently programmed for widening and future roadway improvements per the 2050 Mobility Plan. Overall, the majority of roadway miles (168.36) would continue to operate at a V/C ratio less than .85%, meaning the majority of the 2050 system, with planned improvements, will have adequate road capacity **(Table 2 - 12)**.

The share of the network where available capacity is projected to be less than 15% of the maximum road capacity increases from roughly 16 miles in 2025 to 28 miles in 2050 (**Table 2 - 12**). The most significant increase, even with planned improvements, is to roadways that will be operating above the maximum road capacity at current LOS standards. The total miles of roadways projected to be over capacity increases from 5.68 miles to 37.04 miles **(Table 2-12)**.

Table 2 - 12. 2050 Volume to Capacity Evaluation by Governmental Entity

Maintaining Entity (miles)	V/C < 0.85	V/C > 0.85 < 1.0	V/C > 1.0	Total
HOA	3.10	0.00	0.00	3.10
City	137.15	12.46	29.22	178.83
County	28.12	12.50	3.09	43.71
State	0.00	3.07	4.73	7.80
Total	**168.36**	**28.03**	**37.04**	**233.44**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

Overall, the majority of roadway miles (72.12) are at a V/C ratio less than .85%, meaning the majority of the system currently has adequate road capacity (**Table 2 - 13**). Roughly twelve (12%) of the network consists of roadways where available capacity is more than 85% but less than the maximum road capacity at the adopted level of service (LOS) standard (**Table 2 - 13)**. The share of roadways over capacity is projected to increase from roughly 2.6% to almost 16% **(Table 2 - 13)**.

Table 2 - 13. 2050 Volume to Capacity Percentage by Governmental Entity

Maintaining Entity (percentage)	V/C < 0.85	V/C < 0.85 - 1	V/C > 1.0	Total
HOA	100.00%	0.00%	0.00%	100.00%
City	76.69%	6.97%	16.34%	100.00%
County	64.33%	28.60%	7.07%	100.00%
State	0.00%	39.38%	60.62%	100.00%
Total	**72.12%**	**12.01%**	**15.87%**	**100.00%**

Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

VII. Future Number of Lanes

The Future Number of Lanes map, consistent with the 2050 Mobility Plan, illustrates a number of programmed and projected roadway improvements **(Map 2 - 12)**. The Future Number of Lanes map is based on the Traffic Characteristics Data **(Appendix A)**. The total miles of roadways for the multimodal transportation system are projected to increase from 218.85 in 2025 to 233.44 miles by 2050 **(Table 2 - 14)**. Most of these new roadways are projected to be built within the northwest and southwest annexation areas, west of Interstate 95 **(Map 2 - 11).**

The vast majority of roadway improvements will be widening or constructing four lane roads, with a projected increase from just over 40 miles in 20205 to 80.80 miles in 2050 **(Table 2 - 14)**. The City also plans on widening several roadways to six miles with the total miles increasing from just over 14 miles in 2025 to 21 miles in 2050 **(Table 2 - 14)**. Widening to six (6) lanes is proposed along portions of St. Lucie Blvd, Crosstown Parkway and Village Parkway. The following summarizes the total future mileage by road type based on number of lanes and maintenance entity **(Table 2 - 14)**.

Table 2 - 14. Future Number of Lanes and Total Miles by Governmental Entity

Number of Lanes (miles)	Total	HOA	City	County	State	Total
Two (2) Lane	91.50	0.00	76.90	14.60	0.00	91.50
Four (4) Lane	113.01	3.10	80.80	29.11	0.00	113.01
Six (6) Lane	28.93	0.00	21.13	0.00	7.80	28.93
Total	**233.34**	**3.10**	**178.83**	**43.71**	**7.80**	**233.44**

Note: Analysis shows the total miles by type of road by governmental entity. Number of lanes illustrated as part of the Future Number of Lanes Map **(Map 2 - 12)**. The total milage does not include limited access roads. Ownership data by number of lanes is not mapped.

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

VIII. Mobility Plan Overview

The City of Port St. Lucie has an adopted mobility plan based on 2045 traffic projections. An updated Mobility Plan has been prepared based on 2050 traffic projections. The mobility plan has a series of maps that accompany project specific descriptions. Roadway Corridors consist of a series of three (3) plans based on projected time frames of improvements:

1) Short-Term plan (2025 to 2030)

2) Mid-Term plan (2030 to 2040)
3) Long-Term Plan (2040 to 2050)

The short-term plan primarily consists of funded and programmed improvements or improvements likely to be programmed for construction by 2030. The mid-term plan consists of roadways corridors where some preliminary planning or traffic studies have occurred or are occurring and are the corridors most likely to be under design and construction between 2030 and 2040. The long-term plan and projected needed improvements that will be monitored over the next ten years to determine if they need to be advanced before the 2040-time frame.

The 2050 Mobility Plan identifies a number of corridors for future study. Several corridors are intended to serve as parallel capacity to major east-west roads such as Port St. Lucie and Gatlin Blvd, the Crosstown Expressway, and Midway Road. Other corridor studies involve the introduction to improvements that have not been undertaken before in Port St. Lucie. These studies involve conversion of roadways into one-way pairs or use of existing canal right-of-way to also serve as roadway with appropriate stormwater infrastructure. Due to the number of platted lots within Port St. Lucie, many arterial and collector roads allow for one or two driveways per platted lot to connect to these higher volume roadways. These driveways impact utilities, stormwater, curbing, landscape, shared-use paths and capacity, all of which increase cost.

Some corridors, due to the frequency of driveways, are resulting in roadway construction cost approaching $30 million a mile. That is roughly three times the average cost per mile for traditional arterial and collector roadways. At this cost, pursuing use of drainage canals, even with the increased cost of stormwater structures, may be a viable alternative to trying to widen existing roadways along corridors with a substantial number of platted lots. The biggest downside to use canal right-of-way is not necessarily the cost, it is the reality that most of these canal ROW run adjacent to the back yards of existing residents. Even though these are platted ROW, it is recognized that there is a big difference between a canal in someone's back yard versus a roadway.

The three (3) roadway corridor plans largely identify improvements along corridors where ROW is available or attainable. The Corridor Studies identified the parallel corridors along arterials and collectors that are projected to be over capacity where ROW is not readily available to make parallel improvements. These corridors, such as Port St. Lucie Blvd between US 1 and Gatlin, and Gatlin between Port St. Lucie Blvd and Interstate 95 are going to require innovative solution to accommodate the projected traffic volumes along both corridors. The same will hold true for the Crosstown Parkway and Midway Road between US 1 and Interstate 95 in the future. The City will need to coordinate with FDOT and the TPO to advance studies for parallel improvements along these corridors, consistent with the 2050 Mobility Plan.

The 2050 Mobility Plan also identifies a preliminary network of developer access roads for areas west of current city limits where there are few planned corridors. These will need to be coordinated with St. Lucie County and future development. Most of these areas are currently unincorporated. However, several will likely become incorporated in the future and become part of Port St. Lucie. These developer access roads are intended to serve as a guide to ensuring connectivity and continuity. These corridors will need to be further defined over time.

The 2050 Mobility Plan includes an intersection plan that identified capacity and safety improvements at intersections throughout the City. The current intersection plan in the currently adopted mobility plan has been used extensively by the City to plan and prioritize current programmed intersection projects. The intersection plan project list is a testament to the number of intersection projects that are already programmed within the

City or are already under construction. The Intersection Plan will continue to function as a tool to be used by the City to identify and prioritize needed improvements.

The Multimodal Plan component of the 2050 Mobility Plan has been streamlined to better illustrate the overall existing and planned network of multimodal improvements. The Multimodal Plan consists of current multimodal corridors, planned shared-use paths, and future shared-use paths that would be outside road ROW in the form of boardwalks, greenways, or multi-use trails. The City is rapidly closing gaps in its multimodal network with a goal of a multimodal facility on at least one side of all City maintained functionally classified arterial and collector roadways.

The 2050 Mobility Plan also includes a multimodal network map that classifies multimodal corridors into four categories: (1) principal; (2) major; (3) minor; and (4) corridor studies. The objective of this map is similar to a functional classification map for roadways.

The principal multimodal corridors are the ones likely to experience the greatest level of multimodal use and connect schools, parks, neighborhoods, and major destinations. These are the top priority corridors for multimodal improvements and represent the foundation for an interconnected multimodal network. The principal multimodal corridors are the ones likely to experience the greatest level of multimodal use and connect schools, parks, neighborhoods, and major destinations. The next tier are major multimodal corridors, and these are intended to connect principal multimodal corridors and largely serve existing and future residential neighborhoods. The final tier are minor multimodal corridors, and these are intended to fill in gaps between principal and multimodal corridors and to serve parks and schools that are not located along a principal or multimodal corridor.

There is also a corridor study planned for Port St. Lucie Blvd from US 1 to Gatlin Blvd. This segment, which is mostly a State Road, does not have adequate right-of-way for on-street multimodal facilities such as bike lanes, nor does it have adequate ROW to widen existing sidewalks to shared-use paths. Parallel multimodal improvements are needed along this corridor given the land use patterns which can support multimodal trips.

The Transit Circulator Plan is the last of the 2050 Mobility Plan map series. The plan consists of microtransit routes using low speed vehicles and the potential for water taxi service in the future. While the Transit Circulator Plan identifies corridors throughout the City, each with key destinations that are intended to be served, the proposed project for funding in the next five years are more targeted pilot projects top initiate services, rather than try to provide services in areas where there is not yet demand.

The City has used its currently adopted Mobility Plan as the basis for funding studies, design, right-of-way and construction of existing road, multimodal and intersection projects. The prioritization process is done as part of the annual update of the Capital Improvements Program. The most recent version of the City's Mobility Plan is intended to serve as implementing the Capital Improvements Element of the Comprehensive Plan related to multimodal improvements. The latest version of the City's Mobility Plan is available upon request from the City's Planning and Zoning Department. Should the City Council adopt the 2050 Mobility Plan, the document will be made available upon request from the City's Planning and Zoning Department.

IX. Rationale for Transportation Element Amendments

The changes to the goals, objectives, and policies of this element had very specific reasons, outlined below.

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

Rationale: The Highway Capacity Manual has been updated twice since the 2010 version. It is currently at 7th edition of the Highway Capacity Manual last updated in 2022 and will likely be updated to the 8th edition in 2027. This change reflects that the latest document will be utilized. This amendment is not more restrictive on development.

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

Rationale: This change reflects that the City stopped collecting road impact fees in 2021 and replaced its road impact fee with a Mobility Fee in 2021. This amendment is not more restrictive on development.

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

Rationale: This policy is being replaced by Objective 2.1.5 and subsequent policies. This amendment is not more restrictive on development.

Objective 2.1.5: The City shall evaluate the quality of service for streets, on-street and off-street multimodal facilities as part of updates to its mobility plan to measure improvements over time and to plan and design for safer streets for all.

Rationale: This Objective replaces existing Policy 2.1.2.13 and implements the City's current mobility plan which was adopted in 2023. This amendment is not more restrictive on development.

Policy 2.1.5.1: The City may adopt, in addition to existing roadway level of service (LOS) standards, the following street quality of service (QOS) standards based on posted speed limits:

Quality of Service (QOS) Standard	Posted Speed Limit	Applicable Locations
A	20 MPH or lower	Local, residential and select streets with ROW modifications to slow vehicles to achieve posted speed limit
B	25 MPH	Local, residential and select streets, also includes select arterials and collectors with ROW modifications to slow vehicles to achieve posted speed limit
C	30 MPH	Local, residential and select streets, minor and major collectors and select arterials with ROW modifications to slow vehicles to achieve posted speed limit
D	35 MPH	Major collectors, minor arterials and select streets
E	40 MPH or higher	Major collectors, arterials and select streets

Policy 2.1.5.2: The City Engineer shall have the flexibility to design roads where design speed is equal to posted speed. It shall be the City Engineer's discretion when to utilize this policy.

Policy 2.1.5.3: The City shall have flexibility in the implementation of street quality of service over time and may initially permit slower speeds after right-of-way modifications have been constructed that slow down motor vehicles.

Policy 2.1.5.4: The City may elect to replace roadway level of service standards with street quality of service standards in areas of the City in which the City or the community no longer desires to see additional roadway capacity added due to policy, physical, environmental, or neighborhood constraints.

Rationale: The City may elect to adopt Street QOS standards to allow the City Engineer greater flexibility in street design standards. These are not a regulatory standard. They reflect the subsequent Street QOS at a given posted speed limit. Florida Statute requires a measurable standard should the City ever elect to move away from roadway level of service standards for built-out areas of the City in the future. The Data, Inventory and Analysis demonstrate how Street QOS functions as a measurable standard. This amendment is not more restrictive on development.

Policy 2.1.5.5: The City may adopt the following on-street multimodal quality of service standards based on the presence and width of on-street multimodal facilities, physical separation and posted speed limits of 25 MPH or lower:

On-Street Multimodal Facility	No Separation	Buffered or Separated	25 MPH or lower
5' or wider (bike lane or multimodal lane)	C	B	A
4' wide (bike lane or multimodal lane)	D	C	A
Sharrows (Bicycle Boulevard)	D	--	C
Paved Shoulder (Undesignated Bike Lane, Advisory Sidewalk)	E	--	D
No facility	F	F	E
* On-street means a multimodal facility located between curbs or the edge of pavement using the same asphalt pavement or other surface as motor vehicles.			
** For bi-directional multimodal facilitates, the width would be multiplied by two.			
*** An off-street shared-use path on the back of curb would result in a QOS B, and an off-street path separated at least five (5) foot from the back of curb or edge of pavement would be a QOS of A.			

Rationale: The City may elect to adopt QOS standards for On-Street multimodal facilities. The table above in Policy 2.1.5.5 assigns a QOS based on the type of on-street multimodal facility present. These are not a regulatory standard. These standards allow for performance to be measured over time. The Data, Inventory and Analysis demonstrate how this QOS functions as a measurable standard. This amendment is not more restrictive on development.

Policy 2.1.5.6: To the maximum extent feasible on-street multimodal facilities without physical separation should be limited to roads with a posted speed limit of 30 MPH or lower. Roads with a posted speed limit of 35 to 40 MPH should be designed with a buffer, physical separation or off-street shared use path. On-street multimodal facilities on roadways with a posted speed of 45 MPH or greater should either be physically separated or feature an off-street shared-use path.

Rationale: This Policy provides guidance on the most appropriate type of bicycle facility given the posted speed limit. The State has implemented similar guidance. It is becoming recognized that higher speed roads

require different on-street multimodal facilities where feasible. This amendment is not more restrictive on development.

Policy 2.1.5.7: On-street multimodal facilities should primarily be used by people on bicycles. Unless pre-empted by the State, the City can regulate the use of e-bikes, scooters, golf carts, low speed vehicles, motor bikes, delivery robots, and other motorized forms of personal mobility on on-street multimodal lanes.

Rationale: This Policy allows the City to regulate use of on-street multimodal facilities, unless pre-empted by the State. This addresses use of e-bike, golf carts, delivery robots and other forms of motorized transportation. This amendment is not more restrictive on development.

Policy 2.1.5.8: The City may adopt the following off-street multimodal quality of service standards based on the presence and width of off-street multimodal facilities, physical separation and posted speed limits of 25 MPH or lower:

Off-Street Multimodal Facility	Back of curb	Barrier or setback from curb	25 MPH or lower
10′ or wider (boardwalk, trail, multimodal way, shared-use path, sidewalk)	B	A	A
8′ to 9′ wide (shared-use path or sidewalk)	C	B	A
6′ to 7′ wide (sidewalk)	D	C	B
4′ to 5′ wide (sidewalk)	E	D	C
No facility	F	F	E
* Off-street means a multimodal facility located outside of the travel lanes for motor vehicles. When adjacent to travel lanes, most sidewalks feature a vertical curb. Setbacks can also be from the edge of pavement where a vertical curb is not present.			
** A paved shoulder on a 30 MPH roadway could accommodate people walking and would be a QOS E.			
*** A designated walking areas (aka paved shoulder) on a 25 MPH or slower roadway could accommodate people walking and would be a QOS D.			

Rationale: The City may elect to adopt QOS standards for Off-Street multimodal facilities. The table above in Policy 2.1.5.8 assigns a QOS based on the type of off-street multimodal facility present. These are not a regulatory standard. These standards allow for performance to be measured over time. The Data, Inventory and Analysis demonstrate how this QOS functions as a measurable standard. This amendment is not more restrictive on development.

Policy 2.1.5.9: Off-street multimodal facilities should primarily be used by people walking, jogging, running, biking, pushing a stroller, or using a mobility assistance device. Unless pre-empted by the State, the City can regulate the use of e-bikes, bicycles, scooters, golf carts, low speed vehicles, motor bikes, delivery robots, and other motorized forms of personal mobility on off-street multimodal facilities.

Rationale: This Policy allows the City to regulate use of off-street multimodal facilities, unless pre-empted by the State. This addresses use of bicycles, e-bike, golf carts, delivery robots and other forms of motorized transportation. This amendment is not more restrictive on development.

Policy 2.1.5.10: The City may elect to establish quality of service standards for transit at a future date as part of an update to its mobility plan.

Rationale: This Policy allows the City to establish QOS standards for measuring transit performance as part of updates to its mobility plan in the future. This amendment is not more restrictive on development.

Policy 2.2.1.1: Review development projects to require improvements for pedestrian (on-street multimodal) and bicycle (off-street multimodal) facilities.

Rationale: This Policy provides consistency with QOS standards for on and off street multimodal facilities. This amendment is not more restrictive on development.

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

Rationale: This Policy provides for consistent spelling of the term multimodal. This amendment is not more restrictive on development.

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

Rationale: This Map has been updated and is updated as new development occurs within the City and County. This update is in conjunction with new Objective 2.7.3 to make the City's maps and data more accessible to the public to reflect the rapid growth occurring in the City of Port St. Lucie. The City is making a concentrated effort to move mapping data to its online Geographic Information Systems where it can provide for the latest available data and to reflect the changes occurring within the City. This amendment is not more restrictive on development.

Policy 2.7.1.5: Development shall be required to construct roadway ~~mobility~~ and multimodal corridors shown on the Mobility Plan that are internal to the development or that are adjacent to an external property boundary to ensure connectivity, the dispersal or trips, and adequate access for first responders.

Rationale: This change reflects the mobility plan corridor types. Previously mobility corridors were where road capacity was to be added either as new roads or wider roads, but neither was defined. The mobility plan description of roadways and number of lanes is now more defined to distinguish between new roads and wider roads. This amendment is not more restrictive on development.

Policy 2.7.1.6: The City shall continue to pursue strategic acquisition of parcels to enhance connectivity between existing roadways and provide enhanced access to existing intersections with functionally classified roadways.

Rationale: The City has been utilizing this approach as part of implementing the mobility plan and being proactive to increase connectivity. This policy amendment reflects that this is a specific approach the City should continue to utilize to implement the mobility plan and improve connectivity and potentially reduce the need to utilize eminent domain. This amendment is not more restrictive on development.

Policy 2.7.1.7: The City shall evaluate concepts unique to Port St. Lucie such as one-way roads, use of canal right-of-way, elevated roads in medians, canal crossings, and limited access over and underpasses to address existing and future congestion.

Rationale: The City has available right-of-way in newer parts of the City. In the traditional platted areas of the City, right-of-way is more restrictive. This policy reflects the need of the City to consider unique options for addressing congested areas where right-of-way is less available. This amendment is not more restrictive on development.

Policy 2.7.1.8: The City shall evaluate concepts unique to Port St. Lucie such as shared driveways, frontage roads, and alleyways and restricting direct access from platted lots to functionally classified roadways.

Rationale: The platted lots within the City have the ability to directly access a collector or arterial road. These access connections make improvements and multimodal facilities more difficult to provide. This policy allows the City to explore different approaches to potentially limit the number of direct access connection. This amendment is seeking to strike a balance of still providing access to an individual lot while maintaining existing traffic flows or improving traffic on functionally classified roads.

Policy 2.7.1.9: The City shall evaluate concepts unique to Port St. Lucie such as designated walking areas, physical right-of-way modifications, low speed streets, and bicycle boulevards on residential streets where there is support from adjacent residents to address the lack of on-street and off-street multimodal facilities in the historic platted portions of the City.

Rationale: This policy allows the City to be creative in addressing the numerous local residential roads without sidewalks or bicycle lanes. The City is primarily focused on ensuring all functionally. Classified roads have a sidewalk on at least one side of the street and that roads with access to schools and parks also have sidewalks. This still leaves hundreds of miles of local residential roads without sidewalks. There are innovative approaches using pavement markings and existing pavement to provide designated areas for people to walk and bicycle. This amendment is not more restrictive on development.

Policy 2.7.2.1: The City shall implement the vision of the Mobility Plan through the planning, design, funding, and construction of multimodal projects that strengthen mobility, accessibility, safety, and connectivity and result in:

1. A complete and connected primary multimodal network of greenways, shared-use ~~multi-use~~ paths, multimodal ways, and multimodal lanes that connect neighborhoods with schools, parks, places of assembly, civic uses, employment and retail centers;

Rationale: This policy amendment recognizes use of the more common term “shared-use path” versus “multi-use” path. The State also uses the term “shared-use path”. This amendment is not more restrictive on development.

Objective 2.7.3: Develop and periodically update a transportation map series for transportation planning through updates to the level of service report, the Mobility Plan, and the Multimodal Program of the Capital Improvements Program.

Rationale: This new objective seeks to to make the City’s maps and data more accessible to the public to reflect the rapid growth occurring in the City of Port St. Lucie. The City is making a concentrated effort to move mapping data to its online Geographic Information Systems where it can provide for the latest available data and to reflect the changes occurring within the City. This objective also identifies times when these maps should be updated in conjunction with updated LOS reports, the mobility plan and the capital improvements program. This amendment is not more restrictive on development.

Policy 2.7.3.1: The City will update the current functional classification map as needed to reflect the construction of new functionally classified roads and updates to the existing functional classification of roadways. The City will also evaluate the need for a future functional classification map or address future functional classification through area specific corridor plans.

Rationale: The Data, Inventory, and Analysis includes a detailed appendix with all functionally classified roads, a map of the functional classification, and a summary of the total miles by functional classification. This data will be updated periodically as new roads are built, widened, or improved to change functional classification. This amendment is not more restrictive on development.

Policy 2.7.3.2: The City will update volume to capacity maps as needed to reflect the latest traffic counts and capacity of the existing roadway network.

Rationale: The Data, Inventory, and Analysis includes existing volume to capacity for all major roads in the appendix, a map of the existing volume to capacity, and a summary of the volume to capacity-by-capacity thresholds. This data will be updated periodically as LOS reports and the mobility plan are updated. This amendment is not more restrictive on development.

Policy 2.7.3.3: The City will develop and maintain an existing and future number of lanes map to reflect existing conditions and planned improvements identified through the Mobility Plan and Multimodal Program of the Capital Improvements Program.

Rationale: The Data, Inventory, and Analysis includes existing number of lanes for all major roads in the appendix, a map of the existing number of lanes, and a summary of the number of lanes by functional classification. This data will be updated periodically as the mobility plan and capital improvement program are updated. This amendment is not more restrictive on development.

Policy 2.7.3.4: The City will develop and maintain roadway and multimodal corridor plans through the Mobility Plan and Multimodal Program of the Capital Improvements Program. These documents shall serve as the latest source of information for transportation projects that would implement and serve as the Capital Improvements Element of the Comprehensive Plan.

Rationale: These maps are in the current mobility plan and will be included in future updates. This amendment is not more restrictive on development.

Policy 2.7.3.5: The City will develop and maintain a future corridor study map through the Mobility Plan that identifies roadway and multimodal corridors that require additional evaluation due to physical, environmental, and neighborhood constraints or that propose unique configurations such as one-way corridors or the use of canal right-of-way to enhance connectivity.

Rationale: This map will be included in future updates of the mobility plan. This amendment is not more restrictive on development.

Policy 2.7.3.6: The City will develop and maintain projected developer access road corridors through the Mobility Plan that may be further defined into area specific maps such as the Northwest Annexation Area Right-of-Way Network Map.

Rationale: This map will be included in future updates of the mobility plan. This amendment is not more restrictive on development.

Policy 2.7.3.7: The City will maintain and periodically update a posted speed limits maps and update the street quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Rationale: The Data, Inventory, and Analysis includes existing posted speed limits for all major roads in the appendix, a map of the posted speed limits, and a summary of the posted speed limits by functional classification. The Data, Inventory, and Analysis also includes the same for Street QOS. This amendment is not more restrictive on development.

Policy 2.7.3.8: The City will maintain and periodically update existing on-street multimodal facilities map and update the on-street multimodal quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Rationale: The Data, Inventory, and Analysis includes existing on-street multimodal facilities for all major roads in the appendix, a map of the existing on-street multimodal facilities, and a summary of the existing on-street multimodal facilities by functional classification. The Data, Inventory, and Analysis also includes the same for On-Street Multimodal QOS. This amendment is not more restrictive on development.

Policy 2.7.3.9: The City will maintain and periodically update existing off-street multimodal facilities map and update the off-street multimodal quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Rationale: The Data, Inventory, and Analysis includes existing off-street multimodal facilities for all major roads in the appendix, a map of the existing off-street multimodal facilities, and a summary of the existing off-street multimodal facilities by functional classification. The Data, Inventory, and Analysis also includes the same for Off-Street Multimodal QOS. This amendment is not more restrictive on development.

Policy 2.7.3.10: The City will maintain and periodically update planned micro-transit and proposed water-taxi transit routes maps as part of updates of the Mobility Plan.

Rationale: These maps are in the current mobility plan and will be included in future updates. This amendment is not more restrictive on development.

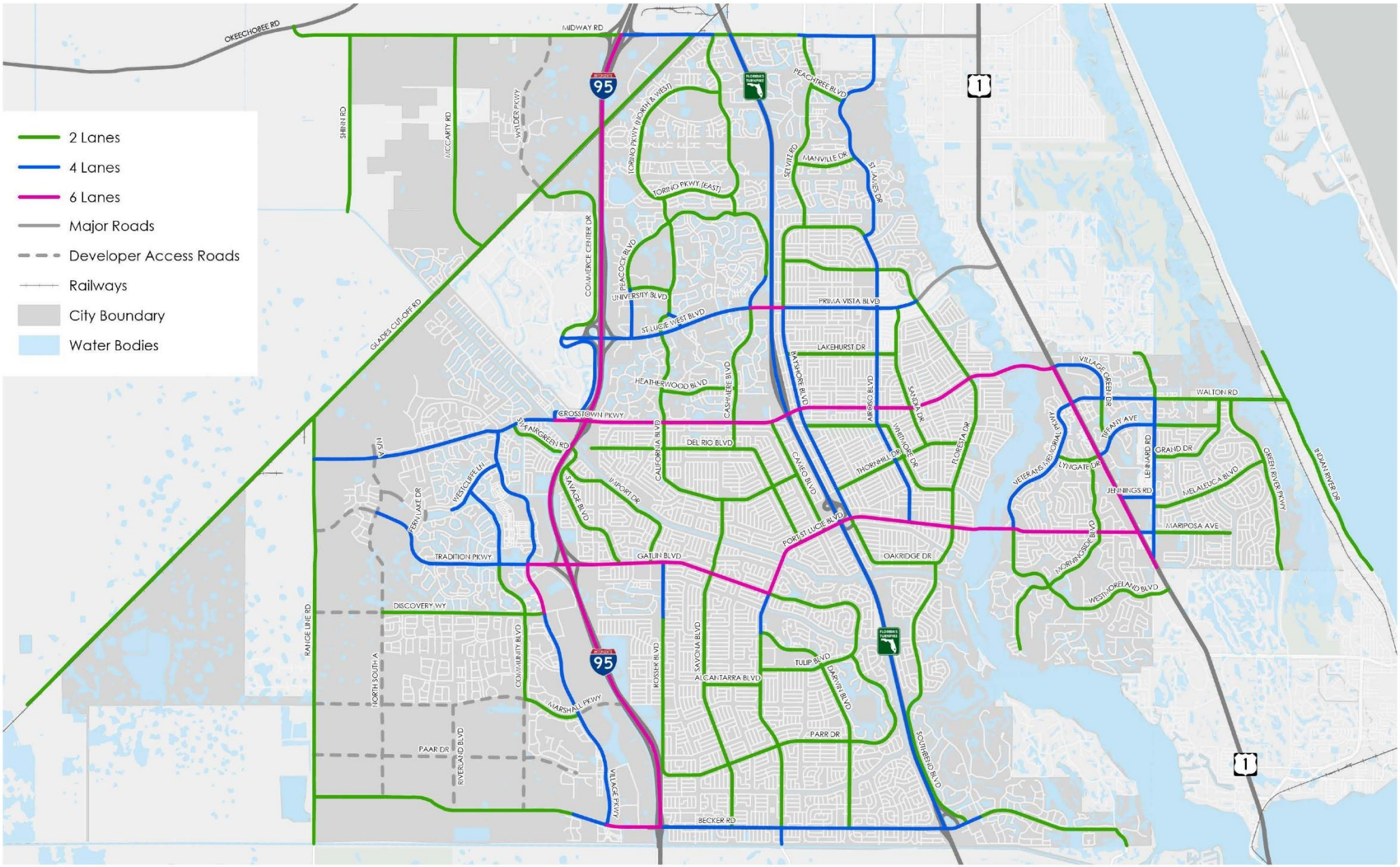
Policy 2.7.3.11: The City will maintain and periodically update planned intersection improvements as part of updates of the Mobility Plan and Multimodal Program of the Capital Improvements Program.

Rationale: These maps are in the current mobility plan and will be included in future updates. This amendment is not more restrictive on development.

EXISTING NUMBER OF LANES

COMPREHENSIVE PLAN 2050

MAP 2-1



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

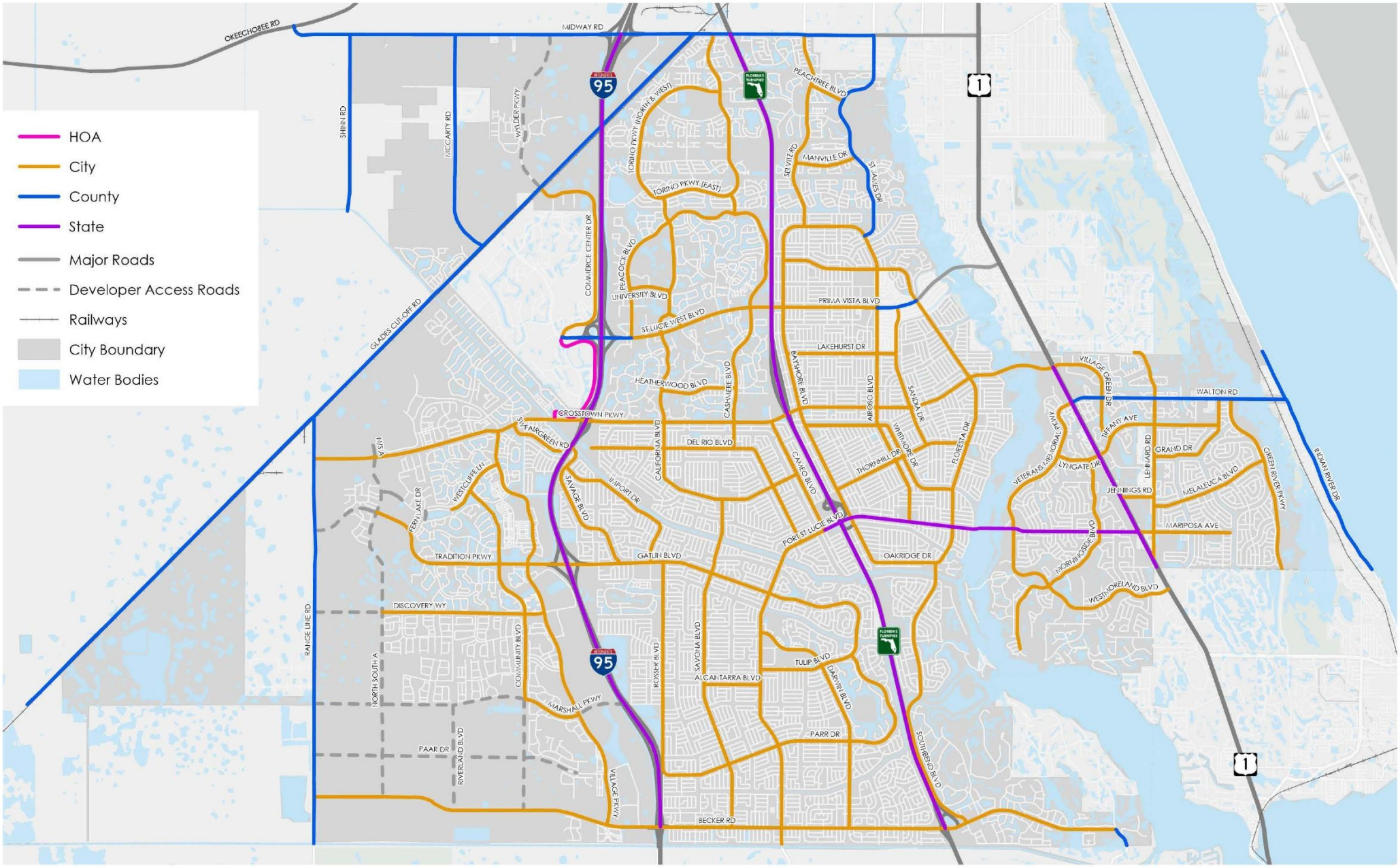
N

0 0.75 1.5 3 Miles

ROADWAY MAINTENANCE

COMPREHENSIVE PLAN 2050

MAP 2-2



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

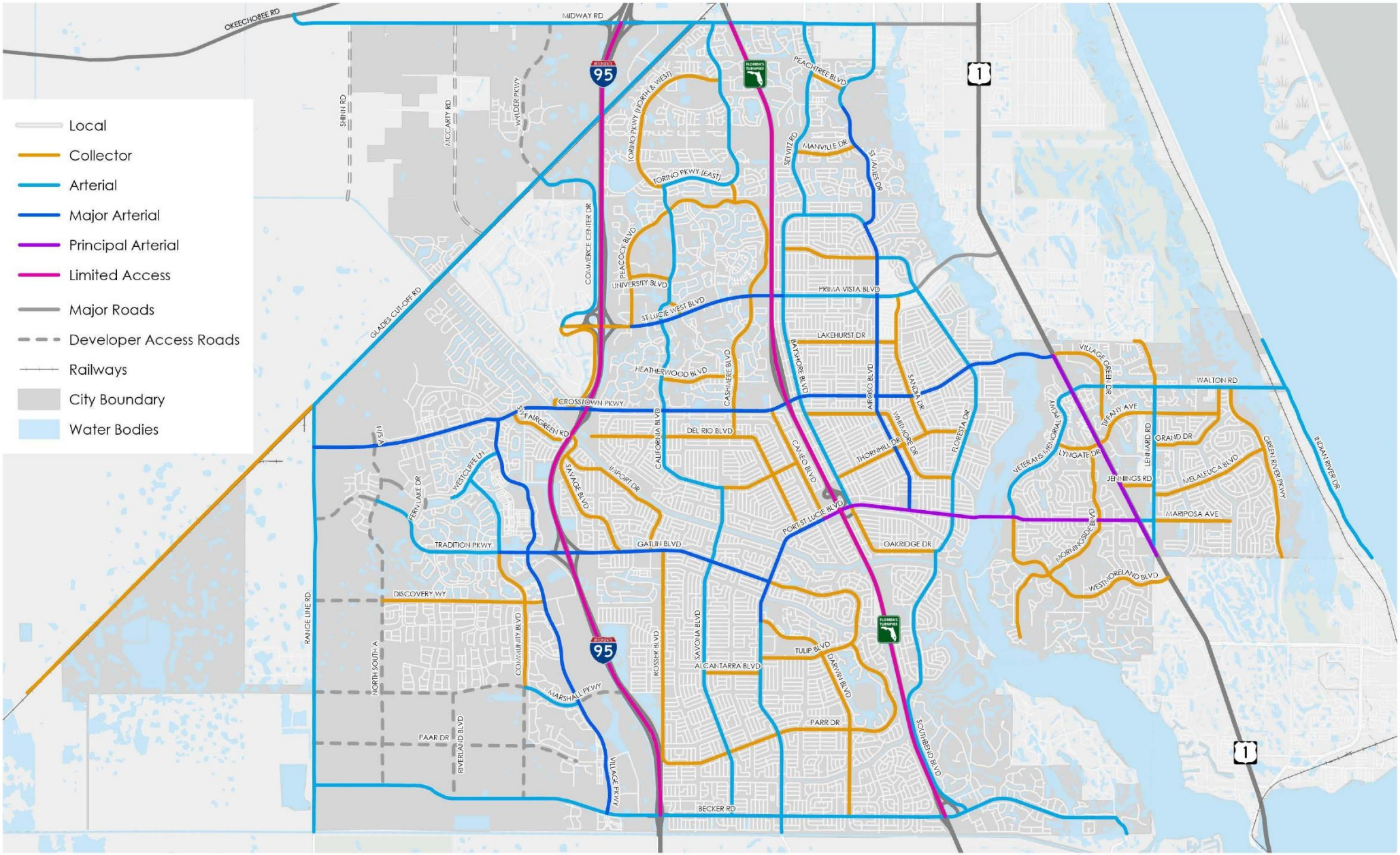
N

0 0.75 1.5 3 Miles

ROADWAY CLASSIFICATION

COMPREHENSIVE PLAN 2050

MAP 2-3



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

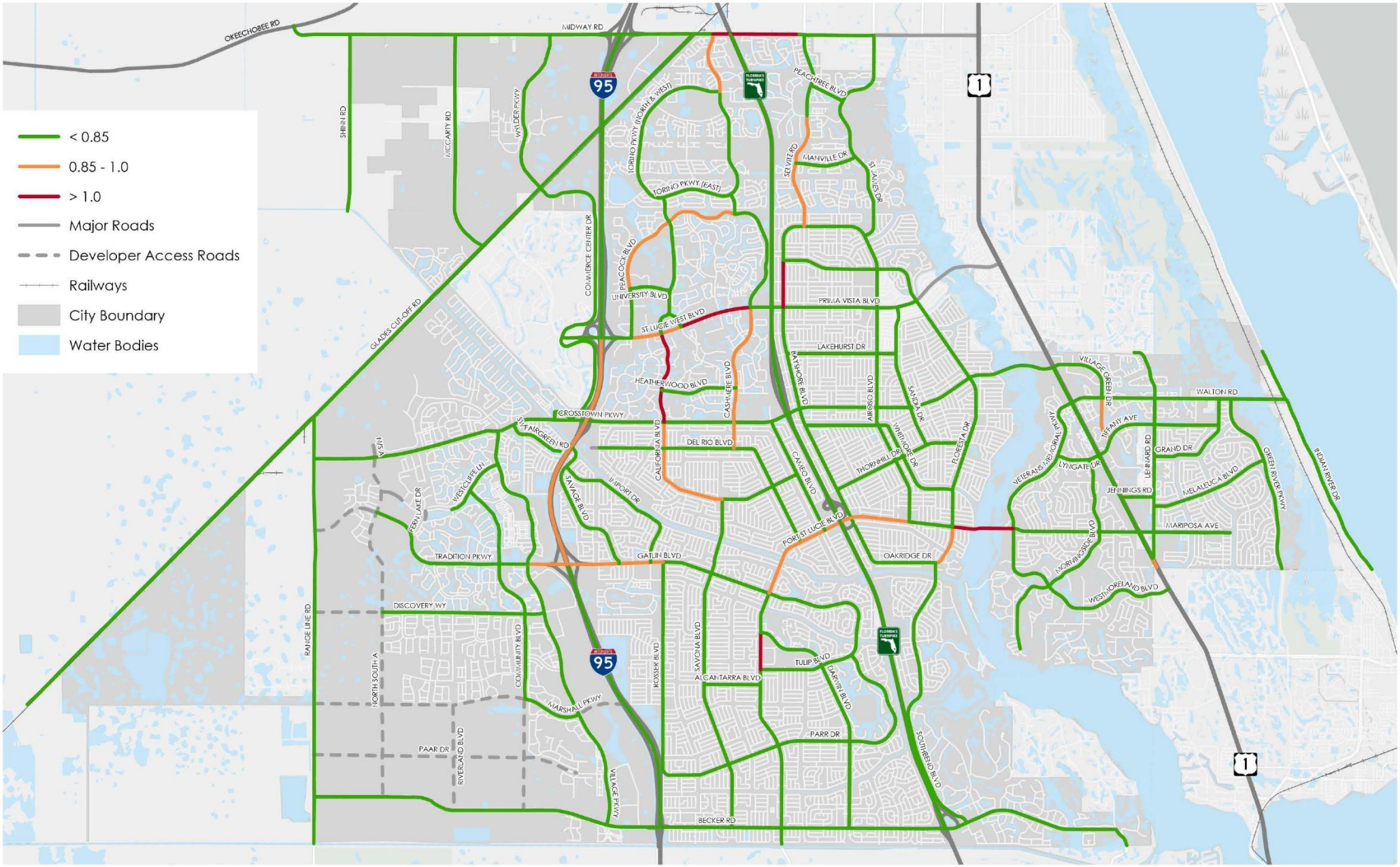
N

0 0.75 1.5 3 Miles

2025 VOLUME TO CAPACITY RATIOS

COMPREHENSIVE PLAN 2050

MAP 2-4



NUE URBAN CONCEPTS

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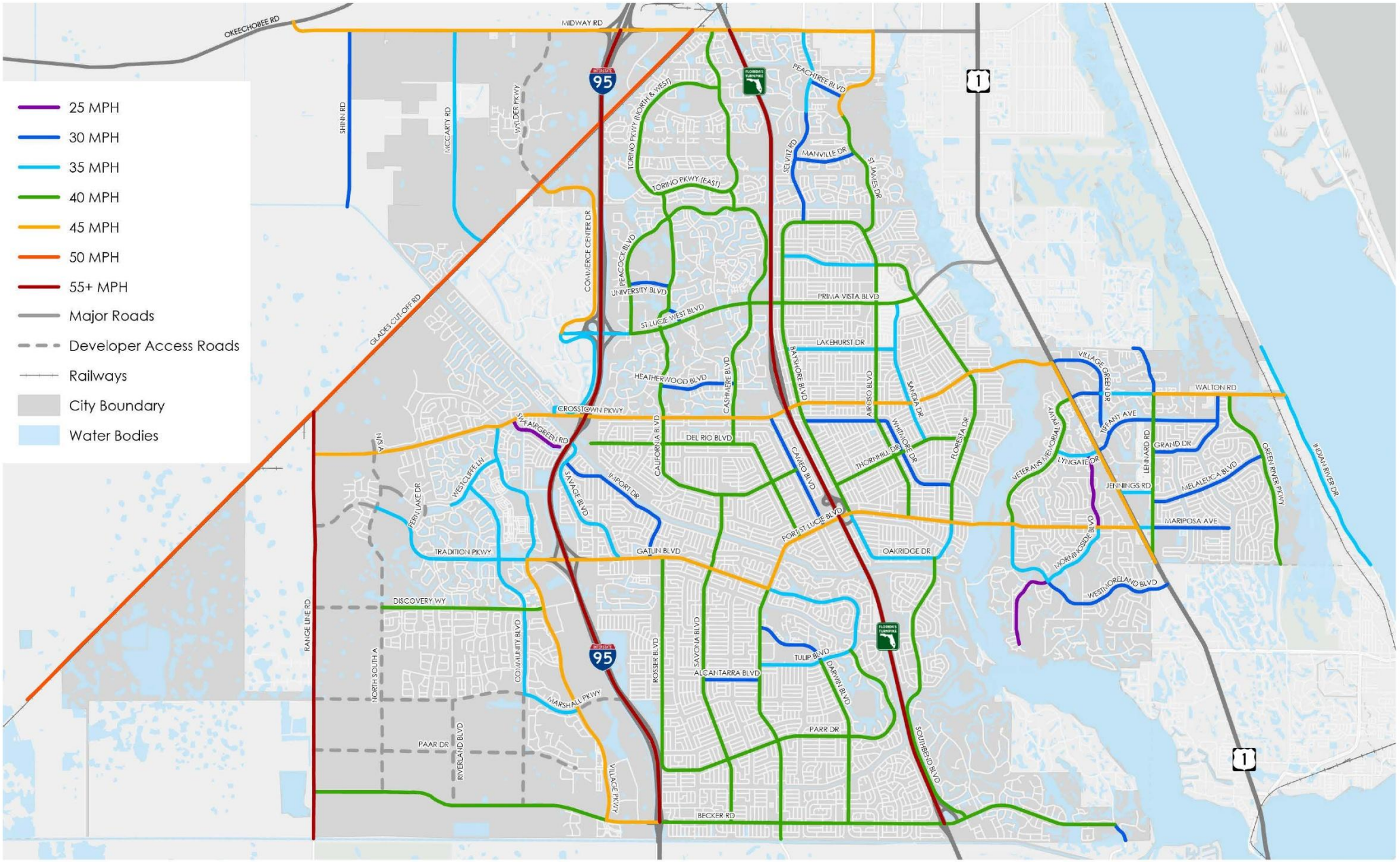
N

0 0.75 1.5 3 Miles

POSTED SPEED LIMIT

COMPREHENSIVE PLAN 2050

MAP 2-5



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

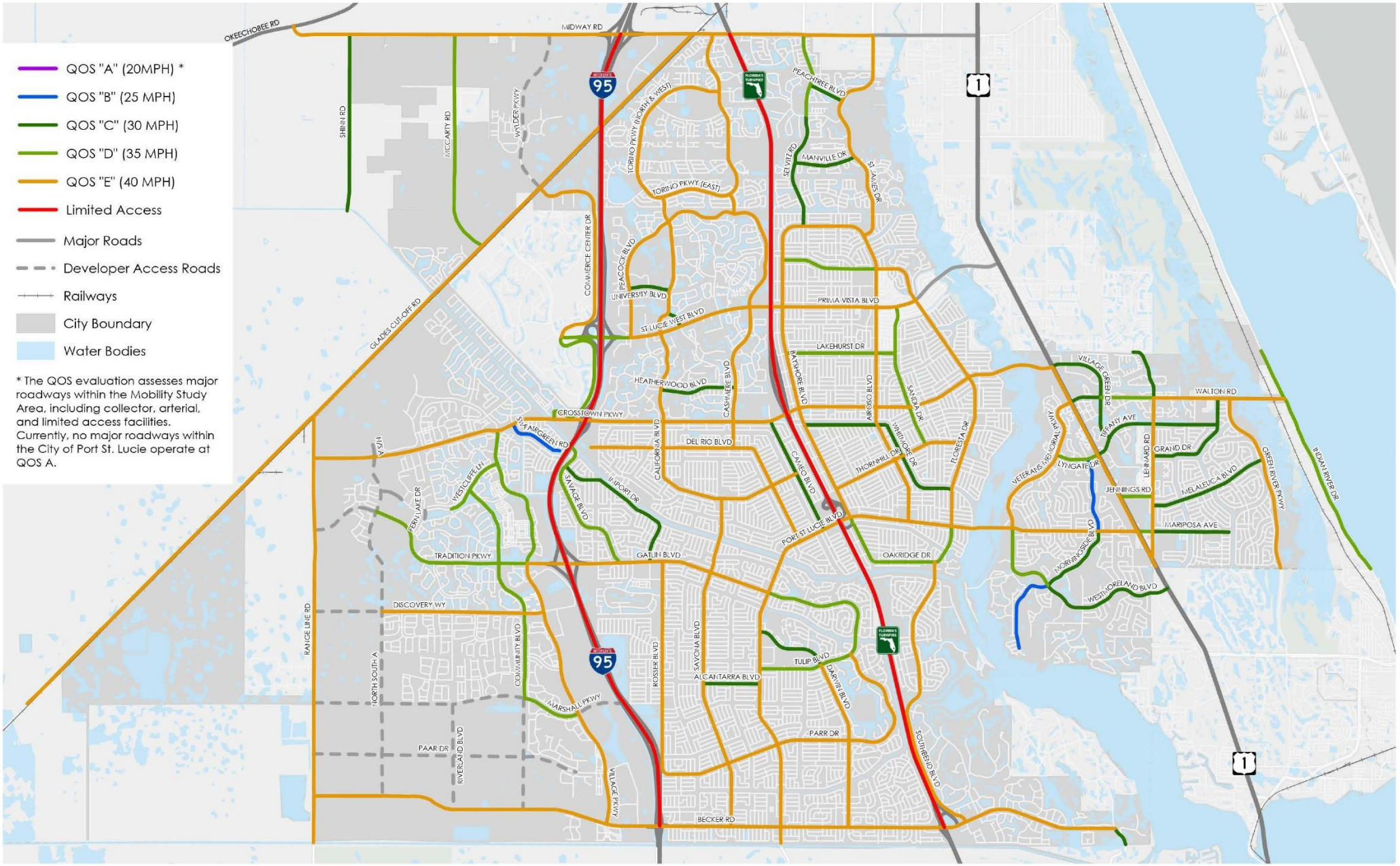
N

0 0.75 1.5 3 Miles

STREET QUALITY OF SERVICE (QOS)

COMPREHENSIVE PLAN 2050

MAP 2-6



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

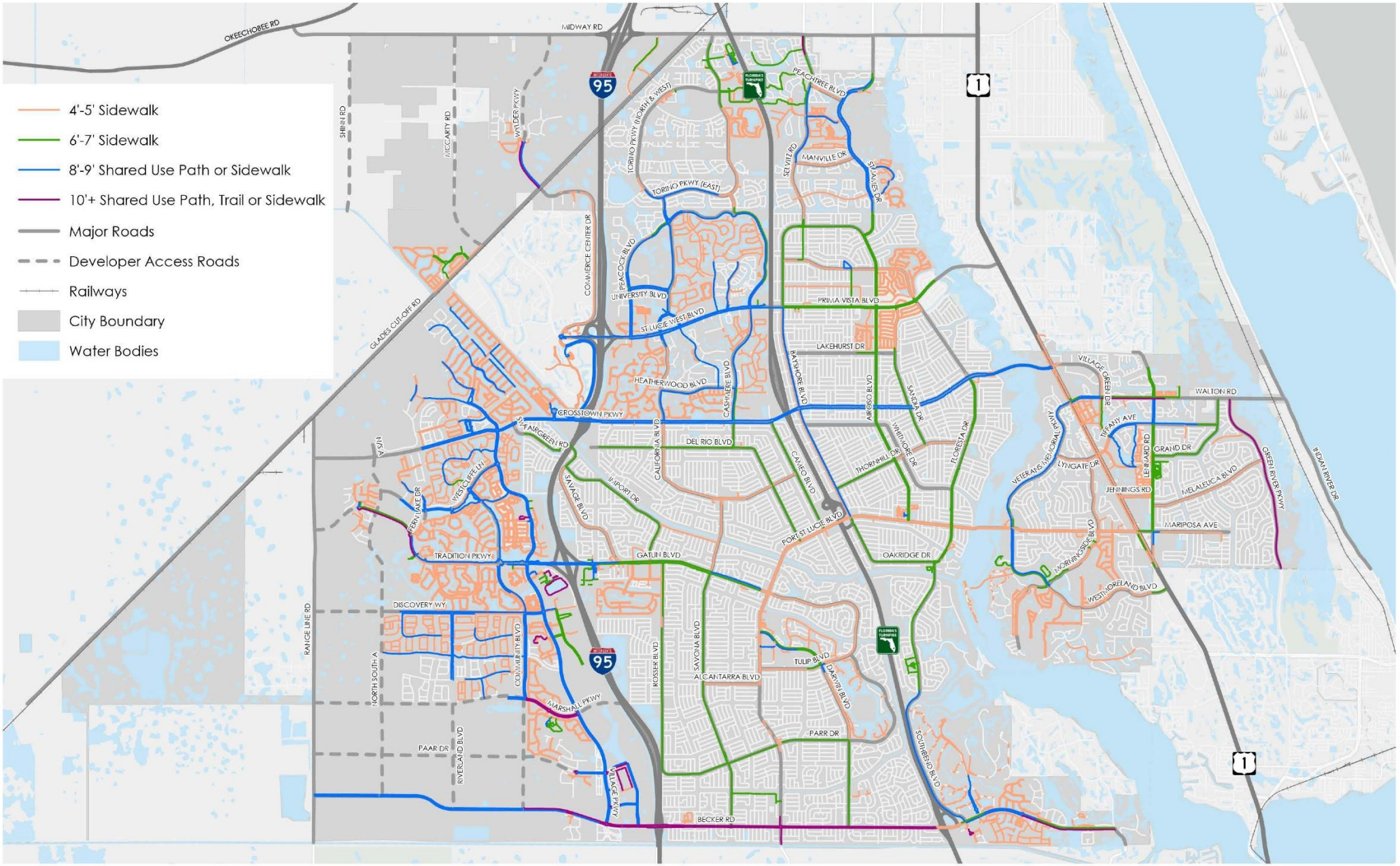
N

0 0.75 1.5 3 Miles

OFF-STREET MULTIMODAL FACILITIES

COMPREHENSIVE PLAN 2050

MAP 2-7



NUE URBAN CONCEPTS

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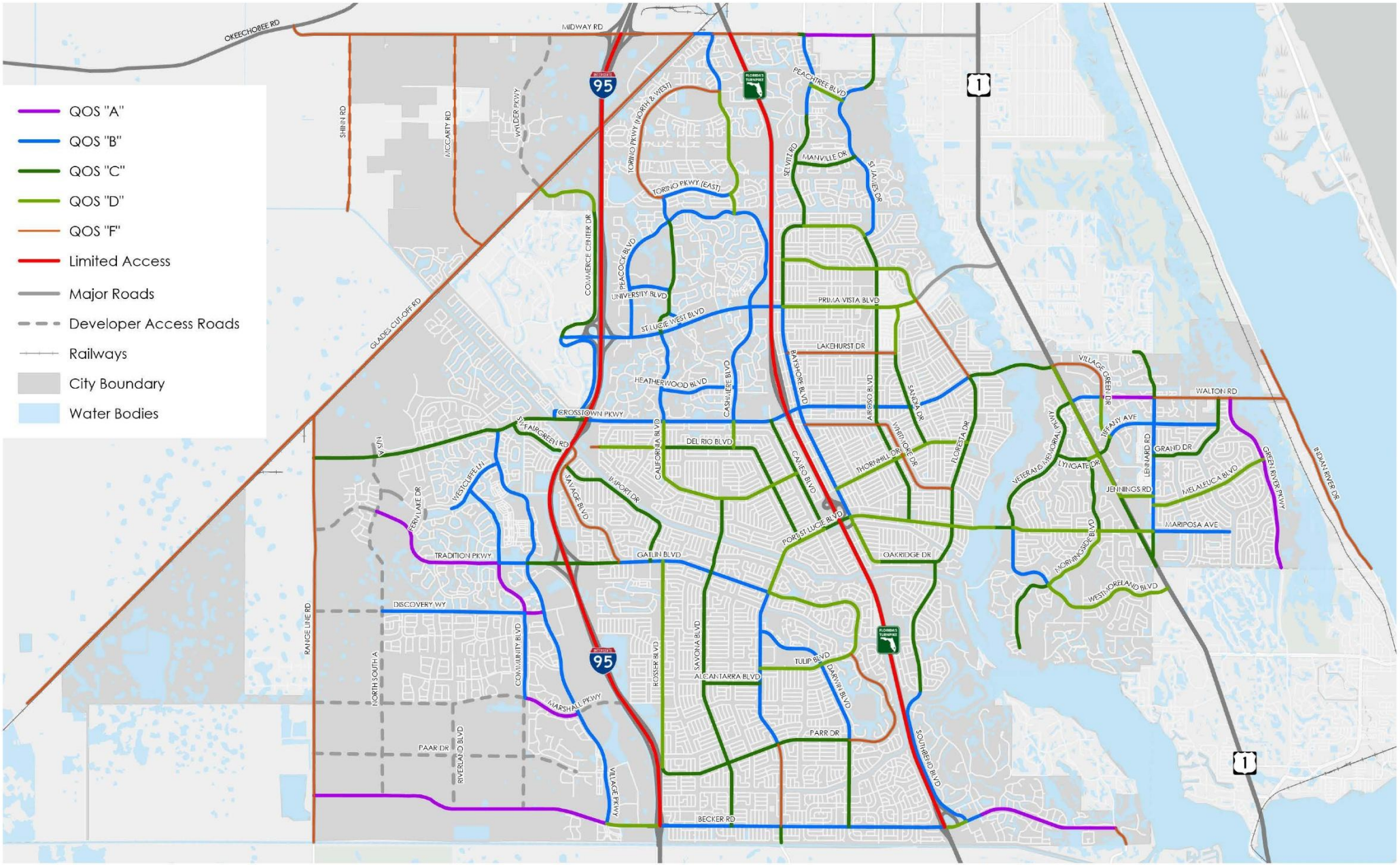
N

0 0.75 1.5 3 Miles

MULTIMODAL OFF-STREET QUALITY OF SERVICE (QOS)

COMPREHENSIVE PLAN 2050

MAP 2-8



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

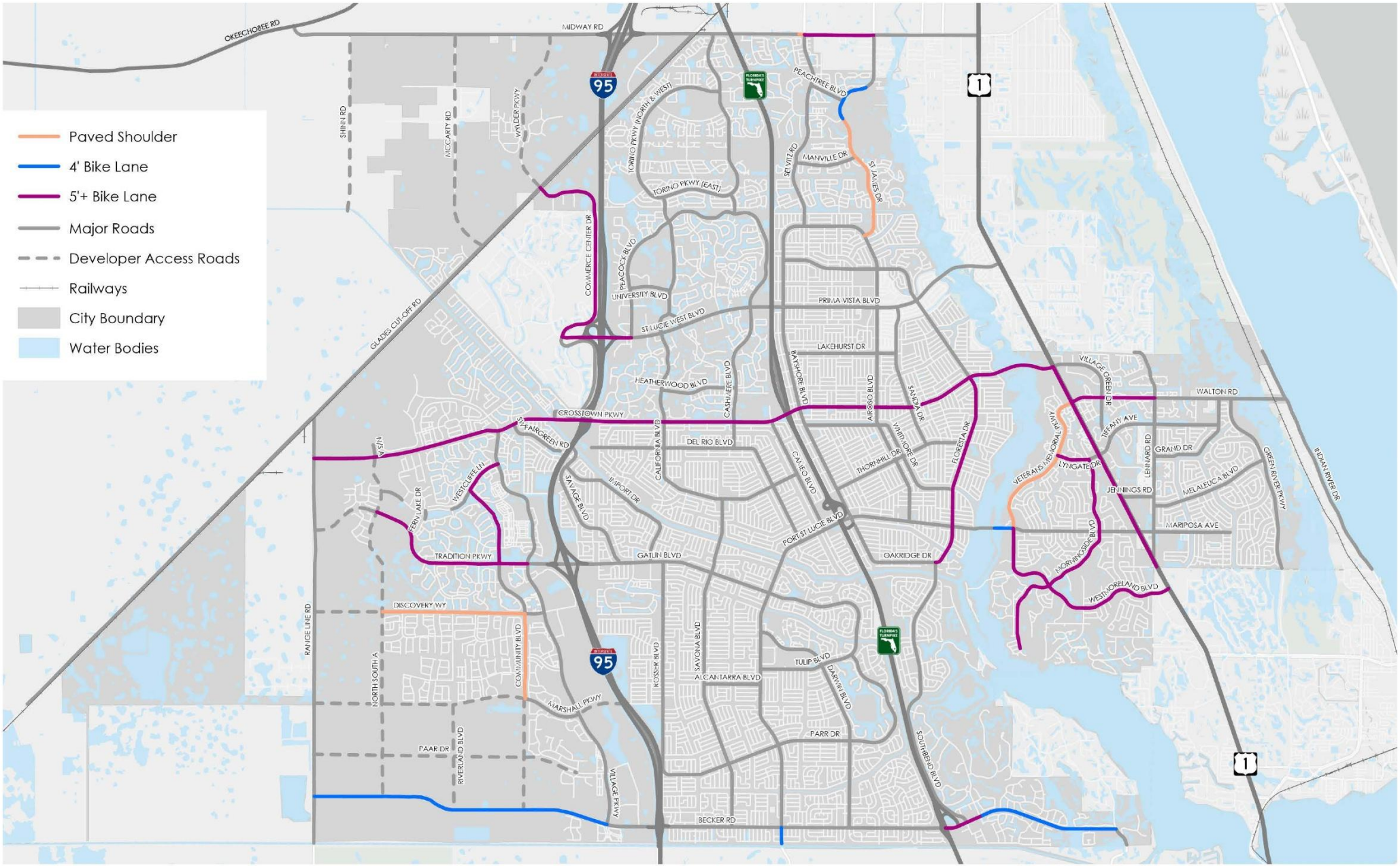
N

0 0.75 1.5 3 Miles

ON-STREET MULTIMODAL FACILITIES

COMPREHENSIVE PLAN 2050

MAP 2-9



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

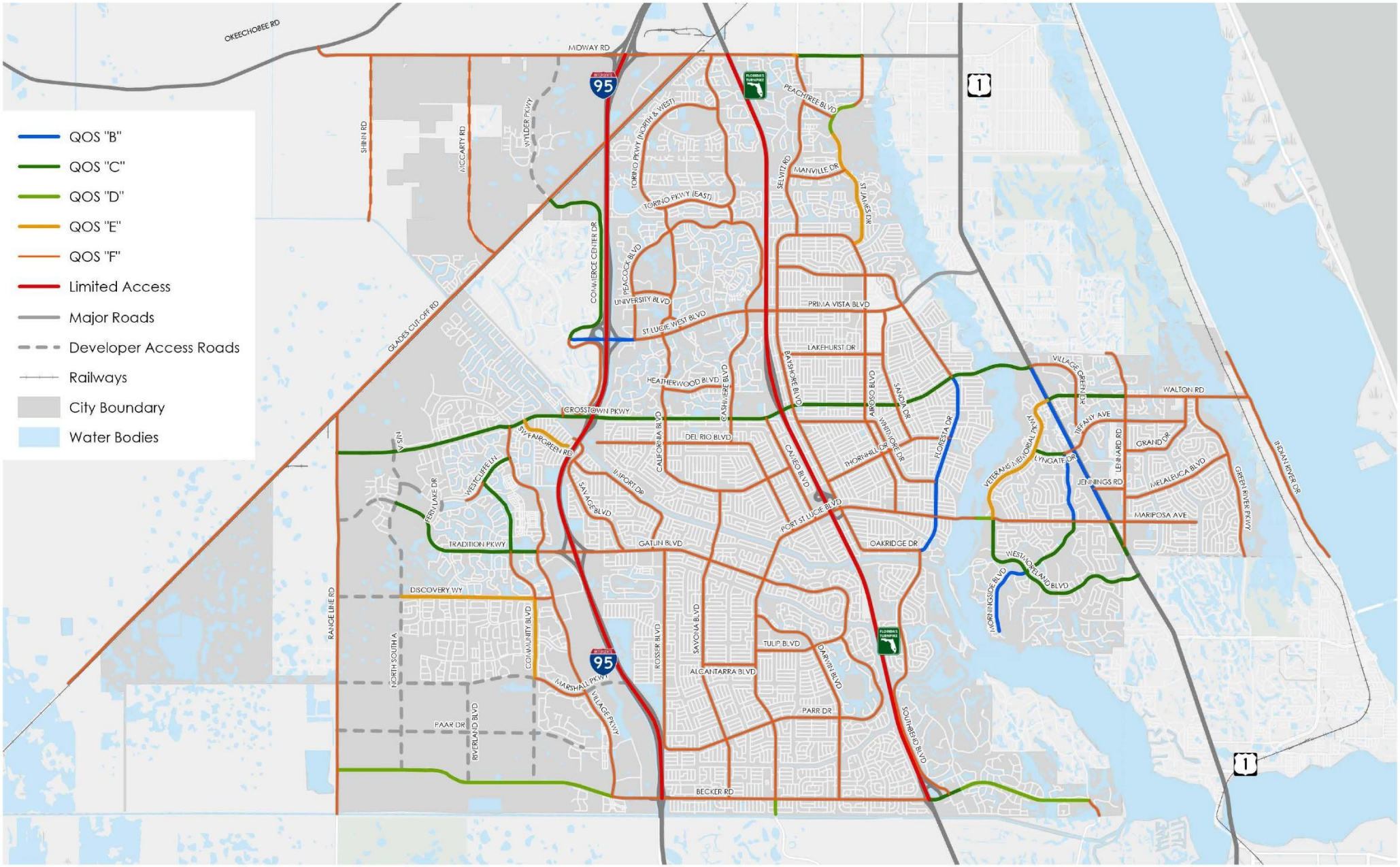
N

0 0.75 1.5 3 Miles

MULTIMODAL ON-STREET QUALITY OF SERVICE (QOS)

COMPREHENSIVE PLAN 2050

MAP 2-10



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

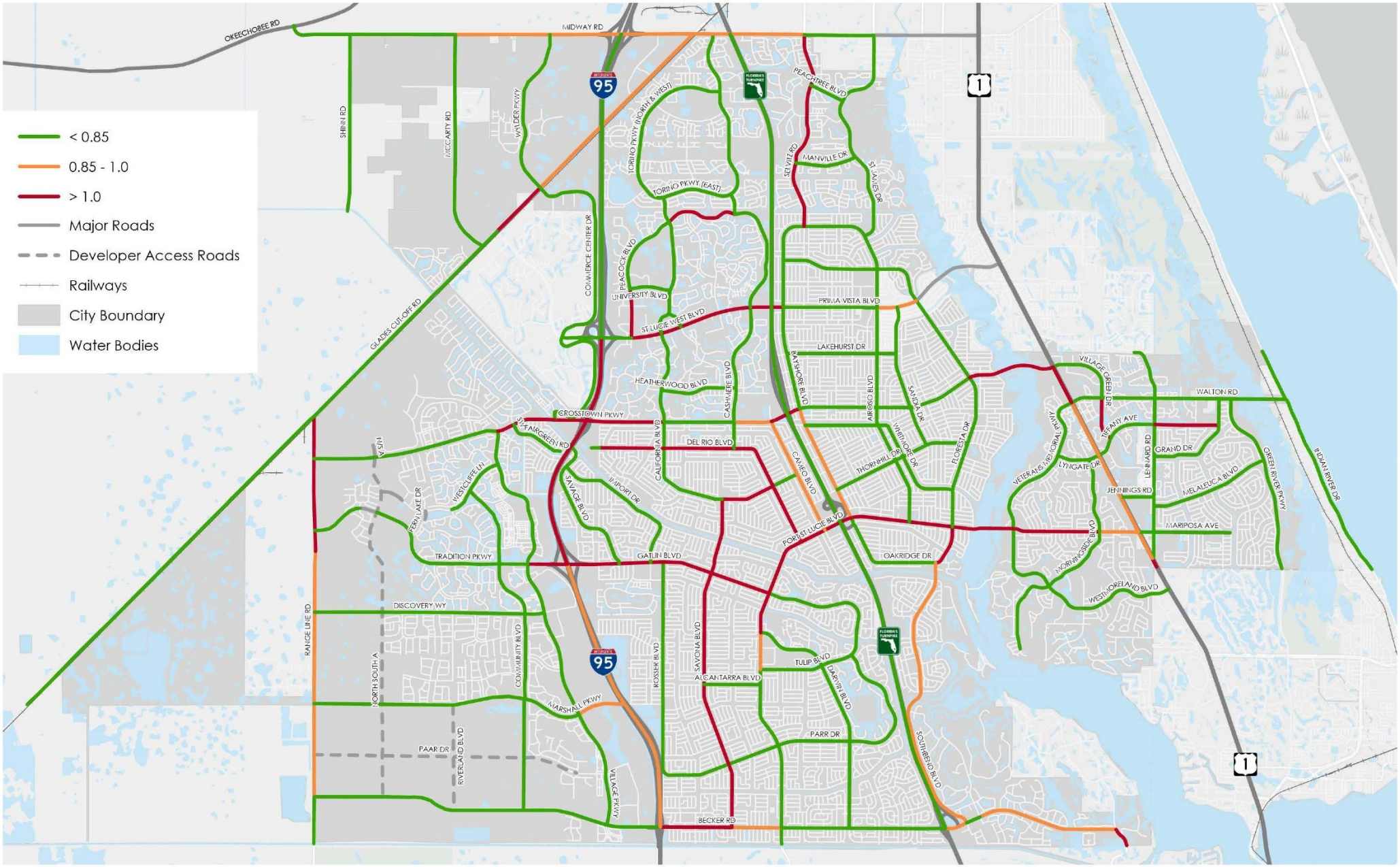
N

0 1 2 4 Miles

2050 VOLUME TO CAPACITY RATIOS

COMPREHENSIVE PLAN 2050

MAP 2-11



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

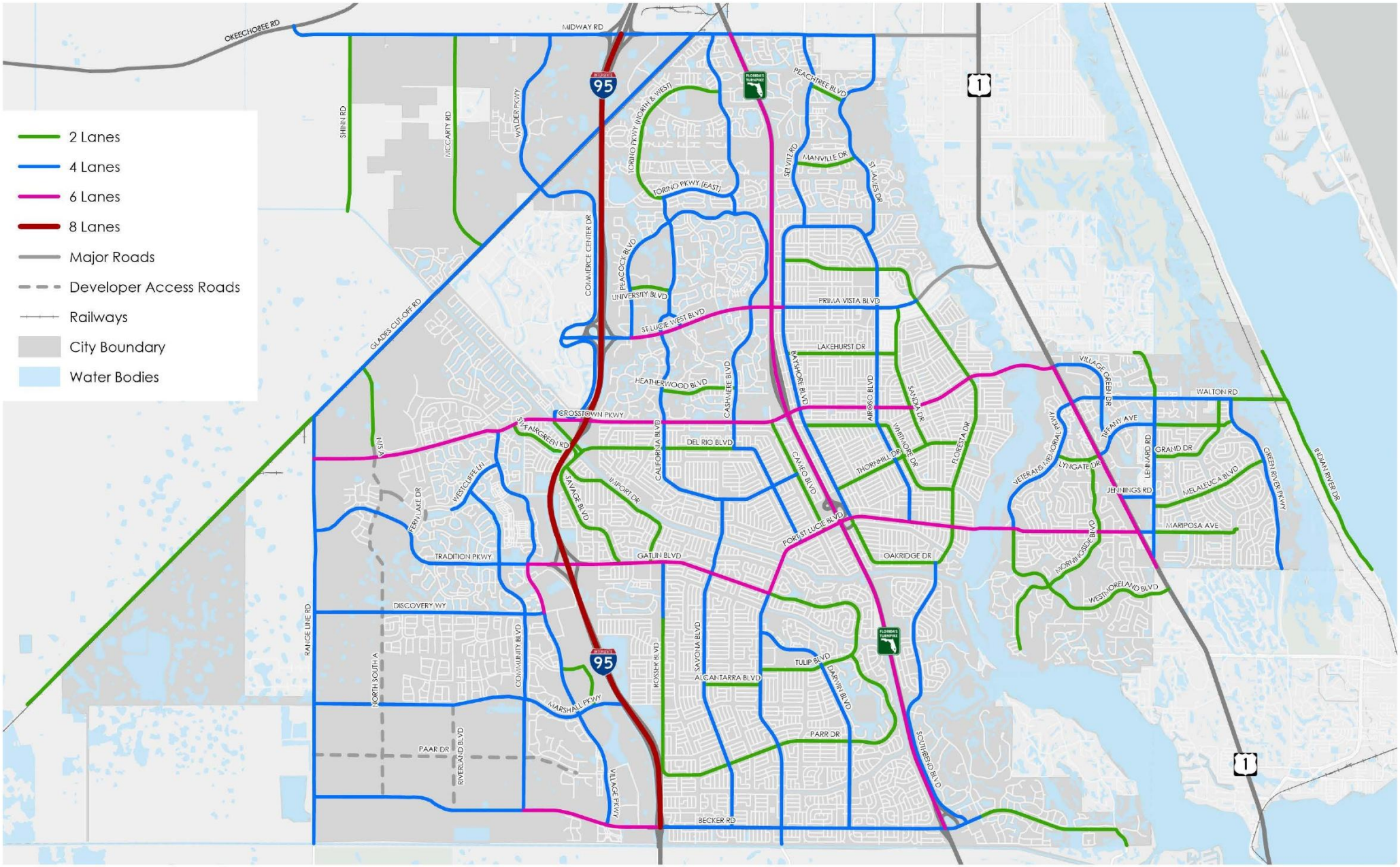
N

0 0.75 1.5 3 Miles

FUTURE NUMBER OF LANES

COMPREHENSIVE PLAN 2050

MAP 2-12



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

N

0 0.75 1.5 3 Miles

Appendix A. Traffic Characteristics Data

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	Year Count	Annual Growth Rates	2025 VMT	2025 VMC	2025 VC Ratio	2050 Daily Capacity	2050 AADT	2050 VMT	2050 VMC	2050 VC Ratio
AIROSO BLVD	PORT ST LUCIE BLVD	THORNHILL DR	MAJOR ARTERIAL	CITY	4	4	40	0.93	3.71	E	E	17,400	C3R	39,200	2025	1.60%	16,136	36,350	0.44	43,120	25,880	24,000	39,990	0.60
AIROSO BLVD	THORNHILL DR	CROSSTOWN PKWY	MAJOR ARTERIAL	CITY	4	4	40	0.82	3.27	E	E	17,400	C3R	39,200	2025	1.60%	14,238	32,080	0.44	43,120	25,880	21,180	35,290	0.60
AIROSO BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	MAJOR ARTERIAL	CITY	4	4	40	1.42	5.70	E	E	17,400	C3R	39,200	2025	1.60%	24,781	55,830	0.44	43,120	25,880	36,860	61,410	0.60
AIROSO BLVD	PRIMA VISTA BLVD	FLORESTA DR	MAJOR ARTERIAL	CITY	4	4	40	0.55	2.21	E	E	17,400	C3R	39,200	2025	1.60%	9,604	21,640	0.44	43,120	25,880	14,280	23,800	0.60
AIROSO BLVD	FLORESTA DR	ST JAMES DR	MAJOR ARTERIAL	CITY	4	4	40	0.51	2.06	E	E	22,300	C3R	39,200	2025	1.60%	11,482	20,180	0.57	43,120	33,160	17,070	22,200	0.77
ALCANTARRA BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	30	0.81	1.62	C	D	6,132	C3R	18,000	2024	2.20%	4,965	14,570	0.34	19,800	10,570	8,560	16,030	0.53
ANTHONY SANSON EXTENSION	MARSHALL PKWY	VILLAGE PKWY	COLLECTOR	CITY	0	2	-	1.05	0.00	-	-	-	C3C	-		6.70%	-	-	-	19,140	3,480	3,650	20,100	0.18
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	0.80	1.61	D	D	5,588	C3R	22,400	2024	1.60%	4,494	18,010	0.25	24,640	8,310	6,680	19,820	0.34
BAYSHORE BLVD	PORT ST LUCIE BLVD	THORNHILL DR	ARTERIAL	CITY	4	4	40	0.45	1.80	E	E	25,400	C3C	38,500	2025	1.60%	11,445	17,350	0.66	42,350	37,770	17,020	19,080	0.89
BAYSHORE BLVD	THORNHILL DR	CROSSTOWN PKWY	ARTERIAL	CITY	4	4	40	1.28	5.12	E	E	25,400	C3C	38,500	2025	1.60%	32,500	49,260	0.66	42,350	37,770	48,330	54,190	0.89
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	ARTERIAL	CITY	4	4	40	1.48	5.91	E	E	20,500	C3R	39,200	2025	1.60%	30,282	57,910	0.52	43,120	30,490	45,040	63,700	0.71
BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	ARTERIAL	CITY	2	4	40	0.67	1.34	E	E	20,500	C3R	18,000	2025	1.60%	13,747	12,070	1.14	43,120	30,490	20,450	28,920	0.71
BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	ARTERIAL	CITY	2	4	40	0.70	1.40	E	E	7,300	C3R	18,000	2025	1.60%	5,117	12,620	0.41	43,120	10,860	7,610	30,220	0.25
BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	ARTERIAL	CITY	2	4	40	0.92	1.84	E	E	7,300	C3R	18,000	2025	1.60%	6,734	16,600	0.41	43,120	10,860	10,020	39,780	0.25
BECKER RD	RANGE LINE RD	POWERLINE RD	ARTERIAL	CITY	2	4	40	0.95	1.90	E	D	1,250	C3R	22,400	2025	7.25%	1,188	21,280	0.06	43,120	7,200	6,840	40,960	0.17
BECKER RD	POWERLINE RD	COMMUNITY BLVD	ARTERIAL	CITY	2	4	40	2.10	4.20	E	D	1,500	C3R	22,400	2025	8.75%	3,150	47,040	0.07	43,120	12,200	25,620	90,550	0.28
BECKER RD	COMMUNITY BLVD	SW BELTERRA DR	ARTERIAL	CITY	2	6	40	0.75	1.50	E	D	2,500	C3R	22,400	2025	10.33%	1,875	16,800	0.11	63,690	29,200	21,900	47,770	0.46
BECKER RD	SW BELTERRA DR	VILLAGE PKWY	ARTERIAL	CITY	4	6	40	0.50	2.00	E	D	5,888	C3R	39,200	2024	7.05%	2,944	19,600	0.15	63,690	32,300	16,150	31,850	0.51
BECKER RD	VILLAGE PKWY	I-95	ARTERIAL	CITY	6	6	45	0.75	4.50	E	E	11,600	C3C	56,800	2025	5.98%	8,700	42,600	0.20	62,480	49,600	37,200	46,860	0.79
BECKER RD	I-95	SAVONA BLVD	ARTERIAL	CITY	4	4	40	1.05	4.20	E	E	31,100	C3R	39,200	2025	1.64%	32,655	41,160	0.79	43,120	46,700	49,040	45,280	1.08
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD	ARTERIAL	CITY	4	4	40	0.71	2.86	E	E	25,500	C3R	39,200	2025	1.97%	18,204	27,980	0.65	43,120	41,500	29,630	30,780	0.96
BECKER RD	PORT ST LUCIE BLVD	ALBACORE ST	ARTERIAL	CITY	4	4	40	0.61	2.43	E	E	20,000	C3R	39,200	2025	1.77%	12,165	23,840	0.51	43,120	31,000	18,860	26,230	0.72
BECKER RD	ALBACORE ST	DARWIN BLVD	ARTERIAL	CITY	4	4	40	0.37	1.47	E	E	20,000	C3R	39,200	2025	1.77%	7,367	14,440	0.51	43,120	31,000	11,420	15,880	0.72
BECKER RD	DARWIN BLVD	ATHENA DR	ARTERIAL	CITY	4	4	40	0.71	2.82	E	E	24,800	C3R	39,200	2025	1.50%	17,499	27,660	0.63	43,120	36,000	25,400	30,430	0.83
BECKER RD	ATHENA DR	FLORIDA'S TURNPIKE	ARTERIAL	CITY	4	4	40	0.68	2.71	E	E	24,800	C3R	39,200	2025	1.50%	16,826	26,600	0.63	43,120	36,000	24,430	29,260	0.83
BECKER RD	FLORIDA'S TURNPIKE	SOUTHBEND BLVD	ARTERIAL	CITY	4	4	40	0.32	1.30	E	E	22,100	C3C	38,500	2025	1.97%	7,156	12,470	0.57	42,350	36,000	11,660	13,710	0.85
BECKER RD	SOUTHBEND BLVD	VIA TESORO	ARTERIAL	CITY	4	4	40	0.22	0.88	E	E	11,900	C3R	39,200	2025	3.01%	2,618	8,620	0.30	43,120	25,000	5,500	9,490	0.58
BECKER RD	VIA TESORO	GILSON RD	ARTERIAL	CITY	2	2	40	2.00	4.00	E	E	11,900	C3R	22,400	2025	2.39%	23,800	44,800	0.53	24,640	21,500	43,000	49,280	0.87

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	Year Count	Annual Growth Rates	2025 VMT	2025 VMC	2025 VC Ratio	2050 Daily Capacity	2050 AADT	2050 VMT	2050 VMC	2050 VC Ratio
CALIFORNIA BLVD	CAMEO BLVD	DEL RIO BLVD	COLLECTOR	CITY	2	2	40	0.39	0.77	E	D	8,380	C3R	18,000	2024	2.20%	3,230	6,940	0.47	19,800	14,440	5,570	7,630	0.73
CALIFORNIA BLVD	DEL RIO BLVD	SAVONA BLVD	COLLECTOR	CITY	2	2	40	0.77	1.55	E	D	11,803	C3R	18,000	2023	2.20%	9,146	13,950	0.66	19,800	20,340	15,760	15,340	1.03
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	ARTERIAL	CITY	2	4	40	1.33	2.66	E	E	17,400	C3R	18,000	2025	2.20%	23,122	23,920	0.97	43,120	29,980	39,840	57,300	0.70
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	ARTERIAL	CITY	2	4	40	0.37	0.75	E	E	17,400	C3R	18,000	2025	2.20%	6,512	6,740	0.97	43,120	29,980	11,220	16,140	0.70
CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	ARTERIAL	CITY	2	4	40	0.47	0.93	E	E	19,300	C3R	18,000	2025	2.20%	8,977	8,370	1.07	43,120	33,250	15,470	20,060	0.77
CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	ARTERIAL	CITY	2	4	40	0.85	1.71	E	E	19,300	C3R	18,000	2025	2.20%	16,476	15,370	1.07	43,120	33,250	28,390	36,810	0.77
CALIFORNIA BLVD	ST LUCIE WEST BLVD	COUNTRY CLUB DR	ARTERIAL	CITY	2	4	40	0.35	0.70	E	E	8,900	C3C	17,400	2025	2.20%	3,106	6,070	0.51	42,350	15,330	5,350	14,780	0.36
CALIFORNIA BLVD	COUNTRY CLUB DR	UNIVERSITY BLVD	ARTERIAL	CITY	2	4	40	0.34	0.67	E	E	8,900	C3C	17,400	2025	2.20%	2,988	5,840	0.51	42,350	15,330	5,150	14,220	0.36
CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	ARTERIAL	CITY	2	4	40	1.00	2.00	E	E	8,200	C3C	17,400	2025	2.20%	8,180	17,360	0.47	42,350	14,130	14,090	42,240	0.33
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	ARTERIAL	CITY	2	4	40	0.37	0.74	E	E	8,200	C3R	18,000	2025	2.20%	3,032	6,660	0.46	43,120	14,130	5,220	15,940	0.33
CAMEO BLVD	PORT ST LUICE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	30	0.90	1.79	C	D	11,100	C3R	18,000	2025	2.20%	9,950	16,130	0.62	19,800	19,120	17,140	17,750	0.97
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	COLLECTOR	CITY	2	2	30	0.84	1.68	C	D	11,100	C3R	18,000	2025	2.20%	9,316	15,110	0.62	19,800	19,120	16,050	16,620	0.97
CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	COLLECTOR	CITY	2	4	40	0.38	0.75	E	D	15,400	C3R	18,000	2025	2.20%	5,811	6,790	0.86	43,120	26,530	10,010	16,270	0.62
CASHMERE BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	COLLECTOR	CITY	2	4	40	0.49	0.99	E	D	15,400	C3R	18,000	2025	2.20%	7,597	8,880	0.86	43,120	26,530	13,090	21,270	0.62
CASHMERE BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	COLLECTOR	CITY	2	4	40	1.24	2.48	E	D	15,400	C3R	18,000	2025	2.20%	19,077	22,300	0.86	43,120	26,530	32,860	53,420	0.62
CASHMERE BLVD	ST LUCIE WEST BLVD	SWAN LAKE CIRCLE	COLLECTOR	CITY	4	4	40	0.51	2.06	E	D	15,100	C3C	38,500	2025	2.20%	7,759	19,780	0.39	42,350	26,020	13,370	21,760	0.61
CASHMERE BLVD	SWAN LAKE CIRCLE	PEACOCK BLVD	COLLECTOR	CITY	2	4	40	1.20	2.40	E	D	15,100	C3R	18,000	2025	2.20%	18,141	21,630	0.84	43,120	26,020	31,260	51,810	0.60
CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	COLLECTOR	CITY	2	4	40	0.30	0.60	E	D	15,100	C3R	18,000	2025	2.20%	4,513	5,380	0.84	43,120	26,020	7,780	12,890	0.60
COMMERCE CENTER DR EXTENSION	DEL RIO BLVD EXTENSION	CROSSTOWN PKWY	COLLECTOR	CITY	0	2	-	0.65	0.00	-	-	-	C3R	-		6.70%	-	-	-	19,140	15,410	10,020	12,440	0.81
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	COLLECTOR	HOA	4	4	35	2.13	8.53	D	D	9,900	C3R	32,400	2025	2.37%	21,118	69,110	0.31	35,640	17,800	37,970	76,030	0.50
COMMERCE CENTER DR	ST LUCIE WEST BLVD	CANAL	ARTERIAL	CITY	2	4	45	2.10	4.21	E	E	9,900	C3R	18,000	2025	4.80%	20,823	37,860	0.55	43,120	32,000	67,310	90,700	0.74
COMMERCE CENTER DR	CANAL	GLADES CUT-OFF RD	ARTERIAL	CITY	2	4	45	1.03	2.05	E	E	9,900	C3C	17,400	2025	4.02%	10,171	17,880	0.57	42,350	26,500	27,230	43,510	0.63
COMMUNITY BLVD	WESTCLIFFE LN	TRADITION PKWY	ARTERIAL	CITY	4	4	35	1.20	4.80	D	E	6,176	C3R	39,200	2021	3.42%	7,418	47,080	0.16	43,120	14,300	17,180	51,790	0.33
COMMUNITY BLVD	TRADITION PKWY	DISCOVERY WAY	COLLECTOR	CITY	2	4	35	0.88	1.76	D	D	6,231	C3R	18,000	2021	4.63%	5,483	15,840	0.35	43,120	19,300	16,980	37,950	0.45
COMMUNITY BLVD	DISCOVERY WAY	MARSHALL PKWY	COLLECTOR	CITY	2	4	35	1.25	2.50	D	D	2,500	C3R	18,000	2025	9.09%	3,125	22,500	0.14	43,120	22,000	27,500	53,900	0.51
COMMUNITY BLVD	MARSHALL PKWY	BECKER RD	COLLECTOR	CITY	0	4	35	1.50	0.00	D	D	-	C3R	-		6.70%	-	-	-	43,120	15,880	23,820	64,680	0.37
COUNTRY CLUB DRIVE	ST LUCIE WEST BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	4	4	30	0.28	1.12	C	E	6,685	C3R	32,400	2023	2.20%	1,872	9,070	0.21	35,640	11,520	3,230	9,980	0.32
CROSSTOWN PKWY	RANGE LINE RD	POWERLINE RD	MAJOR ARTERIAL	CITY	4	6	45	0.89	3.56	E	E	8,500	C3R	39,200	2025	5.45%	7,565	34,890	0.22	63,690	32,000	28,480	56,680	0.50

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

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CROSSTOWN PKWY	POWERLINE RD	VILLAGE PKWY	MAJOR ARTERIAL	CITY	4	6	45	1.86	7.44	E	E	12,500	C3R	39,200	2025	5.68%	23,250	72,910	0.32	63,690	49,700	92,440	118,460	0.78
CROSSTOWN PKWY	VILLAGE PKWY	SW FAIRGREEN RD	MAJOR ARTERIAL	CITY	4	6	45	0.25	1.00	E	E	25,300	C3R	39,200	2025	4.41%	6,325	9,800	0.65	63,690	74,500	18,630	15,920	1.17
CROSSTOWN PKWY	SW FAIRGREEN RD	COMMERCE CENTER DR	MAJOR ARTERIAL	CITY	4	6	45	0.60	2.40	E	E	25,300	C3R	39,200	2025	3.93%	15,180	23,520	0.65	63,690	66,300	39,780	38,210	1.04
CROSSTOWN PKWY	COMMERCE CENTER DR	I-95	MAJOR ARTERIAL	CITY	6	6	45	0.39	2.34	E	E	25,300	C3R	57,900	2025	4.02%	9,867	22,580	0.44	63,690	67,800	26,440	24,840	1.06
CROSSTOWN PKWY	I-95	CALIFORNIA BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.11	6.64	E	E	25,300	C3R	57,900	2025	4.04%	27,985	64,040	0.44	63,690	68,100	75,330	70,450	1.07
CROSSTOWN PKWY	CALIFORNIA BLVD	CASHMERE BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.01	6.04	E	E	25,300	C3R	57,900	2025	2.85%	25,460	58,270	0.44	63,690	51,100	51,420	64,090	0.80
CROSSTOWN PKWY	CASHMERE BLVD	CAMEO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.54	3.24	E	E	25,300	C3R	57,900	2025	3.61%	13,666	31,270	0.44	63,690	61,400	33,170	34,400	0.96
CROSSTOWN PKWY	CAMEO BLVD	BAYSHORE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.45	2.68	E	E	25,300	C3R	57,900	2025	4.25%	11,285	25,830	0.44	63,690	71,700	31,980	28,410	1.13
CROSSTOWN PKWY	BAYSHORE BLVD	AIROSO BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.11	6.67	E	E	25,300	C3R	57,900	2025	2.71%	28,123	64,360	0.44	63,690	49,400	54,910	70,800	0.78
CROSSTOWN PKWY	AIROSO BLVD	SANDIA DR	MAJOR ARTERIAL	CITY	6	6	45	0.48	2.90	E	E	25,300	C3R	57,900	2025	2.05%	12,208	27,940	0.44	63,690	42,000	20,270	30,730	0.66
CROSSTOWN PKWY	SANDIA DR	FLORESTA DR	MAJOR ARTERIAL	CITY	6	6	45	0.97	5.82	E	E	29,400	C3R	57,900	2025	1.48%	28,518	56,160	0.51	63,690	42,400	41,130	61,780	0.67
CROSSTOWN PKWY	FLORESTA DR	US 1	MAJOR ARTERIAL	CITY	6	6	45	1.23	7.38	E	E	33,016	C3R	57,900	2025	2.94%	40,609	71,220	0.57	63,690	68,170	83,850	78,340	1.07
DARWIN BLVD	BECKER RD	PAAR DR	COLLECTOR	CITY	2	4	40	1.25	2.49	E	D	10,255	C3R	18,000	2021	2.20%	12,772	22,420	0.57	43,120	17,670	22,010	53,700	0.41
DARWIN BLVD	PAAR DR	TULIP BLVD	COLLECTOR	CITY	2	4	40	1.17	2.34	E	D	10,255	C3R	18,000	2021	2.20%	11,975	21,020	0.57	43,120	17,670	20,630	50,350	0.41
DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	4	30	1.08	2.15	C	D	8,837	C3C	15,200	2021	2.20%	9,507	16,350	0.58	42,350	15,230	16,380	45,560	0.36
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	40	0.90	1.79	E	D	11,600	C3R	18,000	2025	2.20%	10,397	16,130	0.64	19,800	19,990	17,920	17,750	1.01
DEL RIO BLVD	CALIFORNIA BLVD	CASHMERE BLVD	COLLECTOR	CITY	2	2	40	0.89	1.77	E	D	11,600	C3R	18,000	2025	2.20%	10,272	15,940	0.64	19,800	19,990	17,700	17,530	1.01
DEL RIO BLVD	CASHMERE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	40	1.00	2.01	E	D	11,600	C3R	18,000	2025	2.20%	11,643	18,070	0.64	19,800	19,990	20,060	19,870	1.01
DEL RIO BLVD	CALIFORNIA BLVD	SW MACKENZIE ST	COLLECTOR	CITY	2	2	40	0.94	1.88	E	D	12,264	C3R	18,000	2024	2.20%	11,528	16,920	0.68	19,800	21,130	19,860	18,610	1.07
DEL RIO BLVD EXTENSION	SW MACKENZIE ST	SAVAGE BLVD	COLLECTOR	CITY	0	2	-	0.45	0.00	-	-	-	C3R	-	-	2.20%	-	-	-	19,800	13,500	6,080	8,910	0.68
DISCOVERY WAY	RANGE LINE RD	POWERLINE RD	COLLECTOR	CITY	0	4	-	1.10	0.00	-	-	-	C3R	-	2025	6.70%	-	-	-	43,120	14,810	16,290	47,430	0.34
DISCOVERY WAY	POWERLINE RD	SW RIVERLAND BLVD	COLLECTOR	CITY	2	4	40	1.05	2.10	E	D	7,000	C3R	18,000	2025	6.70%	7,350	18,900	0.39	43,120	35,420	37,190	45,280	0.82
DISCOVERY WAY	SW RIVERLAND BLVD	SW COMMUNITY BLVD	COLLECTOR	CITY	2	4	40	1.05	2.10	E	D	7,000	C3R	18,000	2025	6.70%	7,350	18,900	0.39	43,120	35,420	37,190	45,280	0.82
DISCOVERY WAY	SW COMMUNITY BLVD	VILLAGE PKWY	COLLECTOR	CITY	2	4	40	0.28	0.56	E	D	3,521	C3R	18,000	2024	6.70%	986	5,040	0.20	43,120	17,820	4,990	12,070	0.41
EAST TORINO PKWY	CALIFORNIA BLVD	CASHMERE BLVD	ARTERIAL	CITY	2	4	40	1.00	2.00	E	E	6,000	C3R	18,000	2021	2.20%	6,005	18,020	0.33	43,120	10,340	10,350	43,160	0.24
EAST TORINO PKWY	CASHMERE BLVD	NORTH TORINO PKWY	ARTERIAL	CITY	2	4	40	1.56	3.12	E	E	11,321	C3R	18,000	2021	1.90%	17,677	28,110	0.63	43,120	18,120	28,290	67,330	0.42
EAST TORINO PKWY	NORTH TORINO PKWY	MIDWAY RD	ARTERIAL	CITY	2	4	40	0.88	1.76	E	E	15,500	C3R	18,000	2025	2.20%	13,623	15,820	0.86	43,120	26,710	23,480	37,900	0.62
FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	ARTERIAL	CITY	2	2	35	0.61	1.22	D	E	16,100	C3R	18,000	2025	1.60%	9,806	10,960	0.89	19,800	23,940	14,580	12,060	1.21

Prepared by: NUE Urban Concepts, LLC

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FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	ARTERIAL	CITY	2	2	40	0.67	1.34	E	E	10,600	C3R	18,000	2025	1.60%	7,085	12,030	0.59	19,800	15,760	10,530	13,230	0.80
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	ARTERIAL	CITY	2	2	40	0.98	1.95	E	E	10,600	C3R	18,000	2025	1.60%	10,345	17,570	0.59	19,800	15,760	15,380	19,320	0.80
FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	ARTERIAL	CITY	2	2	40	1.34	2.69	E	E	10,000	C3R	18,000	2025	1.60%	13,433	24,180	0.56	19,800	14,870	19,970	26,600	0.75
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	ARTERIAL	CITY	2	2	40	0.86	1.71	E	E	9,600	C3R	18,000	2025	1.60%	8,225	15,420	0.53	19,800	14,280	12,230	16,960	0.72
FLORESTA DR	AIROSO BLVD	SELVITZ RD	COLLECTOR	CITY	2	2	35	1.07	2.15	D	D	3,516	C3R	18,000	2021	1.60%	3,778	19,340	0.20	19,800	5,230	5,620	21,270	0.26
FLORESTA DR	SELVITZ RD	BAYSHORE BLVD	COLLECTOR	CITY	2	2	35	0.30	0.59	D	D	3,516	C3R	18,000	2021	1.60%	1,046	5,350	0.20	19,800	5,230	1,560	5,890	0.26
FLORIDA TURNPIKE	MARTIN C.L.	PORT ST LUCIE BLVD	LIMITED ACCESS	TURNPIKE (STATE)	4	6	70	4.98	19.92	E	D	58,569	LA	82,200	2024	1.74%	291,671	409,360	0.71	122,800	90,110	448,750	611,540	0.73
FLORIDA TURNPIKE	PORT ST LUCIE BLVD	MIDWAY RD	LIMITED ACCESS	TURNPIKE (STATE)	4	6	70	7.35	29.40	E	D	50,969	LA	82,200	2024	1.73%	374,620	604,170	0.62	122,800	78,340	575,800	902,580	0.64
GATLIN BLVD	W OF I-95	E OF I-95	MAJOR ARTERIAL	CITY	6	6	45	0.32	1.89	E	E	53,531	C3C	56,800	2024	1.00%	16,868	17,900	0.94	62,480	68,680	21,640	19,690	1.10
GATLIN BLVD	E OF I-95	SAVAGE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.60	3.61	E	E	53,499	C3C	56,800	2024	0.94%	32,169	34,150	0.94	62,480	67,630	40,670	37,570	1.08
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.63	3.81	E	E	50,500	C3C	56,800	2025	1.27%	32,052	36,050	0.89	62,480	69,200	43,920	39,660	1.11
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.72	4.31	E	E	42,600	C3C	56,800	2025	1.90%	30,598	40,800	0.75	62,480	68,200	48,990	44,880	1.09
GATLIN BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.88	5.28	E	E	37,400	C3C	56,800	2025	2.17%	32,902	49,970	0.66	62,480	64,000	56,300	54,970	1.02
GILSON RD	MARTIN C.L.	BECKER RD	ARTERIAL	COUNTY	2	2	30	0.28	0.57	C	E	11,573	C3R	15,700	2024	2.41%	3,271	4,440	0.74	17,270	21,000	5,940	4,880	1.22
GLADES CUT-OFF RD	SOUTHERN TERMINUS	CARLTON RD	COLLECTOR	COUNTY	2	2	50	2.03	4.05	E	D	600	C3R	18,000	2025	6.70%	1,216	36,480	0.03	19,800	3,040	6,160	40,130	0.15
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD	COLLECTOR	COUNTY	2	2	50	2.19	4.39	E	D	600	C3R	18,000	2025	6.70%	1,316	39,470	0.03	19,800	3,040	6,670	43,410	0.15
GLADES CUT-OFF RD	RANGE LINE RD	RESERVE BLVD	ARTERIAL	COUNTY	2	4	50	3.73	7.47	E	E	8,180	C3R	18,000	2023	5.86%	30,543	67,210	0.45	43,120	33,930	126,690	161,010	0.79
GLADES CUT-OFF RD	RESERVE BLVD	COMMERCE CENTER DR	ARTERIAL	COUNTY	2	4	50	0.88	1.75	E	E	8,436	C3R	18,000	2023	7.50%	7,387	15,760	0.47	43,120	51,410	45,020	37,760	1.19
GLADES CUT-OFF RD	COMMERCE CENTER DR	I-95	ARTERIAL	COUNTY	2	4	50	1.26	2.52	E	E	6,015	C3C	17,400	2024	7.42%	7,588	21,950	0.35	42,350	36,000	45,410	53,420	0.85
GLADES CUT-OFF RD	I-95	MIDWAY RD	ARTERIAL	COUNTY	2	4	50	1.85	3.71	E	E	6,022	C3C	17,400	2024	7.53%	11,157	32,240	0.35	42,350	37,000	68,550	78,470	0.87
GRAND DR	SW WALTON RD	SE TIFFANY AVE	COLLECTOR	CITY	2	2	30	0.38	0.76	C	D	981	C3R	15,700	2023	1.60%	372	5,950	0.06	17,270	1,460	550	6,550	0.08
GRAND DR	SE TIFFANY AVE	SE LENARD RD	COLLECTOR	CITY	2	2	30	1.16	2.32	C	D	981	C3R	15,700	2023	1.60%	1,137	18,210	0.06	17,270	1,460	1,690	20,030	0.08
GREEN RIVER PKWY	MARTIN C.L.	CHARLESTON DR	COLLECTOR	CITY	2	4	40	0.69	1.37	E	D	5,283	C3R	18,000	2024	1.60%	3,629	12,360	0.29	43,120	7,860	5,400	29,620	0.18
GREEN RIVER PKWY	CHARLESTON DR	MELALEUCA BLVD	COLLECTOR	CITY	2	4	40	0.90	1.80	E	D	5,283	C3R	18,000	2024	1.60%	4,762	16,230	0.29	43,120	7,860	7,090	38,870	0.18
GREEN RIVER PKWY	MELALEUCA BLVD	WALTON RD	COLLECTOR	CITY	2	4	40	1.06	2.12	E	D	5,283	C3R	18,000	2024	1.60%	5,605	19,100	0.29	43,120	7,860	8,340	45,740	0.18
HEATHERWOOD BLVD	SW CALIFORNIA BLVD	SW CASHMERE BLVD	COLLECTOR	CITY	2	2	30	1.09	2.18	C	D	3,577	C3R	15,700	2024	2.20%	3,904	17,130	0.23	17,270	6,160	6,720	18,850	0.36
IMPORT DR	SW SAVAGE BLVD	SW GATLIN BLVD	COLLECTOR	CITY	2	2	30	2.21	4.41	C	D	1,880	C3R	15,700	2023	2.20%	4,147	34,630	0.12	17,270	3,240	7,150	38,090	0.19
INDIAN RIVER DR	MARTIN C. L.	WALTON ROAD	ARTERIAL	COUNTY	2	2	35	2.77	5.54	D	D	7,300	C3R	15,700	2025	1.60%	20,207	43,460	0.46	17,270	10,860	30,060	47,810	0.63

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	Year Count	Annual Growth Rates	2025 VMT	2025 VMC	2025 VC Ratio	2050 Daily Capacity	2050 AADT	2050 VMT	2050 VMC	2050 VC Ratio
INDIAN RIVER DR	WALTON ROAD	WALTON SCRUB PRESERVE	ARTERIAL	COUNTY	2	2	35	0.82	1.64	D	D	7,300	C3R	15,700	2025	1.60%	5,985	12,870	0.46	17,270	10,860	8,900	14,160	0.63
I-95	MARTIN C. L.	GATLIN BLVD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	4.34	26.02	E	D	88,769	LA	122,800	2024	2.00%	385,033	532,640	0.72	163,400	145,630	631,670	708,750	0.89
I-95	GATLIN BLVD	ST LUCIE WEST BLVD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	3.45	20.68	E	D	105,570	LA	122,800	2024	2.00%	363,860	423,250	0.86	163,400	173,200	596,960	563,180	1.06
I-95	ST LUCIE WEST BLVD	MIDWAY RD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	4.40	26.37	E	D	77,406	LA	122,800	2024	2.00%	340,257	539,800	0.63	163,400	126,990	558,220	718,270	0.78
JENNINGS RD	US 1	LENNARD RD	COLLECTOR	CITY	4	4	35	0.48	1.92	D	D	5,471	C3R	39,200	2023	1.60%	2,631	18,850	0.14	43,120	8,140	3,920	20,740	0.19
LAKEHURST DR	SW BAYSHORE RD	SW AIROSO BLVD	COLLECTOR	CITY	2	2	35	1.30	2.60	D	D	2,168	C3R	18,000	2023	1.60%	2,814	23,370	0.12	19,800	3,220	4,180	25,700	0.16
LAKEHURST DR	SW AIROSO BLVD	SANDA AVE	COLLECTOR	CITY	2	2	35	0.27	0.55	D	D	2,168	C3R	18,000	2023	1.60%	593	4,920	0.12	19,800	3,220	880	5,420	0.16
LENNARD RD	US 1	MARIPOSA AVE	ARTERIAL	CITY	4	4	40	0.38	1.53	E	E	17,961	C3R	39,200	2023	1.60%	6,874	15,000	0.46	43,120	26,710	10,220	16,500	0.62
LENNARD RD	MARIPOSA AVE	MELALEUCA BLVD	ARTERIAL	CITY	4	4	40	0.37	1.50	E	E	17,600	C3R	39,200	2025	1.60%	6,583	14,660	0.45	43,120	26,170	9,790	16,130	0.61
LENNARD RD	MELALEUCA BLVD	JENNINGS RD	ARTERIAL	CITY	4	4	40	0.13	0.52	E	E	17,475	C3R	39,200	2024	1.60%	2,251	5,050	0.45	43,120	25,990	3,350	5,550	0.60
LENNARD RD	JENNINGS RD	HILLMOOR DR	ARTERIAL	CITY	4	4	40	0.35	1.42	E	E	17,475	C3R	39,200	2024	1.60%	6,188	13,880	0.45	43,120	25,990	9,200	15,270	0.60
LENNARD RD	HILLMOOR DR	TIFFANY AVE	ARTERIAL	CITY	4	4	40	0.68	2.74	E	E	17,475	C3R	39,200	2024	1.60%	11,968	26,850	0.45	43,120	25,990	17,800	29,530	0.60
LENNARD RD	TIFFANY AVE	WALTON RD	ARTERIAL	CITY	4	4	40	0.37	1.49	E	E	7,866	C3R	39,200	2022	1.60%	2,935	14,630	0.20	43,120	11,700	4,370	16,090	0.27
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	COLLECTOR	CITY	2	2	30	0.79	1.58	C	D	3,716	C3R	15,700	2021	1.60%	2,938	12,410	0.24	17,270	5,530	4,370	13,660	0.32
LYNGATE DR	VETERANS MEMORIAL PKW	MORNINGSIDE BLVD	COLLECTOR	CITY	2	2	35	0.46	0.92	D	D	6,194	C3R	18,000	2023	1.60%	2,852	8,290	0.34	19,800	9,210	4,240	9,120	0.47
LYNGATE DR	MORNINGSIDE BLVD	US 1	COLLECTOR	CITY	2	2	35	0.16	0.31	D	D	9,084	C3R	18,000	2023	1.60%	1,413	2,800	0.50	19,800	13,510	2,100	3,080	0.68
MANVILLE DR	NW SELVITZ RD	ST JAMES DR	COLLECTOR	CITY	2	2	30	0.88	1.76	C	D	1,445	C3R	39,200	2023	1.60%	1,275	34,590	0.04	43,120	2,150	1,900	38,050	0.05
MARIPOSA AVE	US 1	LENNARD RD	ARTERIAL	CITY	4	4	35	0.22	0.88	D	E	9,910	C3R	57,900	2021	1.60%	2,180	12,740	0.17	63,690	14,740	3,240	14,010	0.23
MARIPOSA AVE	LENNARD RD	HALLAHAN ST	COLLECTOR	CITY	2	2	30	1.13	2.27	C	D	6,297	C3R	15,700	2023	1.60%	7,131	17,780	0.40	17,270	9,360	10,600	19,560	0.54
MARSHALL PARKWAY	RANGE LINE RD	SW RIVERLAND BLVD	ARTERIAL	CITY	0	4	-	2.26	0.00	-	-	-	C3R	-		6.70%	-	-	-	43,120	24,560	55,510	97,450	0.57
MARSHALL PARKWAY	SW RIVERLAND BLVD	SW COMMUNITY BLVD	ARTERIAL	CITY	0	4	-	2.21	0.00	-	-	-	C3R	-		6.70%	-	-	-	43,120	27,060	59,800	95,300	0.63
MARSHALL PARKWAY	SW COMMUNITY BLVD	VILLAGE PKWY	ARTERIAL	CITY	2	4	35	0.84	1.68	D	D	1,250	C3R	15,700	2025	6.70%	1,050	13,190	0.08	43,120	30,700	25,790	36,220	0.71
MARSHALL PARKWAY	VILLAGE PKWY	INTERSTATE 95	ARTERIAL	CITY	0	4	-	0.70	0.00	-	-	-	C3C	-		6.70%	-	-	-	42,350	38,460	26,920	29,640	0.91
MCCARTY RD	GLADES CUT OFF ROAD	OKEECHOBEE RD	LOCAL	COUNTY	2	2	35	3.19	6.39	D	D	320	C3R	15,700	2024	6.70%	1,022	50,130	0.02	17,270	1,620	5,170	55,140	0.09
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	COLLECTOR	CITY	2	2	30	1.74	3.48	C	D	9,754	C3R	15,700	2024	1.60%	16,978	27,330	0.62	17,270	14,500	25,240	30,060	0.84
MIDWAY RD	OKEECHOBEE RD	SHINN RD	ARTERIAL	COUNTY	2	4	45	0.88	1.77	E	E	6,900	C3R	18,000	2025	6.70%	6,098	15,910	0.38	43,120	34,910	30,850	38,110	0.81
MIDWAY RD	SHINN RD	MCCARTY RD	ARTERIAL	COUNTY	2	4	45	1.52	3.03	E	E	6,900	C3R	18,000	2025	6.70%	10,456	27,280	0.38	43,120	34,910	52,900	65,350	0.81
MIDWAY RD	MCCARTY RD	N/S ARTERIAL A	ARTERIAL	COUNTY	2	4	45	0.88	1.76	E	E	7,900	C3R	18,000	2025	6.70%	6,952	15,840	0.44	43,120	39,970	35,170	37,950	0.93

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MIDWAY RD	N/S ARTERIAL A	I-95	ARTERIAL	COUNTY	2	4	45	1.51	3.02	E	E	7,900	C3R	18,000	2025	6.70%	11,929	27,180	0.44	43,120	39,970	60,350	65,110	0.93
MIDWAY RD	I-95	GLADES CUT-OFF RD	ARTERIAL	COUNTY	4	4	45	1.00	3.99	E	E	22,200	C3C	38,500	2025	2.20%	22,155	38,420	0.58	42,350	38,250	38,170	42,260	0.90
MIDWAY RD	GLADES CUT-OFF RD	EAST TORINO PKWY	ARTERIAL	COUNTY	4	4	45	0.28	1.12	E	E	23,600	C3C	38,500	2025	2.20%	6,632	10,820	0.61	42,350	40,660	11,430	11,900	0.96
MIDWAY RD	EAST TORINO PKWY	MILNER DR	ARTERIAL	COUNTY	2	4	45	0.56	1.12	E	E	25,100	C3C	18,000	2025	1.60%	14,088	10,100	1.39	42,350	37,330	20,950	23,770	0.88
MIDWAY RD	MILNER DR	W OF SELVITZ RD	ARTERIAL	COUNTY	2	4	45	0.67	1.35	E	E	25,100	C3C	17,400	2025	1.60%	16,927	11,730	1.44	42,350	37,330	25,170	28,560	0.88
MIDWAY RD	W OF SELVITZ RD	SELVITZ RD	ARTERIAL	COUNTY	4	4	45	0.08	0.32	E	E	25,100	C3C	38,500	2025	1.60%	2,014	3,090	0.65	42,350	37,330	2,990	3,400	0.88
MIDWAY RD	SELVITZ	S 25TH ST	ARTERIAL	COUNTY	4	4	45	1.03	4.11	E	E	22,100	C3C	38,500	2025	1.60%	22,722	39,580	0.57	42,350	32,870	33,800	43,540	0.78
MORNINGSIDE BLVD	SW WESTCHESTER DR	WESTMORELAND BLVD	COLLECTOR	CITY	2	2	25	1.22	2.44	B	D	2,787	C3R	15,700	2023	1.60%	3,396	19,130	0.18	17,270	4,140	5,040	21,040	0.24
MORNINGSIDE BLVD	WESTMORELAND BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	1.12	2.25	C	D	6,400	C3R	18,000	2023	1.60%	7,190	20,220	0.36	19,800	9,520	10,690	22,240	0.48
MORNINGSIDE BLVD	PORT ST LUCIE BLVD	LYNGATE DR	COLLECTOR	CITY	2	2	25	1.06	2.13	B	D	3,251	C3R	15,700	2024	1.60%	3,458	16,700	0.21	17,270	4,830	5,140	18,370	0.28
N/S A RD	GLADES CUTOFF RD	CROSSTOWN PKWY	COLLECTOR	CITY	0	2	-	1.31	0.00	-	-	-	C3R	-		6.70%	-	-	-	19,800	12,520	16,400	25,940	0.63
OAKRIDGE DR	OAKLYN ST	MOUNTWELL ST	COLLECTOR	CITY	2	2	35	0.81	1.61	D	D	5,115	C3R	14,800	2021	1.60%	4,124	11,930	0.35	16,280	7,610	6,140	13,130	0.47
PAAR DR	ROSSER BLVD	SAVONA BLVD	COLLECTOR	CITY	2	2	40	1.03	2.06	E	D	6,800	C3R	18,000	2025	2.20%	7,007	18,550	0.38	19,800	11,720	12,080	20,400	0.59
PAAR DR	SAVONA BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	40	0.76	1.53	E	D	6,800	C3R	18,000	2025	2.20%	5,192	13,740	0.38	19,800	11,720	8,950	15,120	0.59
PAAR DR	PORT ST LUCIE BLVD	DARWIN BLVD	COLLECTOR	CITY	2	2	40	1.04	2.07	E	D	4,387	C3R	18,000	2023	2.20%	4,548	18,660	0.24	19,800	7,560	7,840	20,530	0.38
PAAR DR	DARWIN BLVD	TULIP BLVD	COLLECTOR	CITY	2	2	40	2.03	4.06	E	D	1,985	C3R	18,000	2023	2.20%	4,030	36,550	0.11	19,800	3,420	6,940	40,210	0.17
PEACHTREE BLVD	ST JAMES DR	NW SELVITZ RD	COLLECTOR	CITY	2	2	30	0.51	1.03	C	D	2,684	C3R	14,800	2023	1.60%	1,377	7,600	0.18	16,280	3,990	2,050	8,360	0.25
PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	COLLECTOR	CITY	4	4	40	0.70	2.80	E	D	24,900	C3C	38,500	2025	2.20%	17,434	26,960	0.65	42,350	42,900	30,040	29,650	1.01
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	4	40	1.23	2.46	E	D	15,943	C3C	18,000	2024	2.20%	19,638	22,170	0.89	42,350	27,470	33,840	52,170	0.65
PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	COLLECTOR	CITY	2	2	40	1.04	2.08	E	D	15,943	C3R	18,000	2024	2.20%	16,562	18,700	0.89	19,800	27,470	28,540	20,570	1.39
PORT ST LUCIE BLVD	MARTIN C.L.	BECKER RD	ARTERIAL	CITY	4	4	40	0.23	0.93	E	E	10,311	C3R	39,200	2024	4.16%	2,406	9,150	0.26	43,120	28,540	6,660	10,060	0.66
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	ARTERIAL	CITY	2	4	40	1.19	2.37	E	E	12,900	C3R	18,000	2025	3.07%	15,287	21,330	0.72	43,120	27,500	32,590	51,100	0.64
PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	ARTERIAL	CITY	2	4	40	1.16	2.32	E	E	12,900	C3R	18,000	2025	3.13%	14,991	20,920	0.72	43,120	27,900	32,420	50,110	0.65
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	ARTERIAL	CITY	2	4	40	0.53	1.05	E	E	24,400	C3C	17,400	2025	1.70%	12,854	9,170	1.40	42,350	37,210	19,600	22,310	0.88
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	MAJOR ARTERIAL	CITY	4	4	40	0.58	2.34	E	E	24,400	C3C	38,500	2025	3.37%	14,269	22,510	0.63	42,350	55,920	32,700	24,770	1.32
PORT ST LUCIE BLVD	GATLIN BLVD	DEL RIO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.90	5.42	E	E	51,800	C3C	56,800	2025	1.68%	46,784	51,300	0.91	62,480	78,500	70,900	56,430	1.26
PORT ST LUCIE BLVD	DEL RIO BLVD	CAMEO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.39	2.31	E	E	51,800	C3C	56,800	2025	1.65%	19,959	21,890	0.91	62,480	78,000	30,050	24,070	1.25
PORT ST LUCIE BLVD	CAMEO BLVD	FLORIDA'S TURNPIKE	PRINCIPAL ARTERIAL	STATE	6	6	45	0.24	1.46	E	E	49,052	C3C	56,800	2024	2.19%	11,907	13,790	0.86	62,480	84,350	20,480	15,170	1.35

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PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.17	1.05	E	E	48,953	C3C	56,800	2024	1.98%	8,530	9,900	0.86	62,480	80,010	13,940	10,890	1.28
PORT ST LUCIE BLVD	BAYSHORE BLVD	AIROSO BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.84	5.06	E	E	49,982	C3C	56,800	2024	0.97%	42,176	47,930	0.88	62,480	63,670	53,730	52,720	1.02
PORT ST LUCIE BLVD	AIROSO BLVD	FLORESTA DR	PRINCIPAL ARTERIAL	STATE	6	6	45	0.62	3.75	E	E	43,192	C3C	56,800	2024	1.63%	26,975	35,470	0.76	62,480	64,690	40,400	39,020	1.04
PORT ST LUCIE BLVD	FLORESTA DR	ST LUCIE RIVER	PRINCIPAL ARTERIAL	STATE	6	6	45	0.61	3.65	E	E	57,929	C3C	56,800	2024	1.63%	35,199	34,510	1.02	62,480	86,760	52,720	37,970	1.39
PORT ST LUCIE BLVD	ST LUCIE RIVER	VETERANS MEMORIAL PKW	PRINCIPAL ARTERIAL	STATE	6	6	45	0.27	1.63	E	E	57,912	C3C	56,800	2024	1.60%	15,772	15,470	1.02	62,480	86,120	23,450	17,020	1.38
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKW	MORNINGSIDE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	1.25	7.48	E	E	39,266	C3C	56,800	2024	1.99%	48,936	70,790	0.69	62,480	64,240	80,060	77,870	1.03
PORT ST LUCIE BLVD	MORNINGSIDE BLVD	US 1	PRINCIPAL ARTERIAL	STATE	6	6	45	0.56	3.37	E	E	38,644	C3C	56,800	2024	1.70%	21,680	31,870	0.68	62,480	58,830	33,010	35,050	0.94
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	ARTERIAL	CITY	4	4	40	1.35	5.40	E	E	21,844	C3C	38,500	2024	1.60%	29,504	52,000	0.57	42,350	32,480	43,870	57,200	0.77
PRIMA VISTA BLVD	AIROSO BLVD	FLORESTA DR	ARTERIAL	COUNTY	4	4	40	0.58	2.33	E	E	27,300	C3R	39,200	2025	1.60%	15,897	22,830	0.70	43,120	40,600	23,640	25,110	0.94
RANGE LINE RD	MARTIN COUNTY	BECKER RD	ARTERIAL	COUNTY	2	4	55	0.40	0.80	E	E	2,400	C3R	18,000	2025	10.63%	960	7,200	0.13	43,120	30,000	12,000	17,250	0.70
RANGE LINE RD	BECKER RD	2 MI S OF GLADES CUT-OFF	ARTERIAL	COUNTY	2	4	55	3.82	7.64	E	E	2,400	C3R	18,000	2025	11.91%	9,165	68,740	0.13	43,120	40,000	152,750	164,660	0.93
RANGE LINE RD	2 MI S OF GLADES CUT-OFF	GLADES CUT-OFF RD	ARTERIAL	COUNTY	2	4	55	1.93	3.87	E	E	2,400	C3R	18,000	2025	12.64%	4,642	34,820	0.13	43,120	47,000	90,910	83,400	1.09
ROSSER BLVD	PAAR DR	APRICOT RD	COLLECTOR	CITY	2	2	40	2.17	4.34	E	D	6,541	C3R	18,000	2024	2.20%	14,180	39,020	0.36	19,800	11,270	24,430	42,920	0.57
ROSSER BLVD	APRICOT RD	GATLIN BLVD	COLLECTOR	CITY	4	4	40	0.79	3.14	E	D	18,300	C3R	39,200	2025	1.00%	14,388	30,820	0.47	43,120	23,470	18,450	33,900	0.54
SANDIA DR	NW PRIMA VISTA BLVD	SE LAKEHURST DR	COLLECTOR	CITY	2	2	35	0.68	1.36	D	D	3,048	C3R	15,700	2024	1.60%	2,075	10,690	0.19	17,270	4,530	3,080	11,750	0.26
SANDIA DR	SE LAKEHURST DR	CROSSTOWN PKWY	COLLECTOR	CITY	2	2	35	0.81	1.61	D	D	3,048	C3R	15,700	2024	1.60%	2,455	12,650	0.19	17,270	4,530	3,650	13,910	0.26
SANDIA DR	CROSSTOWN PKWY	SE THORNHILL DR	COLLECTOR	CITY	2	2	35	0.59	1.17	D	D	3,048	C3R	15,700	2024	1.60%	1,786	9,200	0.19	17,270	4,530	2,650	10,120	0.26
SAVAGE BLVD	GATLIN BLVD	DEL RIO BLVD	COLLECTOR	CITY	2	2	35	2.30	4.60	D	D	3,373	C3R	18,000	2024	2.20%	7,757	41,400	0.19	19,800	5,810	13,360	45,540	0.29
SAVONA BLVD	BECKER RD	PAAR DR	ARTERIAL	CITY	2	2	40	0.91	1.83	E	E	11,753	C3R	18,000	2024	2.20%	10,730	16,430	0.65	19,800	20,250	18,490	18,080	1.02
SAVONA BLVD	PAAR DR	GATLIN BLVD	ARTERIAL	CITY	2	2	40	2.81	5.63	E	E	11,753	C3R	18,000	2024	2.20%	33,077	50,660	0.65	19,800	20,250	56,990	55,720	1.02
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	ARTERIAL	CITY	2	2	40	1.08	2.16	E	E	14,308	C3R	18,000	2024	2.20%	15,441	19,420	0.79	19,800	24,650	26,600	21,370	1.24
SELVITZ RD	BAYSHORE BLVD	ST JAMES BLVD	ARTERIAL	CITY	2	2	30	1.67	3.33	C	E	13,500	C3R	15,700	2025	1.60%	22,490	26,160	0.86	17,270	20,080	33,450	28,770	1.16
SELVITZ RD	ST JAMES BLVD	MIDWAY RD	ARTERIAL	CITY	2	2	35	1.19	2.39	D	E	12,700	C3R	15,700	2025	1.60%	15,154	18,730	0.81	17,270	18,890	22,540	20,610	1.09
SHINN RD	OKEECHOBEE RD	RESERVE BLVD EXT	LOCAL	COUNTY	2	2	30	2.53	5.06	C	D	529	C3R	15,700	2022	9.77%	1,338	39,690	0.03	17,270	5,440	13,750	43,660	0.31
SOUTHBEND BLVD	SE OAKRIDGE DR	E SNOW RD	ARTERIAL	CITY	2	2	40	1.94	3.87	E	E	13,200	C3R	18,000	2025	1.60%	25,574	34,870	0.73	19,800	19,630	38,030	38,360	0.99
SOUTHBEND BLVD	E SNOW RD	BECKER RD	ARTERIAL	CITY	2	2	40	2.25	4.50	E	E	13,200	C3R	18,000	2025	1.60%	29,700	40,500	0.73	19,800	19,630	44,170	44,550	0.99
ST JAMES DR	AIROSO BLVD	ST JAMES BLVD	MAJOR ARTERIAL	COUNTY	4	4	40	1.87	7.47	E	E	19,304	C3R	39,200	2024	1.60%	36,060	73,230	0.49	43,120	28,710	53,630	80,550	0.67
ST JAMES DR	ST JAMES BLVD	PEACHTREE BLVD	ARTERIAL	COUNTY	4	4	45	0.27	1.09	E	E	19,812	C3R	39,200	2024	1.60%	5,388	10,660	0.51	43,120	29,460	8,010	11,730	0.68

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	Year Count	Annual Growth Rates	2025 VMT	2025 VMC	2025 VC Ratio	2050 Daily Capacity	2050 AADT	2050 VMT	2050 VMC	2050 VC Ratio
ST JAMES DR	PEACHTREE BLVD	TELFORD AVE	ARTERIAL	COUNTY	4	4	45	0.41	1.64	E	E	17,780	C3R	39,200	2024	1.60%	7,275	16,040	0.45	43,120	26,440	10,820	17,640	0.61
ST JAMES DR	TELFORD AVE	MIDWAY RD	ARTERIAL	COUNTY	4	4	45	0.79	3.16	E	E	17,780	C3R	39,200	2024	1.60%	14,042	30,960	0.45	43,120	26,440	20,880	34,050	0.61
ST LUCIE WEST BLVD	COMMERCE CENTER DR	PEACOCK BLVD	COLLECTOR	COUNTY	4	4	35	0.59	2.36	D	D	19,100	C3C	38,500	2025	2.09%	11,272	22,720	0.50	42,350	32,000	18,890	24,990	0.76
ST LUCIE WEST BLVD	PEACOCK BLVD	CALIFORNIA BLVD	MAJOR ARTERIAL	CITY	4	6	40	0.85	3.39	E	E	38,200	C3C	38,500	2025	1.99%	32,412	32,670	0.99	62,480	62,560	53,080	53,010	1.00
ST LUCIE WEST BLVD	CALIFORNIA BLVD	COUNTRY CLUB DR	MAJOR ARTERIAL	CITY	4	6	40	0.30	1.19	E	E	38,200	C3C	38,500	2025	1.99%	11,341	11,430	0.99	62,480	62,560	18,570	18,550	1.00
ST LUCIE WEST BLVD	COUNTRY CLUB DR	CASHMERE BLVD	MAJOR ARTERIAL	CITY	4	6	40	1.04	4.17	E	E	43,600	C3C	38,500	2025	1.99%	45,503	40,180	1.13	62,480	71,400	74,520	65,210	1.14
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	MAJOR ARTERIAL	CITY	6	6	40	0.47	2.83	E	E	43,600	C3C	56,800	2025	2.20%	20,566	26,790	0.77	62,480	75,120	35,430	29,470	1.20
SW FAIRGREEN RD	CROSSTOWN PKWY	SW CADIMA ST	COLLECTOR	CITY	2	2	25	0.80	1.60	B	D	6,500	C3R	15,700	2025	2.41%	5,200	12,560	0.41	17,270	11,800	9,440	13,820	0.68
THORNHILL DR	SW BAYSHORE BLVD	SE FLORESTA DR	COLLECTOR	CITY	2	2	40	2.04	4.07	E	D	9,497	C3R	18,000	2023	1.60%	19,333	36,640	0.53	19,800	14,120	28,740	40,310	0.71
TIFFANY AVE	US 1	HILLMOOR DR	COLLECTOR	CITY	4	4	30	0.12	0.47	C	D	14,800	C3R	39,200	2025	1.60%	1,750	4,630	0.38	43,120	22,010	2,600	5,100	0.51
TIFFANY AVE	HILLMOOR DR	VILLAGE GREEN DR	COLLECTOR	CITY	4	4	30	0.20	0.80	C	D	14,800	C3R	39,200	2025	1.60%	2,976	7,880	0.38	43,120	22,010	4,430	8,670	0.51
TIFFANY AVE	VILLAGE GREEN DR	LENNARD RD	COLLECTOR	CITY	4	4	30	0.70	2.80	C	D	14,800	C3R	39,200	2025	1.60%	10,369	27,460	0.38	43,120	22,010	15,420	30,210	0.51
TIFFANY AVE	LENNARD RD	SE GRAND DR	COLLECTOR	CITY	2	2	30	0.92	1.84	C	D	14,800	C3R	18,000	2025	1.60%	13,652	16,600	0.82	19,800	22,010	20,300	18,260	1.11
TORINO PKWY (NORTH & WEST)	CALIFORNIA BLVD	NW EAST TORINO PKWY	COLLECTOR	CITY	2	2	40	2.61	5.22	E	D	4,599	C3R	18,000	2024	2.20%	12,009	47,000	0.26	19,800	7,920	20,680	51,700	0.40
TRADITION PKWY	RANGE LINE RD	POWERLINE RD	ARTERIAL	CITY	0	4	-	1.02	0.00	-	-	6,900	C3R	-	2021	2.71%	-	-	-	43,120	13,470	13,740	43,980	0.31
TRADITION PKWY	POWERLINE RD	COMMUNITY BLVD	ARTERIAL	CITY	4	4	35	2.15	8.60	D	E	7,118	C3R	39,200	2021	3.51%	15,304	84,280	0.18	43,120	16,880	36,290	92,710	0.39
TRADITION PKWY	COMMUNITY BLVD	VILLAGE PKWY	MAJOR ARTERIAL	CITY	4	4	35	0.41	1.64	D	E	10,969	C3C	38,500	2024	3.48%	4,505	15,810	0.28	42,350	25,800	10,600	17,390	0.61
TRADITION PKWY	VILLAGE PKWY	W OF I-95	MAJOR ARTERIAL	CITY	6	6	45	0.40	2.40	E	E	55,600	C3C	56,800	2025	1.00%	22,245	22,720	0.98	62,480	71,300	28,530	25,000	1.14
TULIP BLVD	PORT ST LUCIE BLVD	PAAR DR	COLLECTOR	CITY	2	2	35	2.02	4.03	D	D	9,096	C3C	18,000	2024	2.20%	18,344	36,300	0.51	19,800	15,670	31,600	39,930	0.79
TULIP BLVD	PAAR DR	DARWIN BLVD	COLLECTOR	CITY	2	2	35	0.46	0.91	D	D	9,096	C3C	18,000	2024	2.20%	4,161	8,230	0.51	19,800	15,670	7,170	9,060	0.79
TULIP BLVD	DARWIN BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	0.89	1.78	D	D	3,800	C3C	18,000	2025	2.20%	3,391	16,060	0.21	19,800	6,550	5,850	17,670	0.33
UNIVERSITY BLVD	NW PEACOCK BLVD	NW CALIFORNIA BLVD	COLLECTOR	CITY	2	2	30	0.58	1.16	C	D	5,014	C3R	15,700	2023	2.20%	2,906	9,100	0.32	17,270	8,640	5,010	10,010	0.50
US 1	MARTIN C.L.	LENNARD RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.14	0.86	E	E	54,193	C3C	56,800	2023	1.60%	7,773	8,150	0.95	62,480	80,590	11,560	8,960	1.29
US 1	LENNARD RD	PORT ST LUCIE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.43	2.56	E	E	36,068	C3C	56,800	2024	1.60%	15,376	24,210	0.64	62,480	53,640	22,870	26,640	0.86
US 1	PORT ST LUCIE BLVD	JENNINGS RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.56	3.37	E	E	36,068	C3C	56,800	2024	1.60%	20,273	31,930	0.64	62,480	53,640	30,150	35,120	0.86
US 1	JENNINGS RD	TIFFANY AVE	PRINCIPAL ARTERIAL	STATE	6	6	45	0.68	4.06	E	E	36,068	C3C	56,800	2024	1.60%	24,418	38,450	0.64	62,480	53,640	36,310	42,300	0.86
US 1	TIFFANY AVE	WALTON RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.85	5.08	E	E	36,068	C3C	56,800	2024	1.60%	30,525	48,070	0.64	62,480	53,640	45,400	52,880	0.86
US 1	WALTON RD	VILLAGE GREEN DR	PRINCIPAL ARTERIAL	STATE	6	6	45	0.58	3.45	E	E	46,228	C3C	56,800	2024	1.60%	26,584	32,660	0.81	62,480	68,750	39,540	35,930	1.10

Prepared by: NUE Urban Concepts, LLC

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	Year Count	Annual Growth Rates	2025 VMT	2025 VMC	2025 VC Ratio	2050 Daily Capacity	2050 AADT	2050 VMT	2050 VMC	2050 VC Ratio
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD	LYNGATE DR	ARTERIAL	CITY	4	4	40	1.38	5.50	E	E	13,700	C3R	39,200	2025	1.60%	18,854	53,950	0.35	43,120	20,370	28,030	59,340	0.47
VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	ARTERIAL	CITY	4	4	40	0.90	3.62	E	E	9,042	C3R	39,200	2024	1.60%	8,174	35,440	0.23	43,120	13,450	12,160	38,980	0.31
VILLAGE GREEN DR	US 1	WALTON RD	COLLECTOR	CITY	4	4	30	1.05	4.20	C	D	17,272	C3C	39,200	2024	1.60%	18,123	41,130	0.44	43,120	25,690	26,960	45,240	0.60
VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	COLLECTOR	CITY	2	2	30	0.63	1.26	C	D	13,213	C3C	15,200	2023	1.60%	8,314	9,560	0.87	16,720	19,650	12,370	10,520	1.18
VILLAGE PKWY	BECKER RD	MARSHALL PKWY	MAJOR ARTERIAL	CITY	4	4	45	1.70	6.80	E	E	14,410	C3C	38,500	2024	1.48%	24,497	65,450	0.37	42,350	20,800	35,360	72,000	0.49
VILLAGE PKWY	MARSHALL PKWY	DISCOVERY WAY	MAJOR ARTERIAL	CITY	4	4	45	1.50	6.00	E	E	14,235	C3C	38,500	2024	0.25%	21,352	57,750	0.37	42,350	15,140	22,710	63,530	0.36
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	MAJOR ARTERIAL	CITY	6	6	45	0.75	4.48	E	E	32,500	C3C	56,800	2025	1.58%	24,287	42,450	0.57	62,480	48,100	35,950	46,690	0.77
VILLAGE PKWY	TRADITION PKWY	WESTCLIFFE LN	MAJOR ARTERIAL	CITY	4	4	35	1.67	6.70	D	E	27,775	C3C	38,500	2024	1.00%	46,517	64,480	0.72	42,350	35,620	59,660	70,930	0.84
VILLAGE PKWY	WESTCLIFFE LN	CROSSTOWN PKWY	MAJOR ARTERIAL	CITY	4	4	35	0.48	1.93	D	E	17,852	C3C	38,500	2023	1.00%	8,619	18,590	0.46	42,350	22,890	11,050	20,450	0.54
WALTON RD	US 1	VILLAGE GREEN DR	ARTERIAL	COUNTY	4	4	30	0.45	1.80	C	E	10,656	C3C	38,500	2021	1.60%	4,797	17,330	0.28	42,350	15,850	7,140	19,060	0.37
WALTON RD	VILLAGE GREEN DR	LENNARD RD	ARTERIAL	COUNTY	4	4	35	0.76	3.05	D	E	19,400	C3R	39,200	2025	1.60%	14,815	29,940	0.49	43,120	28,850	22,030	32,930	0.67
WALTON RD	LENNARD RD	GREEN RIVER PKWY	ARTERIAL	COUNTY	2	4	45	1.10	2.19	E	E	12,000	C3R	18,000	2025	1.60%	13,150	19,730	0.67	43,120	17,850	19,560	47,250	0.41
WALTON RD	GREEN RIVER PKWY	INDIAN RIVER DR	ARTERIAL	COUNTY	2	2	45	0.79	1.58	E	E	6,299	C3R	18,000	2024	1.60%	4,977	14,220	0.35	19,800	9,370	7,400	15,640	0.47
WESTCLIFFE LN	TREMONTE AVE	COMMUNITY BLVD	ARTERIAL	HOA	4	4	35	0.40	1.59	D	E	5,579	C3R	39,200	2023	6.70%	2,216	15,570	0.14	43,120	28,230	11,210	17,130	0.65
WESTCLIFFE LN	COMMUNITY BLVD	VILLAGE PKWY	ARTERIAL	HOA	4	4	35	0.56	2.26	D	E	5,579	C3R	39,200	2023	6.70%	3,151	22,140	0.14	43,120	28,230	15,950	24,360	0.65
WESTMORELAND BLVD	US 1	MORNINGSIDE BLVD	COLLECTOR	CITY	2	2	30	1.98	3.95	C	D	8,800	C3R	15,700	2025	1.60%	17,394	31,030	0.56	17,270	13,090	25,870	34,130	0.76
WESTMORELAND BLVD	MORNINGSIDE BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	1.21	2.42	D	D	7,925	C3R	18,000	2024	1.60%	9,573	21,740	0.44	19,800	11,790	14,240	23,920	0.60
WHITMORE DR	SW BAYSHORE BLVD	SE FLORESTA DR	COLLECTOR	CITY	2	2	30	2.66	5.32	C	D	203	C3R	15,700	2024	1.60%	540	41,760	0.01	17,270	300	800	45,930	0.02
WYLDER RD	GLADES CUTOFF RD	MIDWAY RD	COLLECTOR	CITY	2	4	35	2.79	5.58	D	D	5,335	C3R	18,000	2025	6.70%	14,885	50,220	0.30	43,120	26,990	75,300	120,300	0.63

Source: Traffic characteristics as of December 2025. Traffic data provided by City of Port St. Lucie, St. Lucie County, FDOT, and St. Lucie County TPO. LOS Standards based on adopted Comprehensive Plan. Daily Capacity based on 2023 FDOT Generalized Tables. AADT obtained from the Florida Department of Transportation (FDOT), St. Lucie County, and the St. Lucie County TPO. VMT is length x AADT. VMC is length x Daily Capacity. 2025 AADT, VMT, & VMC rounded to the nearest 10th. AADT and Daily Capacity are generally rounded to the nearest 100th, for some smaller values, numbers are rounded to the nearest 50th. The 2050 Daily Capacity was increased by 10% to account for future technology improvements to optimize traffic flows and preserve road capacity.

Appendix B. Federal Highway Administration (FHWA) Speed Studies

U.S. Department of Transportation
Federal Highway Administration

Appropriate Speed Limits for All Road Users

There is broad consensus among global roadway safety experts that speed control is one of the most important methods for reducing fatalities and serious injuries. Speed is an especially important factor on non-limited access roadways where vehicles and vulnerable road users mix.

A driver may not see or be aware of the conditions within a corridor, and may drive at a speed that feels reasonable for themselves but may not be for all users of the system, especially vulnerable road users, including children and seniors. A driver traveling at 30 miles per hour who hits a pedestrian has a 45 percent chance of killing or seriously injuring them.[1] At 20 miles per hour, that percentage drops to 5 percent.[1] A number of cities across the United States, including New York, Washington, Seattle and Minneapolis, have reduced their local speed limits in recent years in an effort to reduce fatalities and serious injuries, with most having to secure State legislative authorization to do so.

States and local jurisdictions should set appropriate speed limits to reduce the significant risks drivers impose on others—especially vulnerable road users—and on themselves. Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes.[2]

Safety Benefits:

Traffic fatalities in the City of Seattle decreased 26 percent after the city implemented comprehensive, city-wide speed management strategies and countermeasures inspired by Vision Zero. This included setting speed limits on all non-arterial streets at 20 mph and 200 miles of arterial streets at 25 mph.[5]

One study found that on rural roads, when considering other relevant factors in the engineering study along with the speed distribution, setting a speed limit no more than 5 mph below the 85th-percentile speed may result in fewer total and fatal plus injury crashes, and lead to drivers complying closely with the posted speed limit.[6]

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures/ and https://safety.fhwa.dot.gov/speedmgt/ref_mats/.

Applications

Posted speed limits are often the same as the legislative statutory speed limit. Agencies with designated authorities to set speed limits, which include States, and sometimes local jurisdictions, can establish non-statutory speed limits or designate reduced speed zones, and a growing number are doing so. While non-statutory speed limits must be based on an engineering study, conducted in accordance with the *Manual on Uniform Traffic Control Devices* (MUTCD) involving multiple factors and engineering judgment, FHWA is also encouraging agencies to use the following:[3]

- Expert Systems tools.
  - USLIMITS2.
  - NCHRP 966: Posted Speed Limit Setting Procedure and Tool.
- Safe System approach.

Based on international experience and implementation in the United States, the use of 20 mph speed zones or speed limits in urban core areas where vulnerable users share the road environment with motorists may result in further safety benefits.[4]

Considerations

When setting a speed limit, agencies should consider a range of factors such as pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds.

To achieve desired speeds, agencies often implement other speed management strategies concurrently with setting speed limits, such as self-enforcing roadways, traffic calming, and speed safety cameras. Additional information is in the following FHWA resources:

- FHWA Speed Management website.
- Self-Enforcing Roadways: A Guidance Report.
- Noteworthy Speed Management Practices.
- Jurisdiction Speed Management Action Plan Development Package.
- Traffic Calming ePrimer.

1 Reducing the speed limit to 20 mph in urban areas: Child deaths and injuries would be decreased.
2 Lowering the speed limit from 30 to 25 mph in Boston: effects on vehicle speeds.
3 FHWA's Methods and Practices for Setting Speed Limits: An Informational Report, (2012).
4 Recommendations of the Academic Expert Group for the 3rd Global Ministerial Conference on Road Safety.
5 https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa20047/sec8.cfm#foot813
6 Safety and Operational Impacts of Setting Speed Limits below Engineering Recommendations.

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

FHWA-SA-21-034

Appendix C. Federal Highway Administration (FHWA) Safety Countermeasures

MAKING OUR ROADS SAFER

One Countermeasure at a Time

The FHWA has identified and is promoting widespread use of a set of 28 Proven Safety Countermeasures that can offer significant, measurable impacts as part of any agency's data-driven, systemic approach to improving safety. These strategies are designed to enhance safety on all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between. Each countermeasure addresses **speed management, intersections, roadway departures,** or **pedestrians/ bicyclists**—along with crosscutting strategies that address all four safety focus areas.

Which Proven Safety Countermeasures Will You Use?

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures.

U.S. Department of Transportation
Federal Highway Administration

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A SAFE SYSTEM IS HOW WE GET THERE

https://safety.fhwa.dot.gov/

OFFICE OF SAFETY

Proven Safety Countermeasures

SPEED MANAGEMENT

Speed Safety Cameras

Variable Speed Limits

Appropriate Speed Limits for All Road Users

ROADWAY DEPARTURE

Wider Edge Lines

Enhanced Delineation for Horizontal Curves

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

SafetyEdge℠

Roadside Design Improvements at Curves

Median Barriers

INTERSECTIONS

Backplates with Retroreflective Borders

Corridor Access Management

Dedicated Left- and Right-Turn Lanes at Intersections

Reduced Left-Turn Conflict Intersections

Roundabouts

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Yellow Change Intervals

PEDESTRIANS/BICYCLES

Crosswalk Visibility Enhancements

Bicycle Lanes

Rectangular Rapid Flashing Beacons (RRFB)

Leading Pedestrian Interval

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

Pedestrian Hybrid Beacons

Road Diets (Roadway Reconfiguration)

Walkways

CROSSCUTTING

Pavement Friction Management

Lighting

Local Road Safety Plans

Road Safety Audit

FHWA-SA-21-082

Appendix D. Quality of Service Evaluation

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
Name	From Street	To Street	Roadway Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	Off-Street Multimodal Facility Width	Separation Type	Off-Street Multimodal QOS	On-Street Multimodal Facility	Separation Type	On-Street Multimodal QOS
AIROSO BLVD	PORT ST LUCIE BLVD	THORNHILL DR	MAJOR ARTERIAL	CITY	4	4	40	0.93	3.71	E	E	6'-7'	Set Back from Curb	C	None	None	F
AIROSO BLVD	THORNHILL DR	CROSSTOWN PKWY	MAJOR ARTERIAL	CITY	4	4	40	0.82	3.27	E	E	6'-7'	Set Back from Curb	C	None	None	F
AIROSO BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	MAJOR ARTERIAL	CITY	4	4	40	1.42	5.70	E	E	6'-7'	Set Back from Curb	C	None	None	F
AIROSO BLVD	PRIMA VISTA BLVD	FLORESTA DR	MAJOR ARTERIAL	CITY	4	4	40	0.55	2.21	E	E	6'-7'	Set Back from Curb	C	None	None	F
AIROSO BLVD	FLORESTA DR	ST JAMES DR	MAJOR ARTERIAL	CITY	4	4	40	0.51	2.06	E	E	6'-7'	Set Back from Curb	C	None	None	F
ALCANTARRA BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	30	0.81	1.62	C	D	6'-7'	Set Back from Curb	C	None	None	F
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	0.80	1.61	D	D	4'-5'	Set Back from Curb	D	None	None	F
BAYSHORE BLVD	PORT ST LUCIE BLVD	THORNHILL DR	ARTERIAL	CITY	4	4	40	0.45	1.80	E	E	8'-9'	Set Back from Curb	B	None	None	F
BAYSHORE BLVD	THORNHILL DR	CROSSTOWN PKWY	ARTERIAL	CITY	4	4	40	1.28	5.12	E	E	8'-9'	Set Back from Curb	B	None	None	F
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	ARTERIAL	CITY	4	4	40	1.48	5.91	E	E	8'-9'	Set Back from Curb	B	None	None	F
BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	ARTERIAL	CITY	2	4	40	0.67	1.34	E	E	6'-7'	Set Back from Curb	C	None	None	F
BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	ARTERIAL	CITY	2	4	40	0.70	1.40	E	E	6'-7'	Set Back from Curb	C	None	None	F
BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	ARTERIAL	CITY	2	4	40	0.92	1.84	E	E	4'-5'	Set Back from Curb	D	None	None	F
BECKER RD	RANGE LINE RD	POWERLINE RD	ARTERIAL	CITY	2	4	40	0.95	1.90	E	D	10'+	Set Back from Curb	A	4' Bike Lane	None	D
BECKER RD	POWERLINE RD	COMMUNITY BLVD	ARTERIAL	CITY	2	4	40	2.10	4.20	E	D	10'+	Set Back from Curb	A	4' Bike Lane	None	D
BECKER RD	COMMUNITY BLVD	SW BELTERRA DR	ARTERIAL	CITY	2	6	40	0.75	1.50	E	D	10'+	Set Back from Curb	A	4' Bike Lane	None	D
BECKER RD	SW BELTERRA DR	VILLAGE PKWY	ARTERIAL	CITY	4	6	40	0.50	2.00	E	D	10'+	Set Back from Curb	A	4' Bike Lane	None	D
BECKER RD	VILLAGE PKWY	I-95	ARTERIAL	CITY	6	6	45	0.75	4.50	E	E	6'-7'	Back of Curb	D	None	None	F
BECKER RD	I-95	SAVONA BLVD	ARTERIAL	CITY	4	4	40	1.05	4.20	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD	ARTERIAL	CITY	4	4	40	0.71	2.86	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	PORT ST LUCIE BLVD	ALBACORE ST	ARTERIAL	CITY	4	4	40	0.61	2.43	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	ALBACORE ST	DARWIN BLVD	ARTERIAL	CITY	4	4	40	0.37	1.47	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	DARWIN BLVD	ATHENA DR	ARTERIAL	CITY	4	4	40	0.71	2.82	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	ATHENA DR	FLORIDA'S TURNPIKE	ARTERIAL	CITY	4	4	40	0.68	2.71	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	FLORIDA'S TURNPIKE	SOUTHBEND BLVD	ARTERIAL	CITY	4	4	40	0.32	1.30	E	E	4'-5'	Set Back from Curb	D	5'+ Bike Lane	None	C
BECKER RD	SOUTHBEND BLVD	VIA TESORO	ARTERIAL	CITY	4	4	40	0.22	0.88	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
BECKER RD	VIA TESORO	GILSON RD	ARTERIAL	CITY	2	2	40	2.00	4.00	E	E	10'+	Set Back from Curb	A	4' Bike Lane	None	D
CALIFORNIA BLVD	CAMEO BLVD	DEL RIO BLVD	COLLECTOR	CITY	2	2	40	0.39	0.77	E	D	4'-5'	Set Back from Curb	D	None	None	F

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
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CALIFORNIA BLVD	DEL RIO BLVD	SAVONA BLVD	COLLECTOR	CITY	2	2	40	0.77	1.55	E	D	4'-5'	Set Back from Curb	D	None	None	F
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	ARTERIAL	CITY	2	4	40	1.33	2.66	E	E	4'-5'	Set Back from Curb	D	None	None	F
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	ARTERIAL	CITY	2	4	40	0.37	0.75	E	E	4'-5'	Set Back from Curb	D	None	None	F
CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	ARTERIAL	CITY	2	4	40	0.47	0.93	E	E	8'-9'	Set Back from Curb	B	None	None	F
CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	ARTERIAL	CITY	2	4	40	0.85	1.71	E	E	8'-9'	Set Back from Curb	B	None	None	F
CALIFORNIA BLVD	ST LUCIE WEST BLVD	COUNTRY CLUB DR	ARTERIAL	CITY	2	4	40	0.35	0.70	E	E	6'-7'	Set Back from Curb	C	None	None	F
CALIFORNIA BLVD	COUNTRY CLUB DR	UNIVERSITY BLVD	ARTERIAL	CITY	2	4	40	0.34	0.67	E	E	6'-7'	Set Back from Curb	C	None	None	F
CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	ARTERIAL	CITY	2	4	40	1.00	2.00	E	E	6'-7'	Set Back from Curb	C	None	None	F
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	ARTERIAL	CITY	2	4	40	0.37	0.74	E	E	8'-9'	Set Back from Curb	B	None	None	F
CAMEO BLVD	PORT ST LUICE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	30	0.90	1.79	C	D	6'-7'	Set Back from Curb	C	None	None	F
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	COLLECTOR	CITY	2	2	30	0.84	1.68	C	D	6'-7'	Set Back from Curb	C	None	None	F
CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	COLLECTOR	CITY	2	4	40	0.38	0.75	E	D	4'-5'	Set Back from Curb	D	None	None	F
CASHMERE BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	COLLECTOR	CITY	2	4	40	0.49	0.99	E	D	8'-9'	Set Back from Curb	B	None	None	F
CASHMERE BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	COLLECTOR	CITY	2	4	40	1.24	2.48	E	D	8'-9'	Set Back from Curb	B	None	None	F
CASHMERE BLVD	ST LUCIE WEST BLVD	SWAN LAKE CIRCLE	COLLECTOR	CITY	4	4	40	0.51	2.06	E	D	8'-9'	Set Back from Curb	B	None	None	F
CASHMERE BLVD	SWAN LAKE CIRCLE	PEACOCK BLVD	COLLECTOR	CITY	2	4	40	1.20	2.40	E	D	8'-9'	Set Back from Curb	B	None	None	F
CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	COLLECTOR	CITY	2	4	40	0.30	0.60	E	D	4'-5'	Set Back from Curb	D	None	None	F
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	COLLECTOR	HOA	4	4	35	2.13	8.53	D	D	8'-9'	Set Back from Curb	B	None	None	F
COMMERCE CENTER DR	ST LUCIE WEST BLVD	CANAL	ARTERIAL	CITY	2	4	45	2.10	4.21	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
COMMERCE CENTER DR	CANAL	GLADES CUT-OFF RD	ARTERIAL	CITY	2	4	45	1.03	2.05	E	E	4'-5'	Set Back from Curb	D	5'+ Bike Lane	None	C
COMMUNITY BLVD	WESTCLIFFE LN	TRADITION PKWY	ARTERIAL	CITY	4	4	35	1.20	4.80	D	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
COMMUNITY BLVD	TRADITION PKWY	DISCOVERY WAY	COLLECTOR	CITY	2	4	35	0.88	1.76	D	D	10'+	Set Back from Curb	A	None	None	F
COMMUNITY BLVD	DISCOVERY WAY	MARSHALL PKWY	COLLECTOR	CITY	2	2	35	1.25	2.50	D	D	8'-9'	Set Back from Curb	B	Paved Shoulder	None	E
COUNTRY CLUB DRIVE	ST LUCIE WEST BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	4	4	30	0.28	1.12	C	E	8'-9'	Set Back from Curb	B	None	None	F
CROSSTOWN PKWY	RANGE LINE RD	POWERLINE RD	MAJOR ARTERIAL	CITY	4	6	45	0.89	3.56	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
CROSSTOWN PKWY	POWERLINE RD	VILLAGE PKWY	MAJOR ARTERIAL	CITY	4	6	45	1.86	7.44	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
CROSSTOWN PKWY	VILLAGE PKWY	SW FAIRGREEN RD	MAJOR ARTERIAL	CITY	4	6	45	0.25	1.00	E	E	8'-9'	Back of Curb	C	5'+ Bike Lane	None	C
CROSSTOWN PKWY	SW FAIRGREEN RD	COMMERCE CENTER DR	MAJOR ARTERIAL	CITY	4	6	45	0.60	2.40	E	E	8'-9'	Back of Curb	C	5'+ Bike Lane	None	C

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CROSSTOWN PKWY	COMMERCE CENTER DR	I-95	MAJOR ARTERIAL	CITY	6	6	45	0.39	2.34	E	E	8'-9'	Back of Curb	C	5'+ Bike Lane	None	C
CROSSTOWN PKWY	I-95	CALIFORNIA BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.11	6.64	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	CALIFORNIA BLVD	CASHMERE BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.01	6.04	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	CASHMERE BLVD	CAMEO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.54	3.24	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	CAMEO BLVD	BAYSHORE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.45	2.68	E	E	8'-9'	Barrier	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	BAYSHORE BLVD	AIROSO BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.11	6.67	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	AIROSO BLVD	SANDIA DR	MAJOR ARTERIAL	CITY	6	6	45	0.48	2.90	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	SANDIA DR	FLORESTA DR	MAJOR ARTERIAL	CITY	6	6	45	0.97	5.82	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	FLORESTA DR	US 1	MAJOR ARTERIAL	CITY	6	6	45	1.23	7.38	E	E	6'-7'	Barrier	C	5'+ Bike Lane	None	C
DARWIN BLVD	BECKER RD	PAAR DR	COLLECTOR	CITY	2	4	40	1.25	2.49	E	D	6'-7'	Set Back from Curb	C	None	None	F
DARWIN BLVD	PAAR DR	TULIP BLVD	COLLECTOR	CITY	2	4	40	1.17	2.34	E	D	8'-9'	Set Back from Curb	B	None	None	F
DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	4	30	1.08	2.15	C	D	8'-9'	Set Back from Curb	B	None	None	F
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	40	0.90	1.79	E	D	6'-7'	Set Back from Curb	C	None	None	F
DEL RIO BLVD	CALIFORNIA BLVD	CASHMERE BLVD	COLLECTOR	CITY	2	2	40	0.89	1.77	E	D	6'-7'	Set Back from Curb	C	None	None	F
DEL RIO BLVD	CASHMERE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	40	1.00	2.01	E	D	6'-7'	Set Back from Curb	C	None	None	F
DEL RIO BLVD	CALIFORNIA BLVD	SW MACKENZIE ST	COLLECTOR	CITY	2	2	40	0.94	1.88	E	D	4'-5'	Set Back from Curb	D	None	None	F
DEL RIO BLVD	SW MACKENZIE ST	SAVAGE BLVD	COLLECTOR	CITY	2	2	40	0.45	0.90	E	D	None	None	F	None	None	F
DISCOVERY WAY	POWERLINE RD	SW RIVERLAND BLVD	COLLECTOR	CITY	2	4	40	1.05	2.10	E	D	8'-9'	Set Back from Curb	B	Paved Shoulder	None	E
DISCOVERY WAY	SW RIVERLAND BLVD	SW COMMUNITY BLVD	COLLECTOR	CITY	2	4	40	1.05	2.10	E	D	8'-9'	Set Back from Curb	B	Paved Shoulder	None	E
DISCOVERY WAY	SW COMMUNITY BLVD	VILLAGE PKWY	COLLECTOR	CITY	2	4	40	0.28	0.56	E	D	10'+	Set Back from Curb	A	None	None	F
EAST TORINO PKWY	CALIFORNIA BLVD	CASHMERE BLVD	ARTERIAL	CITY	2	4	40	1.00	2.00	E	E	8'-9'	Set Back from Curb	B	None	None	F
EAST TORINO PKWY	CASHMERE BLVD	NORTH TORINO PKWY	ARTERIAL	CITY	2	4	40	1.56	3.12	E	E	4'-5'	Set Back from Curb	D	None	None	F
EAST TORINO PKWY	NORTH TORINO PKWY	MIDWAY RD	ARTERIAL	CITY	2	4	40	0.88	1.76	E	E	8'-9'	Set Back from Curb	B	None	None	F
FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	ARTERIAL	CITY	2	2	35	0.61	1.22	D	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	Buffered	B
FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	ARTERIAL	CITY	2	2	40	0.67	1.34	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	Buffered	B
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	ARTERIAL	CITY	2	2	40	0.98	1.95	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	Buffered	B
FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	ARTERIAL	CITY	2	2	40	1.34	2.69	E	E	None	None	F	None	None	F
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	ARTERIAL	CITY	2	2	40	0.86	1.71	E	E	4'-5'	Set Back from Curb	D	None	None	F

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
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FLORESTA DR	AIROSO BLVD	SELVITZ RD	COLLECTOR	CITY	2	2	35	1.07	2.15	D	D	4'-5'	Set Back from Curb	D	None	None	F
FLORESTA DR	SELVITZ RD	BAYSHORE BLVD	COLLECTOR	CITY	2	2	35	0.30	0.59	D	D	4'-5'	Set Back from Curb	D	None	None	F
FLORIDA TURNPIKE	MARTIN C.L.	PORT ST LUCIE BLVD	LIMITED ACCESS	TURNPIKE (STATE)	4	6	70	4.98	19.92	Limited Access	D						
FLORIDA TURNPIKE	PORT ST LUCIE BLVD	MIDWAY RD	LIMITED ACCESS	TURNPIKE (STATE)	4	6	70	7.35	29.40	Limited Access	D						
GATLIN BLVD	W OF I-95	E OF I-95	MAJOR ARTERIAL	CITY	6	6	45	0.32	1.89	E	E	8'-9'	Back of Curb	C	None	None	F
GATLIN BLVD	E OF I-95	SAVAGE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.60	3.61	E	E	8'-9'	Back of Curb	C	None	None	F
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.63	3.81	E	E	8'-9'	Set Back from Curb	B	None	None	F
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.72	4.31	E	E	8'-9'	Set Back from Curb	B	None	None	F
GATLIN BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.88	5.28	E	E	8'-9'	Set Back from Curb	B	None	None	F
GILSON RD	MARTIN C.L.	BECKER RD	ARTERIAL	COUNTY	2	2	30	0.28	0.57	C	E	None	None	F	None	None	F
GLADES CUT-OFF RD	SOUTHERN TERMINUS	CARLTON RD	COLLECTOR	COUNTY	2	2	50	2.03	4.05	E	D	None	None	F	None	None	F
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD	COLLECTOR	COUNTY	2	2	50	2.19	4.39	E	D	None	None	F	None	None	F
GLADES CUT-OFF RD	RANGE LINE RD	RESERVE BLVD	ARTERIAL	COUNTY	2	4	50	3.73	7.47	E	E	None	None	F	None	None	F
GLADES CUT-OFF RD	RESERVE BLVD	COMMERCE CENTER DR	ARTERIAL	COUNTY	2	4	50	0.88	1.75	E	E	None	None	F	None	None	F
GLADES CUT-OFF RD	COMMERCE CENTER DR	I-95	ARTERIAL	COUNTY	2	4	50	1.26	2.52	E	E	None	None	F	None	None	F
GLADES CUT-OFF RD	I-95	MIDWAY RD	ARTERIAL	COUNTY	2	4	50	1.85	3.71	E	E	None	None	F	None	None	F
GRAND DR	SW WALTON RD	SE TIFFANY AVE	COLLECTOR	CITY	2	2	30	0.38	0.76	C	D	6'-7'	Set Back from Curb	C	None	None	F
GRAND DR	SE TIFFANY AVE	SE LENARD RD	COLLECTOR	CITY	2	2	30	1.16	2.32	C	D	6'-7'	Set Back from Curb	C	None	None	F
GREEN RIVER PKWY	MARTIN C.L.	CHARLESTON DR	COLLECTOR	CITY	2	4	40	0.69	1.37	E	D	10'+	Set Back from Curb	A	None	None	F
GREEN RIVER PKWY	CHARLESTON DR	MELALEUCA BLVD	COLLECTOR	CITY	2	4	40	0.90	1.80	E	D	10'+	Set Back from Curb	A	None	None	F
GREEN RIVER PKWY	MELALEUCA BLVD	WALTON RD	COLLECTOR	CITY	2	4	40	1.06	2.12	E	D	10'+	Set Back from Curb	A	None	None	F
HEATHERWOOD BLVD	SW CALIFORNIA BLVD	SW CASHMERE BLVD	COLLECTOR	CITY	2	2	30	1.09	2.18	C	D	8'-9'	Set Back from Curb	B	None	None	F
IMPORT DR	SW SAVAGE BLVD	SW GATLIN BLVD	COLLECTOR	CITY	2	2	30	2.21	4.41	C	D	6'-7'	Set Back from Curb	C	None	None	F
INDIAN RIVER DR	MARTIN C. L.	WALTON ROAD	ARTERIAL	COUNTY	2	2	35	2.77	5.54	D	D	None	None	F	None	None	F
INDIAN RIVER DR	WALTON ROAD	WALTON SCRUB PRESERVE	ARTERIAL	COUNTY	2	2	35	0.82	1.64	D	D	None	None	F	None	None	F
I-95	MARTIN C. L.	GATLIN BLVD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	4.34	26.02	Limited Access	D						
I-95	GATLIN BLVD	ST LUCIE WEST BLVD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	3.45	20.68	Limited Access	D						
I-95	ST LUCIE WEST BLVD	MIDWAY RD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	4.40	26.37	Limited Access	D						

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JENNINGS RD	US 1	LENNARD RD	COLLECTOR	CITY	4	4	35	0.48	1.92	D	D	4'-5'	Set Back from Curb	D	None	None	F
LAKEHURST DR	SW BAYSHORE RD	SW AIROSO BLVD	COLLECTOR	CITY	2	2	35	1.30	2.60	D	D	None	None	F	None	None	F
LAKEHURST DR	SW AIROSO BLVD	SANDA AVE	COLLECTOR	CITY	2	2	35	0.27	0.55	D	D	None	None	F	None	None	F
LENNARD RD	US 1	MARIPOSA AVE	ARTERIAL	CITY	4	4	40	0.38	1.53	E	E	6'-7'	Set Back from Curb	C	None	None	F
LENNARD RD	MARIPOSA AVE	MELALEUCA BLVD	ARTERIAL	CITY	4	4	40	0.37	1.50	E	E	8'-9'	Set Back from Curb	B	None	None	F
LENNARD RD	MELALEUCA BLVD	JENNINGS RD	ARTERIAL	CITY	4	4	40	0.13	0.52	E	E	8'-9'	Set Back from Curb	B	None	None	F
LENNARD RD	JENNINGS RD	HILLMOOR DR	ARTERIAL	CITY	4	4	40	0.35	1.42	E	E	8'-9'	Set Back from Curb	B	None	None	F
LENNARD RD	HILLMOOR DR	TIFFANY AVE	ARTERIAL	CITY	4	4	40	0.68	2.74	E	E	8'-9'	Set Back from Curb	B	None	None	F
LENNARD RD	TIFFANY AVE	WALTON RD	ARTERIAL	CITY	4	4	40	0.37	1.49	E	E	8'-9'	Set Back from Curb	B	None	None	F
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	COLLECTOR	CITY	2	2	30	0.79	1.58	C	D	6'-7'	Set Back from Curb	C	None	None	F
LYNGATE DR	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	COLLECTOR	CITY	2	2	35	0.46	0.92	D	D	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
LYNGATE DR	MORNINGSIDE BLVD	US 1	COLLECTOR	CITY	2	2	35	0.16	0.31	D	D	4'-5'	Set Back from Curb	D	None	None	F
MANVILLE DR	NW SELVITZ RD	ST JAMES DR	COLLECTOR	CITY	2	2	30	0.88	1.76	C	D	6'-7'	Set Back from Curb	C	None	None	F
MARIPOSA AVE	US 1	LENNARD RD	ARTERIAL	CITY	4	4	35	0.22	0.88	D	E	6'-7'	Back of Curb	D	None	None	F
MARIPOSA AVE	LENNARD RD	HALLAHAN ST	COLLECTOR	CITY	2	2	30	1.13	2.27	C	D	8'-9'	Set Back from Curb	B	None	None	F
MARSHALL PARKWAY	SW COMMUNITY BLVD	VILLAGE PKWY	ARTERIAL	CITY	2	4	35	0.84	1.68	D	D	10'+	Set Back from Curb	A	None	None	F
MCCARTY RD	GLADES CUT OFF ROAD	OKEECHOBEE RD	LOCAL	COUNTY	2	2	35	3.19	6.39	D	D	None	None	F	None	None	F
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	COLLECTOR	CITY	2	2	30	1.74	3.48	C	D	4'-5'	Set Back from Curb	D	None	None	F
MIDWAY RD	OKEECHOBEE RD	SHINN RD	ARTERIAL	COUNTY	2	4	45	0.88	1.77	E	E	None	None	F	None	None	F
MIDWAY RD	SHINN RD	MCCARTY RD	ARTERIAL	COUNTY	2	4	45	1.52	3.03	E	E	None	None	F	None	None	F
MIDWAY RD	MCCARTY RD	N/S ARTERIAL A	ARTERIAL	COUNTY	2	4	45	0.88	1.76	E	E	None	None	F	None	None	F
MIDWAY RD	N/S ARTERIAL A	I-95	ARTERIAL	COUNTY	2	4	45	1.51	3.02	E	E	None	None	F	None	None	F
MIDWAY RD	I-95	GLADES CUT-OFF RD	ARTERIAL	COUNTY	4	4	45	1.00	3.99	E	E	None	None	F	None	None	F
MIDWAY RD	GLADES CUT-OFF RD	EAST TORINO PKWY	ARTERIAL	COUNTY	4	4	45	0.28	1.12	E	E	8'-9'	Back of Curb	B	None	None	F
MIDWAY RD	EAST TORINO PKWY	MILNER DR	ARTERIAL	COUNTY	2	4	45	0.56	1.12	E	E	None	None	F	None	None	F
MIDWAY RD	MILNER DR	W OF SELVITZ RD	ARTERIAL	COUNTY	2	4	45	0.67	1.35	E	E	None	None	F	None	None	F
MIDWAY RD	W OF SELVITZ RD	SELVITZ RD	ARTERIAL	COUNTY	4	4	45	0.08	0.32	E	E	6'-7'	Set Back from Curb	C	Paved Shoulder	None	E
MIDWAY RD	SELVITZ	S 25TH ST	ARTERIAL	COUNTY	4	4	45	1.03	4.11	E	E	10'+	Set Back from Curb	A	5'+ Bike Lane	None	C

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
Name	From Street	To Street	Roadway Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	Off-Street Multimodal Facility Width	Separation Type	Off-Street Multimodal QOS	On-Street Multimodal Facility	Separation Type	On-Street Multimodal QOS
MORNINGSIDE BLVD	SW WESTCHESTER DR	WESTMORELAND BLVD	COLLECTOR	CITY	2	2	25	1.22	2.44	B	D	4'-5'	Set Back from Curb	C	5'+ Bike Lane	None	B
MORNINGSIDE BLVD	WESTMORELAND BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	1.12	2.25	C	D	4'-5'	Set Back from Curb	D	5'+ Bike Lane	None	C
MORNINGSIDE BLVD	PORT ST LUCIE BLVD	LYNGATE DR	COLLECTOR	CITY	2	2	25	1.06	2.13	B	D	4'-5'	Set Back from Curb	C	5'+ Bike Lane	None	B
OAKRIDGE DR	OAKLYN ST	MOUNTWELL ST	COLLECTOR	CITY	2	2	35	0.81	1.61	D	D	6'-7'	Set Back from Curb	C	None	None	F
PAAR DR	ROSSER BLVD	SAVONA BLVD	COLLECTOR	CITY	2	2	40	1.03	2.06	E	D	6'-7'	Set Back from Curb	C	None	None	F
PAAR DR	SAVONA BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	40	0.76	1.53	E	D	6'-7'	Set Back from Curb	C	None	None	F
PAAR DR	PORT ST LUCIE BLVD	DARWIN BLVD	COLLECTOR	CITY	2	2	40	1.04	2.07	E	D	6'-7'	Set Back from Curb	C	None	None	F
PAAR DR	DARWIN BLVD	TULIP BLVD	COLLECTOR	CITY	2	2	40	2.03	4.06	E	D	None	None	F	None	None	F
PEACHTREE BLVD	ST JAMES DR	NW SELVITZ RD	COLLECTOR	CITY	2	2	30	0.51	1.03	C	D	4'-5'	Set Back from Curb	D	None	None	F
PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	COLLECTOR	CITY	4	4	40	0.70	2.80	E	D	8'-9'	Set Back from Curb	B	None	None	F
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	4	40	1.23	2.46	E	D	8'-9'	Set Back from Curb	B	None	None	F
PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	COLLECTOR	CITY	2	2	40	1.04	2.08	E	D	8'-9'	Set Back from Curb	B	None	None	F
PORT ST LUCIE BLVD	MARTIN C.L.	BECKER RD	ARTERIAL	CITY	4	4	40	0.23	0.93	E	E	8'-9'	Back of Curb	C	4' Bike Lane	None	D
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	ARTERIAL	CITY	2	4	40	1.19	2.37	E	E	None	None	F	None	None	F
PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	ARTERIAL	CITY	2	4	40	1.16	2.32	E	E	8'-9'	Set Back from Curb	B	None	None	F
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	ARTERIAL	CITY	2	4	40	0.53	1.05	E	E	8'-9'	Set Back from Curb	B	None	None	F
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	MAJOR ARTERIAL	CITY	4	4	40	0.58	2.34	E	E	8'-9'	Set Back from Curb	B	None	None	F
PORT ST LUCIE BLVD	GATLIN BLVD	DEL RIO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.90	5.42	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	DEL RIO BLVD	CAMEO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.39	2.31	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	CAMEO BLVD	FLORIDA'S TURNPIKE	PRINCIPAL ARTERIAL	STATE	6	6	45	0.24	1.46	E	E	8'-9'	Back of Curb	C	None	None	F
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.17	1.05	E	E	8'-9'	Back of Curb	C	None	None	F
PORT ST LUCIE BLVD	BAYSHORE BLVD	AIROSO BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.84	5.06	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	AIROSO BLVD	FLORESTA DR	PRINCIPAL ARTERIAL	STATE	6	6	45	0.62	3.75	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	FLORESTA DR	ST LUCIE RIVER	PRINCIPAL ARTERIAL	STATE	6	6	45	0.61	3.65	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	ST LUCIE RIVER	VETERANS MEMORIAL PKWY	PRINCIPAL ARTERIAL	STATE	6	6	45	0.27	1.63	E	E	6'-7'	Barrier	C	4' Bike Lane	None	D
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	1.25	7.48	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	MORNINGSIDE BLVD	US 1	PRINCIPAL ARTERIAL	STATE	6	6	45	0.56	3.37	E	E	6'-7'	Back of Curb	D	None	None	F
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	ARTERIAL	CITY	4	4	40	1.35	5.40	E	E	6'-7'	Back of Curb	D	None	None	F

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
Name	From Street	To Street	Roadway Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	Off-Street Multimodal Facility Width	Separation Type	Off-Street Multimodal QOS	On-Street Multimodal Facility	Separation Type	On-Street Multimodal QOS
PRIMA VISTA BLVD	AIROSO BLVD	FLORESTA DR	ARTERIAL	COUNTY	4	4	40	0.58	2.33	E	E	4'-5'	Set Back from Curb	D	None	None	F
RANGE LINE RD	MARTIN COUNTY	BECKER RD	ARTERIAL	COUNTY	2	4	55	0.40	0.80	E	E	None	None	F	None	None	F
RANGE LINE RD	BECKER RD	2 MI S OF GLADES CUT-OFF RD	ARTERIAL	COUNTY	2	4	55	3.82	7.64	E	E	None	None	F	None	None	F
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD	GLADES CUT-OFF RD	ARTERIAL	COUNTY	2	4	55	1.93	3.87	E	E	None	None	F	None	None	F
ROSSER BLVD	PAAR DR	APRICOT RD	COLLECTOR	CITY	2	2	40	2.17	4.34	E	D	4'-5'	Set Back from Curb	D	None	None	F
ROSSER BLVD	APRICOT RD	GATLIN BLVD	COLLECTOR	CITY	4	4	40	0.79	3.14	E	D	6'-7'	Back of Curb	D	None	None	F
SANDIA DR	NW PRIMA VISTA BLVD	SE LAKEHURST DR	COLLECTOR	CITY	2	2	35	0.68	1.36	D	D	4'-5'	Set Back from Curb	D	None	None	F
SANDIA DR	SE LAKEHURST DR	CROSSTOWN PKWY	COLLECTOR	CITY	2	2	35	0.81	1.61	D	D	6'-7'	Set Back from Curb	C	None	None	F
SANDIA DR	CROSSTOWN PKWY	SE THORNHILL DR	COLLECTOR	CITY	2	2	35	0.59	1.17	D	D	6'-7'	Set Back from Curb	C	None	None	F
SAVAGE BLVD	GATLIN BLVD	DEL RIO BLVD	COLLECTOR	CITY	2	2	35	2.30	4.60	D	D	None	None	F	None	None	F
SAVONA BLVD	BECKER RD	PAAR DR	ARTERIAL	CITY	2	2	40	0.91	1.83	E	E	6'-7'	Set Back from Curb	C	None	None	F
SAVONA BLVD	PAAR DR	GATLIN BLVD	ARTERIAL	CITY	2	2	40	2.81	5.63	E	E	6'-7'	Set Back from Curb	C	None	None	F
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	ARTERIAL	CITY	2	2	40	1.08	2.16	E	E	6'-7'	Set Back from Curb	C	None	None	F
SELVITZ RD	BAYSHORE BLVD	ST JAMES BLVD	ARTERIAL	CITY	2	2	30	1.67	3.33	C	E	6'-7'	Set Back from Curb	C	None	None	F
SELVITZ RD	ST JAMES BLVD	MIDWAY RD	ARTERIAL	CITY	2	2	35	1.19	2.39	D	E	8'-9'	Set Back from Curb	B	None	None	F
SHINN RD	OKEECHOBEE RD	RESERVE BLVD EXT	LOCAL	COUNTY	2	2	30	2.53	5.06	C	D	None	None	F	None	None	F
SOUTHBEND BLVD	SE OAKRIDGE DR	E SNOW RD	ARTERIAL	CITY	2	2	40	1.94	3.87	E	E	6'-7'	Set Back from Curb	C	None	None	F
SOUTHBEND BLVD	E SNOW RD	BECKER RD	ARTERIAL	CITY	2	2	40	2.25	4.50	E	E	8'-9'	Set Back from Curb	B	None	None	F
ST JAMES DR	AIROSO BLVD	ST JAMES BLVD	MAJOR ARTERIAL	COUNTY	4	4	40	1.87	7.47	E	E	8'-9'	Set Back from Curb	B	Paved Shoulder	None	E
ST JAMES DR	ST JAMES BLVD	PEACHTREE BLVD	ARTERIAL	COUNTY	4	4	45	0.27	1.09	E	E	8'-9'	Set Back from Curb	B	4' Bike Lane	None	D
ST JAMES DR	PEACHTREE BLVD	TELFORD AVE	ARTERIAL	COUNTY	4	4	45	0.41	1.64	E	E	8'-9'	Set Back from Curb	B	4' Bike Lane	None	D
ST JAMES DR	TELFORD AVE	MIDWAY RD	ARTERIAL	COUNTY	4	4	45	0.79	3.16	E	E	6'-7'	Set Back from Curb	C	None	None	F
ST LUCIE WEST BLVD	COMMERCE CENTER DR	PEACOCK BLVD	COLLECTOR	COUNTY	4	4	35	0.59	2.36	D	D	8'-9'	Set Back from Curb	B	5'+ Bike Lane	Buffered	B
ST LUCIE WEST BLVD	PEACOCK BLVD	CALIFORNIA BLVD	MAJOR ARTERIAL	CITY	4	6	40	0.85	3.39	E	E	8'-9'	Set Back from Curb	B	None	None	F
ST LUCIE WEST BLVD	CALIFORNIA BLVD	COUNTRY CLUB DR	MAJOR ARTERIAL	CITY	4	6	40	0.30	1.19	E	E	8'-9'	Set Back from Curb	B	None	None	F
ST LUCIE WEST BLVD	COUNTRY CLUB DR	CASHMERE BLVD	MAJOR ARTERIAL	CITY	4	6	40	1.04	4.17	E	E	8'-9'	Set Back from Curb	B	None	None	F
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	MAJOR ARTERIAL	CITY	6	6	40	0.47	2.83	E	E	8'-9'	Set Back from Curb	B	None	None	F
SW FAIRGREEN RD	CROSSTOWN PKWY	SW CADIMA ST	COLLECTOR	CITY	2	2	25	0.80	1.60	B	D	4'-5'	Set Back from Curb	C	None	None	E

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
Name	From Street	To Street	Roadway Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	Off-Street Multimodal Facility Width	Separation Type	Off-Street Multimodal QOS	On-Street Multimodal Facility	Separation Type	On-Street Multimodal QOS
THORNHILL DR	SW BAYSHORE BLVD	SE FLORESTA DR	COLLECTOR	CITY	2	2	40	2.04	4.07	E	D	4'-5'	Set Back from Curb	D	None	None	F
TIFFANY AVE	US 1	HILLMOOR DR	COLLECTOR	CITY	4	4	30	0.12	0.47	C	D	6'-7'	Set Back from Curb	C	None	None	F
TIFFANY AVE	HILLMOOR DR	VILLAGE GREEN DR	COLLECTOR	CITY	4	4	30	0.20	0.80	C	D	6'-7'	Set Back from Curb	C	None	None	F
TIFFANY AVE	VILLAGE GREEN DR	LENNARD RD	COLLECTOR	CITY	4	4	30	0.70	2.80	C	D	8'-9'	Set Back from Curb	B	None	None	F
TIFFANY AVE	LENNARD RD	SE GRAND DR	COLLECTOR	CITY	2	2	30	0.92	1.84	C	D	8'-9'	Set Back from Curb	B	None	None	F
TORINO PKWY (NORTH & WEST)	CALIFORNIA BLVD	NW EAST TORINO PKWY	COLLECTOR	CITY	2	2	40	2.61	5.22	E	D	None	None	F	None	None	F
TRADITION PKWY	POWERLINE RD	COMMUNITY BLVD	ARTERIAL	CITY	4	4	35	2.15	8.60	D	E	10'+	Set Back from Curb	A	5'+ Bike Lane	None	C
TRADITION PKWY	COMMUNITY BLVD	VILLAGE PKWY	MAJOR ARTERIAL	CITY	4	4	35	0.41	1.64	D	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
TRADITION PKWY	VILLAGE PKWY	W OF I-95	MAJOR ARTERIAL	CITY	6	6	45	0.40	2.40	E	E	8'-9'	Back of Curb	C	None	None	F
TULIP BLVD	PORT ST LUCIE BLVD	PAAR DR	COLLECTOR	CITY	2	2	35	2.02	4.03	D	D	4'-5'	Set Back from Curb	D	None	None	F
TULIP BLVD	PAAR DR	DARWIN BLVD	COLLECTOR	CITY	2	2	35	0.46	0.91	D	D	4'-5'	Set Back from Curb	D	None	None	F
TULIP BLVD	DARWIN BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	0.89	1.78	D	D	4'-5'	Set Back from Curb	D	None	None	F
UNIVERSITY BLVD	NW PEACOCK BLVD	NW CALIFORNIA BLVD	COLLECTOR	CITY	2	2	30	0.58	1.16	C	D	8'-9'	Set Back from Curb	B	None	None	F
US 1	MARTIN C.L.	LENNARD RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.14	0.86	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
US 1	LENNARD RD	PORT ST LUCIE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.43	2.56	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
US 1	PORT ST LUCIE BLVD	JENNINGS RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.56	3.37	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	Buffered	B
US 1	JENNINGS RD	TIFFANY AVE	PRINCIPAL ARTERIAL	STATE	6	6	45	0.68	4.06	E	E	4'-5'	Set Back from Curb	D	5'+ Bike Lane	Buffered	B
US 1	TIFFANY AVE	WALTON RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.85	5.08	E	E	4'-5'	Set Back from Curb	D	5'+ Bike Lane	Buffered	B
US 1	WALTON RD	VILLAGE GREEN DR	PRINCIPAL ARTERIAL	STATE	6	6	45	0.58	3.45	E	E	4'-5'	Set Back from Curb	D	5'+ Bike Lane	Buffered	B
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD	LYNGATE DR	ARTERIAL	CITY	4	4	40	1.38	5.50	E	E	6'-7'	Set Back from Curb	C	Paved Shoulder	None	E
VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	ARTERIAL	CITY	4	4	40	0.90	3.62	E	E	6'-7'	Set Back from Curb	C	Paved Shoulder	None	E
VILLAGE GREEN DR	US 1	WALTON RD	COLLECTOR	CITY	4	4	30	1.05	4.20	C	D	None	None	F	None	None	F
VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	COLLECTOR	CITY	2	2	30	0.63	1.26	C	D	4'-5'	Set Back from Curb	D	None	None	F
VILLAGE PKWY	BECKER RD	MARSHALL PKWY	MAJOR ARTERIAL	CITY	4	4	45	1.70	6.80	E	E	8'-9'	Set Back from Curb	B	None	None	F
VILLAGE PKWY	MARSHALL PKWY	DISCOVERY WAY	MAJOR ARTERIAL	CITY	4	4	45	1.50	6.00	E	E	8'-9'	Set Back from Curb	B	None	None	F
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	MAJOR ARTERIAL	CITY	6	6	45	0.75	4.48	E	E	8'-9'	Set Back from Curb	B	None	None	F
VILLAGE PKWY	TRADITION PKWY	WESTCLIFFE LN	MAJOR ARTERIAL	CITY	4	4	35	1.67	6.70	D	E	8'-9'	Set Back from Curb	B	None	None	F
VILLAGE PKWY	WESTCLIFFE LN	CROSSTOWN PKWY	MAJOR ARTERIAL	CITY	4	4	35	0.48	1.93	D	E	8'-9'	Set Back from Curb	B	None	None	F

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
Name	From Street	To Street	Roadway Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	Off-Street Multimodal Facility Width	Separation Type	Off-Street Multimodal QOS	On-Street Multimodal Facility	Separation Type	On-Street Multimodal QOS
WALTON RD	US 1	VILLAGE GREEN DR	ARTERIAL	COUNTY	4	4	30	0.45	1.80	C	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
WALTON RD	VILLAGE GREEN DR	LENNARD RD	ARTERIAL	COUNTY	4	4	35	0.76	3.05	D	E	10'+	Set Back from Curb	A	5'+ Bike Lane	None	C
WALTON RD	LENNARD RD	GREEN RIVER PKWY	ARTERIAL	COUNTY	2	4	45	1.10	2.19	E	E	None	None	F	None	None	F
WALTON RD	GREEN RIVER PKWY	INDIAN RIVER DR	ARTERIAL	COUNTY	2	2	45	0.79	1.58	E	E	None	None	F	None	None	F
WESTCLIFFE LN	TREMONTE AVE	COMMUNITY BLVD	ARTERIAL	CITY	4	4	35	0.40	1.59	D	E	8'-9'	Set Back from Curb	B	None	None	F
WESTCLIFFE LN	COMMUNITY BLVD	VILLAGE PKWY	ARTERIAL	CITY	4	4	35	0.56	2.26	D	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
WESTMORELAND BLVD	US 1	MORNINGSIDE BLVD	COLLECTOR	CITY	2	2	30	1.98	3.95	C	D	4'-5'	Set Back from Curb	D	5'+ Bike Lane	None	C
WESTMORELAND BLVD	MORNINGSIDE BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	1.21	2.42	D	D	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
WHITMORE DR	SW BAYSHORE BLVD	SE FLORESTA DR	COLLECTOR	CITY	2	2	30	2.66	5.32	C	D	None	None	F	None	None	F

Source: QOS standards developed by NUE Urban Concepts LLC. QOS is based on the predominant facility type, width, and separation across each facility segment on at least one side of the roadway. Based on roadway characteristics as of December 2025.

TRANSPORTATION

2

CHARTING
PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

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

GOAL 2.1 ~~GOAL 2.1:~~ TRANSPORTATION

To provide safe and efficient movement of people and goods, at reasonable cost and minimum detriment to the environment.

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

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

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

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

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

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

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

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

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

Policy 2.1.2.3. ~~Policy 2.1.2.3:~~ Review access points and driveways associated with development to assure safety and compatibility with the existing and future roadway network. Impose requirements for conformity as a condition of development approval based on the City's existing access standards, which are equal to or greater than those of FDOT. New development shall attempt to accommodate more than one access point.

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

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

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

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

MINIMUM LEVEL OF SERVICE STANDARDS

Facility Type (~~Non SIS~~Non-SIS)	LOS Standard
Collector	D
Minor Arterial (Urban)	E *
Primary Arterial (Urban)	E *
State Highway (Urban)	D
Limited Access Facility (Urban)	D

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

LEVEL OF SERVICE STANDARDS

Facility Type	Standards
Transportation Deficient Facilities	maintain & improve
Constrained Facilities	maintain*

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

SIS Facilities Level of Service Standards

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

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

Policy 2.1.2.9. ~~Policy 2.1.2.9:~~ New development and redevelopment must demonstrate that the adopted roadway level of service can be maintained in the buildout year of the development. A traffic study prepared by a registered Professional Engineer shall be provided to the City identifying existing and future traffic volumes at buildout of the development, as well as recommendations for roadway improvements, if any. For those projects that cannot meet the concurrency requirement for transportation, Article V – Offsite Improvements of the City's Land Development Regulations includes the provision for the use of "proportionate fair-share mitigation for transportation facilities" consistent with Florida Statute 163.3180.

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

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

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

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

Policy 2.1.2.14. ~~Policy 2.1.2.14:~~ The City will continue to evaluate and revise the existing Land Development Regulations to be in compliance with Florida Statutes on all transportation related regulations.

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

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

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

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

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

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

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

Objective 2.1.5.	**MULTIMODAL QUALITY OF SERVICE EVALUATION** The City shall evaluate the quality of service for streets, on-street and off-street multimodal facilities as part of updates to its mobility plan to measure improvements over time and for use in future mobility planning and designing safer streets for all.

Policy 2.1.5.1. The City may adopt, in addition to existing roadway level of service (LOS) standards, the following street quality of service (QOS) standards based on posted speed limits:

Street Quality of Service (QOS) Standard	Posted Speed Limit	APPLICABLE LOCATIONS
A	20 MPH or lower	Local, residential and select streets with ROW modifications to slow vehicles to achieve posted speed limit
B	25 MPH	Local, residential and select streets, also includes select arterials and collectors with ROW modifications to slow vehicles to achieve posted speed limit
C	30 MPH	Local, residential and select streets, minor and major collectors and select arterials with ROW modifications to slow vehicles to achieve posted speed limit
D	35 MPH	Major collectors, minor arterials and select streets
E	40 MPH or higher	Major collectors, arterials and select streets

Policy 2.1.5.2. The City Engineer shall have the flexibility to design roads where design speed is equal to posted speed. It shall be the City Engineer's discretion when to utilize this policy.

Policy 2.1.5.3. The City shall have flexibility in the implementation of street quality of service over time and may initially permit slower speeds after right-of-way modifications have been constructed that slow down motor vehicles.

Policy 2.1.5.4. The City may elect to replace roadway level of service standards with street quality of service standards in areas of the City in which the City or the community no longer desires to see additional roadway capacity added due to policy, physical, environmental, or neighborhood constraints.

Policy 2.1.5.5. The City may adopt the following on-street multimodal quality of service standards based on the presence and width of on-street multimodal facilities, physical separation and posted speed limits of 25 MPH or lower:

On-Street Multimodal Facility	No Separation	Buffered or Separated	25 MPH or lower
5' or wider (bike lane or multimodal lane)	C	B	A
4' wide (bike lane or multimodal lane)	D	C	A
Sharrows (Bicycle Boulevard)	D	--	C
Paved Shoulder (Undesignated Bike Lane, Advisory Sidewalk)	E	--	D
No facility	F	F	E
* On-street means a multimodal facility located between curbs or edge of pavement using the same asphalt pavement or other surface as motor vehicles.			
** For bi-directional multimodal facilitates, the width would be multiplied by two.			
*** An off-street shared-use path on the back of curb would result in a QOS B, and an off-street path separated at least five (5) foot from the back of curb or edge of pavement would be a QOS of A.			

Policy 2.1.5.6. To the maximum extent feasible on-street multimodal facilities without physical separation should be limited to roads with a posted speed limit of 30 MPH or lower. Roads with a posted speed limit of 35 to 40 MPH should be designed with a buffer, physical separation or off-street shared use path. On-street multimodal facilities on roadways with a posted speed of 45 MPH or greater should either be physically separated or feature an off-street shared-use path.

Policy 2.1.5.7. On-street multimodal facilities should primarily be used by people on bicycles. Unless pre-empted by the State, the City can regulate the use of e-bikes, scooters, golf carts, low speed vehicles, motor bikes, delivery robots, and other motorized forms of personal mobility on on-street multimodal lanes.

Policy 2.1.5.8. The City may adopt the following off-street multimodal quality of service standards based on the presence and width of off-street multimodal facilities, physical separation and posted speed limits of 25 MPH or lower:

Off-Street Multimodal Facility	Back of curb	Barrier or setback from curb	25 MPH or lower
10' or wider (boardwalk, trail, multimodal way, shared-use path, sidewalk)	B	A	A
8' to 9' wide (shared-use path or sidewalk)	C	B	A
6' to 7' wide (sidewalk)	D	C	B
4' to 5' wide (sidewalk)	E	D	C
No facility	F	F	E
* Off-street means a multimodal facility located outside of the travel lanes for motor vehicles. When adjacent to travel lanes, most sidewalks feature a vertical curb. Setbacks can also be from the edge of pavement where a vertical curb is not present.			
** A paved shoulder on a 30 MPH roadway could accommodate people walking and would be a QOS E.			
*** A designated walking areas (aka paved shoulder) on a 25 MPH or slower roadway could accommodate people walking and would be a QOS D.			

Policy 2.1.5.9. Off-street multimodal facilities should primarily be used by people walking, jogging, running, biking, pushing a stroller, or using a mobility assistance device. Unless pre-empted by the State, the City can regulate the use of e-bikes, bicycles, scooters, golf carts, low speed vehicles, motor bikes, delivery robots, and other motorized forms of personal mobility on off-street multimodal facilities.

Policy 2.1.5.10. The City may elect to establish quality of service standards for transit at a future date as part of an update to its mobility plan.

GOAL 2.2 ~~GOAL 2.2:~~ INTEGRATED AND COORDINATED SYSTEM

Establish an integrated transportation system consistent with future development in the city.

Objective 2.2.1.	**MULTIMODAL TRANSPORTATION FOR NEW DEVELOPMENT** ~~Objective 2.2.1:~~ Motorized and non-motorized needs shall be addressed and met for each new development approved.

Policy 2.2.1.1. ~~Policy 2.2.1.1:~~ Review development projects to require improvements for pedestrian (on-street multimodal) and bicycle (off-street multimodal) facilities.

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

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

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

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

Objective 2.2.2.	**TRANSPORTATION SERVICES FOR DISADVANTAGED POPULATIONS** ~~Objective 2.2.2:~~ In cooperation with the county, review and revise as needed plans to provide transportation services to the transportation disadvantaged.

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

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

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

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

GOAL 2.3 ~~GOAL 2.3:~~BALANCED MULTIMODAL MOBILITY

Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.

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

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

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

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

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

Objective 2.3.2.	**REGIONAL GREENWAYS AND TRAIL COORDINATION** ~~Objective 2.3.2:~~ Cooperate with the County on their Greenways and Trails program and with the St. Lucie County TPO on their Bicycle and Pedestrian Plan.

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

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

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

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

Objective 2.3.3.	**SAFE AND EFFICIENT STREET SYSTEM MANAGEMENT** ~~Objective 2.3.3:~~ Manage the street system safely and efficiently for all modes of users and seek to balance limited street capacity among competing uses.

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

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

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

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

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

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

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

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

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

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

GOAL 2.4 ~~GOAL 2.4:~~INTERGOVERNMENTAL TRANSPORTATION COORDINATION

Coordinate transportation-related issues with the FDOT, the Treasure Coast Regional Planning Council, St. Lucie County, the TPO, the Division of Community Development, and other private or public transportation-related agencies.

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

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

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

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

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

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

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

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

GOAL 2.5 ~~GOAL 2.5:~~PROTECTION OF SCENIC AND HISTORIC TRANSPORTATION CORRIDORS

Cooperate with St. Lucie County to establish and encourage the protection of scenic features, natural resources and historic sites along the designated roadway.

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

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

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

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

GOAL 2.6 ~~GOAL 2.6:~~TRANSPORTATION PLANNING FOR WESTERN ANNEXATION AREAS

Provide a safe and efficient multimodal transportation system for the western annexation areas.

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

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

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

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

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

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

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

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

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

GOAL 2.7 ~~GOAL 2.7:~~CONNECTED MULTIMODAL MOBILITY

Enhance mobility for residents, businesses, and visitors through an interconnected multimodal transportation system that emphasizes the movement of people over vehicles and provides all users of the system with the choice to safely, comfortably, and conveniently walk, bicycle, ride transit, drive a vehicle, or use share mobility technology.

Objective 2.7.1.	**TRANSITION TO A MULTIMODAL MOBILITY SYSTEM** ~~Objective 2.7.1:~~ The City shall transition from a roadway facility-based level of service system that implements transportation concurrency towards a multimodal system~~,~~ that provides mobility for all users.

Policy 2.7.1.1. ~~Policy 2.7.1.1:~~ The City shall implement the Port St. Lucie Mobility Plan to provide people the opportunity to walk, bicycle, ride transit, use shared mobility technology, or continue to drive their vehicles through the following:

1. Identification of multimodal projects to develop and update the Mobility Plan;
2. Determine multimodal capacities for multimodal projects in the Mobility Plan;
3. Prioritize multimodal projects for annual capital improvement programming;
4. Develop Complete Streets design standards for new and retrofitted streets;
5. Implement FDOT's Context Classifications for Complete Streets;
6. Develop mobility solutions, standards, and strategies for new development;
7. Develop multimodal site access analysis and internal street evaluation requirements;
8. Develop multimodal criteria to review Comprehensive Plan amendments; and
9. Develop a connectivity index for access connection spacing to define the distances and required number of access connections to existing mobility of multimodal corridors, and
10. Any other standards the City determines appropriate for advancing this objective.

Policy 2.7.1.2. ~~Policy 2.7.1.2:~~ Review all proposed development for consistency with the goals, objectives, and policies of the Comprehensive Plan, the Mobility Plan, and other adopted infrastructure plans.

Policy 2.7.1.3. ~~Policy 2.7.1.3:~~ Prioritize mobility projects for planning, design, right-of-way acquisition, and construction through the Multimodal Program as part of the annual update of Capital Improvements Program.

Policy 2.7.1.4. ~~Policy 2.7.1.4:~~ Development shall mitigate its impacts to the transportation system through payment of a Mobility Fee to the City. Development shall also be required to pay a portion of the County's

transportation impact fee consistent with adopted and valid interlocal agreements between the City and the County. Payment of the Mobility Fee shall not relieve developments of development order or developer agreement requirements for monitoring impacts, constructing improvements, or being required to construct future improvements to mitigate impacts.

Policy 2.7.1.5. ~~Policy 2.7.1.5:~~ Development shall be required to construct roadway ~~mobility~~ and multimodal corridors shown on the Mobility Plan that are internal to the development or that are adjacent to an external property boundary to ensure connectivity, the dispersal or trips, and adequate access for first responders.

Policy 2.7.1.6. The City shall continue to pursue strategic acquisition of parcels to enhance connectivity between existing roadways and provide enhanced access to existing intersections with functionally classified roadways.

Policy 2.7.1.7. The City shall evaluate concepts unique to Port St. Lucie such as one-way roads, use of canal right-of-way, elevated roads in medians, canal crossings, and limited access over and underpasses to address existing and future congestion.

Policy 2.7.1.8. The City shall evaluate concepts unique to Port St. Lucie such as shared driveways, frontage roads, and alleyways and restricting direct access from platted lots to functionally classified roadways.

Policy 2.7.1.9. The City shall evaluate concepts unique to Port St. Lucie such as designated walking areas, physical right-of-way modifications, low speed streets, and bicycle boulevards on residential streets where there is support from adjacent residents to address the lack of on-street and off-street multimodal facilities in the historic platted portions of the City.

Objective 2.7.2.	**MOBILITY PLAN AND FEE** ~~Objective 2.7.2:~~ Implement and periodically update the Mobility Plan and Mobility Fee.

Policy 2.7.2.1. ~~Policy 2.7.2.1:~~ The City shall implement the vision of the Mobility Plan through the planning, design, funding, and construction of multimodal projects that strengthen mobility, accessibility, safety, and connectivity and result in:

1. A complete and connected primary multimodal network of greenways, shared-use ~~multi-use~~ paths, multimodal ways, and multimodal lanes that connect neighborhoods with schools, parks, places of assembly, civic uses, employment and retail centers;
2. Providing people with the opportunity to walk, bicycle, ride transit, use shared mobility technology, or continue to drive their vehicles;
3. Providing more visible and safe multimodal crossings through high visibility crosswalks, advanced warning crossing systems, and reductions in the unprotected crossing width of streets, driveways, access connections, and intersections; and
4. Ensuring that new development and redevelopment, along with new, upgraded, or widened roads are planned, designed, funded, and constructed using a Complete Streets approach.

Policy 2.7.2.2. ~~Policy 2.7.2.2:~~ Reduce vehicle congestion and improve traffic circulation by adding turn lanes or roundabouts at busy intersections, upgrading and interconnecting traffic signals, and ensuring new

development and redevelopment plan, design, and construct mobility projects through or adjacent to the development along with the addition of road capacity to existing mobility corridors.

Policy 2.7.2.3. ~~Policy 2.7.2.3:~~ Mobility fees shall be used as a funding source, along with gas taxes, sales taxes, and other available revenue sources for multimodal projects.

Policy 2.7.2.4. ~~Policy 2.7.2.4:~~ Update the Mobility Plan and Mobility Fee at least once every five (5) years.

Objective 2.7.3.	**TRANSPORTATION MAP SERIES** Develop and periodically update a transportation map series for transportation planning through updates to the level of service report, the Mobility Plan, and the Multimodal Program of the Capital Improvements Program.

Policy 2.7.3.1. The City will update the current functional classification map as needed to reflect the construction of new functionally classified roads and updates to the existing functional classification of roadways. The City will also evaluate the need for a future functional classification map or address future functional classification through area specific corridor plans.

Policy 2.7.3.2. The City will update volume to capacity maps as needed to reflect the latest traffic counts and capacity of the existing roadway network.

Policy 2.7.3.3. The City will develop and maintain an existing and future number of lanes map to reflect existing conditions and planned improvements identified through the Mobility Plan and Multimodal Program of the Capital Improvements Program.

Policy 2.7.3.4. The City will develop and maintain roadway and multimodal corridor plans through the Mobility Plan and Multimodal Program of the Capital Improvements Program. These documents shall serve as the latest source of information for transportation projects that would implement and serve as the Capital Improvements Element of the Comprehensive Plan.

Policy 2.7.3.5. The City will develop and maintain a future corridor study map through the Mobility Plan that identifies roadway and multimodal corridors that require additional evaluation due to physical, environmental, and neighborhood constraints or that propose unique configurations such as one-way corridors or the use of canal right-of-way to enhance connectivity.

Policy 2.7.3.6. The City will develop and maintain projected developer access road corridors through the Mobility Plan that may be further defined into area specific maps such as the Northwest Annexation Area Right-of-Way Network Map.

Policy 2.7.3.7. The City will maintain, and periodically update, a posted speed limits maps and update the street quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Policy 2.7.3.8. The City will maintain and periodically update existing on-street multimodal facilities map and update the on-street multimodal quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Policy 2.7.3.9. The City will maintain and periodically update existing off-street multimodal facilities map and update the off-street multimodal quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Policy 2.7.3.10. The City will maintain and periodically update planned micro-transit and proposed water-taxi transit routes maps as part of updates of the Mobility Plan.

Policy 2.7.3.11. The City will maintain and periodically update planned intersection improvements as part of updates of the Mobility Plan and Multimodal Program of the Capital Improvements Program.