CITY OF PORT ST. LUCIE

PHASE 2 MOBILITY PLAN & MOBILITY FEE

TECHNICAL REPORT

SEPTEMBER 2022

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MOBILITY COHORT

CITY OF PORT ST. LUCIE
PHASE TWO
MOBILITY PLAN
&
MOBILITY FEE UPDATE

TECHNICAL REPORT
SEPTEMBER 2022

Produced for: City of Port St. Lucie

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September 8th, 2022

Mr. Russ Blackburn
City Manager
City of Port St. Lucie
121 S.W. Port St. Lucie Blvd
Port St. Lucie, FL 34984

Re: City of Port St. Lucie Phase Two Mobility Plan & Mobility Fee Update

Dear Mr. Blackburn:

Enclosed is the Final Draft Technical Report for the City of Port St. Lucie Phase Two Mobility Plan and Mobility Fee update. This Technical Report has been prepared to document the methodology used to update the Phase Two Mobility Plan and Mobility Fee. The Mobility Fee is based upon the mobility and multimodal corridors, intersections, and transit circulators included in the Phase Two Mobility Plan. The Phase Two Mobility Plan and Mobility Fee are consistent with all legal and statutory requirements and meet the dual rational nexus test and the rough proportionality test.

The updated Phase Two Mobility Plan and Mobility Fee implements the interlocal agreement between the City and County by removing County Roads from the Plan and Fee, revising utilization of the County Road Impact Fee credit in the Mobility Fee Ordinance, and acknowledging collection of the County Road Impact Fee in the City at the rates per the interlocal agreement. The updated City Mobility Fees are lower than the current Fee for all uses on the Mobility Fee schedule reflecting removal of County Roads.

The combined City Mobility Fee and County Road Impact Fee to be collected within the City is comparable to the existing Mobility Fee and the County's Road Impact Fee collected in unincorporated County. The combined fees and reduction in the Mobility Fee are not even across all uses as the update reflects differences in methodologies form the County Road Impact Fee and changes in Trip Generation and Travel Data from the update of the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition last October after the current Mobility Fee had been adopted.

The updated Mobility Fee features three assessment areas: (1) East of I-95; (2) Southwest of I-95; and (3) Northwest of I-95. The updated Mobility Fee separates the current East Mobility Fee Benefit District into two (2) new Benefit Districts: (1) Northeast (east of I-95, north of Crosstown); and (2) Southeast (east of I-95, south of Crosstown) and rename the Traditions Benefit District to the Village Parkway Benefit District.

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

With resolution of mediation between the City and the County through the adopted interlocal agreement, the most significant outstanding issue relates to City Road Impact Fee credits, future Mobility Fee credits, and recent changes in Florida Statute that have significant long-term implications related to funding Mobility Plan projects and collection of Mobility Fees. The updated Phase Two Mobility Plan includes developer obligated roads west of Interstate 95. However, to ensure developers are not charged twice for the same impact and that new development is not being charged Mobility Fees for the first two lanes of roads built by other developments, these improvements have been removed from the Mobility Fee calculation. The Mobility Fee includes reductions for the internal capture of trips from developments in the Southwest and Northwest Assessment Areas that will be traveling on these internal roads.

Mobility Plan Implementation projects recognize improvements may be constructed that add additional lanes for which developments may request mobility fee credits. The City Council may provide mobility fee credits for future improvements constructed by approved developments that serve the greater community and are greater than the need generated by the development constructing the improvement. The City Council would need to include any improvements for which credit is granted in the Capital Improvements Program. The updated Technical Report includes an extensive section related to the issuance of credits that warrants a thorough review.

The removal of County roads from the Phase Two Mobility Plan and Mobility Fee, the transition to a City Mobility Fee and County Road Impact Fee collected in the City, and recent changes to Florida Statutes are the basis for recommending that the City honor existing City Road Impact Fee credit agreements and allow developments with existing City Road Impact Fee Credits to debit those credits based on the City's prior Road Impact Fee schedule. Once the development has utilized all of its Road Impact Fee credits, it would pay the mobility fee in effect at the time for its building permits that require payment of a Mobility Fee or utilize any Mobility Fee credit approved to satisfy its Mobility Fee obligation.

The updated Mobility Fee Ordinance includes a provision that developments with existing City Road Impact Fee credits enter into a true up agreement with the City to document the existing balance of credits and recognize that the development would draw down on those credits as indicated above. This transition may result in some developments with significant County Road Impact Fee credit but no City Road Impact Fee credit. The ordinance allows for a one-time reallocation of a portion of those credits, subject to subsequent approval by the City, County, and the developer.

The updated Phase Two Mobility Plan and Mobility Fee Technical Report includes detailed technical analysis to simultaneously implement the interlocal agreement, integrate Mobility Plan projects, and address the outstanding credit issue. It has been NUE Urban Concepts intent, since the start of this process back in February of 2021, to be open and transparent related to the analysis, data, and methodology used to develop the Plan and Fee. This Report was written, to the extent feasible, to explain a detailed process in a manner that persons not involved in Plans and Fees can understand. The updated Mobility Fee has been prepared to allow the Fee to become effective upon adoption or at a date determined by the City Council as all calculated Mobility Fees are lower than those currently adopted. I look forward to continuing working with the City in preparation for the 1st reading of the Mobility Plan and Mobility Fee ordinance.

Sincerely,

Jonathan B. Paul

Jonathan B. Paul, AICP
Principal

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EXECUTIVE SUMMARY

The City of Port St. Lucie's Mobility Fee became effective On October 5th, 2021. The Mobility Fee, based on the Phase One Mobility Plan, replaced the City's and County's Road Impact Fee. At the time of adoption, the City and County were in mediation related to the City terminating the Road Impact Fee interlocal agreement. After roughly a year of mediation, the City and County reached a settlement and entered into a new interlocal agreement.

The County agreed to spend the Road Impact Fees it had collected from development within the City on County Roads within and adjacent to the City. The completion of the widening of Midway from two (2) to four (4) lanes between Selvitz Road and Glades Cut-Off was the top priority for funding with the collected Road Impact Fees. The County also agreed to establish new benefit zones that would ensure that future Road Impact Fee collections would be spent within and adjacent to the City on County Roads identified in the interlocal agreement.

The City agreed to remove County Road capacity projects from the Mobility Plan and Mobility Fee. The City also agreed to collect a portion of the County's Road Impact Fee from new development within the City and remit those funds to the County. The City also agreed to not allocate County Road Impact Fee credit for developments unless the County authorized the utilization of County Road Impact Fee credits.

The interlocal agreement between the City and County requires that the City's Mobility Fees be updated by October 1st, 2022 to ensure that County Roads are removed and that Mobility Fee Ordinance provisions related to allocate County Road Impact Fee credit reflect the interlocal agreement. The Phase One Mobility Plan and Mobility Fee Technical Report is being updated to remove County Roads and to establish a Phase Two Mobility Plan based on community engagement and Council feedback over the past year. The update also includes new Mobility Fee Assessment Areas and Benefit Districts to reflect existing City Road Impact Fee credit agreements and future City Mobility Fee credit agreements.

The Phase Two Mobility Plan reflects increases in construction cost for transportation mobility improvements and includes updates to existing a funding, removal of the $34 million in County Impact Fees that had been paid by development in the City, and reasonably anticipated funding from federal and state sources and an extension of the infrastructure surtax. **The Current and Updated Mobility Fee Technical Report both include reasonably anticipated funding from an extension of the infrastructure surtax.** There is a direct correlation between funding and mobility fees, meaning if available funding goes up, fees go down, if funding goes down, fee go up.

The Phase Two Mobility Plan includes corridor, intersection, and transit projects identified as Mobility Plan Implementation in recognition of four factors: (1) there are potentially amendments to the Phase Two Mobility Plan that will be made as the Plan goes through final review over the last quarter of 2022; (2) developments respond to the market and there may be development order requirements that are beyond the impact of development entities required to make improvements for which mobility fee credit may be requested; (3) Florida Statute requires that updates to fees be limited to every four years unless there is a finding of extraordinary circumstances; and (4) the City annually updates the Capital Improvement Program to reflect current needs and projected revenues. The addition of Mobility Plan Implementation Projects reflects that the scope of mobility plan projects may change to respond to advancements in mobility, new developments, additional funding or reduction in funding, community and political priorities, and opportunities for public and private partnerships.

Future development within the Southwest Assessment Area is projected to build-out at far less density and intensity than projected as part of original Developments of Regional Impact (DRI). Several planned large-scale retail and single-family home developments have been largely replaced by job creating industrial uses and 55+ active adult communities, both of which generate fewer trips than retail and single-family dwellings. The Phase Two Mobility Plan does include corridors identified as DRI improvements; with descriptions that these future improvements should be designed and constructed as Complete Streets with two (2) travel lanes and widened to four (4) lanes only if warranted by new development.

The Phase Two Mobility Plan includes the potential widening of portions of Village Parkway and Community Blvd, if warranted by new development. **The Phase Two Mobility Plan descriptions do not replace development order requirements or modify existing DRI agreements for future improvements.** The descriptions do provide a basis for the City, in conjunction with developers required to construct improvements, to revisit future improvements in light of development responses to changing real estate market demands.

No developer obligated Complete Streets have been included in the Mobility Fee calculations to ensure developments building the roads are not charged twice for the same improvements and other developments are not charged for Complete Streets built by developments and not the City. However, the widening of these Complete Streets to four (4) lanes, when those additional lanes may not be warranted to serve existing approved development, since it is less intense, could result in the request by developments for Mobility Fee credits for constructing improvements beyond their impact and are reflected as Mobility Plan Implementation projects.

If the City intends to annex additional developable areas west of Range Line Road and Glades Cut-Off, then the City could evaluate requiring those new developments to construct additional lanes if warranted to accommodate future annexed development. The City, working in conjunction with developments, could also focus of constructing a more robust network of multimodal facilities as part of Complete Streets in lieu of widening all streets to four (4) lanes.

A more robust network of multimodal facilities, which is already being constructed on several corridors by development, can accommodated greater use of micromobility devices (i.e., electric bikes, electric scooters, etc.) and microtransit vehicles (i.e., autonomous transit shuttles, golf carts, neighborhood electric vehicles (NEVs), etc.). Micromobility and microtransit have the potential to accommodate a significant level of future person travel demand: especially with developers constructing 55+ active adult communities. The residents of 55+ active adult communities often have the means to purchase golf carts and NEVs and have shown high levels of use of these modes of travel in similar communities developed elsewhere in Florida. Mobility Plan implementation projects include the addition of future multimodal improvements.

Significant future travel demand modeling was undertaken during the mediation process and expanded upon in development of the Phase Two Mobility Plan and the Mobility Fee update. The Mobility Fee update includes an Internal Capture reduction for the Southwest and Northwest Assessment Areas in recognition of DRI required improvements to expand the transportation network. The Mobility Fee update also includes reductions for travel on County Roads, for travel north into unincorporated County, and travel on Interstate 95 and the Florida Turnpike based on the 2045 Treasure Coast Regional Travel Demand Model.

The City, in conjunction with the County and the Transportation Planning Organization (TPO), should explore integrating real time ongoing travel demand technology and Big Data using cell phone and GPS data for future Mobility Plan and Long-Range Transportation Plan (LRTP) updates. As cost come down and accessibility to real time data increases, more local governments across Florida will be integrating this technology as part of the transportation planning process.

The Phase Two Mobility Plan features a reduction in the number of roads projected to be widened to four (4) lanes and an increase in the number of Complete Streets to be improved similar to what the City is currently undertaking on Floresta Drive. One departure from the Floresta Drive design in the Phase Two Mobility Plan is an emphasis on providing off-street multi-use paths and multimodal ways, versus on-street bike lanes and sidewalks.

The Phase Two Mobility Plan does include the widening to four (4) lanes of: (1) Port St. Lucie Blvd from Darwin Blvd to Becker Road; (2) Southbend from Oakridge Drive to Becker Road; and (3) California Blvd from St. Lucie West Blvd to Del Rio Blvd. The Phase Two Mobility Plan also includes Mobility Plan implementation improvements to add lanes to existing roads both east and west of Interstate 95 in response to amendments to the Phase Two Mobility Plan, development requirements, and updates to the Capital Improvements Program.

The Phase Two Mobility Plan also includes the widening to six (6) lanes of St. Lucie West Blvd from Commerce Center Drive to Cashmere Blvd. New multimodal projects include a water taxi service along the St. Lucie River and portions of the C-24 Canal, autonomous transit circulators within portions of Traditions and between the Port District and Downtown, and microtransit circulators that would use golf carts and neighborhood electric vehicles and operate through public / private partnerships.

The City and County will ultimately need to explore an extension of the current infrastructure surtax to fund significant portions of road capacity and multimodal improvement needs. Walton County is using its recently adopted Mobility Plan and LRTP to serve as the basis for including an infrastructure surtax on the ballot this fall. Sarasota County will be using its updated Mobility Plan and LRTP to develop a list of projects for an extension of its infrastructure surtax as a proposed ballot initiative in 2024 for consideration by the community's residents.

The Phase Two Mobility Plan is an opportunity over the next five (5) years for the City to engage its residents and development community on the future of the City's multimodal transportation system in preparation for the 2050 Long Range Transportation Plan (LRTP) update. It can also be leveraged to potentially develop a list of multimodal improvements for residents to consider as part of a ballot initiative to extend the infrastructure surtax beyond 2028. Given the size of the City's current population and future growth, the infrastructure surtax is currently the major funding source available to the City and the County to fund the construction of future needs not funded by new development paying City Mobility Fees and County Road Impact Fees.

The Phase Two Mobility plan provides a framework for the City to pursue Federal and State appropriations and grants for multimodal improvements. Mobility Fees, along with gas taxes not allocated to maintenance and operations, provide funding that could serve as a local match for funding multimodal projects planned to be constructed on State Roads and expand on improvements made in conjunction with Interstate 95 and Turnpike Improvements, such as greenway overpasses and underpasses.

Water taxi service and microtransit circulators could also be funded by Federal and State sources to provide parallel multimodal alternatives to US Hwy 1 and the State maintained portions of Port St. Lucie Blvd. Economic Development funding could be used to connect job centers along Interstate 95 with other areas of the City through microtransit circulators and pursue construction of the Interstate 95 and Marshall Parkway Interchange.

The Phase Two Mobility Plan will be further refined over the next few months based on additional community feedback and review by City staff and the City Council. The Phase Two Mobility Plan will include updates to the Areawide Level of Service (LOS) and Multimodal Quality of Service (QOS) standards provided as part of the Phase One Mobility Plan. To allow for measuring performance of the Mobility Plan, Areawide LOS and Multimodal QOS analyses will be performed to establish baseline existing conditions for roads and multimodal facilities. The Mobility Plan will also feature representative Complete Street cross-sections. The Comprehensive Plan will also be evaluated to identify needed amendments to further integrate the Mobility Plan and Fee.

The Mobility Fee update features three (3) Assessment Areas: (1) east of Interstate 95; (2) southwest of Interstate 95; and (3) northwest of Interstate 95. **The three (3) Assessment Areas reflect differences in person trips and trip lengths, internal capture, external travel outside the** City, developer obligations to construct future improvements, and existing credit agreements. **The Mobility Fee update adds a sixth (6th) Mobility Fee Benefit District by separating the current East Benefit District into a Northeast District and a Southeast District on either side of the Crosstown Parkway.** The update includes the renaming of the Traditions Benefit District to the Village Parkway Benefit District. The other three (3) Mobility Fee Benefit Districts remain as currently adopted.

The Phase Two Mobility Plan and Mobility Fee update implement requirements of the interlocal agreement between the City and the County. The Mobility Fee Ordinance addresses existing City Road Impact Fee credit agreements and future Mobility Fee credit agreements. **This Technical Report demonstrates that the Mobility Fee update, based on the multimodal projects in the Phase Two Mobility Plan, meets the dual rational nexus test and rough proportionality test, along with the requirements of Florida Statute Sections 163.3180 and 163.31801 and Florida Statute Chapter 380.**

LEGISLATIVE BACKGROUND

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida to adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided "concurrent" with the impacts of new development. State mandated "concurrency" was adopted to ensure the health, safety, and general welfare of the public by ensuring that adequate public facilities would be in place to accommodate the demand for public facilities created by new development.

Transportation concurrency became the measure used by the Florida Department of Community Affairs (DCA), Florida Department of Transportation (FDOT), Regional Planning Councils (RPCs), and local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. To meet the travel demand impacts of new development and be deemed "concurrent", transportation concurrency was primarily addressed by constructing new roads and widening existing roads.

Traditional transportation concurrency allowed governmental entities to deny development where road capacity was not available to meet the travel demands from new development. Transportation concurrency also allowed governmental entities to require that developments be timed or phased concurrent with the addition of new road capacity. In addition, transportation concurrency also allowed governmental entities to require new development to improve (widen) roads that were already overcapacity (aka "deficient" or "backlogged').

In urban areas throughout Florida, traditional transportation concurrency had the unintended consequence of limiting and often stopping growth in urban areas (aka cities). This occurred because roads were often over capacity based on traffic already on the roads or the combination of that traffic and trips from approved developments. Further, the ability to add road capacity in urban areas was more limited as right-of-way was often constrained by existing development and utilities, physical barriers, environmental protections, and community opposition from homeowners worried about increases in traffic and the impact adding road capacity would have on their homes. Stopping development in urban areas encouraged suburban sprawl by forcing new development to suburban and rural areas where road capacity was either readily available or cheaper to construct. In the late 90's, as the unintended impact of transportation concurrency became more apparent, the Legislature adopted Statutes to provide urban areas with alternatives to address the impact of new development through Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Management Areas (TCMA).

The intent of TCEAs and TCMAs was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in those areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees and require significant transportation capacity improvements. In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development, that was not a development of regional impact (DRI), to make proportionate share payments to mitigate its travel demand. Prior to 2005, only DRIs were permitted to mitigate their impact through proportionate share payments. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did not meet requirements to qualify for TCEAs or TCMAs.

In 2007, the Florida Legislature introduced the concept of mobility plans and mobility fees to allow development to equitably mitigate its impact and placed additional restrictions on the ability of local governments to charge new development for over capacity roadways. The Legislature directed the Florida Department of Community Affairs (DCA) and the Florida Department of Transportation (FDOT) to evaluate mobility plans and mobility fees and report the finding to the Legislature in 2009.

In 2009, the Legislature designated Dense Urban Land Areas (DULA), which are communities with a population greater than 1,000 persons per square mile, as TCEA's. The Legislature accepted the findings of the DCA and FDOT analysis for mobility plans and mobility fees but did not take any formal action as the State was in the midst of the great recession. The Legislature also placed further restrictions on local government's ability to implement transportation concurrency, by adding direction on how to calculate proportionate share and how overcapacity road are addressed.

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades. The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process.

Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, proportionate share and backlogged roads. The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions on the implementation of transportation concurrency. Florida Statute Section 163.3180(1) provides local governments with flexibility to establish concurrency requirements:

"Sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis. Additional public facilities and services may not be made subject to concurrency on a statewide basis without approval by the Legislature; however, any local government may extend the concurrency requirement so that it applies to additional public facilities within its jurisdiction".

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt alternative mobility funding system, such as mobility fees based on a plan of improvements, to allow development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact. Florida Statute Section 163.3180(5)(i) states:

"If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. A mobility fee-based funding system must comply with the dual rational nexus test applicable to impact fees. An alternative system that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)."

Florida Statute Section 163.3164(29) very clearly defines a local government as: ***"any county or municipality"***. If the Legislature had intended for a County or Charter County to be exempt from provisions of the Community Planning Act or to have authority over a municipality as it relates to transportation concurrency, impact fees, or mobility fees, it would have either included specific references or defined city and county separately, not cohesively as a **"local government."**

The Community Planning Act did not elect to "grandfather" any local governments existing transportation concurrency system and did not place restrictions on any local government from repealing transportation concurrency or adopting an alternative mobility funding system in either House Bill 7207 adopted in 2011 or House Bill 319 adopted in 2013. After 20 years of amending Florida Statute Section 163.3180 (roughly every two (2) years over a 20-year period between 1993 and 2013) the Legislature was fully aware that local governments through-out Florida implemented alternatives to transportation concurrency and elected not to provide any exemptions in 2013 to preempt Florida Statute Section 163.3180, like it did in 2009.

In 2009, the Legislature enacted statutory provisions in Florida Statute Section 163.3180 (5)(b)5. that exempted Broward County and Florida Statute Section 163.3180 (5)(b)6. that exempted Miami Dade County from specific statutory requirements related to transportation concurrency exception area requirements. Those exemptions were repealed as part of the 2011 Community Planning Act that made concurrency optional and eliminated statutory provisions related to dense urban land areas (DULAs), long term transportation concurrency management areas (TCMAs), multimodal transportation districts (MMTDs), and transportation concurrency exception areas (TCEAs). The Legislature clearly had established prior precedent in exempting certain local governments from requirements under Florida Statute Section 163.3180 and elected not to do so in 2011 and 2013.

Prior to the passage of the Florida Community Planning Act by the Legislature on June 2, 2011, transportation concurrency was mandatory for local governments statewide, except those with approved TCEAs or MMTDs. After adoption of the Community Planning Act, transportation concurrency became optional for any local government and the Legislature encouraged local governments to adopt alternative mobility funding systems and specifically references mobility fees, based on a plan for mobility improvements. Accordingly, the Florida Department of Economic Opportunity (DEO), which replaced the Department of Community Affairs, provided direction related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180 **(Appendix A)**:

In 2019, the Florida Legislature, through House Bill 7103, amended the Community Planning Act and required mobility fees to be governed by the same procedures as impact fees. This amendment further confirmed that mobility fees are an equivalent form of mitigation to impact fees that allow development to mitigate its impact to the transportation system consistent with the needs identified in the local governments adopted mobility plan per Florida Statute Section 163.3180(5)(i):

"If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. ***A mobility fee-based funding system must comply with s. 163.31801 governing impact fees.*** *An alternative system that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)."* ***(emphasis added)***

Figure 1. Concurrency Cycle

The elimination of state mandated transportation concurrency was the culmination of 20 years of amendments to Florida Statute Section 163.3180 and a recognition that governments cannot build their way out of congestion. The allowance to adopt alternative mobility funding systems was a recognition of the need for government to proactively plan for mobility, instead of reactively regulate road capacity **(Figure 1).**

Further, Florida Statute defines **"local governments"** as both **"counties and municipalities"** and did not provide counties any preemptions over cities or grandfather in any county transportation concurrency, proportionate share, or impact fee system. The Legislature recognized impact fees, mobility fees, and other mitigation as equal options in both the requirement to provide credits for proportionate share payments and improvements, and as alternatives mobility funding systems to replace transportation concurrency and proportionate share systems under Florida Statute Section 163.3180.

IMPACT FEE & MOBILITY FEE COMPARISON

The Florida Constitution grants local governments broad home rule authority to establish special assessments, impact fees, mobility fees, franchise fees, user fees, and service charges as revenue sources to fund specific governmental functions and capital infrastructure. Payment of impact fees or mobility fees are one of the primary ways local governments can require new development, along with redevelopment or expansion of existing land uses which generates additional transportation demand, to mitigate its impact to a local governments transportation system. While road impact fees and mobility fees are both intended to be means in which a development can mitigate its transportation impact, the following are the major differences between the two fees:

Road Impact Fees

- Partially or fully fund road capacity improvements, including new roads, the widening of existing roads, and the addition or extension of turn lanes at intersections to move people driving vehicles (i.e., cars, trucks, SUVs, motorcycles).
- Are based on increases in trip generation, vehicle trip length, and road capacity, along with the cost of road capacity improvements and the projected vehicle miles of travel from development.
- May be based on either an adopted LOS standard (aka standards or consumption-based fee) or on future road improvements (aka plan or improvements-based fee).

Mobility Fees

- Pay for the cost associated with adding new multimodal capacity to move people walking, bicycling, scooting, riding transit, driving vehicles, or using shared mobility technology.
- Partially or fully fund multimodal projects, including sidewalks, multi-use paths, greenways, bike lanes, multimodal lanes and ways, streetscape, landscape, micromobility (i.e., electric bikes, electric scooters) devices, programs, and services, microtransit (i.e., golf carts, neighborhood electric vehicles, autonomous transit shuttles) circulators, services and vehicles, new roads, the widening of existing roads, traffic control devices, intersection improvements, and roundabouts.
- Are based on increases in person trips, person trip lengths, and person miles of capacity from multimodal projects, along with projected person miles of travel from development.
- Assessment areas may vary based on geographic location (e.g., either side of an Interstate), type of development (e.g., mixed-use), or differences in person travel characteristics.
- Must be based on future multimodal projects adopted as part of a mobility plan and incorporated or referenced in the local governments Comprehensive Plan.

LEGAL

Local governments through-out Florida began adopting road impact fees in the late 70's and early 80's as a means for new development to pay for its traffic impact and provide local governments with revenues to fund transportation infrastructure improvements. Counties, especially Charter Counties, began to require that cities collect road impact fees on their behalf to fund improvements to the county road system. Throughout the 1980's, 1990's, and 2000's, cities through-out Florida challenged the ability of counties to compel cities to collect road impact fees for new development. The opposition stemmed in part from an unintended consequence of transportation concurrency which was that it essentially stopped development in urban areas (aka "cities"). Both cities and new development were constrained in their ability to add road capacity due to cost of acquiring developed land and fierce opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their homes.

The inability of development in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents would come out in opposition to new road capacity improvements and road capacity was either available or was cheaper to construct. Cities found themselves in the unenviable position of sending road impact fees to counties, when development did meet concurrency, only to see those road impact fees being spent on new road capacity projects outside of urban areas that made it even easier for development to continue to sprawl outside city limits.

Further, the courts frequently sided with counties, as cities that did challenge the legality of counties compelling them to collect impact fees did not offer alternatives to show how they would address the traffic impacts from new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Further, these challenges also existed prior to the introduction of mobility plans and mobility fees and the adoption of the "Community Planning Act" through Florida Statute 163.3180.

Before the Florida "Impact Fee Act" was adopted, many local governments had already developed impact fees through their home rule powers. In 2006, the Legislature adopted the "Impact Fee Act" to provide process requirements for the adoption of impact fees and formally recognized the authority of local governments to adopt impact fees. Prior to 2006, the Florida Legislature, unlike many States throughout the U.S. that had adopted enabling legislation, elected to defer to the significant case law that had been developed in both Florida and throughout the U.S. to provide guidance to local governments to adopt impact fees.

In 2009, the Legislature made several changes to the "Impact Fee Act", the most significant of which was placing the burden of proof on local governments, through a preponderance of the evidence, that the imposition of the fee meets legal precedent and the requirements of Florida Statute Section 163.31801. Prior to the 2009 amendment, Courts generally deferred to local governments as to the validity of an imposed impact fee and placed the burden of proof, that an imposed impact fee was invalid or unconstitutional on the plaintiff.

In 2019, the Legislature, through HB 207 and HB 7103, made several changes to the "Impact Fee Act", the most significant of which was the requirement that fees not be collected before building permit. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, credits for improvements and administrative cost.

In 2020, the Legislature, through SB 1066, made several additional changes to the Impact Fee Act to clarify that new or updated impact fees cannot be assessed on a permit if the permit application was pending prior to the new or updated fee. The bill also made credits assignable and transferable to third parties.

In 2021, the Legislature, through HB 337 made significant amendments to the "Impact Fee Act", which the Governor subsequently approved. The amendments require that impact fees be based on planned improvements and that there is a clear nexus between the need for improvements and the impact from new development. The amendments have a greater impact on increases to existing impact fees and have phasing requirements for increases to existing fees.

There are provisions that allow a local government to fully implement updated fees based on a finding of extraordinary circumstances, holding public hearings, and requiring a super majority approval by elected officials. Florida Statute Section 163.31801 now reads as follows:

"(1) This section may be cited as the "Florida Impact Fee Act."

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments' reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) "Infrastructure" means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) "Public facilities" has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on the most recent and localized data.

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district must credit against the collection of the impact fee any contribution, whether identified in a proportionate share agreement or other form of exaction, related to public facilities or infrastructure, including land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been

completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) In any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after the date the act become law.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district county, municipality, or special district must report all of the following information data on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable."

One of the purposes of this Technical Report, consistent with Florida Statute Sections 163.31801(4)(f) and (g), is to demonstrate that the City of Port St. Lucie Mobility Fees are proportional and reasonably connected to, or has a rational nexus with, both the **"need"** for new multimodal improvements and the mobility **"benefit"** provided to those who pay the fee, otherwise known as the "dual rational nexus test", herein further described as:

The "Need" for additional (new) capital facilities (improvements and projects) to accommodate the increase in demand from new development (growth), and

The "Benefit" that the new development (growth) receives from the payment and expenditure of fees to construct the new capital facilities (improvements).

In addition to the "dual rational nexus test", the U.S. Supreme Court in *Dolan v. Tigard* also established a "rough proportionality test" to address the relationship between the amount of a fee imposed on a new development and the impact of the new development. The "rough proportionality test" requires that there be a reasonable relationship between the impact fee and the impact of new development based upon the applicable unit of measure for residential and non-residential uses and that the variables used to calculate a fee are reasonably assignable and attributable to the impact of each new development.

The Courts recognized the authority of a municipality to impose “impact fees” in Florida in 1975 in the case of City of Dunedin v. Contractors and Builders Association of Pinellas County, 312 So.2d 763 (2d DCA. Fla., 1975), where the court held: “that the so-called impact fee did not constitute taxes but was a charge using the utility services under Ch. 180, F. S.”

The Court set forth the following criteria to validate the establishment of an impact fee:

***"…where the growth patterns are such that an existing water or sewer system will have to be expanded in the near future, a municipality may properly charge for the privilege of connecting to the system a fee which is in excess of the physical cost of connection, if this fee does not exceed a proportionate part of the amount reasonably necessary to finance the expansion and is earmarked for that purpose."* 312 So.2d 763, 766, (1975).**

The case was appealed to the Florida Supreme Court and a decision rendered in the case of Contractors and Builders Association of Pinellas County v. City of Dunedin 329 So.2d 314 (Fla. 1976), in which the Second District Court's decision was reversed. The Court held that "impact fees" did not constitute a tax; that they were user charges analogous to fees collected by privately owned utilities for services rendered.

However, the Court reversed the decision, based on the finding that the City did not create a separate fund where impact fees collected would be deposited and earmarked for the specific purpose for which they were collected, finding:

"The failure to include necessary restrictions on the use of the fund is bound to result in confusion, at best. City personnel may come and go before the fund is exhausted, yet there is nothing in writing to guide their use of these moneys, although certain uses, even within the water and sewer systems, would undercut the legal basis for the fund's existence. There is no justification for such casual handling of public moneys, and we therefore hold that the ordinance is defective for failure to spell out necessary restrictions on the use of fees it authorizes to be collected. Nothing we decide, however prevents Dunedin from adopting another sewer connection charge ordinance, incorporating appropriate restrictions on use of the revenues it produces. Dunedin is at liberty, moreover, to adopt an ordinance restricting the use of moneys already collected. We pretermit any discussion of refunds for that reason.” 329 So.2d 314 321, 322 (Fla. 1976)

The case tied impact fees directly to growth and recognized the authority of a local government to impose fees to provide capacity to accommodate new growth and basing the fee on a proportionate share of the cost of the needed capacity. The ruling also established the need for local government to create a separate account to deposit impact fee collections to help ensure those funds are expended on infrastructure capacity.

The Utah Supreme Court had ruled on several cases related to the imposition of impact fees by local governments before hearing Banberry v. South Jordan. In the case, the Court held that: "the fair contribution of the fee-paying party should not exceed the expense thereof met by others. To comply with this standard a municipal fee related to service like water and sewer must not require newly developed properties to bear more than their equitable share of the capital costs in relation to the benefits conferred" (Banberry Development Corporation v. South Jordan City, 631 P. 2d 899 (Utah 1981). To provide further guidance for the imposition of impact fees, the court articulated seven factors which must be considered (Banberry Development Corporation v. South Jordan City, 631 P. 2d 904 (Utah 1981):

"(1) the cost of existing capital facilities;

(2) the manner of financing existing capital facilities (such as user charges, special assessments, bonded indebtedness, general taxes or federal grants);

(3) the relative extent to which the newly developed properties and the other properties in the municipality have already contributed to the cost of existing capital facilities (by such means as user charges, special assessments, or payment from the proceeds of general taxes);

(4) the relative extent to which the newly developed properties in the municipality will contribute to the cost of existing capital facilities in the future;

(5) the extent to which the newly developed properties are entitled to a credit because the municipality is requiring their developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the municipality and financed through general taxation or other means (apart from user fees) in other parts of the municipality;

(6) extraordinary costs, if any, in servicing the newly developed properties; and

(7) the time-price differential inherent in fair comparisons of amounts paid at different times."

The Court rulings in Florida, Utah and elsewhere in the U.S. during the 1970's and early 1980's led to the first use of what ultimately became known as the "dual rational nexus test" in Hollywood, Inc. v. Broward County, which involved a Broward County ordinance that required a developer to dedicated land or pay a fee for the County park system. The Florida Fourth District Court of Appeal found to establish a reasonable requirement for dedication of land or payment of an impact fee that:

"… the local government must demonstrate a reasonable connection, or rational nexus between the need for additional capital facilities and the growth of the population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for the use in acquiring capital facilities to benefit new residents." (Hollywood, Inc. v. Broward County, 431 So. 2d 606 (Fla. 4th DCA), rev. denied, 440 So. 2d 352 (Fla. 1983).

In 1987, the first of two major cases were heard before the U.S. Supreme Court that have come to define what is now commonly referred to as the "dual rational nexus test". The first case was Nollan v. California Coastal Commission which involved the Commission requiring the Nollan family to dedicate a public access easement to the beach in exchange for permitting the replacement of a bungalow with a larger home which the Commission held would block the public's view of the beach. Justice Scalia delivered the decision of the Court: "The lack of nexus between the condition and the original purpose of the building restriction converts that purpose to something other than what it was...Unless the permit condition serves the same governmental purpose as the development ban, the building restriction is not a valid regulation of land use but an out-and-out plan of extortion (Nollan v. California Coastal Commission, 483 U. S. 825 (1987)". The Court found that there must be an essential nexus between an exaction and the government's legitimate interest being advanced by that exaction (Nollan v. California Coastal Commission, 483 U. S. 836, 837 (1987).

The second case, Dolan v. Tigard, heard by the U.S. Supreme Court in 1994 solidified the elements of the "dual rational nexus test". The Petitioner Dolan, owner and operator of a Plumbing & Electrical Supply store in the City of Tigard, Oregon, applied for a permit to expand the store and pave the parking lot of her store. The City Planning Commission granted conditional approval, dependent on the property owner dedicating land to a public greenway along an adjacent creek and developing a pedestrian and bicycle pathway to relieve traffic congestion. The decision was affirmed by the Oregon State Land Use Board of Appeal and the Oregon Supreme Court. The U.S. Supreme Court overturned the ruling of the Oregon Supreme Court and held:

"Under the well-settled doctrine of "unconstitutional conditions," the government may not require a person to give up a constitutional right in exchange for a discretionary benefit conferred by the government where the property sought has little or no relationship to the benefit. In evaluating Dolan's claim, it must be determined whether an "essential nexus" exists between a legitimate state interest and the permit condition. Nollan v. California Coastal Commission, 483 U. S. 825, 837. If one does, then it must be decided whether the degree of the exactions demanded by the permit conditions bears the required relationship to the projected impact of the proposed development." Dolan v. City of Tigard, 512 U.S. 383, 386 (1994)

The U.S. Supreme Court in addition to upholding the “essential nexus” requirement from Nollan also introduced the “rough proportionality” test and held that:

“In deciding the second question-whether the city's findings are constitutionally sufficient to justify the conditions imposed on Dolan's permit-the necessary connection required by the Fifth Amendment is "rough proportionality." No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the proposed development's impact. This is essentially the "reasonable relationship" test adopted by the majority of the state courts. Dolan v. City of Tigard, 512 U.S. 388, 391 (1994)”

An often-overlooked component of Dolan v. City of Tigard is the recognition that while multimodal facilities may off-set traffic congestion there is a need to demonstrate or quantify how the dedication of a pedestrian / bicycle pathway would offset the traffic demand generated. per the following excerpt from the opinion of the Court delivered by Chief Justice Rehnquist:

“The city made the following specific findings relevant to the pedestrian/bicycle pathway: "In addition, the proposed expanded use of this site is anticipated to generate additional vehicular traffic thereby increasing congestion on nearby collector and arterial streets. Creation of a convenient, safe pedestrian/bicycle pathway system as an alternative means of transportation could offset some of the traffic demand on these nearby streets and lessen the increase in traffic congestion." We think a term such as "rough proportionality" best encapsulates what we hold to be the requirement of the Fifth Amendment. No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.

With respect to the pedestrian/bicycle pathway, we have no doubt that the city was correct in finding that the larger retail sales facility proposed by petitioner will increase traffic on the streets of the Central Business District. The city estimates that the proposed development would generate roughly 435 additional trips per day. Dedications for streets, sidewalks, and other public ways are generally reasonable exactions to avoid excessive congestion from a proposed property use. But on the record before us, the city has not met its burden of demonstrating that the additional number of vehicle and bicycle trips generated by the petitioner's development reasonably relate to the city's requirement for a dedication of the pedestrian/bicycle pathway easement. The city simply found that the creation of the pathway "could offset some of the traffic demand . . . and lessen the increase in traffic congestion."

“As Justice Peterson of the Supreme Court of Oregon explained in his dissenting opinion, however, "[t]he findings of fact that the bicycle pathway system could offset some of the traffic demand' is a far cry from a finding that the bicycle pathway system will, or is likely to, offset some of the traffic demand." 317 Ore., at 127, 854 P. 2d, at 447 (emphasis in original). No precise mathematical calculation is required, but the city must make some effort to quantify its findings in support of the dedication for the pedestrian/bicycle pathway beyond the conclusory statement that it could offset some of the traffic demand generated.” Dolan v. City of Tigard, 512 U.S. 687 (1994).

The U.S. Supreme Court recently affirmed, through Koontz vs. St. Johns River Water Management District, that the "dual rational nexus" test equally applies to monetary exactions in the same manner as a governmental regulation requiring the dedication of land. Justice Alito described:

"Our decisions in Nollan v. California Coastal Commission, 483 U. S. 825 (1987), and Dolan v. City of Tigard, 512 U. S. 374 (1994), provide important protection against the misuse of the power of land-use regulation. In those cases, we held that a unit of government may not condition the approval of a land-use permit on the owner's relinquishment of a portion of his property unless there is a "nexus" and "rough proportionality" between the government's demand and the effects of the proposed land use. In this case, the St. Johns River Water Management District (District) believes that it circumvented Nollan and Dolan because of the way in which it structured its handling of a permit application submitted by Coy Koontz, Sr., whose estate is represented in this Court by Coy Koontz, Jr. The District did not approve his application on the condition that he surrender an interest in his land. Instead, the District, after suggesting that he could obtain approval by signing over such an interest, denied his application because he refused to yield." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2586 (2013).

"That carving out a different rule for monetary exactions would make no sense. Monetary exactions—particularly, fees imposed "in lieu" of real property dedications—are "commonplace" and are "functionally equivalent to other types of land use exactions." To subject monetary exactions to lesser, or no, protection would make it "very easy for land-use permitting officials to evade the limitations of Nollan and Dolan." Furthermore, such a rule would effectively render Nollan and Dolan dead letters "because the government need only provide a permit applicant with one alternative that satisfies the nexus and rough proportionality standard, a permitting authority wishing to exact an easement could simply give the owner a choice of either surrendering an easement or making a payment equal to the easement's value." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2599 (2013).

The Florida First District Court of Appeals recently reaffirmed, through The BoCC of Santa Rosa County vs. the Builders Association of West Florida, that impact fees are required to meet the "dual rational nexus" test to avoid being found to be an unconstitutional tax and cited the Florida Impact Fee Act that requires impact fees to be based on the most recent and localized data.

The Court cited expert testimony that the County's school impact fee "failed the dual rational nexus test because they did not account for the differences between the northern and southern parts of the county. This resulted in impact fees that were disproportionate to the growth in these geographical regions."

DEVELOPING THE PHASE TWO MOBILITY PLAN & FEE

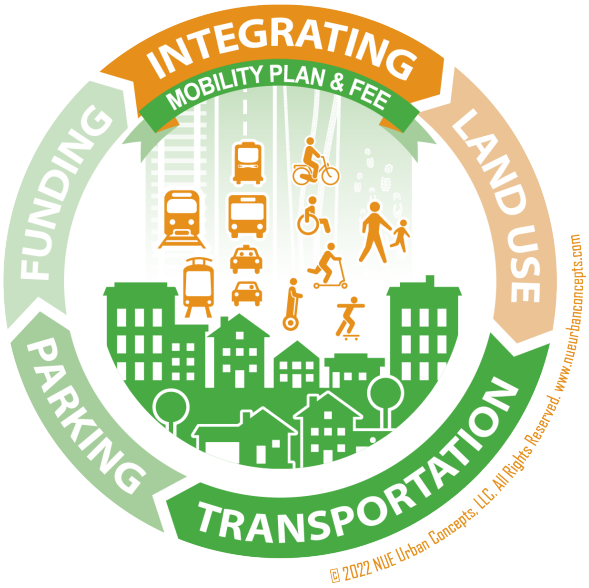
There were multiple steps that went into development of the Phase Two Mobility Plan and the Mobility Fee for the City. The City established legislative intent to consider development of a mobility fee through the 2020 amendments to the Comprehensive Plan. The following is a step-by-step overview of the process used to develop the Phase Two Mobility Plan and Mobility Fee consistent with legal and statutory requirements **(Figure 2).**

Figure 2. Developing a Mobility Plan & Mobility Fee

COMPREHENSIVE PLAN

In 2020, the City amended the Transportation Element of the Comprehensive Plan to consider the adoption of a mobility fee to fund multimodal capital improvements to encourage walking, bicycling, transit ridership, and the efficient use of the transportation system. The following are related goals, objectives, and policies in the Transportation Element **(Figure 3)**:

Figure 3. Integrating Land Use, Transportation, Parking & Funding



TRANSPORTATION ELEMENT

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

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

Policy 2.1.2.13: "The City may consider the establishment of multimodal quality or 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."

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."

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

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."

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

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

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

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

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

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

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

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

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

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

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

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

GOAL 2.6: "PROVIDE A SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM FOR THE WESTERN ANNEXATION AREAS."

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

GROWTH

The first requirement of the dual rational nexus for a mobility fee is to demonstrate that there is a need for multimodal projects to accommodate projected growth in person travel demand. An evaluation of the existing and projected population and employment was conducted for the City of Port St. Lucie and St. Lucie County was obtained from the Traffic Analysis Zones (TAZs) used in the Treasure Coast Regional Planning Model (TCRPM) Version 5 **(Appendix B).**

The TCRPM was developed by the Florida Department of Transportation (FDOT) District Four (Southeast District) and used by the St. Lucie County Transportation Planning Organization (TPO) in development of the 2045 Long Range Transportation Plan (LRTP). The TCRPM demonstrates that there is projected to be an increase in both population and employment for both the City and County **(Table 1)**. Almost 84% of the projected growth in population buy 2045 is projected to occur within the City of Port St. Lucie **(Table 1)**. The projected increase in both population and employment will generate additional person travel demand and will create a need for new multimodal projects to meet that demand.

TABLE 1. PROJECTED GROWTH

	City of Port St. Lucie		St. Lucie County	
Year	**Population**	**Employees**	**Population**	**Employees**
2021 / 2019	**214,514**	**75,011**	**340,060**	**123,800**
2045	**369,267**	**101,104**	**525,100**	**183,300**
Increase	**154,753**	**26,093**	**185,040**	**59,500**

Source: 2021 Population data based on Florida Estimates of Population, 2021 prepared by Bureau of Economic and Business Research (BEBR), College of Liberal Arts & Science, University of Florida, Gainesville, FL. The 2019 Employment Data provided by the U.S. Census Bureau OnTheMap. The 2045 Population and Employment data based on the Treasure Coast Regional Planning Model (TCRPM) Version 5 developed by the Florida Department of Transportation (FDOT) District 4 (Southeast District), May 2021. The City of Port St. Lucie projections for 2045 may vary from other projections since the TAZ data includes unincorporated areas adjacent to the City and enclaves within the City **(Appendix B)**. Population Growth in the City is projected to increase by almost 84% (154,753 / 185,040 = 83.6%).

VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to determine the need for future multimodal projects within the City. Future traffic does not terminate at City limits, thus the evaluation of VMT data includes areas that are outside the City limits to ensure the future model volumes evaluated terminate at logical endpoints such as intersecting roads **(Appendix C).** The latest version of the Treasure Coast Regional Planning Model (TCRPM) was used to determine the VMT growth within and around the City of Port St. Lucie between 2015 and 2045 **(Table 2)**.

TABLE 2. GROWTH IN VEHICLE MILES OF TRAVEL (VMT)

Year	Arterial & Collector Roads	Florida Turnpike & Interstate 95	Total
2015 (Model base year)	2,394,741	1,391,300	3,786,042
2045 (Model and plan future year)	4,181,944	2,324,065	6,506,009
VMT increase (2015 to 2045)	1,787,203	932,764	2,719,967

Source: Projected growth in VMT prepared by NUE Urban Concepts, LLC. The 2015 base year and 2045 future year VMT were extracted using the Treasure Coast Regional Planning Model (TCRPM) Version 5 (May 2021). The model files were obtained from the St. Lucie County TPO. The annual growth rate of travel on arterial and collector roads of 1.88% and 1.72% for the Florida Turnpike and Interstate 95. The VMT increase is based on the difference between 2015 and 2045. The model network includes unincorporated enclave areas within the City and portions of the regional road network that extend outside of the incorporated limits of the City **(Appendix C)**.

The model analyses evaluated projected growth in vehicle miles of travel (VMT) for City, County, and State roads within the model study network **(Appendix C)**. For the City of Port St. Lucie, projected vehicle miles of travel were evaluated for the following areas: (1) east of Interstate 95; (2) southwest of Interstate 95; and (3) northwest of Interstate 95. County Roads were evaluated east and west of Interstate 95. State Roads were evaluated for each State Road, including Interstate 95 and the Florida Turnpike within the City.

The updated Mobility Fee excludes travel on County Roads and Limited Access Facilities. To determine the percentage of travel on County Road and Limited Access Facilities in both 2015 and 2045, the projected growth in VMT was calculated for City, County, and State roads **(Table 3)**. The analysis was also utilized to develop growth rates to grow average annual daily traffic (AADT) to the 2022 base year and the 2045 future year of the Mobility Plan.

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

Area, Facility & Owner	2015	2045	Increase	Annual Growth
Interstate 95 (State)	847,295	1,577,517	730,222	2.09%
Florida Turnpike (State)	544,066	746,548	202,542	1.06%
US Highway 1 (State)	433,057	531,674	98,618	0.69%
Port St. Lucie Blvd (State)	221,691	271,353	49,662	0.68%
Roads West of I-95 (County)	66,879	201,326	134,447	3.74%
Roads East of I-95 (County)	229,418	377,358	147,940	1.67%
Roads East of I-95 (City)	1,635,901	2,876,255	1,240,354	1.90%
Roads Northwest of I-95 (City)	10,013	76,217	66,202	7.00%
Roads Southwest of I-95 (City)	94,081	426,448	332,368	5.17%

Source: Projected growth in VMT prepared by NUE Urban Concepts, LLC. The 2015 base year and 2045 future year VMT were extracted using the Treasure Coast Regional Planning Model (TCRPM) Version 5 (May 2021). The model files were obtained from the St. Lucie County TPO. The annual growth rate is based on the difference in travel between 2015 and 2045. The VMT increase is based on the difference between 2015 and 2045. The model network includes unincorporated enclave areas within the City and portions of the regional road network that extend outside of the incorporated limits of the City **(Appendix C)**.

The percentage of travel on City, County, and State roads was a significant point of contention between the City and County during mediation. The original analysis prepared for the currently adopted Mobility Fee adoption illustrated that travel on County Roads within the City ranged between 3% and 15% based on existing and projected vehicle miles of travel (VMT). The County Road Impact Fee update cited County wide travel and provided a combined City and State roads percentage of travel. The County never provided a breakdown in its Road Impact Fee Study of travel by road ownership. In review of County wide data roughly 25% of travel occurs on non-limited access State Roads. Further County wide data review indicates that roughly 15% occurs on County Roads and 4% on Private Roads. These percentages were verbally confirmed in conversations with the County's travel demand modeling consultant but are not provided in the Road Impact Fee Study.

The City of Port St. Lucie is unique in all of Florida given that the vast majority of the City's multimodal transportation network is owned by the City, not the County or FDOT. The transportation network North of Midway Road in St. Lucie County more closely resembles the rest of Florida with the majority of arterial and collector roads being owned by the County or the State.

The detailed analysis performed for the model study area by ownership shows that in 2022, 65% of travel occurs on City Roads, 11% on County Roads, and 24% on State Roads **(Table 4)**. By 2045, 71% of travel is projected to occur on City Roads, 12% on County Roads, and 17% on State Roads, with the largest increase occurring on City Roads. This analysis excludes travel on the Florida Turnpike and Interstate 95. Travel on these limited access roads will be removed from Mobility Fee calculations since Interstate 95 improvements are funded by Federal and State gas taxes, and Florida Turnpike improvements are funded by toll revenues.

TABLE 4. GROWTH IN VEHICLE MILES OF TRAVEL (VMT) BY GOVERNMENT

Government Entity	2015	2022	2045
City of Port St. Lucie	1,739,994	2,031,428	3,378,917
St. Lucie County	296,297	345,990	578,684
Florida Department of Transportation (FDOT)	654,747	752,792	803,027
Total	2,691,039	3,310,210	4,760,628
City of Port St. Lucie	64.66%	64.90%	70.98%
St. Lucie County	11.01%	11.05%	12.16%
Florida Department of Transportation (FDOT)	24.33%	24.05%	16.87%
Total	100.00%	100.00%	100.00%

Source: Projected growth in VMT prepared by NUE Urban Concepts, LLC. The 2015 base year and 2045 future year VMT were extracted using the Treasure Coast Regional Planning Model (TCRPM) Version 5 (May 2021). The model files were obtained from the St. Lucie County TPO. The 2022 mobility plan base year VMT was interpolated based on an annual growth rate of travel on arterial and collector roads of 1.88% for arterials and collectors and 1.72% for the Florida Turnpike and Interstate 95. The VMT increase is based on the difference between 2022 and 2045. The model network includes unincorporated enclave areas within the City and portions of the regional road network that extend outside of the incorporated limits of the City **(Appendix C)**.

The model analyses evaluated projected growth in vehicle miles of travel (VMT) for the following areas: (1) east of Interstate 95; (2) southwest of Interstate 95; (3) northwest of Interstate 95; and (4) for Interstate 95 and the Turnpike. These areas have been used to develop three (3) Mobility Fee Assessment Areas based on differences in development patterns, future projected growth, future developer improvements, and existing credit agreements **(Map A)**.

The east area is the historic core of the City of Port St. Lucie and features an interconnected transportation network and a mixture of land uses. The southwest area is home to Tradition, a large-scale mixed-use development featuring residential, retail, office, medical, industrial, and educational land uses. The northwest area is not yet developed but has approved or pending development plans for several large-scale developments between the City and the County.

The projected increase in VMT between 2022 and 2045 within the City is 1,787,203 **(Table 5)**. The East, Southwest, and Northwest VMT includes City and State Roads, but excludes VMT on County Roads, Interstate 95, and the Turnpike (limited access). VMT data on limited access facilities will be utilized in calculating reductions for travel on limited access facilities.

TABLE 5. GROWTH IN VEHICLE MILES OF TRAVEL (VMT) BY LOCATION

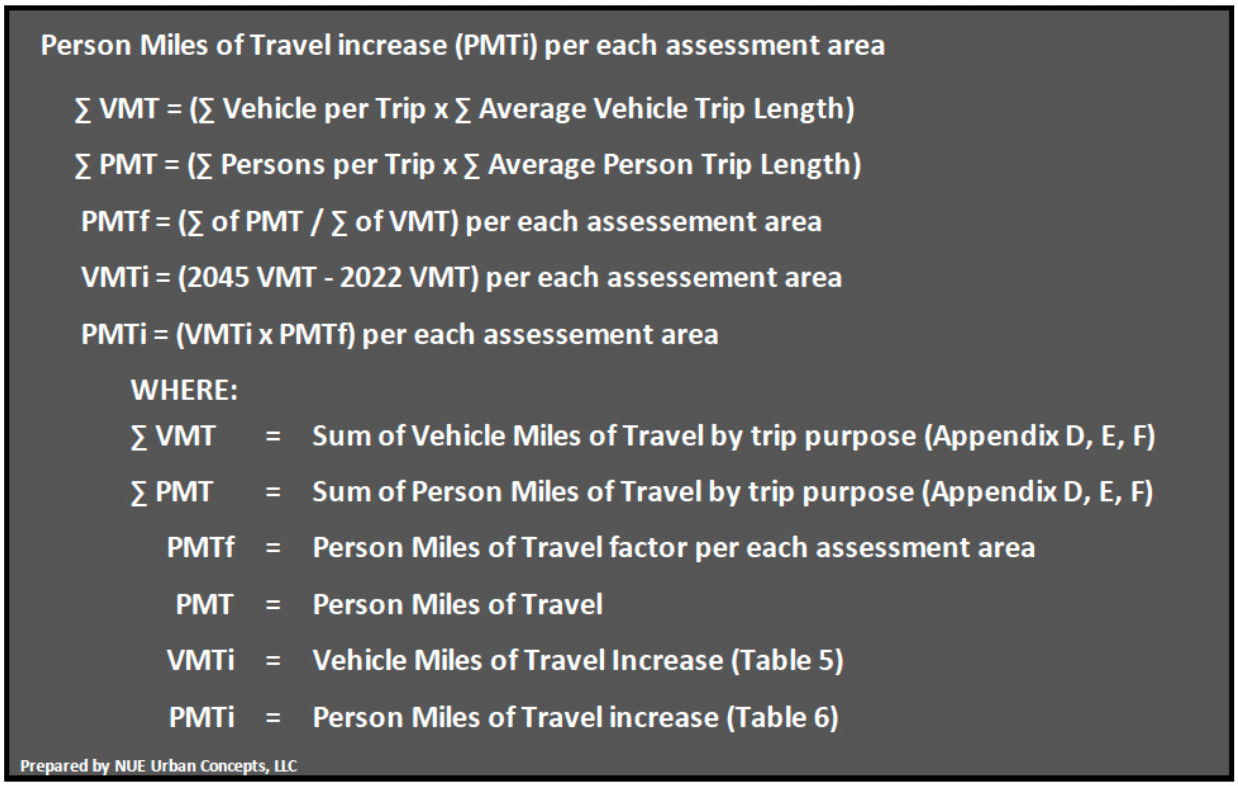
Areas (Location)	2015	2022	2045	Increase
East of Interstate 95	2,290,648	2,558,465	3,679,282	1,120,817
Southwest of Interstate 95	94,081	133,860	426,448	292,588
Northwest of Interstate 95	10,013	16,078	76,214	60,136
Interstate 95 & Turnpike	1,391,300	1,568,245	2,324,065	755,819
Total	3,786,042	4,295,673	6,506,009	2,210,336
Total (excluding I-95 & Turnpike)	2,394,741	2,708,403	4,181,944	1,787,203

Source: Projected growth in VMT prepared by NUE Urban Concepts, LLC. The 2015 base year and 2045 future year VMT were extracted using the Treasure Coast Regional Planning Model (TCRPM) Version 5 (May 2021). The model files were obtained from the St. Lucie County TPO. The 2022 mobility plan base year VMT was interpolated based on an annual growth rate of travel calculated based on 2015 and 2045 data. The VMT increase is based on the difference between 2022 and 2045. The model network includes unincorporated enclave areas within the City and portions of the regional road network that extend outside of the incorporated limits of the City **(Appendix C)**.

PERSON MILES OF TRAVEL (PMT)

The growth in vehicle miles of travel (VMT) is often used in road impact fees to evaluate the need for road capacity improvements to move vehicles. Mobility Fees utilize person miles of travel (PMT) to evaluate the need for multimodal projects to move people. To account for multimodal trips made by people walking, biking, riding transit, and the number of people per vehicle (aka vehicle occupancy), the projected increase in vehicle miles of travel (VMT) demand is converted into person miles of travel (PMT) demand. The calculation for the increase in person miles of travel (PMT) is based on the projected increase in vehicle miles of travel (VMT) multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail on **Figure 4**.

Figure 4: Person Miles of Travel (PMT) Increase



The conversion is based on person and vehicle trips and trip length data for Florida obtained from the 2017 National Household Travel Survey (NHTS). Three (3) sets of Person Miles of Travel (PMT) data have been developed in recognition of differences in geographic locations, mixture of uses, and the existing developed transportation network. The NHTS data is used to calculate a person miles of travel factor (PMTf) based on PMT and VMT per trip purpose.

The first set of data is for the East of Interstate 95 Assessment Area and resulted in a person miles of travel factor (PMTf) of 1.87 **(Appendix D)**. The second set of data is for the Southwest of Interstate 95 Assessment Area and resulted in a PMTf of 1.83 **(Appendix E)**. The third set of data is for the Northwest of Interstate 95 Assessment Area and also resulted in a PMTf of 1.83 **(Appendix F)**. The following is the calculation for the increase in PMT for the area East of I-95:

VMT increase x PMTf = PMTi (1,120,817 x 1.87 = 2,095,928)

The projected increase of 2,741,413 person miles of travel (PMT) demonstrates that there is future person miles or travel demand projected by 2045 that will result in the **"need"** for multimodal projects to accommodate the increase in person travel demand **(Table 6)**. The documented increase in PMT and the identification of needed multimodal projects via the Phase Two Mobility Plan demonstrates compliance with the **"needs"** test of the dual rational nexus test.

TABLE 6. INCREASE IN PERSON MILES OF TRAVEL (PMT)

2045 Vehicle Miles of Travel (VMT) & Person Miles of Travel (PMT)	
2045 Vehicle Miles of Travel Increase East of I-95 (VMTie)	1,120,817
2045 Person Miles of Travel Increase East of I-95 (PMTie)	2,095,928
2045 Vehicle Miles of Travel Increase Southwest of I-95 (VMTis)	292,588
2045 Person Miles of Travel Increase Southwest of I-95 (PMTis)	535,436
2045 Vehicle Miles of Travel Increase Northwest of I-95 (VMTin)	60,136
2045 Person Miles of Travel Increase Northwest of I-95 (PMTin)	110,049
Total Increase in Person Miles of Travel (PMTi)	2,741,413

Source: 2045 VMT increase from Table 5. PMTie (East Assessment Area) obtained by multiplying VMTi by 1.87. PMTis (Southwest Assessment Area) obtained by multiplying VMTi by 1.83. PMTin (Northwest Assessment Area) obtained by multiplying VMTi by 1.83. The calculation for the increase in person miles of travel is illustrated in Figure 4.

LEVEL & QUALITY OF SERVICE STANDARDS

The Phase One Mobility Plan and Mobility Fee Technical Report provided recommendations for the establishment of areawide roadway level of service (LOS) standards and multimodal quality of service (QOS) standards for people bicycling, walking, accessing transit, and making roads safer for all users. Areawide roadway LOS standards and multimodal QOS standards are intended to be used for the following planning and design activities:

(1) Identification of multimodal projects to develop and update the Mobility Plan,
(2) Performance measures to evaluate over time changes in service and mobility provided,
(3) Determining multimodal capacities for the Mobility Plan and Mobility Fee,
(4) Prioritize multimodal projects for annual capital improvement programming,
(5) The design of complete streets and implementing land development regulations (LDRs),
(6) Develop mobility strategies in the LDRs for new development activity, and
(7) Evaluation of site access studies and amendments to the Comprehensive Plan.

Florida Statute 163.3180 (5)(f)(2) identifies the establishment of areawide level of service (LOS) as an alternative to traditional segment-based LOS. The standard approach is to evaluating LOS on an individual segment basis using a metric known as a volume-to-capacity (V/C) ratio, with the capacity based on an adopted LOS standard for the road. The intent of an areawide analysis is to evaluate the traffic and capacity of multiple roads across a transportation system versus an individual segment-by-segment analysis.

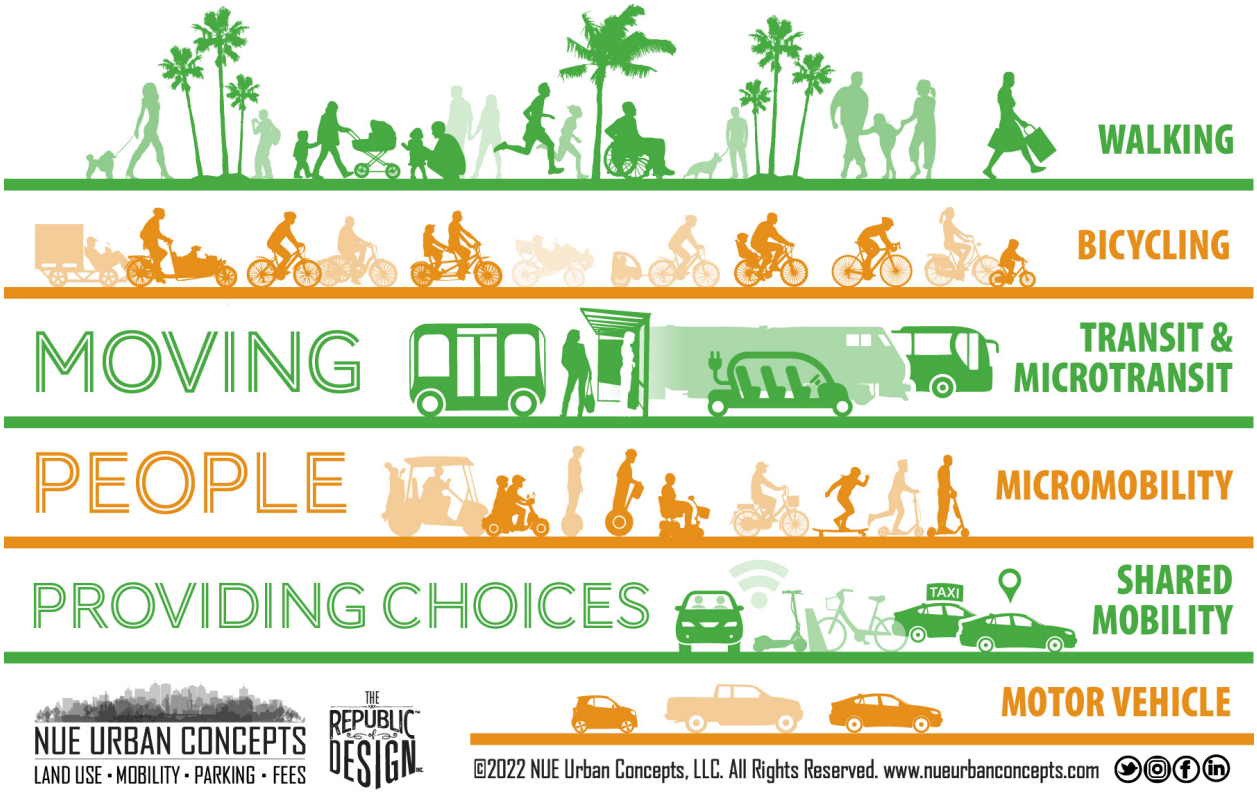
Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal level of service (LOS) standards as part of a mobility plan and fee as one of several alternatives to provide for a transition away from transportation concurrency. The Florida Department of Transportation (FDOT) recognizes the use of the more common descriptor Quality of Service (QOS) Street for multimodal facilities (FDOT 2020 Quality/Level of Service Handbook). Street quality of service (QOS) standards, based on posted speed limits, are intended to be used in conjunction with areawide roadway LOS standards as a planning tool used for innovative street design. Multimodal QOS standards are based on the types of facilities for people walking and bicycling included in the Mobility Plan. Transit QOS standards are based on the type, frequency, and span of future transit service.

The areawide LOS and multimodal quality of service (QOS) standards will be utilized to develop an existing conditions analysis to establish a benchmark from which to measure future performance of the Phase Two Mobility Plan. The standards will also be integrated into the Comprehensive Plan for use in the transportation planning process and potentially into the Land Development Regulations for use in design of Complete Streets.

PHASE TWO MOBILITY PLAN

The Phase One Mobility Plan served as the basis to develop the City's Mobility Fee. The Phase Two Mobility Plan will continue to provide a foundation for the City to proactively prioritize multimodal projects to meet the growth, travel, and mobility needs of the community in a manner that is coordinated with the Future Land Use Element in the City's Comprehensive Plan. The City's Phase Two Mobility Plan is a vision, over the next 25 years, for how the City's transportation system will transition from primarily moving vehicles, towards a multimodal system focused on safely moving people, whether they choose to continue driving their cars, or decide to walk, bicycle, ride transit, or use a new mobility technology **(Figure 5)**.

Figure 5. Moving People, Providing Choices



The Phase Two Mobility Plan features updated mobility corridors and intersections within the City where there is a need to add road capacity and the multimodal corridors and intersections where there is a need to add multimodal capacity to move people and multimodal safety improvements to allow for greater mobility choices. The Phase Two Mobility Plan further defines road capacity improvements and multimodal projects **(Appendix G)**.

The Phase Two Mobility Plan consists of **Mobility** improvements and **Multimodal** improvements for corridors **(Map B)** and intersections **(Map C)**. The designation of a **Mobility** improvement would indicate that a roadway or intersection needs additional capacity for motor vehicles (e.g., cars, trucks, SUVs), in addition to complete street elements such as sidewalks, bike lanes and transit stops. The designation of a **Multimodal** improvement would indicate the roadway or intersection needs additional multimodal capacity for moving people (e.g., bicycling, walking, scooting, shared mobility, transit), but does not include adding capacity for vehicles. The Phase Two Mobility Plan for corridors and intersections includes the following:

Mobility Corridors: Include the addition of road capacity provided by new roads, the widening of existing roads, and the upgrade and change in functional classification of existing roads. All road capacity projects would include complete street elements.

Multimodal Corridors: Include the addition of person capacity provided by complete street elements (e.g., multi-use paths, greenways, etc.). The following are examples of Complete street Elements: new, retrofitted, or widened bike lanes (e.g., buffered, green markings, protected, standard), sidewalks, multi-use paths, greenways, multimodal lanes and ways for micromobility devices (e.g., electric bikes {e-bikes}, electric scooters {e-scooters}), and microtransit vehicles (e.g., autonomous transit shuttles {ATS}, golf carts, neighborhood electric vehicles {NEV}, etc.). Multimodal corridors do not include road capacity improvements.

Mobility Intersections: Include the addition of road capacity at intersections such as new or expanded turn or thru lanes at intersections, the addition of traffic signals or roundabouts, along with new interchanges at Interstate 95 and the Florida Turnpike; and

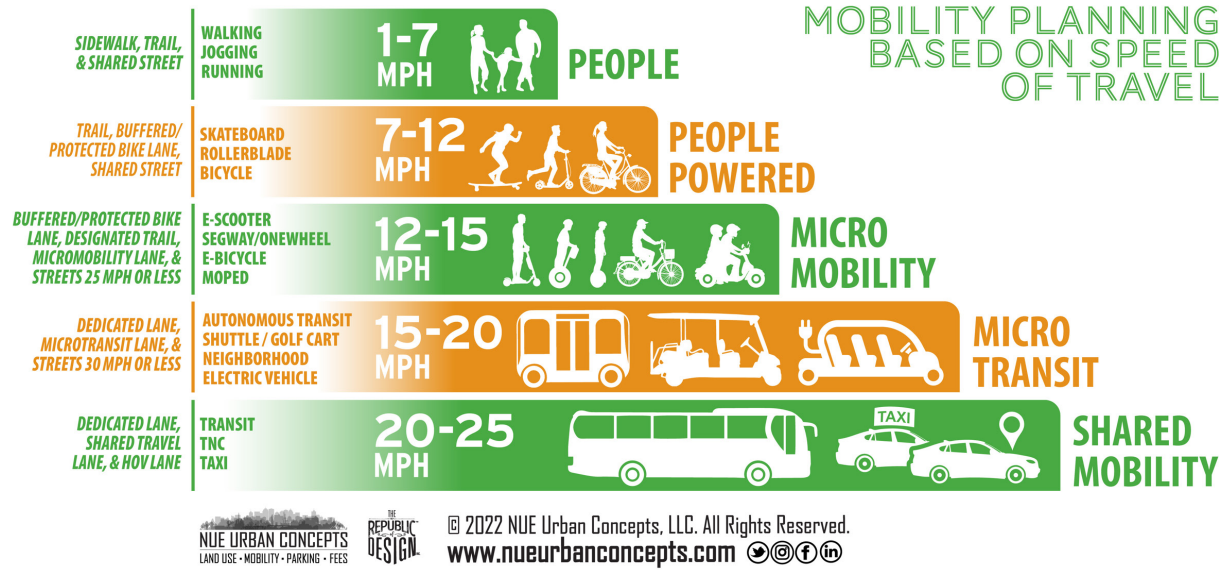
Multimodal Intersections: Include the safety enhancement of intersections and mid-block crossings such as high visibility crosswalks, protected intersections, raised median islands (to limit crossing distance), and mid-block crossings with an advance warning signals such as rectangular rapid flashing beacons (RRFBs) or high intensity activated crossWalK signals (HAWKs).

The Phase Two Mobility Plan further defines Mobility and Multimodal Corridors by illustrating the following improvements: (1) Complete Street retrofit; (2) Greenway; (3) New Complete Street; (4) Widen streets from two lane undivided to two lane divided (raised median) streets; (5) Widen streets from two to four lanes; and (6) Widen streets from four to six lanes **(Map D).**

The Phase Two Mobility Plan further defines Mobility and Multimodal Intersections by illustrating the following improvements: (1) Road Capacity; (2) Multimodal Improvements; (3) High Visibility Mid-Block Crossing; (4) Multimodal Overpass; (5) Multimodal Underpass; (6) Roundabout; (7) High-Intensity Activated CrossWalk; and (8) Interchange **(Map E).**

To facilitate the transition from a transportation system focused on moving cars towards a multimodal system focused on the movement of people, it's important to understand that the speed of travel varies greatly whether a person is walking, bicycling, scooting, riding transit or driving a car. The speed of multimodal travel generally falls within five tiers, each of which requires appropriate multimodal improvements, to accommodate the desired speed of travel **(Figure 6)**.

Figure 6. Speed of Travel



The Phase Two Mobility Plan provides further detail for multimodal improvements based on speed of travel including sidewalks, golf-cart retrofits, greenways, boardwalks, multi-use paths, and multimodal lanes and ways **(Map F)**. A Transit Plan has also been developed that builds on existing circulator plans and also includes three (3) water taxi routes along the St. Lucie River and the C-24 Canal **(Map G)**. Mobility Plan Implementation projects have been added for corridors, intersections, and transit in recognition that the Phase Two Mobility Plan may be amended based on further evaluation and refinement over the last quarter of 2022 and is projected to be completed no later than the first quarter of 2023. Complete Street cross-sections and representative renderings will also be integrated into the Phase Two Mobility Plan.

MOBILITY FEE

The basis for the City of Port St. Lucie's updated Mobility Fee are the multimodal projects identified in the Phase Two Mobility Plan consistent with Florida Statute 163.3180(5)(i). The Mobility Fees collected from new development are to be used to fund the multimodal projects identified in the Phase Two Mobility Plan **(**Figure 7**)**. The multimodal improvements identified in the Phase Two Mobility Plan are intended to provide the person miles of capacity needed to meet future person miles of travel demand, consistent with the **"needs"** requirement of the dual rational nexus test. The Mobility Fees collected from new development are to be used to fund the needed multimodal improvements to provide a mobility benefit to new development and serve the increase in person travel demand from that development, consistent with the **"benefits"** requirement of the dual rational nexus test.

Figure 7. Mobility Plan and Mobility Fee

EXISTING CONDITIONS EVALUATION (ECE)

Florida Statute prohibits local governments from charging new development for an existing transportation deficiency (aka over capacity or backlogged roads), except for Mobility Fees. Per Florida Statute Section 163.3180(i), Mobility Fees can be assessed to cure an existing transportation deficiency, other alternative mobility funding systems may not. While not required, is an abundance of caution, the capacity of the major road system has been evaluated on a system-wide basis to ensure that new development activity is not being charged for existing transportation deficiencies.

The existing conditions evaluation (ECE) is achieved by dividing vehicle miles of travel (VMT) by vehicle miles of capacity (VMC). A VMT/VMC ratio greater than 1.00 indicates that there are system deficiencies. The Mobility Study Road Network evaluated includes major roads within the City of Port St. Lucie including City, County, and State roads **(MAP H)**. Based on the evaluation of existing conditions, the VMT/VMC ratio for 2022 is 0.53 **(Table 7)**. Thus, there are no backlogged facilities for which new development would be assessed. New development will only be assessed on its share of the cost to provide new capacity. The major roads evaluated within the study network currently provides adequate capacity to meet existing travel demand. For purposes of the Mobility Fee calculation, the existing conditions evaluation factor (ECEf) is set to 1.00.

TABLE 7. 2022 EXISTING CONDITIONS EVALUATION (ECE)

Functional Classification	Length (miles)	2022 Vehicle Miles of Travel (VMT)	2022 Vehicle Miles of Capacity (VMC)	VMT to VMC (VMT/VMC)
Collector	81.70	474,210	1,428,560	.33
Arterial	85.55	1,015,040	2,029,810	.50
Major Arterial	30.17	822,540	1,487,710	.55
Principal Arterial	7.80	344,100	467,400	.74
Limited Access	24.51	1,498,320	2,422,780	.62
Total	229.73	4,154,210	7,836,260	.53

Source: Existing conditions evaluation is based on Traffic Characteristics Data for the City **(Appendix H)**. The Traffic Characteristics Data was obtained from the City, County, FDOT, and TPO. VMT is based on AADT x length of a road segment. VMC is based on the daily capacity x length of a road segment. Capacities for roads are based on the FDOT Generalized Tables **(Appendix I)**. Level of Service Standards are based on the adopted Comprehensive Plan. The Mobility Study Road Network is illustrated in Map H.

In addition to the existing conditions analysis, a future conditions analysis was also performed for the transportation network in 2045. The projected VMT/VMC ratio for 2045 is 0.83 **(Table 8)**. This analysis does not include the additional capacity provided by proposed improvements. Given the VMT/VMC ratio for 2045 is less than 1.00 without improvements, the projected VMT/VMC in 2045 with improvements will be lower than 0.83 and the future network would not be assessing development to cure projected deficiencies.

TABLE 8. 2045 FUTURE CONDITIONS EVALUATION (FCE)

Functional Classification	Length (miles)	2045 Vehicle Miles of Travel (VMT)	2045 Vehicle Miles of Capacity (VMC)	VMT to VMC (VMT/VMC)
Collector	81.70	780,870	1,428,560	.55
Arterial	85.55	1,714,630	2,029,810	.84
Major Arterial	30.17	1,328,560	1,487,710	.89
Principal Arterial	7.80	403,100	467,400	.86
Limited Access	24.51	2,239,920	2,422,780	.92
Total	229.73	6,467,080	7,836,260	.83

Source: Existing conditions evaluation is based on Traffic Characteristics Data for the City **(Appendix H)**. The Traffic Characteristics Data was obtained from the City, County, FDOT, and TPO. VMT is based on AADT x length of a road segment. VMC is based on the daily capacity x length of a road segment. Capacities for roads are based on the FDOT Generalized Tables **(Appendix I)**. Level of Service Standards are based on the adopted Comprehensive Plan. The Mobility Study Road Network is illustrated in **Map H**.

To address the removal of County Roads from the Phase Two Mobility Plan and Mobility Fee, a further analysis of existing (2022) conditions was developed. The analysis includes total length of facilities, total lane miles, vehicle miles of travel (VMT), vehicle miles of capacity (VMC), and a breakdown of percentages by road ownership **(Table 9)**. The analysis illustrates that County Road VMT is projected at just over 13% in 2022. To provide a context for the level of travel on County Roads within the Mobility Study Road Network, less that 4% of the total milage of roads in the Study Network are State Roads, yet just under 13% of VMT occurs on State Roads, almost identical to County Roads, even though 22.4% of the total milage are County Roads. The City of Port St. Lucie is unique in Florida given that it owns and maintains most of the major road network in the City. The vast majority of municipalities in Florida are similar to Ft. Pierce, with most major roads being owned and maintained by the County and the State.

TABLE 9. 2022 AREAWIDE VMT & VMC ANALYSIS BY OWNERSHIP

Government Entity	Length (miles)	Lane Miles	2022 VMT	2022 VMC
City	148.35	424.25	1,948,920	3,850,260
County	45.97	110.73	351,140	988,420
HOA	3.10	12.38	11,730	107,400
State	7.80	46.82	344,100	467,400
Total	205.22	594.18	2,655,890	5,413,480
City	72.3%	71.4%	73.38%	71.12%
County	22.4%	18.6%	13.22%	18.26%
HOA	1.5%	2.1%	0.44%	1.98%
State	3.8%	7.9%	12.96%	8.63%
Total	100.0%	100.0%	100.0%	100.0%

Source: Traffic Characteristics Data for the City **(**Appendix H**).** The Mobility Study Road Network illustrates ownership **(**Map H**)**.

To further address the removal of County Roads from the Phase Two Mobility Plan and Mobility Fee, an analysis of future (2045) conditions was also developed. The analysis illustrates that County Road VMT is projected at just over 14% in 2045 **(**Table 10**)**. The share of VMT occurring on State Roads drops to just under 10% in 2045 **(**Table 10**).** The analysis differs from that provided in Table 4 as the model data includes future roads that are not part of the Traffic Characteristics Data **(**Appendix H**)**.

The 2022 and 2045 analysis in Table 9 and Table 10 excludes travel on Interstate 95 and the Florida Turnpike. The funding for travel on these limited access facilities primarily comes from federal and state gas taxes for Interstate 95 and tolls for the Florida Turnpike. The calculations for Person Travel Demand for land uses included on the Mobility Fee schedule provides additional analysis related to travel on City, County, State, and limited access roads.

TABLE 10. 2045 AREAWIDE VMT & VMC ANALYSIS BY OWNERSHIP

Government Entity	Length (miles)	Lane Miles	2045 VMT	2045 VMC
City	148.35	424.25	3,172,360	3,850,260
County	45.97	110.73	600,520	988,420
HOA	3.10	12.38	51,180	107,400
State	7.80	46.82	403,100	467,400
Total	205.22	594.18	4,227,160	5,413,480
City	72.3%	71.4%	75.0%	71.12%
County	22.4%	18.6%	14.21%	18.26%
HOA	1.5%	2.1%	1.21%	1.98%
State	3.8%	7.9%	9.54%	8.63%
Total	100.0%	100.0%	100.0%	100.0%

Source: Traffic Characteristics Data for the City (Appendix H). The Mobility Study Road Network illustrates ownership (Map H).

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MULTIMODAL CAPACITY

The multimodal improvements identified in the Phase Two Mobility Plan form the basis of the Mobility Fee. These multimodal improvements are necessary to meet future person miles of travel demand and lay the foundation for use of new micromobility devices such as electric pedal assist bicycles (e-bike) and electric scooters (e-scooter) and microtransit vehicles such as autonomous transit shuttles, golf carts, and neighborhood electric vehicles. To account for the capacity benefit of multimodal projects, it requires the establishment of base person capacity rates for the multimodal projects included in the Phase Two Mobility Plan.

The FDOT Generalized Service Volume Tables were used to establish daily capacities for roadways and intersections **(Appendix J)**. A difference between a road impact fee based on vehicle miles of travel (VMT) and a mobility fee based on person miles of travel (PMT) is accounting for vehicle occupancy. To account for vehicle occupancy, the road capacities in **Table 8** are multiplied by a Vehicle Occupancy factor of 1.81, based upon the average of vehicle occupancy from the three (3) 2017 NHTS data sets **(Appendix D, E & F)**. The vehicle occupancy factor is used in the multimodal capacity analysis for road and intersection projects identified in the Phase Two Mobility Plan.

The capacities for people walking and bicycling are based on both a level of service (LOS) and a quality of service (QOS). There is an inverse relationship between the LOS and QOS for people walking, bicycling, and scooting. The higher the LOS of a multimodal facility, the lower the QOS. Conversely, the higher the QOS of a multimodal facility, the lower the LOS. This is due to LOS being a measure of capacity where few users result in unimpeded flow and a higher LOS, whereas as congestion increases, whether in the form of bikes, cars, or people, the LOS decreases as more users equals impeded flow.

Multimodal capacities for bicycling and walking along Mobility and Multimodal Corridors using boardwalks, greenways, trails, shared-use paths, and sidewalks are illustrated in **Appendix J**. Road and Multimodal capacities for intersections, including high visibility crosswalks and roundabouts are provided in **Appendix K.** These multimodal capacities have been used to calculate person miles of capacity (PMC) for the Phase Two Mobility Plan and will be utilized further in developing the Final Phase Two Mobility Plan with variations by multimodal quality of service standard.

PHASE TWO MOBILITY PLAN PROJECTS

The Phase Two Mobility Plan identifies corridors, intersections and transit circulators that serve as the basis for development of the City's Mobility Fee. The Phase Two Mobility Plan includes detailed description for each mobility and multimodal corridor **(Appendix G).** Planning level cost estimates have been developed for the corridors and intersections based on cost from the City, FDOT, and the TPO LRTP **(Appendix L & M)**. The Phase Two Mobility Plan also includes a detailed description for each intersection and transit circulator route **(Appendix N & O).** The person miles of capacity (PMC) have been calculated for Phase Two Mobility Plan corridors, intersections, and transit circulator routes. The timing for corridors and intersections has been defined as either: (1) 2022 to 2025; (2) 2026 to 2035; (3) 2036 to 2045; or (4) developer driven. A summary of the Phase Two Mobility Plan corridors, intersections, and transit circulators is provided in **Table 11**.

The Phase Two Mobility Plan includes corridor, intersection, and transit projects identified as Mobility Plan Implementation in recognition of four factors: (1) there are potentially amendments to the Phase Two Mobility Plan that will be made as the Plan goes through final review over the last quarter of 2022; (2) developments respond to the market and there may be development order requirements that are beyond the impact of development entitles required to make improvements for which mobility fee credit may be requested; (3) Florida Statute requires that updates to fees be limited to every four years unless there is a finding of extraordinary circumstances; and (4) the City annually updates the Capital Improvement Program to reflect current needs and projected revenues. The addition of Mobility Plan Implementation Projects reflects that the scope of mobility plan projects may change to respond to advancements in mobility, new developments, additional funding or reduction in funding, community and political priorities, and opportunities for public and private partnerships.

Phase Two Mobility Plan improvements that are development requirements are primarily driven by real estate market conditions. The design of the existing and future transportation networks in the Southwest and Northwest Assessment Areas are also development driven within a larger framework to provide for an overall grid network of four (4) lane roads. The need for all major roads to be four (4) lanes or more may need to be re-evaluated as the development projected to occur, especially within the Southwest Assessment Area, is less than was envisioned through Development of Regional Impact (DRI) approvals. The City, in conjunction with developments required to construct future improvements, will have an opportunity to revisit required improvements through further evaluation of the Phase Two Mobility Plan and future Capital Improvement Program updates. Mobility Plan Implementation projects for the addition of future lanes in the Southwest and Northwest Assessment Areas been included in the Phase Two Mobility Plan.

TABLE 11. PHASE TWO MOBILITY PLAN PROJECTS

Improvements	Length (Miles)	Planning Level Cost Estimates	Person Miles of Capacity
Mobility Plan Corridors			
Multimodal Corridor	237.37 miles	$273,511,625	875,248
Mobility Corridor	65.10 miles	$660,717,500	1,216,635
Total	302.47 miles	$934,229,125	2,091,883
Mobility Plan Intersections			
Mobility Intersections	62 intersections	$161,125,000	322,800
Multimodal Intersections	75 intersections	$42,900,000	101,400
Total	137 intersections	$204,025,000	424,200
Mobility Plan Transit Circulators			
Total	82 miles	$25,375,000	32,800
Phase Two Mobility Plan Total	384.47 miles & 137 intersections	$1,163,629,125	2,548,883

Source: Phase Two Mobility Plan Corridors **(**Appendix G**)**. Phase Two Mobility Plan Intersections **(**Appendix N**)**. Phase Two Mobility Plan Transit Circulators **(**Appendix O**)**.

The detail for Phase Two Mobility and Multimodal Corridors is summarized in **Table 12**. The total planning level cost estimates for the Phase Two Corridors is $934,229,125 and the projected increase in person miles of capacity (PMC) per mile is 2,091,883 **(**Table 12**)**. Mobility Plan Implementation includes mobility and multimodal corridors to address amendments to the Phase Two Mobility Plan, future development road capacity and multimodal improvements, and Capital Improvement updates. Mobility Plan Implementation projects include 26.00 miles of mobility corridors at a cost of $42 million and 68.00 miles of multimodal corridors at a cost of $34,250,000 **(**Appendix G**)**. The Mobility Plan Implementation mobility corridors would add 178,400 person miles of capacity (PMC) and the multimodal corridors would add 103,400 PMC **(**Appendix G**).**

TABLE 12. PHASE TWO MOBILITY PLAN CORRIDORS

Improvements	Length (Miles)	Planning Level Cost Estimates	Person Miles of Capacity
Mobility Corridors			
Add Lanes	26.00	$42,000,000	178,400
New Roads	0.46	$5,317,500	8,200
Widen to Two Lane Divided	26.69	$397,800,000	501,941
Widen 2-4 Lanes & Complete Street	8.76	$186,400,000	443,081
Widen 4-6 Lanes & Complete Street	1.78	$26,700,000	85,013
PD&E Study	1.41	2,500,000	-
Total	65.10	$660,717,500	1,216,635
Multimodal Corridors			
Complete Street Retrofits	186.89	$191,036,625	613,600
Greenways	50.48	$82,475,000	261,648
Total	237.37	$279,411,625	890,048
Phase Two Corridors Total	302.47	$934,229,125	2,091,883

Source: Phase Two Mobility Plan Corridors **(**Appendix G**)**.

The detail for Phase Two Mobility Plan Intersections, along with the Phase Two Transit Plan are summarized in **Table 13**. The total planning level cost estimates for the Phase Two Mobility Plan Intersections and Transit Circulator Plan is $229,400,000 and the projected increase in person miles of capacity (PMC) is 457,000 **(Table 13)**. Mobility Plan Implementation includes intersections and transit circulators to address amendments to the Phase Two Mobility Plan and Capital Improvement updates. Mobility Plan Implementation intersections are projected to cost $22,450,000 with PMC of $88,000 **(Appendix N)**. The Mobility Plan Implementation includes all transit projects with a projected cost of $25,375,000 and an increase in PMC of 32,800 **(Appendix O).**

TABLE 13. PHASE TWO MOBILITY PLAN INTERSECTIONS & TRANSIT

Improvements	Number	Planning Level Cost Estimates	Person Miles of Capacity
Mobility Intersections			
Interchange	2	$110,000,000	110,000
Road Capacity	29	$16,000,000	66,800
Roundabout	31	$35,125,000	146,000
Total	62	$204,025,000	424,200
Multimodal Intersections			
High-intensity Activated crossWalK	4	$2,000,000	4,800
High Visibility Mid-Block Crossing	30	$6,750,000	18,000
Multimodal Improvement	35	$9,150,000	35,400
Multimodal Overpass	2	$20,000,000	26,400
Multimodal Underpass	2	$5,000,000	16,800
Total	73	$42,900,000	101,400
Mobility Plan Transit Circulators			
Microtransit Vehicles	90	$2,250,000	29,200
Mobility Hubs	75	$5,625,000	--
Community Mobility Hubs	20	$10,000,000	--
Transit Stops	200	$5,000,000	--
Water Taxi Stops	10	$2,500,000	3,600
Total	395	$25,375,000	32,800
Intersection & Transit Totals	**468**	**$229,400,000**	**457,000**

Source: Phase Two Mobility Plan Intersection (Appendix N). Phase Two Mobility Plan Transit (Appendix O).

Future development within the Southwest Assessment is projected to build-out at far less density and intensity than projected as part of original Developments of Regional Impact (DRI). Several planned large-scale retail and single-family home developments have been largely been replaced by job creating industrial uses and 55+ active adult communities, both of which generate fewer trips than retail and single-family dwellings. The Phase Two Mobility Plan does include corridors identified as DRI improvements; with descriptions that these future improvements should be designed and constructed as Complete Streets with two (2) travel lanes and widened to four (4) lanes only if warranted by new development.

The Phase Two Mobility Plan includes the potential widening of portions of Village Parkway and Community Blvd, if warranted by new development. The Phase Two Mobility Plan descriptions do not replace development order requirements or modify existing DRI agreements for future improvements. The descriptions do provide a basis for the City, in conjunction with developers required to construct improvements, to reconsidered future improvements in light of development responses to changing real estate market demands.

No developer obligated Complete Streets have been included in the Mobility Fee calculations to ensure developments building the roads are not charged twice for the same improvements and other developments are not charged for Complete Streets built by developments and not the City. However, the widening of these Complete Streets to four (4) lanes, when those additional lanes may not be warranted to serve existing approved development, since it is less intense, could result in the request by developments for Mobility Fee credits for constructing improvements beyond their impact and are reflected as Mobility Plan implementation projects.

The City, working in conjunction with developments, could also focus of constructing a more robust network of multimodal facilities as part of Complete Streets in lieu of widening all streets to four (4) lanes. A more robust network of multimodal facilities, which is already being constructed on several corridors by development, can accommodated greater use of micromobility devices (i.e., electric bikes, electric scooters, etc.) and microtransit vehicles (i.e., autonomous transit shuttles, golf carts, neighborhood electric vehicles (NEVs), etc.). Micromobility and microtransit have the potential to accommodate a significant level of future person travel demand: especially with developers constructing 55+ active adult communities. The residents of 55+ active adult communities often have the means to purchase golf carts and NEVs and have shown high levels of use of these modes of travel in similar communities developed elsewhere in Florida. Mobility Plan implementation projects include the addition of future multimodal improvements.

FUNDING

The availability of funding for Mobility Plan projects over the next 25 years is projected to come from a variety of funding sources. St. Lucie County and the City can continue to allocate a portion of gas taxes and infrastructure sales tax towards Mobility Plan projects. Gas taxes have been declining locally, statewide and nationally as vehicles have become more fuel efficient and the percentage of electric vehicles and hybrid vehicles increase. Neither the Federal Government nor the State of Florida have raised gas taxes in a number of years. The gas taxes that are available are largely earmarked for maintenance and operations of the existing transportation network.

The County's existing infrastructure sales tax provides a broader opportunity to have available funds to contribute towards Mobility Plan projects. Future infrastructure sales tax initiatives beyond the expiration of the current sales tax in 2028 will require voter approval. There has been some discussion of a VMT tax to replace the gas tax at the federal and state level. There are several states that are testing pilot programs for a VMT tax. Given the current political climate, a VMT tax is unlikely to pass anytime soon. However, as a greater number of electric vehicles and autonomous vehicles come online, there will be renewed interest in replacing the gas tax with a VMT fee.

The St. Lucie County Transportation Planning Organization (TPO) has some available funding identified through the 2045 Cost Feasible Long Range Transportation Plan (LRTP). Most of the projected funding is allocated towards improvements on the Strategic Intermodal System (SIS), with a significant amount of the funds allocated toward the Florida Turnpike and Interstate 95. Historically, there have been some grants, earmarks, and the use of the various pool of funds identified in the LRTP to allocate towards multimodal projects in St. Lucie County. There are several corridor and intersection improvements that are already funded and there are a few that will also be funded through federal, state, and toll revenues, such as a potential interchange at the Florida Turnpike and Port St. Lucie Blvd. The City also has some Community Redevelopment Revenues that may be available.

While the infrastructure sales tax will expire in 2028, for purposes of forecasting future fund availability, it is assumed that some form of sales tax revenues will be available annually over the time frame of the Mobility Plan. Currently funded projects total roughly $86,465,984. It is projected that roughly $185,000,000 could be available through an extension of the infrastructure surtax and federal and state funding, based on average funding of $9,250,000 a year between 2025 and 2045. In future updates to the Mobility Fee, this projection may need to be revised depending on extension of the infrastructure surtax, amendments to the Phase Two Mobility Plan, the construction of developer obligated improvements, and Capital Improvement Updates.

There are two interchanges and associated improvements proposed as part of the Phase Two Mobility Plan: (1) Florida Turnpike and Port St. Lucie Blvd; and (2) Interstate 95 and Marshall Parkway. For Mobility Fee calculation purposes, it is assumed that $99,000,000 (90% of the cost) in funding for these interchanges would come from Federal and State resources. In addition, another $26,100,000 (90% of the cost) in funding is projected for multimodal improvements at intersections on State Roads and multimodal overpasses and underpasses for future greenways crossing Interstate 95 and the Turnpike. To account for Mobility Plan Implementation for intersection projects, $11,225,000 (50% of the cost) is projected to come from other available revenue sources.

The Phase Two Mobility Plan includes a transit circulator plan. It is envisioned that the operations would be funded through public / private partnerships, economic development grants for providing access to employment centers, and federal and state resources. The Phase Two Mobility Plan cost for transit is based on the acquisition of microtransit vehicles and the construction of microtransit mobility hubs and transit stops and water taxi stops. Community mobility hubs have the potential to accommodate safe pick-up and drop-off areas for school buses outside of existing street right-of-way and also serve at trail heads for City boardwalks and greenways. It is assumed that $12,687,500 (50% of the cost) in funding for microtransit vehicles and facilities would come from public / private partnerships, sponsorship opportunities, and federal and state resources. The following is a summary of the reasonably anticipated funding between 2022 and 2045 **(Table 14).**

TABLE 14. ANTICIPATED AVAILABLE FUNDING

Phase Two Mobility Plan Cost	**$1,163,629,125**
Currently Funded Improvements	**$86,465,984**
Anticipated Available Funding (2025 to 2045)	**$185,000,000**
Projected Intersection Funding	**$136,325,000**
Transit Circulator Funding	**$12,687,500**
Total Anticipated Funding	**$420,478,484**
Unfunded Phase Two Mobility Plan Cost	**$743,150,641**

Source: Phase Two Mobility Plan Cost Table 11. Funded corridor improvements **(Appendix G).** Funded intersection improvements **(Appendix N).** Funded transit projects **(Appendix O).** Anticipated available funding based on $9,250,000 per year from infrastructure sales tax and other revenue sources between 2025 and 2045. The unfunded Phase Two Mobility Plan cost cost obtained by subtracting the total anticipated funding sources from the total Phase Two Mobility Plan cost. Available funding will be re-evaluated as part of future updates to account for Phase Two Mobility Plan amendments, developer improvements, and CIP updates.

NEW GROWTH EVALUATION (NGE)

To ensure that new growth is not paying for more than its fair share of the cost of the multimodal projects identified in the Phase Two Mobility Plan, as required by case law and Florida Statute, a new growth evaluation has been conducted. The new growth evaluation is based on the projected increase in person miles of travel (PMT) and the projected increase in person miles of capacity (PMC) from the Phase Two Mobility Plan projects. A PMT / PMC ratio less than 1.00 means that more multimodal capacity is being provided than is needed to accommodate future travel demand; greater than 1.00 means that development is not being charged more than its fair share of the cost of Phase Two Mobility Plan projects and no additional adjustments are needed. The new growth evaluation factor (NGEf) calculation is illustrated on Figure 8.

FIGURE 8. NEW GROWTH EVALUATION (NGE)

New Growth Evaluation factor (NGEf)

PMCi = ∑ (LENci X PMCci) + ∑ (PMCii) + ∑ (PMCtp)

NGEf = (PMTi / PMCi)

If NGEf > 1.00, then the NGEf is set at 1.00

Where:

NGEf	=	New Growth Evaluation factor (Table 14)
LENci	=	Length of Phase Two Mobility Plan Corridor Improvements (Appendix G)
PMC	=	Person Miles of Capacity
PMCci	=	PMC of Phase Two Mobility Plan Corridor Improvements (Appendix G)
PMCii	=	PMC of Phase Two Mobility Plan Intersection Improvements (Appendix N)
PMCtp	=	PMC Phase Two Mobility Plan Transit Projects (Appendix O)
PMTi	=	Person Miles of Travel increase (Table 6)
PMCi	=	Person Miles of Capacity increase (Table 11)

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The projected PMTi / PMCi ratio is 1.076, which is more than 1.00 **(**Table 15**)**. Thus, new growth is not being charged more than its attributable share of the cost of Phase Two Mobility Plan projects. For purposes of the calculation of the Mobility Fee rate, the NGEf is set to 1.00.

TABLE 15. NEW GROWTH EVALUATION (NGE)

Increase in Person Miles of Travel (PMTi)	2,741,413
Increase in Person Miles of Capacity (PMCi)	2,548,883
New Growth Evaluation (NGE) factor	1.076

Source: The increase in person miles of travel is based on Table 6. The increase in person miles of capacity is based on Table 11. The new growth evaluation calculation is based on the formula in Figure 8.

MOBILITY FEE ASSESSMENT AREAS

There are two kinds of geographic areas in mobility fee systems: assessment areas and benefit districts. Assessment areas are based on either a physical location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development (TND). New development within the City only pays the mobility fee rate applicable to the assessment area in which the new development is located. A benefit district is an area within which mobility fees collected and are earmarked for expenditure as required by the **"benefits"** test of the dual rational nexus test.

The establishment of different assessment areas is done in recognition that certain geographic locations or types of developments will result in shorter trips, more people walking and bicycling, and higher levels of internal capture; thus, minimizing impact to the external roadway network. Multiple assessment areas are established if there is a desire to see a mobility fee that reflects differences dues to internal capture or external distribution of trips.

Multiple assessment area options within the City of Port St. Lucie were considered based on a review of the Future Land Use Element and Map, Community Redevelopment Area (CRA) Master Plans, existing City Road Impact Fee agreements, existing Developer Agreements, and current development patterns. The City's old Road Impact Fee featured a single assessment area.

Three (3) Mobility Fee Assessment Areas are recommended for the City: (1) all areas of the City East of Interstate 95; (2) all areas of the City Southwest of Interstate 95, east of Glades Cut-Off, and south of the C-24 Canal; and (3) all areas of the City Northwest of Interstate 95, west of Glades Cut-Off and north of the C-24 Canal between Interstate 95 and Glades Cut-Off **(Map A)**. The Mobility Fee Assessment Areas Map illustrates which Assessment Area would apply to future annexations into the City **(Map A)**. This approach allows for annexed areas to be integrated into the City without the need to update the Assessment Area map every time an annexation occurs.

These Assessment Areas reflect differences in development patterns, future projected growth, future developer improvements, existing credit agreements, differences in internal capture and external travel outside of the City. The East Assessment Area is the historic core of the City of Port St. Lucie and features an interconnected transportation network and a mixture of land uses. The Southwest Assessment Area is home to Tradition, a large-scale mixed-use development featuring residential, retail, office, medical, industrial, and educational land uses. The Southwest Assessment Area is roughly 40% to 50% developed and new Complete Streets are extended as additional development phases are constructed. The Northwest Assessment Area is not yet developed but has approved or pending development plans for several large-scale developments.

The Interlocal Agreement between the City and County and the removal of County Roads from the Phase Two Mobility Plan and Mobility Fee calculations had more of an impact on development west of Interstate 95. Existing Road Impact Fee Credit Agreements and Developer Agreements with the City and County is one of the reasons for establishing a Southwest Assessment Area. Development within the Southwest Assessment Area also has requirements to continue extension of the multimodal transportation network west to Glades Cut-Off and Range Line Road.

Extensive travel demand modeling was undertaken during the mediation with the County to evaluate future travel impact within the City and external to the City **(Map I).** The travel demand modeling illustrated that the Southwest Assessment Area has similar projected travel patterns related to internal capture of trips, external travel, and travel north and south of Midway Road. The travel demand modeling analysis also illustrated that the Northwest Assessment Area has similar projected travel patterns related to internal capture of trips, external travel, and travel north and south of Midway Road.

The East Assessment Area was the biggest attractor and generator of trips and featured a level of travel where just over 64% of future trips stayed east of Interstate 95 and south of Midway Road. This would reflect what is known as community capture within the East Assessment Area given the large area and multiple property owners. The Southwest and Northwest Assessment Areas have larger scale developments and travel in those reflects a combination of community and internal capture between development within those Assessment Areas.

A select district analysis was performed for 2015 and 2045 using the Treasure Coast Regional Planning Model (TCRPM) and the districts illustrated on **Map I**. The select district analysis evaluates trips to and from each of the districts **(Appendix P).** A more detailed analysis was conducted using the 2045 data that evaluated community and internal capture, trips north and south of Midway Road, and external travel outside of the County **(Appendix Q).** While the East Assessment Area has a high level of Community Capture, no reduction is being provided because the travel is occurring in the areas of the City where many of the Phase Two Mobility Plan projects are located. So, while the travel is staying internal, the travel is occurring on corridors where improvements are needed, and no developer is obligated to build the improvements. The Southwest and Northwest Assessment Areas community and internal capture travel will occur on roads that developers will be constructing, and those internal trips will not be using the transportation system in the City east of Interstate 95. Thus, an internal capture reduction is provided for development within the Southwest and Northwest Assessment Areas. The results of the 2045 data analysis for the three (3) Assessment Areas are illustrated in **Table 16**.

TABLE 16. SELECT DISTRICT 2045 ANALYSIS PER ASSESSMENT AREA

Trip Distribution	East	Southwest	Northwest	Total
Internal Capture	434,267	21,692	3,368	459,327
South of Midway Road	510,307	73,364	19,014	602,685
North of Midway Road	59,661	9,110	8,004	76,775
External Travel outside County	107,450	17,423	3,203	128,076
Total	677,418	99,897	30,221	807,536
Internal Capture (IC)	64.1%	21.7%	11.1%	56.9%
South of Midway Road	75.3%	73.4%	62.9%	74.6%
North of Midway Road	8.8%	9.1%	26.5%	9.5%
External Travel outside County	15.9%	17.4%	10.6%	15.9%
Total	100.0%	100.0%	100.0%	100.0%
External Travel (ET) outside City	167,111	26,533	11,207	204,851
External Travel (ET) outside City	24.7%	26.6%	37.1%	25.4%

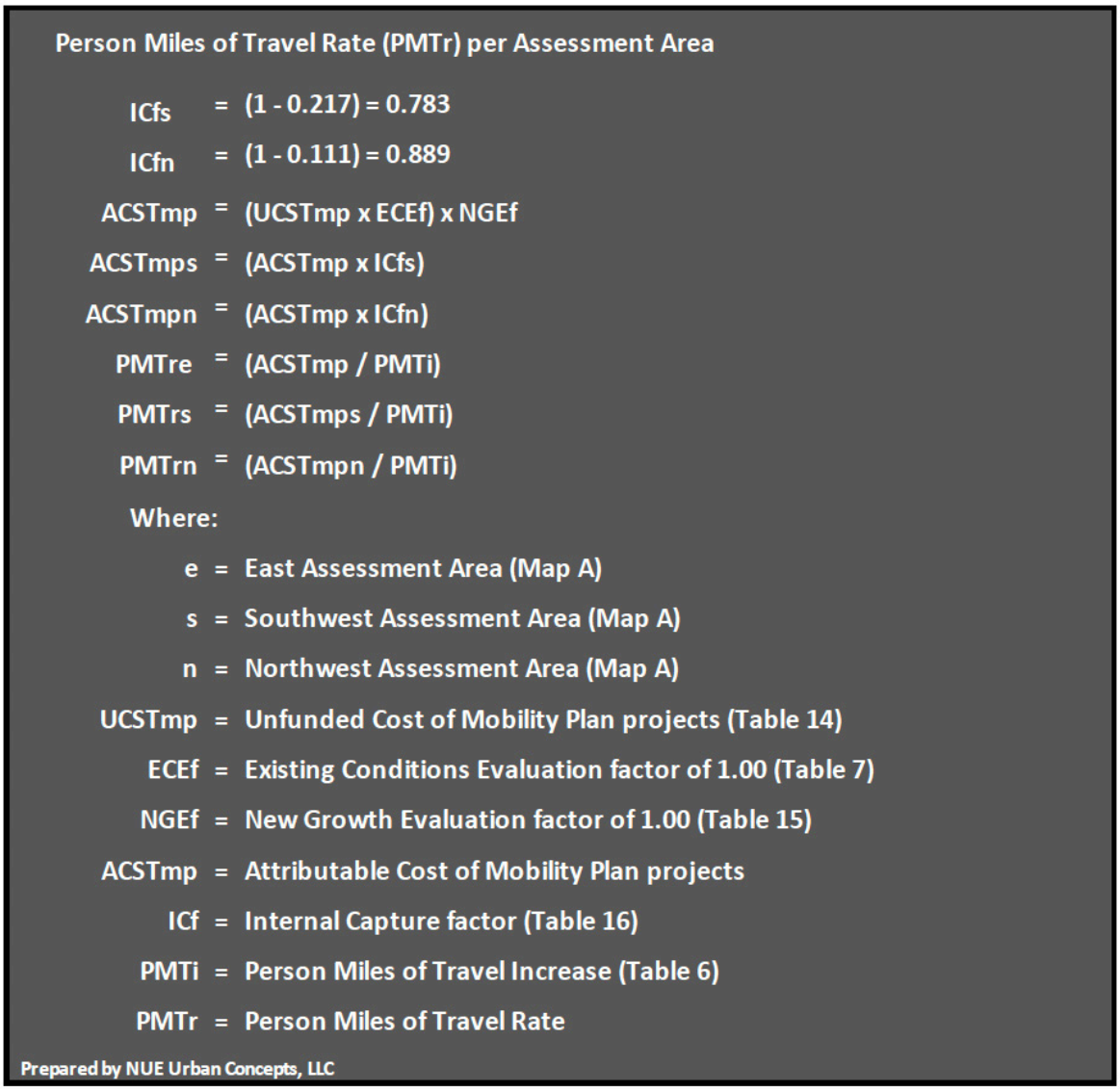
Source: The select district data was obtained from Appendix Q. Internal Capture is the sum of trips within districts located with each assessment area. South of Midway are trips to districts south of Midway Road. North of Midway are trips to districts south of Midway Road. External Travel outside County are for districts located outside St. Lucie County. External Travel outside of City is the sum of Travel to districts north of Midway Road and External Travel outside the County.

The Internal Capture will be utilized to reduce overall Person Travel Demand and Attributable Cost of the Phase Two Mobility Plan within the Southwest and Northwest Assessment Areas. The Internal Capture reduction to the Attributable Cost of the Phase Two Mobility Plan reflects that travel will occur on Complete Streets that will be constructed by development that are not included in the Mobility Fee calculations. The External Travel outside the City provides a reduction for travel into unincorporated County that is addressed through the County's Road Impact Fee and travel on Interstate 95 and the Florida Turnpike addressed through federal and state gas taxes and toll revenues. The travel south of Midway Road is provided for representative purposes but is not a factor in the calculation of Mobility Fees.

PERSON MILES OF TRAVEL RATE (PMTR)

The unfunded cost of Phase Two Mobility Plan in Table 14, the existing conditions evaluation factor in Table 7, the new growth evaluation factor in Table 15, the internal capture factor in Table 16 and the increase in person miles of travel in Table 6 are used in the formula to calculate the PMTr. The unfunded cost of the Phase Two Mobility Plan projects is multiplied by the existing conditions evaluation factor (ECEf), the new growth evaluation factor (NGEf), and the internal capture factor (ICf) to obtain attributable cost of Phase Two Mobility Plan projects. **The internal capture factor is only utilized in the Southwest and Northwest Assessment Areas.** The attributable cost of projects is then divided by the increase in PMT to determine the PMTr per Assessment Area **(**Figure 9**)**.

FIGURE 9. PERSON MILES OF TRAVEL RATE (PMTr) PER ASSESSMENT AREA



The following is the calculation for the Southwest Assessment Area:

(UCSTmp x ECEf) x NGEf = ACSTmp; (ACSTmp x ICfs) = ACSTmps; ACSTmps / PMTi = PMTrs

($743,150,641 x 1.00) x 1.00 = ($743,150,641 x (1-0.217)) = $581,886,952 / 2,741,413 = $212.26

With a Phase Two Mobility Plan attributable cost of **$743,150,641** and a PMT increase of **2,741,413**, the calculated PMT rate for the East Assessment Area is **$271.08 (Table 17)**. With a Phase Two Mobility Plan attributable cost of **$581,886,952** and a PMT increase of **2,741,413**, the calculated PMT rate for the Southwest Assessment Area is **$212.26 (Table 17)**. With a Phase Two Mobility Plan attributable cost of **$660,660,920** and a PMT increase of **2,741,413**, the calculated PMT rate for the Southwest Assessment Area is **$240.99 (Table 17)**.

TABLE 17. PERSON MILES OF TRAVEL RATE (PMTr) PER ASSESSMENT AREA

Unfunded Phase Two Mobility Plan Cost	$743,150,641
Existing Conditions Evaluation Factor (ECEf)	1.00
New Growth Evaluation Factor (NGEf)	1.00
Internal Capture Factor Southwest Assessment Area (AA) (ICfs)	0.783
Internal Capture Factor Northwest Assessment Area (ICfn)	0.889
Attributable Phase Two Mobility Plan (MP) Cost (ACTSmp)	$743,150,641
Attributable Phase Two MP Cost Southwest AA (ACSTmps)	$581,886,952
Attributable Phase Two MP Cost Northwest AA (ACSTmpn)	$660,660,920
Person Miles of Travel Increase (PMTi)	2,741,413
Person Miles of Travel Rate (PMTr)	$271.08
Person Miles of Travel Rate Southwest Assessment Area (PMTrs)	$212.26
Person Miles of Travel Rate Northwest Assessment Area (PMTrn)	$240.99

Source: The unfunded cost of multimodal projects is obtained from Table 14**.** The existing conditions evaluation factor is obtained from Table 7**.** The new growth evaluation factor is obtained from Table 15**.** The internal capture factor is obtained from Table 16**.** The person miles of travel rate (PMTr) per assessment area are determined per the calculation in Figure 9. **Note: The Internal Capture factor is not applied in the East Assessment Area as there are no large-scale developments constructing expansion of the transportation network.**

PERSON TRAVEL DEMAND PER USE (PTDU)

The second component in the calculation of a mobility fee is the calculation of person travel demand (PTD) for each use included on the City's Mobility Fee schedule by Assessment Area. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the "rough proportionality" test established by the courts and Florida Statute 163.31801.

The Mobility Fee update includes reduction factors that are not included in the currently adopted Mobility Fee. These reduction factors address internal capture, travel on County Roads, and external travel outside the City. These reduction factors will ensure that new development is not being charged twice for the same impact.

Trip Generation

Trip generation rates are based on daily trip information published in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th edition.* The detail for the daily trip generation rates for each land use is included in **Appendix R**. For uses where daily trips are not provided or there are only a few samples, the AM and PM Peak hours of adjacent street traffic were averaged and divided by a peak-to-daily ratio of 0.1 (on average 10% of daily traffic occurs during peak periods).

The streamlined schedule requires that some trip generation rates be based on trip rates from multiple uses. For Overnight Lodging, Mobile Residence, Community Serving, Private Education, Indoor and Outdoor recreation used weighted AM and PM trip generation data to develop the trip generation rates. For uses with more than one ITE land use code, the trip generation was calculated by weighting trips based on the number of studies completed as indicated in the ITE Trip Generation Manual. The simplest way to calculate the daily trip generation rate for a use, where trip generation is based on multiple trip generation rates, would be to simply average the trip rates.

The issue with a simple average is that the ITE Manual may only have one or two studies for a given land use and 50 studies for another use. Generally, the greater the number of studies, the more accurate the trip generation rate is for a given use. To ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on thirty (30) studies, a weighted trip generation rate is calculated for each ITE Land Use associated with a use included on the mobility fee schedule.

Internal Capture Factor (ICf)

Internal Capture rates have been calculated based on the select district analysis provided in **Appendix Q**. The Internal Capture rates are the first reduction factor applied to the Trip Generation Rates. This ensure that development in the Southwest and Northwest is not charged for travel on roads that the approved developments are constructing.

The application of Internal Capture also ensures that the City does not charge development for roads being built by approved development and not the City. The Internal Capture factors for the Southwest and Northwest Assessment Area are 0.783 and 0.889 respectively **(Figure 9)**. Internal Capture is not being provided for development in the East Assessment Area. The Internal Capture reductions used in the Person Travel Demand (PTD) calculations are provided in **Appendix S**.

% New Trips

The percentage of new trips is based on a combination of the various pass-by analyses provided in ITE's Trip Generation Handbook, 3rd edition and various traffic studies conducted throughout Florida. The percentage of new trips differs slightly from the commonly used pass-by trip term as it is the percentage difference in trips after pass-by trips are deducted. The concept is better understood based on the following example:

(10 trips x (100% - 30% pass-by rate)) = 7 trips or 70% new trips).

While the ITE's Trip Generation does not recognize pass-by rates for uses other than retail, pass-by rates are utilized for uses such as offices, day care, entertainment and recreation use to reflect how people move about the community. A pass-by trip is a trip that is traveling and stops at another land use between an origin point (commonly a dwelling) and a destination (place of employment). The detail for the % new trips is included in **Appendix R**.

For the East Assessment Area, the % of New Trips is applied to the Trip Generation Rates for each use in the Mobility Fee Schedule. For the Southwest and Northwest Assessment Areas, the % of New Trips is applied to the Trip Generation Rates after the Internal Capture factors. This is reflected in **Appendix S** within the first column for the East Assessment Area and the second column for the Southwest and Northwest Assessment Areas.

External Travel Factor (ETf)

External Travel rates have been calculated based on the select district analysis provided in **Appendix Q**. The External Travel rates are the second reduction factor applied to the Trip Generation Rates for the East Assessment Area and the third reduction factor for the Southwest and Northwest Assessment Areas.

The External Travel factor ensures that development is not charged for travel on Interstate 95 and the Florida Turnpike and External Travel outside the County. External Travel north of Midway Road into unincorporated County and the City of Ft. Pierce is also excluded to ensure development is not paying for travel captured by the County's Road Impact Fee.

The External Travel Rates for the East, Southwest and Northwest Assessment Area are 24.5%, 26.6% and 37.1% respectively **(Table 16)**. The External Travel reductions used in the Person Travel Demand (PTD) calculations are provided in **Appendix S**. The External Travel factors (ETf) utilized in the Person Travel Demand calculation are illustrated in **Table 18**.

TABLE 18. EXTERNAL TRAVEL FACTOR (ETf)

Assessment Area	Rate	Calculation	Factor
East	24.5%	(1.00 - 0.245)	0.753
Southwest	26.6%	(1.00 - 0.266)	0.734
Northwest	37.1%	(1.00 - 0.371)	0.629

Source: Select District analysis provided on **Table 16.**

Person Trip Factor (PTf) & Person Trip Length (PTl)

The person trip factor (PTf) is used to convert vehicle trips to person trips based on the recently released 2017 National Household Travel Survey (NHTS). The person trip length (PTl) is used to convert person trips to person travel demand. The person trip factors, and person trip lengths vary by trip purpose. Several trip purposes have been combined to reflect trip characteristics more accurately for the uses established in the mobility fee schedule **(Appendix T)**. To obtain the most recent and localized data, the travel survey was evaluated specifically for Florida. The person trip factors vary by trip purpose. Several trip purposes have been combined to reflect trip characteristics more accurately for the uses established in the mobility fee schedule.

The data for the East Assessment Area is based on over 5,200 unique survey data points for trips that average 10 miles or less in length **(Appendix U)**. The data for the Southwest Assessment Area is based on over 5,700 unique survey data points for trips that average 15 miles or less in length **(Appendix V)**. The data for the Northwest Assessment Area is based on over 6,000 unique survey data points for trips that average 20 miles or less in length **(Appendix W)**.

For the areas East of Interstate 95, the current Mobility Fee uses average trip lengths of 10 miles or less east of the St. Lucie River and 15 miles or less between Interstate 95 and the St. Lucie River. The updated Mobility Fee uses the PMT data uniformly due to internal capture rates of just over 64% for the areas of the City East of Interstate 95 and south of Midway Road **(Table 16)**. For the areas Southwest of Interstate 95, both the current and updated Mobility Fee use data based on trips that average 15 miles or less in length.

The PMT data for the areas Northwest of Interstate 95 are based on average trip lengths that are 20 miles or less due to the undeveloped nature of the area and the limited transportation network. Over time, the area will potentially add a greater mixture of land uses and a more developed transportation network. However, until that occurs, trips in this area will be longer on average than trips elsewhere in the City.

It can be confusing sometimes when the larger trip lengths are referenced and has been misconstrued that development is being charged for 10 miles of travel or 20 miles of travel, or development is being charged for two times the travel of other developments. This data is averaged over a larger sample of trips and reflects gradual differences that reflect differences in travel between built-up urban areas, suburban areas, and undeveloped areas.

For purposes of Mobility Fee calculations, the data in **Table 19** illustrates that developments are not being assessed for 10, 15, or 20 miles of travel. Person travel lengths range from roughly two (2) to six (6) miles. The difference between the East and the Northwest Assessment Areas are between one and two miles. The average person trip data varies between Assessment Areas due to variations in the level of people utilizing various modes of travel and differences in vehicle occupancy. New development in the Northwest is not being assessed 2X the travel as development in the East. The average travel lengths used as the source of data is structured in such a way that to reflect difference in person travel based on location and levels of development requires use of varying travel lengths. As real time travel data becomes more readily available in the future, person travel characteristics will become more refined and integrated into future planning processes.

TABLE 19. PERSON TRIP DATA

Person Trip Data	East	Southwest	Northwest
Average Residential Person Trips	2.04	2.00	2.01
Average Residential Person Trip Lengths	3.29 miles	3.96 miles	4.48 miles
Average Employment Person Trips	1.21	1.27	1.24
Average Employment Person Trip Lengths	3.86 miles	4.90 miles	6.10 miles
Average Retail Person Trips	1.94	1.92	1.93
Average Retail Person Trip Lengths	3.08 miles	3.59 miles	3.97 miles
Average Recreation Person Trips	1.96	1.97	2.04
Average Recreation Person Trip Lengths	2.65 miles	3.41 miles	4.10 miles
Average Errands / Services Person Trips	1.70	1.72	1.74
Average Errands / Services Person Trip Lengths	2.91 miles	3.46 miles	3.80 miles

Source: Phase Trip Data **(**Appendix T**)**.

County Road Factor (LAEf)

The Interlocal Agreement between the City and County required the removal of County Roads from the Mobility Plan and Mobility Fee. Trips outside of the City have already been removed. However, travel on County Roads within the City still need to be removed. Similar to how travel is excluded on limited access roads, the travel demand data for County Roads from 2045 will be used to remove travel on County Roads within the City from the Person Travel Demand calculation.

To ensure development that generates new person travel demand is not charged for travel on County Roads within the City, a County Road factor has been developed. The factor is developed based on 2045 volumes from the TCRPM **(**Table 4**)**. The County Road factor (CRf) of 0.878 is applied to person travel demand to account for the 12.2% of travel occurring on County Roads within the City in 2045 **(**Table 20**).** The County Road factor is applied to the gross Person Travel Demand by Assessment Area for the uses in the Mobility Fee schedule **(**Appendix X**)**.

The following is the calculation for the County Road Factor (CRf):

County Road VMT divided by Total VMT; Subtract 100% of travel from % of County Road Travel

(578,684 / 4,760,618) = .1216; (1.00 - 0.1216) = 0.878

TABLE 20. COUNTY ROAD FACTOR (CRf)

Facility	2045 VMT
City Roads	3,378,917
County Roads	578,684
State Roads (non-limited access)	803,027
Total VMT	4,760,618
County Road Factor (CRf)	0.878

Source: The 2045 VMT data was obtained using the TCRPM Version 5 and interpolated based on annual growth rates referenced in Table 4.

Limited Access Evaluation Factor (LAEf)

Travel on the Florida Turnpike and Interstate 95, which are limited access facilities, are excluded from Mobility Fee calculations as the Turnpike system is funded by tolls and the Interstate System is principally funded and maintained by the Federal Government in coordination with FDOT. To ensure development that generates new person travel demand is not charged for travel on the Florida Turnpike and Interstate 95, a limited access factor has been developed. The factor is developed based on 2045 volumes from the TCRPM **(**Table 5**)**. The limited access evaluation factor (LAEf) of 0.643 is applied to person trip lengths to account for the 35.7% of travel occurring on the Florida Turnpike and Interstate 95 in 2045 **(**Table 21**).** The Limited Access factor is applied to the County Road adjusted Person Travel Demand by Assessment Area per use **(**Appendix X**)**.

The following is the calculation for the Limited Access Evaluation Factor (LAEf):

Limited Access (LA) VMT divided by Total VMT; Subtract 100% of travel from % of LA Travel

(2,324,065 / 6,506,009) = .357; (1.00 - 0.357) = 0.643

TABLE 21. LIMITED ACCESS EVALUATION FACTOR (LAEf)

Facility	VMT
Collector & Arterial Roads VMT	4,181,944
Florida Turnpike & Interstate 95 VMT	2,324,065
Total VMT	6,506,009
Limited Access Evaluation Factor (LAEf)	0.643

Source: The 2020 VMT data was obtained using the TCRPM Version 5 and interpolated based on annual growth rates referenced in Table 5.

Origin and Destination Factor (ODf)

Trip generation rates represent trip-ends at the site of a land use. Thus, a single origin trip from home to work counts as one trip-end for the residence and from work to the residence as one trip-end, for a total of two trip ends. To avoid double counting of trips, the net person travel demand is multiplied by the origin and destination adjustment factor of 0.50. This distributes the impact of travel equally between the origin and destination of the trip and eliminates double charging. The Origin and Destination factor is applied to the Limited Access adjusted Person Travel Demand by Assessment Area per use **(Appendix X).**

Person Travel Demand per Use (PTDu) by Assessment Area

The result of multiplying trip generation rates, internal capture factor, percentage of new trips, external travel factor, the person trip factor, the person trip length, the County Road factor, the limited access evaluation factor, and the origin and destination factor are the establishment of a per unit Person Travel Demand per use for each Mobility Fee Assessment Area **(Appendix X)**.

The PTDu calculation is illustrated in Figure 10. The PTDu by Mobility Fee Assessment Area reflects the projected Person Travel Demand during an average weekday per uses in the mobility fee schedule. The following is an example of the calculation for PTDu for a single-family dwelling unit within the Southwest Assessment Area:

(((((TG x ICfs) x % NEW) x ETfs) x PTfs) x PTls) = PTDgs; (((PTDgs x CRf) x LAEf) x ODf) = PTDus

(((((4.15 x 0.783) x 1.00) x 0.734) x 2.00) x 3.96) = 18.89; (((18.89 x 0.878) x 0.643) x 0.50) = 5.33

FIGURE 10. PERSON TRAVEL DEMAND PER USE (PTDu) PER ASSESSMENT AREA

Person Travel Demand per use (PTDu) per Assessment Area

PTDue = ((((TG x % NEW) x ETfe) x PTfe) x PTle) = PTDge; (((PTDge x CRf) x LAEf) x ODf)

PTDus = (((((TG x ICfs) x % NEW) x ETfs) x PTfs) x PTls) = PTDgs; (((PTDgs x CRf) x LAEf) x ODf)

PTDun = (((((TG x ICfn) x % NEW) x ETfn) x PTfn) x PTln) = PTDgn; (((PTDgn x CRf) x LAEf) x ODf)

Where:

PTDu = Person Travel Demand per use (Appendix X)

e = East Assessment Area (Map A)

s = Southwest Assessment Area (Map A)

n = Northwest Assessment Area (Map A)

TG = Trip Generation (Appendix R)

% NEW = Percent of Trips that are Primary Trips (Appendix R)

ICfs = Internal Capture factor (Appendix S) of 0.783 (Figure 9)

ICfn = Internal Capture factor (Appendix S) of 0.889 (Figure 9)

ETfe = External Trip factor (Appendix S) of 0.753 (Table 18)

ETfs = External Trip factor (Appendix S) of 0.734 (Table 18)

ETfn = External Trip factor (Appendix S) of 0.629 (Table 18)

PTf = Person Trip Factor by Trip Purpose (Appendix T)

PTl = Person Trip Length by Trip Purpose (Appendix T)

PTDg = Person Travel Demand gross per use (Appendix X)

CRf = County Road factor of 0.878 (Table 20)

LAEf = Limited Acess Evaluation factor of 0.643 (Table 21)

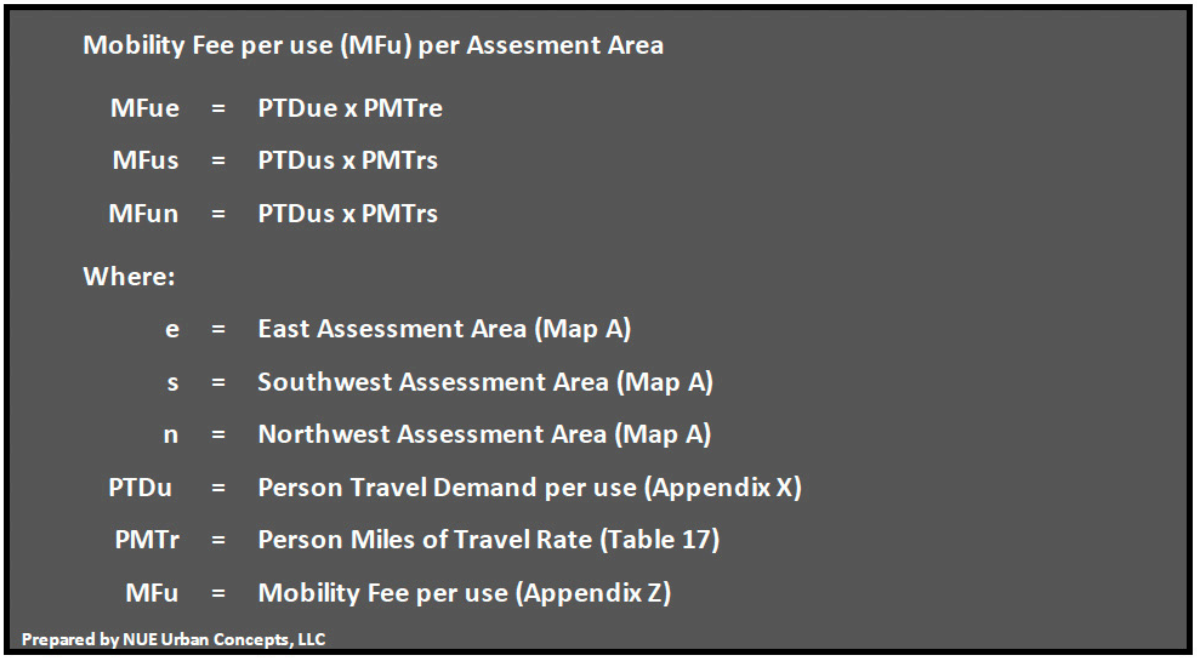
ODAf = Origin & Destination Adjustment factor of 0.50 to avoid double-counting

Prepared by NUE Urban Concepts, LLC

MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual uses is evaluated through the development of a mobility fee schedule. The Mobility Fee is based on the person travel demand for each use (PTDu) listed on the Mobility Fee schedule multiplied by the person miles of travel rate (PMTr) per assessment area established in **Table 17**. The calculated person travel demand for each use (PTDu) per assessment area represents the full person travel demand impact of that use within and around the City **(Appendix X)**. The Phase Two Mobility Plan and Mobility Fee update has been developed to provide the needed transportation improvements on City and State roads to address future travel demand growth within and around the City and allow development to mitigate its impact by payment of a Mobility Fee to the City. The calculations for determining the Mobility Fee per Use within each Mobility Fee Assessment Areas are illustrated in **Figure 11**.

FIGURE 11. MOBILITY FEE CALCULATION



The Mobility Fee schedule seeks to strike a balance between the City's Comprehensive Plan and current market trends. The uses included on the Mobility Fee schedule enable the City to use the Mobility Fee as an additional tool to further integrate land use and transportation planning consistent with the City's Comprehensive Plan. The Mobility Fee schedule has been developed to recognize uses that enhance the City's quality of life and provide employment opportunities and economic development. The Mobility Fee schedule of uses is broken down into five (5) components further described below: (1) category of uses; (2) individual use classifications; (3) representative uses; (4) assessment areas; and (5) the mobility fee per use.

The first (1st) component are overall categories of uses, such as residential or office. Under each overall category there are multiple uses for which a mobility fee is calculated. The overall category is generally consistent with the overall function of a use of land for the individual land use classification. These overall categories are generally consistent with the City Comprehensive Plan and the ITE Trip Generation Manual. These categories headings also specify if the individual uses are calculated on a per square foot (sq. ft.), per 1,000 square feet, or note if uses have a different unit of measure, such as the number of rooms.

The second (2nd) component are individual use classifications, such as community serving or commercial storage. These individual use classifications have similar person travel demand characteristics and / or similar functions to the overall use category. These individual use classifications are generally consistent with the ITE Trip Generation Manual classification under a give category of uses. The individual use classifications will specify the unit of measure to calculate the mobility fee if it differs from a rate per square foot (sq. ft.) or per 1,000 square feet.

The third (3rd) component are representative uses under the individual use classifications. These representative uses are shown in brackets such as (Child Care, Day Care, Private Primary School, Pre-K) after the individual use classification of Private Education. These representative uses have similar person travel demand characteristics and functions to the individual use classification. Theses uses are not exhaustive and are intended to serve as a guide to describe the types of use that would be assessed a mobility fee based on the rate for the individual use classification. The definition of each individual use classification provides further detail on the types of representative uses would fall under an individual use classification. These representative uses are generally consistent with the ITE Trip Generation Manual classification under a give category of uses and individual use classifications.

The fourth (4th) component are the three (3) Mobility Fee Assessment Areas. The results of the mobility fee calculations illustrate that the mobility fee will differ per Assessment Area,

The fifth (5th) component are the mobility fee rates per individual use classification. The mobility fees are illustrated for each Mobility Fee Assessment Areas. The mobility fee for an individual uses is determined by multiplying the mobility fee rate by the applicable unit of measure. The following is an example the five (5) components of the mobility fee schedule **(Figure 12):**

FIGURE 12. MOBILITY FEE SCHEDULE COMPONENTS

Five (5) Components of a Mobility Fee Schedule			
Use Categories, Land Uses Classifications, and Representative Land Uses	(4th - Assessment Areas) =		
	East	Southwest	Northwest
	Of Interstate 95		
(1st - Use Category) = Institutional Uses per sq. ft.			
(2nd - Use Classification) = Community Serving (3rd - Representative Use = (Civic, Place of Assembly, Museum, Gallery)	(5th) Mobility Fee Rates	(5th) Mobility Fee Rates	(5th) Mobility Fee Rates

The Mobility Fee schedule proposes a streamlined approach to residential mobility fees that is easy to administer and addresses affordability. The schedule proposes a flat residential mobility fee rate per square foot for three types of residential uses: (1) single-family residential; (2) active adult; and (3) multi-family. There are maximum square footages associated with each residential use beyond which the mobility fee would not be applicable. The mobility fee is set-up so that a 600 sq. ft. cottage pays a mobility fee for 600 sq. ft., if a single-family house is 4,000 square foot, the mobility fee will be capped at 3,500 sq. ft. This is the maximum sq. ft. for which mobility fees will be assessed on single family and active adult dwellings. The conversion to a per sq. ft. fee is consistent with how the building industry prices permits. The City charged a flat rate per dwelling unit on its old Road Impact Fee. The County has a tiered road impact fee assessment up to 3,500 square feet for single family and active adult dwellings and 1,500 square feet for multi-family.

The institutional, industrial, recreation, and office use categories in the proposed schedule represent the most common land use classifications. There are three (3) primary retail land use classifications that have been established to directly reflect the person travel demand impact for each use to the transportation system. The first (1st) retail land use classification, Local Retail (non-chain and non-franchisee) has been established to recognize that local uses do not have as great a travel demand impact as regional and national chains to the transportation system and therefore would pay a lower mobility fee rate. The second (2nd) retail land use classification, Multi-Tenant Retail, has been established to recognize that there is the potential for multi-purposes trips and increase opportunity to walk between retail uses for multi-tenant retail buildings and the impact to the transportation system is less than free-standing retail uses.

The third (3rd) retail land use classification, Free-Standing Retail, has been established to recognize that free-standing uses generate a higher number of trips, are less walkable, and often disconnected from adjacent uses, resulting in a higher person travel demand impact to the transportation system and a higher mobility fee rate than the other two retail land use classifications.

To reflect higher travel demand, there are also six (6) individual uses that will be assessed additive mobility fees in addition to any mobility fee assessed for buildings associated with the use. As more and more land uses downsize, a mobility fee based solely on building size does not fully capture the travel demand impact of certain high travel demand uses. An additive fee is applied to quick service restaurant (QSR) drive-thru lanes to capture the impact of QSR uses that offer one or more drive-thru lanes. Some QSR uses are migrating to walk-up ordering, outdoor seating only, and two drive-thru lanes and one delivery pick-up lane, further increasing travel demand.

Additive fees are provided for car washes, quick lube, and tire service bays. The net result of additive mobility fees is they capture the full travel demand impact of a given land use. For banks and pharmacies, an additional mobility fee is assessed per drive-thru lane. A mobility fee is also assessed for any free-standing ATMs or ATMs served by a drive-thru lane.

Additive mobility fees are also assessed to any use that offers vehicle charging and fueling and is accessible to the public or through a membership club. The mobility fee is assessed per charging station or fueling position. Any motor vehicle charging that does not charge for service will not be assessed a mobility fee. Uses with a car wash or quick lube service shall be required to pay a mobility fee per lane, stall, or bay for the use, plus any mobility fee associated with any building space used beyond the area used per stall or bay. Any building solely for maintenance or supply purposes that does not include any accessible spaces for personnel would not be required to pay a mobility fee beyond that associated with the additive fee.

Two (2) different Mobility Fee schedules are provided. The 1st is for comparative purposes and shows mobility fees on a per 1,000 square foot basis, or applicable unit of measure since the County road impact fees use this metric **(Appendix Y).** The 2nd is the recommended update to the City's Mobility Fee schedule which illustrates the rates on a per square foot basis or the applicable unit of measure **(Appendix Z).** Converting residential to a per sq. ft. rate is one way to address affordability and is in line with how the building industry prices construction. Continued use of a rate per sq. ft. is consistent with how Mobility Fees for non-residential uses are actually calculated when Mobility Fees are assessed.

MOBILITY FEE COMPARISON

A comparison between the currently adopted City of Port St. Lucie Mobility Fee and the updated Mobility Fee has been prepared **(Appendix AA).** The comparison is between the existing Mobility Fee for west of the St. Lucie River versus the updated Mobility Fee east of Interstate 95. The geographic areas are the same between the existing and the update.

Four (4) major events have occurred since the existing Mobility Fee was adopted. The first is the update of the ITE Trip Generation Manual, 11th edition. The majority of land uses have had some change in the underlying trip generation rate. The second event is the County completed its Road Impact Fee Study. The third event is the City and County reaching a mediated settlement whereby County Roads are to be removed from the Mobility Plan and Mobility Fee. The fourth is significant increases in inflation that have increased recent construction cost and bids for the construction of transportation improvements.

County Road travel accommodates 11% of vehicle miles of travel today within the City and is projected to increase to 12.2% of travel within the City by 2045. In review of the comparison provided in Appendix AA, there are several uses where the City's updated Mobility Fee is reduced between 10% and 15%. There are other land uses where the percentage reductions are lower than 10% or higher than 15%. These differences reflect changes in underlying trip generation, the % of new trips, and person trip data. Some uses had larger % changes in part due to the way the County's Road Impact Fees were calculated and the percentage of travel used by the County. The County did not apply a uniform reduction per use in terms of the vehicle miles of travel calculated for each use in the County Road Impact Fee schedule. This is best illustrated by the percentage changes for industrial, office, and retail uses.

All of the updated Mobility Fees are lower than the City's currently adopted Mobility Fee. Thus, per Florida Statute, the new Mobility Fee rates could become effective immediately upon adoption. There is no phase in period required when Fees are less than currently adopted Fees.

A comparison between the City of the Port St. Lucie Mobility Fee and the existing St. Lucie County Road Impact Fee has been prepared **(Appendix AB).** The comparison shows what the closest comparable County Road Impact Fee would be to the City Mobility Fee. It should be noted that this is not an apples-to-apples comparison. The County's road impact fee uses a consumption-based methodology that is based on an adopted level of service standard, not a plan of improvements or specific road projects. Consumption based methodologies are common for Road Impact Fees. The City's old Road Impact Fee was also consumption based.

The Port St. Lucie Mobility Fee is based on the projects in the Phase Two Mobility Plan and the Planning Level Cost Estimates and Person Miles of Capacity for those Plan projects. The County road impact fee uses vehicle miles of travel and trip lengths that it deemed appropriate. The City Mobility Fee uses person miles of travel, person miles of capacity, person travel demand, and person trip lengths based on 2017 NHTS data for Florida. The uses in the comparative analysis are the closest applicable use between the County Road Impact Fee schedule and the City Mobility Fee schedule.

The comparison incudes the County's current Road Impact Fee collected within the City of Port St. Lucie and the combined updated City Mobility Fee and County Road Impact Fee collected within the City. The comparison also includes the County's Road Impact Fee in 2025, which is the last year the County's fee is phased in. The County Road Impact Fee charged within the City is not phased in. With a few minor exceptions, the Mobility Fee and County Road Impact Fee collected within the City are comparable with the County's Road Impact Fee to be collected in unincorporated County.

For uses within the Southwest Assessment Area, all Mobility Fees are lower than County's Road Impact Fee charged in unincorporated County. The majority of Mobility Fees for uses within the Northwest Assessment Area are also lower than the County's Road Impact Fee charged in unincorporated County. The interlocal agreement between the City and County will govern any future updates to the County Road Impact Fee assessed within the City. The interlocal agreement covers a five-year period, which is roughly the time frame for when the City and County will be finishing updates to their respective Mobility Fees and City Road Impact Fees.

Unless there is some unforeseen event, the City Mobility Fee and County Road Impact Fee should not need to be updated before the interlocal agreement is due to sunset. The ITE Trip Generation Manual was updated in 2021. The 2050 Long Range Transportation Plan would be updated roughly at the same time as the City and County Fees are schedules to be updated. The current infrastructure surtax does not expire until 2028. The National Household Travel Survey is not scheduled to be updated until 2026. Thus, all of the major sources of data that form the basis for both the City and County Fees should remain unchanged over the next few years. All of these items will be updated or be in the process of being updated during the time the City and County will need to update their respective Mobility Fee and Road Impact Fee.

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MOBILITY FEE BENEFIT DISTRICTS

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which mobility fees collected are earmarked for expenditure. The geographic limits of the current Mobility Fee Benefit Districts extend beyond City limits to include areas of unincorporated County that are either enclaves within current City limits or are adjacent to the City. The extension of Mobility Fee Benefit Districts beyond current City limits was done in recognition that travel demand does not start or stop at City limits.

Having Mobility Fee Benefit Districts that extend beyond current City limits ensure that the City can expend mobility fees on improvements identified in the Phase Two Mobility Plan outside City limits that cross enclaves or terminate are logical endpoints. If the limits of the Mobility Fee Benefit Districts mirrored existing City limits, then mobility fees could not be expended outside of the City.

To ensure that Mobility Fees paid by new development are expended to provide a benefit to those who have paid the Fee, the following are the five (5) Mobility Fee Benefit Districts that were established with the current Mobility Fee adoption:

(1) East Benefit District (predominately east of Interstate 95);
(2) Glades Benefit District (predominately along Glades Cut-off from Midway to the C 24 Canal);
(3) Tradition Benefit District (between I-95 and Village Parkway, south of Crosstown Pkwy);
(4) Northwest Benefit District (south of Midway and predominately west of Glades Cut-off); and
(5) Southwest Benefit District (south of C 24 Canal, east of Glades Cut-off, west of Village Pkwy).

The update of the Mobility Fee is proposing two changes: (1) separate the East Benefit District into two Districts; and (2) rename the Tradition Benefit District. The following are the six (6) Mobility Fee Benefit Districts recommended as part of the Mobility Fee update (**Map J**):

(1) Northeast Benefit District (east of Interstate 95 and north of Crosstown Parkway);
(2) Southeast Benefit District (east of Interstate 95 and south of Crosstown Parkway);
(3) Village Parkway Benefit District (between I-95 and Village Parkway, south of Crosstown Pkwy);
(4) Glades Benefit District (predominately along Glades Cut-off from Midway to the C 24 Canal);
(5) Northwest Benefit District (south of Midway and predominately west of Glades Cut-off); and
(6) Southwest Benefit District (south of C 24 Canal, east of Glades Cut-off, west of Village Pkwy).

In recognition that travel demand along certain corridors provides a mobility benefit beyond the limits of a single Mobility Fee Benefit District, there are limited instances in which mobility fees may be expended on corridors from multiple Benefit Districts. The City may spend mobility fees on corridors from adjacent Benefit Districts if the corridors form a boundary between Districts, such as Village Parkway or Glades Cut-Off. The City may also spend mobility fees from Benefit Districts where a corridor traverses or is planned to traverse the boundary of a District, such as the Crosstown Parkway or Range Line Road, and the future extension of both corridors.

For purposes of traversing corridors, Gatlin Blvd, Port St. Lucie Blvd, Tradition Parkway, and the extension of Tradition Parkway shall be considered a unified corridor. The C 24 Canal and Midway Bypass Greenways are examples of off-street multimodal corridors that traverse multiple benefit districts. In recognition of the citywide mobility benefit provided by the Crosstown Parkway and the fact that it traverses or forms a boundary with five (5) Districts and is less than one (1) mile south of the Northwest Benefit District, mobility fees may be expended from all Benefit Districts for improvements to the Parkway.

While the East Benefit District does feature travel that occurs through-out the City, the areas of the City north and south of the Crosstown Parkway have significant multimodal needs. Benefit Districts and Zones were a significant issue between the City and the County. The County agreed to add additional benefit zones. The City currently has four (4) Benefit Districts west of Interstate 95. To be transparent and consistent with case law and Florida Statutes, the current East District should be separated into two (2) Benefit Districts. The updated Mobility Fee Ordinance recognizes that corridors such as Floresta and California that cross Benefit Districts are eligible for Mobility Fees to be spent from either of the East of Interstate 95 Benefit Districts.

The updated Mobility Fee Ordinance expands on the requirement that the City make a finding of mobility benefit to a development that has paid a Mobility Fee in instances where there is a desire to spend Mobility Fees from one Benefit District in another Benefit District. These findings are to be reviewed by the City Attorney's Office for concurrence with the findings and require approval by the City Manager. In any instances where there is a request to spend Mobility Fees from either East District within a Benefit District west of Interstate 95, City Council approval is required. Ultimately, if a Mobility Plan project provides a mobility benefit to development that paid the mobility fee, then funds can be spent across Benefit Districts. The requirement that a specific finding is made to do so ensures transparency and consistency the legal and statutory requirements.

DEFINITIONS

Active Adult Residential shall mean detached and attached residential dwellings which are deed restricted to adults 55 years or older in age and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Codes 251 and 252.

Additive Fee shall mean a mobility fee based on a unit of measure that is assessed for a component of a high impact use that is outside of the square footage of the building and generates person travel demand. Additive fees are combined with any assessed mobility fee based on the square footage of a building or structure for the use. The mobility fee rate for additive fees is based on the unique units of measure under the additive fee category.

Assessment Area shall mean a geographic area with a specific mobility fee rate per use assessed uniformly over the area that differs from other areas of the City. These areas have similar characteristics such as multimodal improvement needs, development patterns, mixture-of-uses, transportation network, master planning, or special district funding of infrastructure. The two assessment areas west of Interstate 95 feature common multimodal infrastructure that has been or will be constructed by private development entities. These areas also feature differing level of person travel based on person trips, person trip lengths, and internal capture.

Autonomous transit shuttle shall mean a vehicle that uses artificial intelligence, sensors and global positioning system coordinates to drive itself with or without the active intervention of a human operator.

Bank Drive-Thru Lane or Free-Standing ATM shall mean any drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay. The drive-thru may include either a teller window, pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). This use also includes free standing bank drive-thru lanes and freestanding walk-up or drive-thru ATM machines. An ATM inside or attached to a building that has a use open to the public or end user and is not just a standalone ATM structure or building shall not be assessed a fee. The fee shall be based upon the total number of drive-thru lanes with a banking window, pneumatic device or ATM and/or the total number of free-standing ATM's.

Benefit District shall mean a geographic area where fees that are paid by development activity are expended on multimodal projects within the district to provide a mobility benefit to the development activity that paid the fees.

Capacity shall mean the maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

Commercial Services and Retail Uses shall mean those commercial activities which provide for sale, lease, or rent of products, services, accommodations or use of space to individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.

Commercial Storage shall mean facilities or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage or is providing for the storage of boats, RVs, vehicle trailers and other physical items that are larger than what is typically stored within an enclosed structure. The acreage for outdoor storage, excluding drive aisles, buffers and stormwater management areas, shall be converted to square footage for purposes of calculating the fee. This shall not include an individual's personal property where such items are stored by the owner of the land and not for commercial purposes, subject to allowance by land development and zoning regulations. This use falls under Land Use Codes in the 100 Series of the ITE Trip Generation Manual.

Community Serving shall mean those uses that are operated by a civic origination, governmental entity, non-profit, foundation, or fraternal organization, including places of assembly. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods and services maybe offered for ancillary fundraising and sales to support the community serving use.

Complete Streets shall mean a transportation policy and design approach that requires multimodal transportation improvements to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation and to allow for safe travel by those walking, bicycling, or using other forms of non-motorized travel, riding public transportation, or driving electric or gas-powered vehicles.

Distribution Center shall mean large scale buildings typically greater than 200,000 square feet in size whose activities are predominantly engaged in the distribution of finished products and the fulfillment of ecommerce orders. These uses receive large shipments and sort and store goods for distribution to fulfillment centers or end users and include those uses specified in the ITE Trip Generation Manual under Land Use Codes 154, 155, 156 and 157, but excluding governmental uses.

Free-Standing Medical Office shall mean a building or buildings that are free-standing, have their own parking, and provide medical, dental, or veterinary services and care. Medical office shall also include any clinics or emergency care uses, and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

Free-Standing Retail shall mean entertainment, personal service, and retail uses in a single building where any single use under common ownership exceeds 75 percent of the total square footage of the building. Land Use Codes under the 800 and 900 series and Land Use Codes 444 and 445 under the 400 series of the ITE Trip Generation Manual.

Indoor Commercial Recreation shall mean facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading classes, weightlifting, yoga, pilates, cross-fit training, fitness and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment and services maybe offered for ancillary sales.

Industrial shall mean those activities which are predominantly engaged in building and construction trades, the assembly, finishing, processing, packaging, and/or storage, or distribution of goods or products, utilities, recycling, research and development, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses and warehouses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses.

Industrial Uses shall mean those activities which are predominantly engaged in the assembly, finishing, processing, packaging, and/or storage, warehousing or distribution of products and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses.

Institutional Uses shall mean those public or quasi-public uses that serve one or more community's social, educational, health, and cultural needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses.

Internal Capture shall mean an internal trip made between uses within an Assessment Area without using the external transportation system outside an Assessment Area. The term community capture for purposes of the mobility fee calculation is synonymous.

ITE Trip Generation Manual shall mean and refer to the latest edition of the report entitled “Trip Generation” produced by the Institute of Transportation Engineers (ITE), and any official updates hereto, as approved by Public Works.

Level of Service (LOS) shall mean a quantitative stratification of the level of service provided to a by a facility, roadway, or service stratified into six letter grade levels, with "A" describing the highest level and "F" describing the lowest level: a discrete stratification of a level of service continuum.

Local Retail shall mean personal service, retail, restaurant uses under ITE Land Use Codes 800 and 900 that are local owned and are not national chains or national franchisee. Local shall be defined as five or fewer locations in Florida and no locations outside Florida. Local restaurants include quick service and sit-down restaurants and include up to one drive-thru lane. Local retail uses maybe located in multi-tenant or free-standing buildings.

Long Term Care shall mean communities designed for long term care of on-site residents, such as assisted living facilities, congregate care facilities, and nursing homes with common dining and on-site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

Marina shall mean facilities that provide docks and berths for boats, including yacht clubs. Any buildings for shops, retail, or restaurants accessible to the public would fall under retail land use and pay the mobility fee rate for retail uses.

Micromobility shall mean electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

Microtransit Vehicle shall mean low speed vehicles such as autonomous transit shuttles, golf carts neighborhood electric vehicles, or trolleys subject to requirements established by a governmental entity responsible for approval, permitting or regulating said vehicles.

Mobile Residence shall mean any residential use or vehicle where one or more persons can temporarily or permanently reside and include any dwelling with wheels or which once had wheels including mobile homes, recreational vehicles, tiny homes on wheels, or travel trailers on a platted lot, residential lot or within a park on predefined lots or spaces that have connections for communications, electric, water and wastewater. Parks may have common amenities and building with recreation uses, laundry and park office that are considered accessory and not subject to mobility fee assessments. These uses are included in the ITE Trip Generation Manual under Land Use Codes 240 and 416.

Mobility shall mean the ability to move people and goods from an origin to a destination by multiple modes of travel in a timely (speed) manner.

Mobility Corridor shall mean a corridor where additional road capacity is needed or planned and includes existing roads or new roads with complete street elements incorporated into the design of the corridor.

Mobility Fee shall mean a monetary exaction imposed on new development or redevelopment that generates personal miles of travel above the current use of land to fund multimodal projects identified in a mobility plan.

Mobility Fee Off-set shall mean the equivalent amount of a mobility fee associated with an existing use of a building that is being redeveloped or where a change of occupancy or use is requested. The equivalent mobility fee shall be based on the current use of the building, or the most recent use of the building for a vacant building. Upon demolition of a building, offsets shall be available for up to five years from the date of demolition, unless otherwise provided for in a written agreement with the City or specified in an implementing ordinance.

Mobility Hub shall mean a centralized location with a covered shelter designed to accommodate micromobility devices, bicycle sharing, car-sharing, and provide a safe and convenient location for drop-off and pick-up of people riding transit, microtransit and ride-hailing services.

Mobility Intersection shall mean an intersection where there is a need for additional road capacity through turn lanes, thru lanes, roundabouts, or traffic control, along with incorporation of complete street design elements for enhanced and improved multimodal safety.

Mobility Plan Implementation shall mean multimodal projects identified in the Phase Two Mobility Plan in recognition that the Phase Two Mobility Plan may be amended, developer improvements beyond their impact may be required, and the Capital Improvements Program is updated annually.

Mode shall mean the choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, transit, taxi or using a new mobility technology.

Motor Vehicle shall mean a car, SUV, truck, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the motor vehicle.

Motor Vehicle & Boat Cleaning shall mean a building, stalls, or stations for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900.

Motor Vehicle Charging or Fueling shall mean the total number of vehicles that can be charged or fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., dollar general), and wholesale clubs (i.e., Costco) are also offering vehicle fueling with or with/out small convenience stores. The mobility fee rate per fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle fueling. Motor vehicle charging stations that do not require a customer to pay for charging are exempt from payment of the mobility fee.

Motor Vehicle Service shall mean a building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable mobility fee per the square footage of the building not associated with the quick lube service.

Multi-Family Residential shall mean a residential building with two or more dwelling units that are not considered single-family and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Codes 220, 221, 222, 223, 225, and 231.

Multimodal shall mean multiple modes of travel including, but not limited to walking, bicycling, jogging, rollerblading, skating, scootering, riding transit, driving a golf cart, low speed electric vehicle or motor vehicle.

Multimodal Corridor shall mean a corridor where an existing road requires retrofit to enhance or incorporate complete street design elements or an off-street boardwalk, greenway, or trail.

Multimodal Program shall mean collectively the Capital Improvements Program, the Phase Two Mobility Plan, the Mobility Fee, and amendments thereof.

Multimodal Intersection shall mean an intersection, mid-block crossings, overpass, or underpass intended to enhance safety, mobility, and accessibility for people of all ages and abilities through complete street designs and high visibility crossings.

Multimodal Lane shall mean a designated lane between four and seven feet in width intended for use by bicycles, golf-carts, and micromobility devices. Pavement markings shall indicate the types of modes permitted and may use green pavement markings or green skip markings are driveways, approaching intersections and through intersections.

Multimodal Way shall mean a designated area between seven and ten feet in width intended for use by bicycles, golf-carts, micromobility devices, and microtransit vehicles. Pavement markings shall indicate the types of modes permitted and may use maroon or red pavement markings to delineate the designated area.

Multi-Tenant Retail shall mean entertainment, personal service, retail, and sit-down restaurant uses provided in a single building, with two (2) or more separate distinct uses under different corporate ownership where no single use exceeds 75 percent of the total square footage of the building. This includes land uses under ITE Land Use Codes Series 800 and 900 and Codes 444 and 445 under ITE Series 400.

Non-Residential Square Feet shall mean the sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

Office shall mean banks, dental, financial services, general office, higher education, hospitals, medical and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology. Banks and credit unions are also included in this land use with a separate fee calculated per drive-thru lane or free-standing ATM. Free-standing medical offices are excluded from this use.

Office Uses shall mean those businesses which provide medical and professional services to individuals, businesses, or groups and which include those uses in the ITE Trip Generation Manual under Land Use Code Series 600 and 700 and includes Land Use Codes 540, 550, 911 and 912. Land Use Code 620 is included under institutional uses. Bank drive-thru lanes pay a separate mobility fee from bank and financial institution buildings.

Off-site improvement shall mean improvements located outside of the boundaries of the parcel proposed for development. Access improvements required to provide ingress and egress to the development parcel, which may include rights-of-way, easements, paving of adjacent or connecting roadways, turn lanes and deceleration/acceleration lanes, sidewalks, bike lanes, trails, paths, transit stops along with required traffic control devices, signage, and markings, and drainage and utilities, shall be considered on-site improvements.

Outdoor Commercial Recreation shall mean means outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling or biking that require paid admittance, membership or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code 400 series.

Overnight Lodging shall mean places of accommodations, such as bed and breakfast, inns, motels, hotels and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest, and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

Person Miles of Capacity (PMC) shall mean the number of persons "capacity" that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a defined distance.

Person Miles of Travel (PMT) shall mean the number of miles traveled by each person on a trip to account for all miles traveled by, but not limited to, motor vehicle, transit, walking, bicycling or some other form of person powered, electric powered or gasoline powered device.

Person Travel Demand (PTD) shall mean travel demand from development activity that results in an increase in travel over the existing use of land based on trip generation, internal capture, pass-by trips, person trips, person trip length, external travel, and both the origin and destination of trips.

Person Trip shall mean a trip by one person by one or more modes of travel including, but not limited to, driving a motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric powered or gasoline powered device.

Person Trip Factor shall mean the number of persons making a person trip that varies by trip person and is used to convert vehicle trips to person trips.

Person Trip Length shall mean the length of a person trip per trip purpose.

Pharmacy Drive-Thru shall mean the drive-thru lanes associated with a pharmacy. The number of drive-thru lanes will be based on the number of lanes present when an individual places or pick-up a prescription or item. The fee per drive-thru is in addition to the retail fee per square foot for the pharmacy building.

Phase Two Mobility Plan shall mean the identification of mobility and multimodal corridors and intersections within and adjacent to the City to meet future person travel demand between 2022 and 2045 and shall serve as the basis for development of the City's Mobility Fee.

Phase Two Mobility Plan and Mobility Fee Technical Report shall mean the City of Port St. Lucie Phase Two Mobility Plan and Mobility Fee Technical Report dated September 2022 and prepared by NUE Urban Concepts, LLC and adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee.

Phase Two Mobility Plan Improvement shall mean improvements such as sidewalks, bike lanes, trails, paths, greenways, multimodal lanes, multimodal ways, protected bike lanes, transit facilities, streetscape, landscape, roundabouts, raised medians, crosswalks, mid-block crossings, and high visibility crosswalks. Multimodal improvements also include shared mobility programs and services, wayfinding, micromobility devices, programs and services, and microtransit vehicles and lanes. Improvements can include new or additional road travel lanes and turn lanes, complete and low speed streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, engineering and inspection, utility relocation, right-of-way, easements, stormwater facilities.

Phase Two Mobility Plan expenses shall mean expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving multimodal projects; (c) crosswalks, traffic control and crossing warning devices, landscape, trees, multimodal way finding, irrigation, hardscape, and lighting related to projects; (d) micromobility devices, programs and services, (e) transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness; (k) reasonable costs of design, engineering and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of related projects, (l) city administration, implementation updates to the mobility plan and mobility fee, including any assessments, counts or studies needed for projects.

Private Education shall mean a building or buildings used for pre-school, private school, childcare, or day care. Private School (Pre-K to 12) shall mean students who are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Higher education uses such are not considered private education and fall under office. These uses are included in the ITE Trip Generation Manual under Land Use Code Series 500.

Quick Service Restaurant Drive-Thru Lane shall mean a drive-thru lane associated with a quick service restaurant where an order for food is placed or a pick-up / delivery lane where an order is picked-up by a customer that placed an online order or a delivery service order or a third-party service that picks-up of drops-off in a designated lane. The vehicle will proceed to one or more common pick-up windows, lockers, stations, or functional equivalent after the order has been placed. The number of drive-thru lanes shall be based upon the total number of lanes, not the number of windows where an order is picked-up. Some drive-thru lanes may be opened longer than the restaurant is open. The fee per restaurant drive-thru is in addition to the fee assessed for the building in which the quick service restaurant is located based on the square footage of the restaurant. Quick service restaurant drive-thru lanes maybe located in multi-tenant retail buildings, free-standing retail buildings, or free-standing quick service restaurants.

Quality of Service (QOS) shall mean a quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with “A” describing the highest quality and “F” describing the lowest quality: a discrete stratification of a quality-of-service continuum.

Recreational Uses shall mean those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment, and recreational needs, which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400 and 500.

Residential and Lodging Uses shall mean a dwelling unit or room in overnight accommodations or mobile home or RV park and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 and 300 and land use code 416. Land use codes 253, 254, and 255 are considered institutional uses.

Residential Square Feet shall mean the sum of the area (in square feet) of each dwelling unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other dwelling units. Square feet include all livable, habitable, or temperature controlled enclosed spaces (enclosed by doors, windows, or walls). This square footage does not include unconditioned garages or unenclosed areas under roof. For multifamily and dormitory uses, common hallways, lobbies, leasing offices, and residential amenities not accessible to the public are not included in the square

feet calculation, unless that space is leased to a third-party use and provides drinks, food, goods, or services to the public or paid memberships available to persons that do not reside in a dwelling unit.

Residential Uses shall mean a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200.

Service Standard shall mean the adopted or desired quality or level of service for a bicycle facility, pedestrian facility, roadway, shared-use multimodal facility, or transit.

Single-Family Residential shall mean a single-family residential dwelling and shall include those uses specified in the ITE Trip Generation Manual under Land Use Codes 210. Residential includes tiny homes and accessory dwelling units.

Streetscape shall mean hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

Trip shall mean travel between locations, often times between an origin, such as a home, to a destination, such as a business, but the trip can end and begin at the same location, such as walking a dog in the neighborhood where the home is both the origin and destination.

Trip Purpose shall mean the primary purpose at the destination of a trip such as travel to buy goods, services, or meals, entertainment, recreation, school, work, places of assembly, errands, medical, day care, or work related. Trip purposes maybe either home based meaning the trip originates at a residence or non-home based meaning the trip originates at a use other than a residence.

Vehicle Miles of Travel (VMT) shall mean a unit to measure vehicle travel made by a private motor vehicle, such as an automobile, van, pickup truck, or motorcycle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. VMT is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

Vehicle Occupancy shall mean the total number of persons in a single motor vehicle making a trip.

Vehicle Trip shall mean a trip by a single motor vehicle, regardless of the number of persons in the motor vehicle.

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CITY ROAD IMPACT FEE & MOBILITY FEE CREDITS

Prior to 2019, Road Impact Fee Credits were fairly straight forward to administer and grant. Road Impact Fees have historically been granted for the construction of improvements beyond those needed to serve the demand of development constructing the improvement. The credits remained with the land for which the credits were granted to be used to satisfy Road Impact Fee payments at the time of building permit authorization, unless specifically permitted by a local government to sell or transfer credits to developments that did not construct improvements or some other form of mitigation for which the credits were issued. Developments were also not vested to a Road Impact Fee rate or schedule, unless expressly authorized by a local government through an agreement between the development entity and the local government issuing the credit.

In 2019, the Legislature amended Florida Statute 163.31801 (aka the "Impact Fee Act") to essentially vest developments that had impact fee credit through a less than transparent indexing of impact fee credits to any increase in a local governments impact fee. Thus, if development had one million in road impact fee credits and a local government raised its road impact fees by 50%, then the developer now had $1.5 million in credit. Ignoring existing agreements or contracts, the Legislature made this provision retroactive to any holder of credits. This retroactive application of vesting impact fee credits has not yet been legally challenged. An argument could be made that the Legislature cannot void existing contractual agreements related to vesting credits.

In 2020, the Legislature further amended Florida Statute 163.31801 to allow developments with existing credits to sell or transfer those credits to other developments. The Legislature also made this provision retroactive to existing credits. This provision, more so than the vesting of credits, has very real implications for the City, especially where credits have been sold or transferred outside of what was allowed under existing contractual agreements.

The Statute has some limits in place related to credits remaining within the zone or district in which they are established, with a provision that allows transfer to an adjacent zone or district if development receives benefit from the improvement that generated the credit. This provision requires a case-by-case review and interpretation, which leaves room for disagreement, especially if the local government is not part of the transfer process, is unaware that credits have been transferred, and the primary holder of credits still retains their full credit balance with the local government until such time as the local government is made aware that a portion of the credits have been transferred.

The County has issued significant Road Impact Fee Credits, most of which were granted before the Impact Fee Act was even part of Florida Statute. Over the past two years, it has also been revealed that there are a number of developments with City Road Impact Fee credits. The City will be addressing existing agreements, vesting, and transfer as part of the update of the Mobility Fee Ordinance. Existing contractual agreements with development entities will be addressed on a case-by-case basis. It is recommended that the City carefully consider any request for Mobility Fee credits in light of the current statutory provisions that not only vest development to the Mobility Fee that is in effect at the time of the agreement until such credits are expended, but also allow for development to sell and transfer these credits to unaffiliated third parties.

The current statutory environment related to credits is very different than historic practice. Further, the Legislature has disregarded current contractual obligations, there is nothing, absent a legal challenge, to prevent the Legislature from continuing to override historic practice and ordinance provisions related to impact fee and mobility fee credits. Credits can still be a useful tool to the City to advance infrastructure, but the long-term fiscal impacts are significant related to the granting of Mobility Fee credits or recognition of Road Impact Fee credits that are not part of a developer agreement. If the Council elects to issue Mobility Fee credits, it should very clearly articulate in the agreement how those credits are to be utilized and who can utilize them.

Prior to the current interlocal agreement between the City and the County, the City's existing Mobility Fee ordinance per Section 159.111(C) recognized the ability of new development to utilize its County Road Impact Fee credit to be applied towards a portion of the Mobility Fees due for the development since the City's Mobility Fee was replacing the County Road Impact Fee:

"Until such time as a development entity and the City enter into a new agreement to provide for mobility fee credit, the City will honor road impact fee credits for development entities that have entered into a legally binding and valid developer or development agreement with St. Lucie County for road impact fee credit for the dedication of right-of-way or the construction of road improvements, or both. Existing road impact fee credits will be recognized as equivalent to mobility fee credits, on a dollar-for-dollar basis, to reduce any mobility fee collected for the general category or class of public facilities or infrastructure for which the dedication or construction was made."

The City's existing Mobility Fee ordinance recognizes that the City had a Road Impact Fee in place prior to adoption of the Mobility Fee. All new developments without a City Road Impact Fee credit agreement were required to pay the City's Road Impact Fee before the Mobility Fee was adopted. It did not matter if the development had a County Road Impact Fee credit or they were part of the Western Annexation Area, if the development did not have a City credit agreement, they had an obligation to pay the City's Road Impact Fee.

Even with the adoption of the Mobility Fee, the inclusion of County Roads in the Mobility Fee calculation, and the recognition of County Road Impact Fee credits, it was always contemplated that new development would at a minimum pay a Mobility Fee equivalent (aka equivalent City Mobility Fee) to the City's Road Impact Fee if the development did not have a City Road Impact Fee Credit Agreement (emphasis added).

To address how the equivalent City Mobility Fee to be paid by new development would be calculated, Section 159.111(D) was included in the ordinance as follows:

"The amount of equivalent road impact fee credit that may be applied to an assessed mobility fee shall be the difference between the calculated mobility fee and the amounts established in Table 159.108.4. The amounts established in Table 159.108.4 shall be paid to the City to mitigate impact within the benefit district in which the mobility fee is collected. Prior to adoption of a mobility fee, the amount of the County road impact fee assessed to a building permit was reduced by up to 50% to account for payment of the City road impact fee to ensure new development did not pay twice for the same impact. A similar process is being applied to the mobility fee, except the 50% threshold no longer applies. The amounts in Table 159.108.4 are calculated per sq. ft., unless otherwise indicated on Table 159.108.4. Single-family, active adult, and multi-family amounts are per sq. ft. per dwelling unit, up to the maximum thresholds in Tables 159.108.1 and 159.108.2. This process is established to ensure new development continues to mitigate its impact beyond the internal improvements for which the County provided a road impact fee credit."

This provision was added to ensure that all new development, without a City Road Impact Fee credit agreement, at a minimum would pay the City the same amount of money in Mobility Fees as they would have paid for Road Impact Fees prior to adoption of the Mobility Fee Ordinance. Developments with a County Road Impact Fee credit agreement, or that were located in the Western Annexation Area, were never exempted from the requirement to pay a Mobility Fee equivalent (aka equivalent City Mobility Fee) to the amount of the City's Road Impact Fee.

The Table referenced in 159.108.4 of the current Mobility Fee Ordinance is the City's prior Road Impact Fee rates. Under the table, there is a recognition that the City will honor current agreements with regards to payment of a Mobility Fee that is equivalent to the City's prior Road Impact Fee:

"For any development seeking to use an equivalent road impact fee credit based on credits provided by St. Lucie County or a mobility fee credit established per an agreement between the developer and the City that utilizes a portion of a road impact fee credit issued by St. Lucie County, the credit shall not be applied to the following amounts that a developer would have paid to the City prior to enactment of the mobility fee unless otherwise provided for in an agreement.

The developer shall be permitted to utilize an equivalent road impact fee credit or mobility fee credit to satisfy any mobility fee due above the amounts established below. The amounts shall be annually increased by the inflation index established pursuant to section 159.109 (E). The table includes equivalent uses from Tables 159.108.1 and 159.108.2. The unit of measure and the amounts have been converted to provide for equivalent use metrics for the mobility fees established in Tables 159.108.1 and 159.108.2. If the conversion from a unit-based fee to a square footage-based fee results in a higher amount due, the residential development shall only be responsible for the amount due prior to adoption of the mobility fee. If the conversion from a unit-based fee to a square footage-based fee results in a higher amount, the residential development shall only be responsible for the amount due prior to adoption of the mobility fee." (underline emphasis added).

The reference to an agreement is in recognition of the current Impact Fee Act per Florida Statute Section 163.31801 which essentially provided vesting to developments with existing credit agreements. This is recognized in the current ordinance per Section 159.104(P) which states:

"The holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before any increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established."

There are two different ways to implement this statutory provision. The first way is to increase the value of an existing credit at the same percentage rate as fees are increased. This provision is problematic in that residential and non-residential rates can increase by different percentages and different uses under residential and non-residential categories (e.g., single family may increase at a higher rate than multi-family). The second way, which is in effect what the Legislature did, was to vest the development to the most current impact fee rates before any increase is adopted. This is the approach that has currently been implemented by the City for developments with City and / or County Road Impact Fee Credits.

The proposed updated ordinance is further clarified to indicate that any development which currently has a City Road Impact Fee credit will draw down on that credit as building permits are applied for at the equivalent City Mobility Fee rates provided in Table 159.108.4, not at the adopted Mobility Fee rates provided in Tables 159.108.1. 159.108.2. Once the development utilizes all its City Road Impact Fee credits, it would then pay the applicable Mobility Fee rate; unless the City Council grants Mobility Fee Credit via a developer agreement or other equivalent instrument, for construction of projects in the Mobility Plan and Capital Improvements Program.

For developments that do not have an existing City Road Impact Fee credit, there is no vesting to a fixed fee rate. When the City adopted its Mobility Fee, that became the new rate assessed to developments without City Road Impact Fee credit agreements. At the time of adoption of the Mobility Fee, the City and County were in mediation over adoption of the Mobility Fee and collection of the County's Road Impact Fee. In recognition that there would likely be a transition period and that there was an ongoing mediation, the current ordinance provided an 18-month period to allow the City and developers to enter into agreements to address the use of City and County credits through Section 159.111(E) that states:

"Development entities shall have 18 months from October 5, 2021, to enter into a new agreement with the City to convert equivalent road impact fee credit to mobility fee credits. The agreements shall specify, but are not limited to, the following:

(1) The right-of-way, construction or capital improvements (or any combination thereof) for which the credit was granted;

(2) The amount of the credit;

(3) The remaining balance of the credit as of the date specified in the agreement;

(4) The amount of mobility fee credit that may be applied to a building permit or change of use, adjusted for equivalent amounts to be applied towards system wide multimodal improvements at rates consistent with current City and County road impact fee adjustments;

(5) The mobility fee credits to be provided for right-of-way or multimodal improvements or both that have not yet been dedicated or commenced construction but have been identified as eligible for road impact fee credit in existing agreements with the County; and

(6) Any road impact fee credit amount to be reserved should the County elect to enforce or adopt a road impact fee or equivalent that would apply to development within the City that meets the dual rational nexus test, the rough proportionality test, that does not charge new development twice for the same impact, does not hold development in the City to a higher standard than in the County, does not charge for deficiencies, and demonstrates the basis for the fee is attributable to the impact of new development, in conformance with F.S. § 163.31801."

To ensure that development permits were not delayed, the City agreed to work with developers with Road Impact Fee Credit agreements to apply those credits. Once there were agreements in place with the City, there would be a true up provision. If Road Impact Fee credits were applied that were found to not be available, then the developer would make payment to address those permits. If a developer made payments and it was found that credits were available, then either a refund would be processed, or the payments would be applied as a credit to be applied towards the mobility fee for future building permits.

In May of 2022, the City and County reached an agreement to settle mediation and enter into an interlocal agreement. As part of the agreement, the City would remove County Roads from the Mobility Plan and Mobility Fee calculations, the City would collect a reduced County Road Impact Fee, and the City would not utilize any County Road Impact Fee credit unless expressly authorized by the County. The following is how the City is currently administering the assessment of Mobility Fees per the currently adopted Mobility Fee Ordinance for developments with County Road Impact Fee credits and those with both City and County Road Impact Fee credits:

Building Permit Applicant with County Road Impact Fee Credit (RIF) Only:

Step One: Calculate the City Mobility Fee, less 15%, per the Mobility Fee Schedule

Step Two: Calculate the County Road Impact Fee, per the County Road Impact Fee Schedule

Step Three: Confirm County authorizes use of the RIF Credit

Step Four: Apply the County RIF Credit towards the County RIF

Step Five: Applicant pays the City Mobility Fee to the City prior to permit issuance

Step Six: The City tracks how much County RIF Credit has been applied per permit

Applicant with City & County Road Impact Fee Credit (RIF)

Note: (The equivalent City Mobility Fee is the same as the City Road Impact Fee rates per use)

Step One: Identify the equivalent City Mobility Fee per Table 159.108.4 based on type of use

Step Two: Confirm the Applicant has City Road Impact Fee Credit

Step Three: Apply the City RIF Credit towards the equivalent City Mobility Fee

Step Four: Calculate the County Road Impact Fee, per the County Road Impact Fee Schedule

Step Five: Verify County authorizes use of the RIF Credit

Step Six: Apply the County RIF Credit towards the County RIF

Step Seven: The City tracks how much City & County RIF Credit has been used

This process will be amended to reflect the updated City's Mobility Fee. This process will also include an additional scenario in which the City has issued a Mobility Fee Credit versus a City Road Impact Fee Credit. The most straightforward scenario is where an Applicant has neither a City Credit nor a County Credit. In this instance, the Applicant would pay the City Fee based on the City Mobility Fee schedule and the County Fee based on the County Road Impact schedule.

To ensure all parties are on the same page, developments will enter into a true-up agreement with the City to document remaining Road Impact Fee credit balances. The agreement will include the City's old Road Impact Fee rates (aka equivalent City Mobility Fee) that would be used to levy assessment on building permits. Those assessments would be debited from the City Road Impact Fee credit account upon issuance of building permits. The implementing Mobility Fee Ordinance will provide a time frame for the true-up agreement. The process could take up to a year given the complex nature of some existing developer agreements with the City.

In recognition of unique circumstances, the implementing Mobility Fee Ordinance includes a provision that proposes for any development that does not have a City Road Impact Fee Credit, but does have County Road Impact Fee credit, that the development would allow a development to request use of a portion of its County Road Impact Fee credit. This would require the City and County to both agree to allow for the transfer and enter into a tri-party agreement. The ordinance does not mandate that the City or County agree to the request but does allow for the request to be considered. This provision may be revised or removed if an alternative approach is developed.

The current Mobility Fee ordinance and the proposed update of the Mobility Fee ordinance allows for the issuance of Mobility Fee credit for the construction of multimodal projects identified in the Multimodal Program. **The Multimodal Program is comprised of the Capital Improvements Program and multimodal projects that are both included in the Mobility Plan and are used in the Mobility Fee calculations.**

Mobility Plan Implementation projects have been included in the Mobility Plan and Mobility Fee calculations to address: (1) there are potentially amendments to the Phase Two Mobility Plan that will be made as the Plan goes through final review over the last quarter of 2022; (2) developments respond to the market and there may be development order requirements that are beyond the impact of development entities required to make improvements for which mobility fee credit may be requested; (3) Florida Statute requires that updates to fees be limited to every four years unless there is a finding of extraordinary circumstances; and (4) the City annually updates the Capital Improvement Program to reflect current needs and projected revenues. The addition of Mobility Plan Implementation projects will allow for the City Council to consider adding multimodal projects to the Multimodal Program. Any request for Mobility Fee credit is subject to meeting requirements of the Comprehensive Plan and Mobility Fee ordinance, along with a majority vote of approval by the City Council.

Under the updated Mobility Fee, any development that does not have a City Mobility Fee credit or a City Road Impact Fee credit would pay the City Mobility Fee per the applicable assessment area. If a development has County Road Impact Fee credit, and the County has authorized use, then the County Road Impact Fee credit would be applied to satisfy the County Road Impact Fee. **Table 22** includes examples of instances where a developer has County Road Impact Fee (RIF) credit, but does not have City Mobility Fee of Road Impact Fee (RIF) credit:

TABLE 22. USE OF COUNTY ROAD IMPACT FEE CREDIT

Proposed Mobility Fee (MF) Update (2022) (Southwest Assessment Area)	Combined Total	Pay City Mobility Fee	Apply County RIF Credit
1,500 sq. ft. active adult (55+) dwelling unit	$3,598	$1,538	$2,060
2,500 sq. ft. single-family dwelling unit	$4,890	$2,830	$2,060
EXAMPLE BASED ON CURRENTLY ADOPTED MOBILITY FEE PER INTERLOCAL AGREEMENT (West of St. Lucie River Assessment Area)			
Adopted City Mobility Fee & County Road Impact Fee	**Combined Total**	**City Mobility Fee**	**Apply County RIF Credit**
1,500 sq. ft. active adult (55+) dwelling unit	$4,046	$1,987	$2,060
2,500 sq. ft. single-family dwelling unit	$5,832	$3,772	$2,060
EXAMPLE BASED ON OLD CITY & COUNTY ROAD IMPACT FEES (No Distinct Assessment Area)			
Old Road Impact Fee & Old County Road Impact Fee	**Combined Total**	**City RIF**	**Apply County RIF Credit**
1,500 sq. ft. active adult (55+) dwelling unit	$6,299	$1,169	$5,130
2,500 sq. ft. single-family dwelling unit	$7,439	$1,169	$6,270

Table 22 includes two (2) examples of what the assessed City Mobility Fee and County Road Impact Fee is today, after the City and County entered into an updated interlocal agreement, and what the old Road Impact Fee assessments were prior to adoption of the Mobility Fee. The updated Mobility Fee does account for internal capture, external travel, and County Road reductions within the Southwest Assessment Area. The example used for the current Mobility Fee references the West of the St. Lucie River Assessment Area because that is where the Southwest Assessment Area is currently located. The Old City Road Impact Fee had a single uniform assessment area, and the County had a uniform assessment area for the mainland portion of the County for its Road Impact Fees.

There are developments that have both a City Road Impact Fee (RIF) credit and a County Road Impact Fee (RIF) credit. In this scenario, the development would be able to apply the credit to both the City Fee and the County Fee and does not make a payment to either the City or the County. The updated Mobility Fee does not change the current application of City and County RIF credits. The example below reflects how the City is honoring current City Road Impact Fee credits and the results of the updated County Road Impact Fee credit **(Table 23)**.

TABLE 23. USE OF CITY & COUNTY ROAD IMPACT FEE CREDIT

Proposed Mobility Fee (MF) Update (2022) (Southwest Assessment Area)	Combined Total	Apply City RIF Credit	Apply County RIF Credit
1,500 sq. ft. active adult (55+) dwelling unit	$3,299	$1,169	$2,060
2,500 sq. ft. single-family dwelling unit	$3,299	$1,169	$2,060
EXAMPLE BASED ON CURRENTLY ADOPTED MOBILITY FEE PER INTERLOCAL AGREEMENT (West of St. Lucie River Assessment Area)			
Adopted City Mobility Fee & County Road Impact Fee	**Combined Total**	**Apply City RIF Credit**	**Apply County RIF Credit**
1,500 sq. ft. active adult (55+) dwelling unit	$3,299	$1,169	$2,060
2,500 sq. ft. single-family dwelling unit	$3,299	$1,169	$2,060
EXAMPLE BASED ON OLD CITY & COUNTY ROAD IMPACT FEES (No Distinct Assessment Area)			
Old Road Impact Fee & Old County Road Impact Fee	**Combined Total**	**Apply City RIF Credit**	**Apply County RIF Credit**
1,500 sq. ft. active adult (55+) dwelling unit	$6,299	$1,169	$5,130
2,500 sq. ft. single-family dwelling unit	$7,439	$1,169	$6,270

The issuance of new City Mobility Fee credit will be per the stipulations in the agreement between the City and the development entity entering into the agreement. Request for City Mobility Fee credit will be evaluated on a case-by-case basis per the provisions in the Comprehensive Plan and the updated Mobility Fee Ordinance. The proposed Mobility Fee ordinance does currently include a provision that allows a developer to request that a portion of its County Road Impact Fee credit be transferred to a City Road Impact Fee credit. This policy is intended for limited instances and is not intended for reoccurring conversions of County and City credit. The request is subject to approval by both the City and the County and all entities entering into a tri-party agreement. This provision was added in recognition that there may be situations where development was issued County credit, but not City credit.

CONCLUSION

The City of Port St. Lucie's updated Mobility Fee is based on the Phase Two Mobility Plan projects. The future travel demand analysis provided in this Technical Report clearly demonstrates there is significant growth in travel demand projected within the City. The Phase Two Mobility Plan establishes the framework over the next 25-years to move people, provide choices, and meet future travel demand through expansion of the City's multimodal transportation system by adding greenways, sidewalks, multi-use paths, and additional road capacity.

Mobility Plan Implementation projects have been included in the Mobility Plan and Mobility Fee calculations to address: (1) there are potentially amendments to the Phase Two Mobility Plan that will be made as the Plan goes through final review over the last quarter of 2022; (2) developments respond to the market and there may be development order requirements that are beyond the impact of development entities required to make improvements for which mobility fee credit may be requested; (3) Florida Statute requires that updates to fees be limited to every four years unless there is a finding of extraordinary circumstances; and (4) the City annually updates the Capital Improvement Program to reflect current needs and projected revenues. The Mobility Plan Implementation projects allow for the City Council continue to review the Phase Two Mobility Plan over the last quarter of 2022 and provide direction on any necessary amendments. It is the intent of the City to have the Phase Two Mobility Plan completed by either the last quarter of 2022 or at the latest, the first quarter of 2023.

It is also recommended, as part of the Phase Two Mobility Plan review, that future developer obligations west of I-95 be revisited, in a cooperative manner with developments required to construct the improvements, to determine if widening roads beyond two (2) lanes is warranted on all major roads west of Interstate 95 or could multimodal projects for micromobility and microtransit accommodate future travel demand on some corridors.

Multimodal projects that are included in the Multimodal Program (aka Capital Improvements Program, Phase Two Mobility Plan, and updated Mobility Fee) are candidates for issuance of Mobility Fee credits. The multimodal projects maybe in the form of development obligations beyond their impact or multi-use paths and multimodal ways that are beyond City Complete Street design standards.

The City Council should be cognizant of the statutory implications of issuing new Mobility Fee credit for transportation improvements. The credits would essentially vest the development to the current Mobility Fee rates. Depending on provisions included in an agreement between the City and a developer, the developer could potentially transfer or sell those credits to unaffiliated developments. The City could consider limiting the transferability of credits to unaffiliated developments through provisions of an agreement between the City and developer.

The City also does not know what changes could be made in the future statutorily by the Legislature related to the establishment and use of credits. Mobility Fee credits can be a useful tool to advance multimodal improvements that benefit the community or construct multimodal improvements that may not otherwise be constructed. A careful and thorough review of all future Mobility Fee credit agreements is strongly recommended.

The City's Mobility Fee is a streamlined, equitable way for new development and redevelopment to continue to mitigate its impact to the multimodal transportation system. The Phase Two Mobility Plan projects and the updated Mobility Fee are based on the projected increase in person miles of travel from development between 2022 and 2045: consistent with the **"needs"** requirement of the dual rational nexus test. The Mobility Fee is also based on the person travel demands attributable to development and is roughly proportional to the impact the development has on the City's transportation system, consistent with Florida Statute Sections 163.3180 and 163.31801.

The continued implementation and update of the Mobility Fee Benefit Districts, where a Mobility Fee paid by development is to be expended to fund multimodal projects within a Mobility Fee Benefit District, thus ensuring that the Mobility Fee will meet the **"benefits"** requirement of the dual rational nexus test. The City's Mobility Fee will continue to be assessed and collected by the City on development activity that results in an increase in person miles of travel within the City. The Mobility Fee has been developed to offset the impact of development activity on City and State roads within and adjacent to the City.

The City will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program. Mobility Fee revenues may be expended on projects identified in the Multimodal Program (collectively the Capital Improvements Program, Phase Two Mobility Plan, and Mobility Fee) within the Mobility Fee Benefit District. The City's Multimodal Program can be amended to add, remove, or update projects.

The effect on the Mobility Fee should be evaluated if amendments exceed $100,000,000 (one hundred million). While the $100,000,000 is a large number in isolation, it represents roughly 10% of the $1,000,000,000 (one billion) Phase Two Mobility Plan cost. Due to the number of calculations involved in Mobility Fees, a 10% change in cost does not result in a 10% change in Mobility Fees. There are a multitude of factors that go into calculating the Mobility Fee. In addition, unless there are extraordinary circumstances that can be documented by the City, or all Mobility Fees rates on the Mobility Fee schedule are reduced, Florida Statute Section 163.31801 limits updates to once every four years. The update of the City's Mobility Fee results in a reduction in all of the Mobility Fee rates on the Mobility Fee schedule.

The person miles of travel for each land use included in the Mobility Fee schedule meet the "rough proportionality test" established through case law and Florida Statute 163.31801. The new growth evaluation demonstrates that new development is not being assessed more than its fair share of the cost of the Phase Two Mobility Plan corridor and intersection improvements. Payment of the Mobility Fee addresses mitigation of the person travel demand generated by development activity that increases person travel demand within the City. The Phase Two Mobility Plan and the Mobility Fee meet all legal requirements and are consistent with the requirements of Florida Statute Sections 163.3180 and 163.31801 and Florida Statute Chapter 380.

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APPENDIX A

Florida Department of Economic Opportunity (DEO) Transportation Guidance

Transportation Planning

Transportation Element

Section 163.3177(6)(b), Florida Statutes, establishes the requirements for transportation and mobility planning in local government comprehensive plans. Comprehensive plans must focus on providing a multimodal transportation system that emphasizes public transportation systems, where feasible, and encourages economic development through flexible transportation and mobility options for Florida communities. Links to transportation planning related issues and organizations are included below to help provide additional information on transportation mobility planning in Florida.

Multimodal Transportation

A multimodal transportation system recognizes the importance of providing mobility options through a variety of integrated travel modes, such as by bus or rail transit, bicycle, automobile, or foot. A well-designed multimodal transportation network minimizes impacts to the environment and enhances the livability of neighborhoods by increasing transportation options, expanding access, and increasing connectivity between destinations.

A well-designed and efficient transportation network can help create a sustainable development pattern that contributes to the community's prosperity, enhances transportation efficiency by minimizing vehicle trips and contributes to a healthier environment by reducing air pollution and greenhouse gas emissions.

The Transportation Element of a local government's comprehensive plan should contain policies that will create a well-connected multi-modal transportation network; support increased residential densities and commercial intensity; help walking become more practical for short trips; support bicycling for both short- and long-distance trips; improve transit to serve frequented destinations; conserve energy resources; reduce greenhouse gas emissions and air pollution; while maintaining vehicular access and circulation. Key multimodal transportation strategies can include the following:

- Create an interconnecting grid network of streets, connectors, arterials and sidewalks that provide a complete and accessible transportation network;
- Establish land use patterns that support a mixture of residential, commercial and retail uses, and dense populations and urban intensities, so that transit service may be provided more efficiently and economically;
- Increase the viability of pedestrian and bicycle travel;
- Integrate land use and transportation planning to create communities that provide transportation choice; and,
- Accommodate the flow of freight throughout the state so that the economy can continue to grow.

Other multimodal transportation planning efforts, such as transit-oriented developments, defined in section 163.3164(46), Florida Statutes, are being developed and planned by the Cities of Boca Raton, Clearwater, Gainesville, Jacksonville, Miami, Tampa and West Palm Beach, and in Broward, Miami-Dade, Palm Beach and Pinellas Counties and other locations. Below are a several examples of successful multimodal transportation planning efforts in Florida:

- **Alachua County, Department of Growth Management, Transportation Planning** - Alachua County's Mobility Plan includes transit-oriented development and multimodal transportation planning as one of several methods being implemented to provide mobility options.
- **City of Gainesville, Planning Department, Comprehensive Planning** - The City of Gainesville comprehensive plan includes six mixed-use categories and eight Special Area Plans based on Traditional Neighborhood Development standards and an established Urban Infill and Redevelopment Area.

Complete Streets

Complete Streets is a transportation strategy to develop an integrated, connected networks of streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. According to Smart Growth America and the National Complete Streets Coalition, *Complete Streets* make active transportation such as walking and bicycling convenient, provide increased access to employment centers, commerce, and educational institutions, and allow greater choice in travel.

In Florida, complete streets are *context-sensitive*. For example, a street considered complete for use within a dense urban area would look and function very differently from one located in a rural area, and a complete suburban street would look and function differently from both the urban and rural complete streets. One way to think about what elements are necessary to create a complete street is to determine its context within the community and based upon that context, match the design and operation of that street with the direction and guidance provided in the local government's comprehensive plan.

As an example, some communities use an Urban-Rural Transect (or simply *Transect*) to assign portions of their community into approximately five or six "context zones" based on the degree of development intensity desired and geographic location, ranging from very low intensity rural context zones to more intense urban context zones. For each context zone, the community establishes a context in terms of appropriate public facility design, urban design, general spatial form, and appropriate street types.

This approach allows the local government to determine, in its comprehensive plan or other public planning document, which portions of the community fit within which context zone, and to provide guidance within the comprehensive plan as to what mobility functions (such as walking, biking, transit use) are most important in that context zone, and what design features and operational characteristics are appropriate for streets in that location.

Several examples of communities have initiated complete streets planning in Florida. Here are a few excellent examples:

- Model Design Manual for Living Streets - Los Angeles County, 2011
- Deerfield Beach Complete Street Guidelines
- Ft. Lauderdale Complete Streets

Transportation Concurrency

In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.

Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee based plan in its place (see below). Adoption of a mobility fee based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.

It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.

Mobility Fee Based Plans

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes:

- Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.
- Adoption of an area wide level of service not dependent on any single road segment function.
- Exempting or discounting impacts of locally desired development.
- Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.
- Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.
- Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Requirements for Transportation Concurrency

If a local government elects to use transportation concurrency, it must adhere to the following concurrency requirements in section 163.3180(5), Florida Statutes:

- Include principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of concurrency to transportation.
- Use professionally accepted studies to evaluate the appropriate levels of service.
- Adopt appropriate amendments to the capital improvements element of the comprehensive plan consistent with the requirements of section 163.3177(3), Florida Statutes.
- Allow for proportionate share contributions to mitigate transportation impacts for all developments, including developments of regional impact (DRIs), consistent with section 163.3180(5)(h), Florida Statutes.
- Consult with the Florida Department of Transportation when proposed amendments affect the Strategic Intermodal System.
- Exempt public transit facilities from concurrency.

In addition, local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency consistent with section 163.3180(5)(f), Florida Statutes, and to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts to transportation facilities.

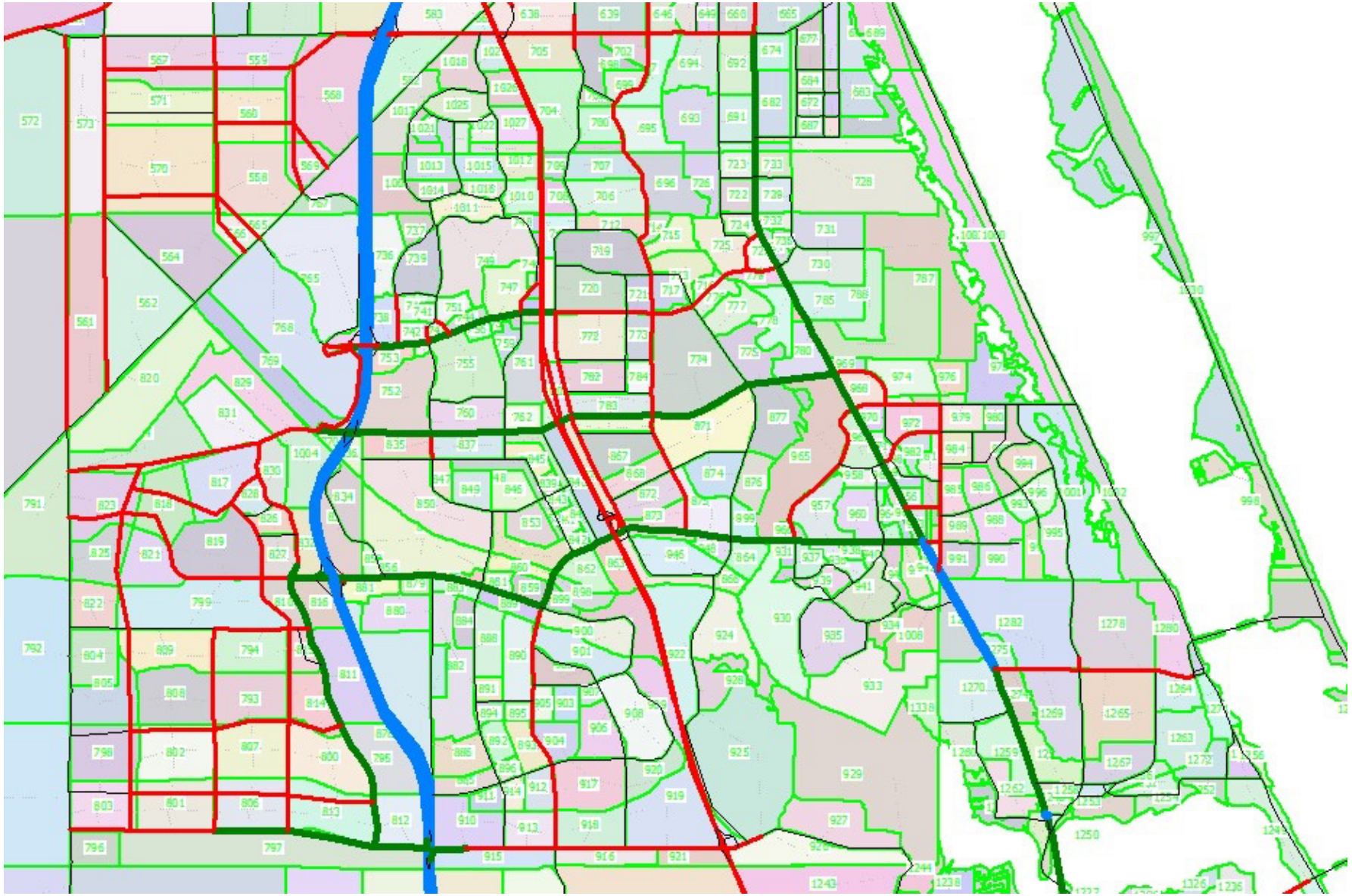
Links

- Florida Department of Transportation - Florida Transportation Plan
- Model Regulations and Plan Amendments for Multimodal Transportation Districts
- Florida Metropolitan Planning Organizations
- Florida Department of Transportation - Forecasting and Trends Office
- East Central Florida Corridor Task Force
- Florida Scenic Highways
- Transportation Site Impact Handbook
- Florida Transit-Oriented Development
- A / Framework for Transit Oriented Development in Florida, published March 2011
- Florida Department of Transportation - Pedestrian and Bicycle Design
- Florida Department of Transportation, Public Transit Office
- Florida Safe Mobility for Life Coalition
- Florida Safe Mobility for Life Coalition's Aging in Place Checklist
- The Florida Greenbook
- Pasco County Mobility Fees

APPENDIX B

Traffic Analysis Zones (TAZs)

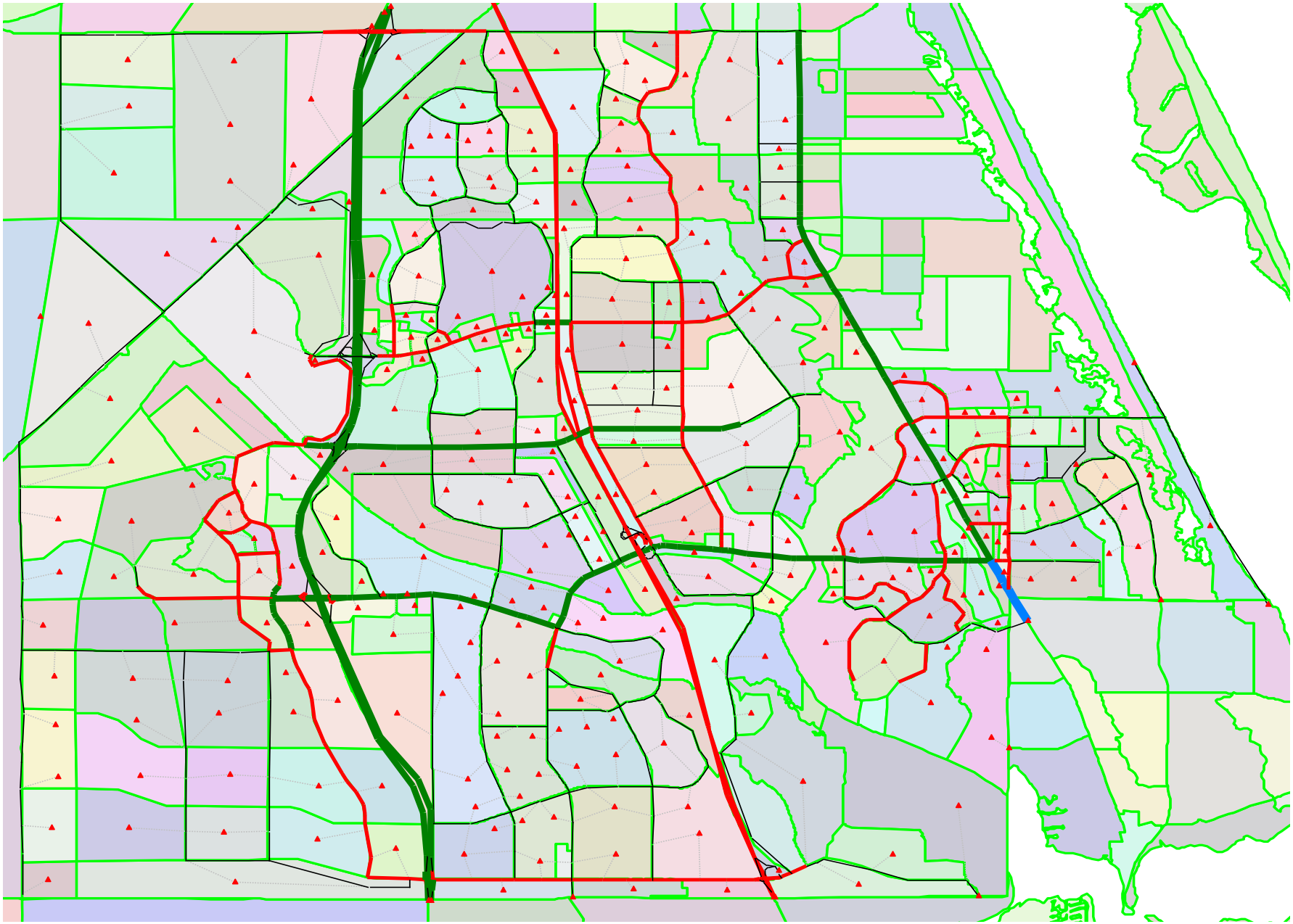
APPENDIX B: TRAFFIC ANALYSIS ZONES



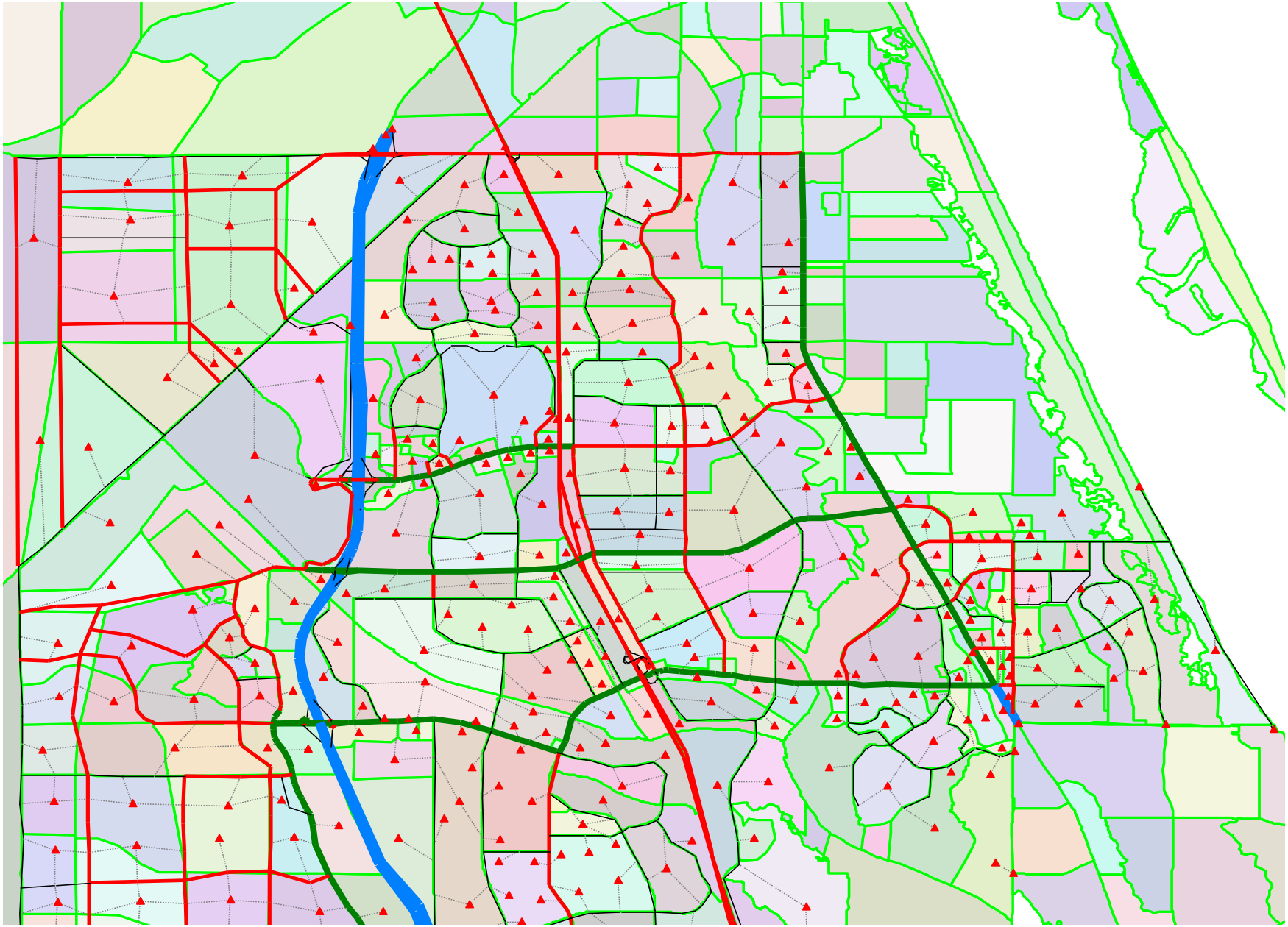
APPENDIX C

Regional Travel Demand Network

APPENDIX C: MODEL NETWORK: 2015



APPENDIX C: MODEL NETWORK: 2045



APPENDIX D

2017 National Household Travel Survey Data: Florida Travel 10 Miles or Less

APPENDIX D: 2017 National Household Travel Survey Data for Florida: Florida Travel 10 Miles or Less													
Mobility Fee Schedule Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons per Trip	Person Trip factor (PTf)	Person Miles of Travel (PMT)	Average Person Trip Length	Person Miles of Travel factor (PMTf)	Vehicle Miles of Travel (VMT)	Average Vehicle Trip Length	Number of Vehicles	# of Persons per Vehicle	Vehicle Occupancy factor (Vof)
Buy Goods	2,873.55	957.00	3.00	1,649	1.72	4,951.40	3.00	1.74	2847.37	3.11	917	1603	1.75
Buy Meals	1,639.97	508.00	3.23	1,132	2.23	3,751.52	3.31	2.32	1617.02	3.55	455	1000	2.20
Buy Services	481.82	154.00	3.13	267	1.73	795.87	2.98	1.65	480.95	3.19	151	263	1.74
Family Care	27.14	8.00	3.39	19	2.38	73.05	3.84	2.85	25.67	3.67	7	17	2.43
Entertainment	574.78	175.00	3.28	405	2.31	1,331.73	3.29	2.42	549.44	3.90	141	321	2.28
Errand / Library / PO	365.80	161.00	2.27	237	1.47	521.09	2.20	1.46	355.80	2.58	138	211	1.53
Exercise	547.95	234.00	2.34	374	1.60	834.82	2.23	1.80	462.84	3.53	131	203	1.55
Home	6,410.86	2,067.00	3.10	3,801	1.84	12,512.18	3.29	2.04	6135.43	3.53	1737	3334	1.92
Medical	397.13	97.00	4.09	148	1.53	623.71	4.21	1.58	395.92	4.17	95	146	1.54
Religious	501.36	127.00	3.95	279	2.20	1,143.73	4.10	2.30	497.76	4.18	119	268	2.25
School	417.15	121.00	3.45	256	2.12	872.79	3.41	2.20	396.80	3.71	107	242	2.26
Work	2,481.70	615.00	4.04	766	1.25	2,958.97	3.86	1.21	2450.82	4.24	578	710	1.23
Total	16,719.21	5,224.00	3.20	9,333	1.79	30,370.87	3.25	1.87	16215.82	3.54	4576	8318	1.82

Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 15 miles or less in length. A total of 5,200 unique survey's were used in the analysis. Person Trip factor (PTf) calculated by dividing total number of persons by total number of trips per trip purpose. Vehicle Occupancy factor (VOf) calculated by dividing total number of persons per vehicle by total number of vehicle trips per trip purpose. Person Miles of Travel (PMT) calculated by multplying number of persons per trip by average person trip length per trip purpose. Vehicle Miles of Travel (VMT) calculated by multplying number of vehicles per trip by average vehicle trip length per trip purpose.

APPENDIX E

2017 National Household Travel Survey Data: Florida Travel 15 Miles or Less

APPENDIX E: 2017 National Household Travel Survey Data for Florida: Florida Travel 15 Miles or Less													
Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons per Trip	Person Trip factor (PTf)	Person Miles of Travel (PMT)	Average Person Trip Length	Person Miles of Travel factor (PMTf)	Vehicle Miles of Travel (VMT)	Average Vehicle Trip Length	Number of Vehicles	# of Persons per Vehicle	Vehicle Occupancy factor (Vof)
Buy Goods	3,567	1,015	3.51	1,757	1.73	6,283	3.58	1.78	3,532	3.63	974	1,710	1.76
Buy Meals	1,904	530	3.59	1,172	2.21	4,227	3.61	2.25	1,881	3.94	477	1,040	2.18
Buy Services	635	166	3.82	280	1.69	963	3.44	1.52	634	3.89	163	276	1.69
Family Care	39	9	4.38	20	2.22	85	4.26	2.33	37	5.22	7	17	2.43
Entertainment (Social)	851	197	4.32	450	2.28	1,904	4.23	2.31	826	5.07	163	366	2.25
Errands (Library Post, Office, Services)	436	167	2.61	250	1.50	668	2.67	1.57	426	2.96	144	224	1.56
Exercise	666	244	2.73	361	1.48	1,044	2.89	1.80	580	4.12	141	221	1.57
Home	8,433	2,233	3.78	4,110	1.84	16,296	3.96	2.00	8,158	4.29	1,903	3,642	1.91
Medical	625	115	5.44	176	1.53	982	5.58	1.58	620	5.54	112	173	1.54
Religious	649	140	4.64	311	2.22	1,507	4.84	2.33	646	4.89	132	300	2.27
School	545	132	4.13	281	2.13	1,167	4.15	2.22	525	4.45	118	261	2.21
Work	4,260	758	5.62	945	1.25	5,189	5.49	1.24	4,200	5.84	719	887	1.23
Total	22,611	5,706	3.96	10,113	1.77	40,316	3.99	1.83	22,065	4.37	5,053	9,117	1.80

Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 15 miles or less in length. A total of 5,706 unique survey's were used in the analysis. Person Trip factor (PTf) calculated by dividing total number of persons by total number of trips per trip purpose. Vehicle Occupancy factor (VOf) calculated by dividing total number of persons per vehicle by total number of vehicle trips per trip purpose. Person Miles of Travel (PMT) calculated by multplying number of persons per trip by average person trip length per trip purpose. Vehicle Miles of Travel (VMT) calculated by multplying number of vehicles per trip by average vehicle trip length per trip purpose.

APPENDIX F

2017 National Household Travel Survey Data: Florida Travel 20 Miles or Less

APPENDIX F: 2017 National Household Travel Survey Data for Florida: Florida Travel 20 Miles or Less													
Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons per Trip	Person Trip factor (PTf)	Person Miles of Travel (PMT)	Average Person Trip Length	Person Miles of Travel factor (PMTf)	Vehicle Miles of Travel (VMT)	Average Vehicle Trip Length	Number of Vehicles	# of Persons per Vehicle	Vehicle Occupancy factor (Vof)
Buy Goods	4,047	1,043	3.88	1,812	1.74	7,217	3.98	1.80	4,013	4.00	1,002	1,765	1.76
Buy Meals	2,271	551	4.12	1,232	2.24	5,296	4.30	2.36	2,249	4.52	498	1,100	2.21
Buy Services	672	168	4.00	282	1.68	1,000	3.55	1.49	671	4.07	165	278	1.68
Family Care	57	10	5.70	22	2.20	120	5.48	2.17	56	6.17	9	20	2.22
Entertainment (Social)	1,157	215	5.38	496	2.31	2,678	5.40	2.37	1,131	6.25	181	412	2.28
Errands (Library Post, Office, Services)	455	168	2.71	252	1.50	699	2.77	1.57	445	3.07	145	226	1.56
Exercise	771	250	3.09	370	1.48	1,203	3.25	1.80	668	4.55	147	230	1.56
Home	9,800	2,312	4.24	4,273	1.85	19,124	4.48	2.01	9,525	4.81	1,982	3,806	1.92
Medical	781	124	6.30	193	1.56	1,275	6.61	1.64	776	6.41	121	190	1.57
Religious	762	147	5.18	347	2.36	2,087	6.01	2.75	758	5.45	139	336	2.42
School	596	135	4.41	287	2.13	1,269	4.42	2.21	575	4.76	121	267	2.21
Work	6,123	866	7.07	1,072	1.24	7,371	6.88	1.22	6,063	7.33	827	1,014	1.23
Total	27,492	5,989	4.59	10,638	1.78	49,340	4.64	1.83	26,929	5.05	5,337	9,644	1.81

Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 20 miles or less in length. A total of 6,000 unique survey's were used in the analysis. Person Trip factor (PTf) calculated by dividing total number of persons by total number of trips per trip purpose. Vehicle Occupancy factor (VOf) calculated by dividing total number of persons per vehicle by total number of vehicle trips per trip purpose. Person Miles of Travel (PMT) calculated by multplying number of persons per trip by average person trip length per trip purpose. Vehicle Miles of Travel (VMT) calculated by multplying number of vehicles per trip by average vehicle trip length per trip purpose.

APPENDIX G

Phase Two Mobility Plan: Corridors

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
1	AIROSO BLVD	PORT ST LUCIE BLVD	ST JAMES DR	CITY	4.24	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT	$ 1,908,000	4,240	1	2036 to 2045	Add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW.
5	ALCANTARRA BLVD	PORT ST LUCIE BLVD	SAVONA BLVD	CITY	0.81	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT	$ 364,500	810	1	2036 to 2045	Add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW.
10	ALLEN ST	PORT ST LUCIE BLVD	ESSEX DR	CITY	0.64	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 640,000	1,536	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
15	ANECI ST	THANKSGIVING AVE	THANKSGIVING AVE	CITY	0.03	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 30,000	72	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
20	ARCHER AVE	SELVITZ RD	BAYSHORE GREENWAY	CITY	0.4	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 400,000	960	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
30	BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	CITY	0.8	MOBILITY	TWO LANE DIVIDED	MULTIMODAL WAY	$ 15,000,000	17,624	17	2036 to 2045	Widen to two (2) lane divided road. Add 10'-12' wide multimodal ways on both sides of the ROW or a 14' - 16' greenway in the drainage canal between Bayshore Blvd and Cooper Lane. This would also serve as an alternative to the C24 Canal greenway. If a greenway is added, provide 5' - 6' sidewalks on both sides of ROW.
40	BAYSHORE BLVD	PRIMA VISTA BLVD	SELVITZ RD	CITY	1.37	MOBILITY	TWO LANE DIVIDED	MULTI-USE PATH	$ 25,687,500	30,181	17	2036 to 2045	Widen to two (2) lane divided road with 8'-10' wide multi-use paths.
45	BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	CITY	0.92	MOBILITY	TWO LANE DIVIDED	MULTI-USE PATH	$ 11,500,000	14,030	17	2036 to 2045	Widen to two (2) lane divided road with 8'-10' wide multi-use paths.
50	BECKER RD EXT	RANGE LINE RD	VILLAGE PKWY	TBD	4.24	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
60	BECKER RD	VIA TESORO	GILSON RD	CITY	2.02	MULTIMODAL	COMPLETE STREET	SIDEWALK & MULTI-USE PATH	$ 4,040,000	8,080	3, 5	2036 to 2045	Add a 10' wide multi-use path on the southside, and a 6' wide sidewalk on the northside.
75	CALIFORNIA BLVD	CAMEO BLVD	SAVONA BLVD	CITY	1.16	MOBILITY	TWO LANE DIVIDED	MULTI-USE PATH	$ 14,500,000	17,690	17	2036 to 2045	Widen to two (2) lane divided road with 8'-10' wide multi-use paths.
80	CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	CITY	1.33	MOBILITY	TWO LANE DIVIDED	MULTIMODAL WAY	$ 24,937,500	29,300	17	2036 to 2045	Widen to two (2) lane divided road with 10'-12' wide multimodal ways.
85	CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	CITY	0.37	MOBILITY	WIDEN 2-4 LANES & COMPLETE STREET	MULTI-USE PATH & MULTIMODAL WAY	$ 8,325,000	18,715	18	2026 to 2035	Widen from two (2) to four (4) lanes divided with 6' - 8' wide multi-use paths and 6'-8' wide multimodal ways on both sides of the ROW.
90	CALIFORNIA BLVD	CROSSTOWN PKWY	ST LUCIE WEST BLVD	CITY	1.32	MOBILITY	WIDEN 2-4 LANES & COMPLETE STREET	MULTI-USE PATH & MULTIMODAL WAY	$ 19,000,000	66,766	BID PRICE & 18 (PMC)	2022 to 2025	Widen from two (2) to four (4) lanes divided with 6' - 8' wide multi-use paths and 6'-8' wide multimodal ways on both sides of the ROW.
95	CALIFORNIA BLVD	ST LUCIE WEST BLVD	NW COUNTRY CLUB DRIVE	CITY	0.35	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 595,000	2,100	7	2026 to 2035	Add 6'-8' wide multimodal ways on both sides of the right-of-way.
100	CALIFORNIA BLVD	NW COUNTRY CLUB DRIVE	UNIVERSITY BLVD	CITY	0.34	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH & MULTIMODAL WAY	$ 766,000	2,616	7, 8, 9	2026 to 2035	Add 6'-8' wide multimodal way on west side and 5'-6' wide multimodal way for .08 miles adjacent to existing 8' multi-use path and 10' to 12'multimodal way for .24 miles on the east side of the right-of-way.
105	CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	CITY	1.00	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 1,350,000	4,800	9	2026 to 2035	Add a 10'-12' wide multimodal way on the east side of the ROW.
110	CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	CITY	0.37	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 370,000	888	4	2026 to 2035	Add a 8'-10' wide multi-use path on the west side of the ROW.
115	CAMEO BLVD	PORT ST LUCIE BLVD	CROSSTOWN PKWY	CITY	1.74	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 1,740,000	4,176	4	2026 to 2035	Add a 8'-10' multi-use path on one side of the ROW.
125	CANE SLOUGH RD	US 1	LENNARD RD	CITY	0.22	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 220,000	528	4	2036 to 2045	Add a 8'-10' wide multi-use path on the south side of the ROW.
130	CASCADE RD	SW HAMBRICK STREET	SW ALVATON AVE	CITY	0.15	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 150,000	360	4	2026 to 2035	Add a 8'-10' multi-use path on one side of the ROW.
135	CASCADE RD EXT	CASCADE RD	ROSSER BLVD	CITY	0.09	MOBILITY	NEW ROAD	MULTI-USE PATH	$ 270,000	1,154	4, 20	2026 to 2035	Construct a new two (2) lane road with a 8'-10' wide multi-use path. Construct a roundabout at Rosser Blvd.

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
140	CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	CITY	0.37	MOBILITY	TWO LANE DIVIDED	MULTI-USE PATH	$ 4,625,000	8,151	16	2026 to 2035	Widen to two (2) lane divided road. Add a 8' wide multi-use path on the west side of the ROW from Bellevue to Del Rio (.26 miles) and a 10'-12' wide multi-use path on the east side of the ROW from Bellevue to Crosstown Parkway (.10 miles).
145	CASHMERE BLVD	CROSSTOWN PKWY	ST LUCIE WEST BLVD	CITY	1.73	MOBILITY	TWO LANE DIVIDED	MULTI-USE PATH & MULTIMODAL WAY	$ 21,625,000	26,383	16	2026 to 2035	Widen to two (2) lane divided road. Add a 8' wide multi-use path on the west side of the ROW Wekiva River Trace to Heatherwood Blvd (.84 miles). Add a 10'-12' wide multimodal way on the east side of the ROW.
150	CASHMERE BLVD	ST LUCIE WEST BLVD	SWAN LAKE CIRCLE	CITY	0.51	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 867,000	3,060	7	2026 to 2035	Add 6'-8' wide multimodal ways on both sides of the ROW.
155	CASHMERE BLVD	SWAN LAKE CIRCLE	PLEASANT GROVE WAY	CITY	0.54	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 918,000	3,240	7	2026 to 2035	Add 6'-8' wide multimodal ways on both sides of the ROW.
160	CASHMERE BLVD	PLEASANT GROVE WAY	PEACOCK BLVD	CITY	0.56	MOBILITY	TWO LANE DIVIDED	MULTIMODAL WAY	$ 15,000,000	34,837	17 + Roundabout	2026 to 2035	Widen to a two (2) lane divided road with three roundabouts between Pleasant Grove Way and Torino Parkway. Provide a median separated NB only lane with 10' wide on-street parking for parents picking-up and dropping-off from Pleasant Grove Roundabout to school roundabout. From roundabout east of Torino Parkway, provide a contraflow SB only lane with 10' wide on-street parking for parents picking-up and dropping-off to the school roundabout. Add 6'-8' wide multimodal ways on both sides of the ROW. Roundabouts are estimated at $1.5 million each with an increase in PMC of 7,500
165	CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	CITY	0.3	MOBILITY	TWO LANE DIVIDED	MULTI-USE PATH & MULTIMODAL WAY	$ 5,625,000	6,609	17	2026 to 2035	Widen to two (2) lane divided road with 10'-12' wide multimodal ways.
175	COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	HOA	2.13	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 3,621,000	12,780	7	2036 to 2045	Add 6'-8' wide multimodal ways on both sides of the ROW.
180	COMMERCE CENTER DR	ST LUCIE WEST BLVD	GLADES CUT-OFF RD	CITY	3.13	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 4,225,500	15,024	9	2036 to 2045	Add a 10'-12' wide multimodal way on the east side of the ROW.
181	COMMERCE CENTER OVERPASS STUDY	GLADES CUT-OFF RD	TORINO PKWY (WEST)	CITY	1.41	MOBILITY	PD&E STUDY	GREENWAY & MULTIMODAL WAY	$ 2,500,000	--	PD&E STUDY	2036 to 2045	Evaluate the construction of a new Interstate 95 overpass and two (2) lane divided street with a 12'-14' multimodal way and 12'-14' greenway on either side of the ROW that connects Glades Cut-Off and Torino Parkway (West), including the realignment of Commerce Center Drive and the relocation of the existing railroad crossing at Glades Cut-Off. The new overpass would provide alternatives to the Interstate 95 and Midway Road and St. Lucie West Interchanges and connect with future developer roads to provide a parallel corridor to Midway Road to accommodate future development in the NW portion of the City of Port St. Lucie and St. Lucie County. The proposed Midway Greenway would be part of the new Overpass.
185	COMMUNITY BLVD	TRADITION PKWY	DISCOVERY WAY	CITY	0.87	MOBILITY	WIDEN 2-4 LANES & COMPLETE STREET	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Widen from two (2) lane road to four (4) lane, if warranted by developments. Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 28' and 32' of multimodal facilities (excluding vehicle lanes).
190	COMMUNITY BLVD EXT	DISCOVERY WAY	BECKER RD EXT	TBD	2.89	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
195	CRESENT AVE	KALI ST	BAYSHORE BLVD	CITY	0.67	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 670,000	1,608	4	2036 to 2045	Add a 8'- 10' multi-use path on one side of the ROW.
200	CROSSTOWN PKWY EXT	GLADES CUT OFF ROAD	RANGE LINE RD	TBD	0.54	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
205	CROSSTOWN PKWY EXT	RANGE LINE RD	VILLAGE PKWY	TBD	2.69	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
210	CROSSTOWN PKWY	VILLAGE PKWY	US 1	CITY	8.22	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 13,974,000	49,320	7	2036 to 2045	Add 6'-8' wide multimodal ways on both sides of the ROW.
220	DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	CITY	1.08	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 1,836,000	6,480	7	2036 to 2045	Add 6'-8' wide multimodal ways on both sides of the ROW.
225	DARWIN BLVD	BECKER RD	TULIP BLVD	CITY	2.41	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 3,253,500	11,568	9	2036 to 2045	Add 10'-12' wide multimodal way on the west side of the ROW.
230	DEL RIO BLVD	CALIFORNIA BLVD	CURRENT TERMINUS OF DEL RIO BLVD	CITY	0.96	MOBILITY	TWO LANE DIVIDED	MULTIMODAL WAY	$ 12,000,000	14,640	16	2036 to 2045	Widen to two (2) lane divided road. Add 10' to 12' multimodal way on one side of the ROW and a 5'-6' sidewalk on the other side of the ROW.
235	DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	CITY	2.79	MOBILITY	TWO LANE DIVIDED	MULTI-USE PATH	$ 34,875,000	42,548	16	2036 to 2045	Widen to two (2) lane divided road. Add 8' to 10' multi-use path on one side of the ROW and a 5'-6' sidewalk on the other side of the ROW.
240	DISCOVERY WY	RANGE LINE RD	SW RIVERLAND BLVD	TBD	2	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
245	DISCOVERY WY	SW RIVERLAND BLVD	VILLAGE PKWY	TBD	1.31	MOBILITY	WIDEN 2-4 LANES & COMPLETE STREET	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
250	DREYFUSS BLVD	O. L. PEACOCK PARK TRAIL LOOP	ROSSER BLVD	CITY	0.56	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 560,000	1,344	4	2026 to 2035	Add a 8'-10' wide multi-use path on one side of the ROW.
255	ESSEX DR	FLORESTA DR	BAYSHORE BLVD	CITY	1.44	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 1,440,000	3,456	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
260	FLORESTA DR	OAKLYN ST	ELKCAM WATERWAY	CITY	1.17	MOBILITY	TWO LANE DIVIDED	SIDEWALK & BICYCLE LANE	Funded	Existing Traffic	Funded & Existing Traffic	2022 to 2025	Widen to a two (2) lane divided road with buffered bike lanes and sidewalks on both sides of the ROW.
265	FLORESTA DR	ELKCAM WATERWAY	CROSSTOWN PKWY	CITY	1.65	MOBILITY	TWO LANE DIVIDED	SIDEWALK & BICYCLE LANE	$ 31,000,000	36,350	BID PRICE & 17 (PMC)	2022 to 2025	Widen to a two (2) lane divided road. Provide either 10'-12' wide multi-modal ways or buffered bike lanes and sidewalks on both sides of the ROW.
265	FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	CITY	1.34	MOBILITY	TWO LANE DIVIDED	SIDEWALK & BICYCLE LANE	$ 21,000,000	29,520	BID PRICE & 17 (PMC)	2022 to 2025	Widen to a two (2) lane divided road. Provide either 10'-12' wide multi-modal ways or buffered bike lanes and sidewalks on both sides of the ROW.
270	FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	CITY	0.86	MOBILITY	TWO LANE DIVIDED	SIDEWALK & BICYCLE LANE	$ 16,125,000	18,946	17	2026 to 2035	Widen to a two (2) lane divided road. Provide either 10'-12' wide multi-modal ways or buffered bike lanes and sidewalks on both sides of the ROW.
275	FLORESTA DR	AIROSO BLVD	BAYSHORE BLVD	CITY	1.37	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 1,370,000	3,288	4	2036 to 2045	Add a 8'-10' multi-use path on the north side of the ROW.
280	GATLIN BLVD	W OF I-95	PORT ST LUCIE BLVD	CITY	2.83	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 4,811,000	16,980	7	2026 to 2035	Add 6'-8' wide multimodal ways on both sides of the ROW. Where ROW or turn lane constraints, combine with existing sidewalk to provide 10'-12' wide multimodal way.
285	GIG PLACE EXT	PORT ST LUCIE BLVD	GALIBREATH AVE	CITY	0.06	MOBILITY	NEW ROAD	MULTI-USE PATH	$ 180,000	769	4, 20	2022 to 2025	Construct new two (2) lane road with a 8'-10' wide multi-use path on one side of the ROW.

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
320	GRAND DR	SW WALTON RD	SE LENNARD RD	CITY	1.53	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 1,467,500	3,322	3, 4	2036 to 2045	Add a 8'-10' wide multi-use path on the north side of the ROW from SW Walton Rd to SE Patio Circle. Add a 5' wide sidewalk on north side of ROW adjacent to existing sidewalk from SE Patio Circle to SE Lennard Rd (.25 miles)
325	GREEN RIVER PKWY	MARTIN C.L.	WALTON RD	CITY	2.65	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 2,650,000	6,360	4	2036 to 2045	Add a 8' wide multi-use path adjacent to existing path.
330	HEATHERWOOD BLVD	SW CALIFORNIA BLVD	SW CASHMERE BLVD	CITY	1.09	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 1,853,000	6,540	7	2036 to 2045	Add 6'-8' wide multimodal ways on both sides of the ROW.
335	HILLMOOR DR	US 1	LENNARD RD	CITY	1	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 1,000,000	2,400	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
340	IMPORT DR	SAVAGE BLVD	GATLIN BLVD	CITY	2.21	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 2,210,000	5,304	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
350	KALI ST	THANKSGIVING AVE	CRESCENT AVE	CITY	0.08	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 80,000	192	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
355	KESTOR DRIVE	DARWIN BLVD	BECKER RD	CITY	2.61	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 2,610,000	6,264	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
360	LAKEHURST DR	SW BAYSHORE RD	SANDIA AVE	CITY	1.57	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 1,570,000	3,768	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
370	LENNARD RD	WALTON RD	VETERANS MEMORIAL WY	CITY	0.79	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT	$ 355,500	790	1	2036 to 2045	Add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW.
375	LYNGATE DR	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	CITY	0.46	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH & MULTIMODAL LANE	$ 1,265,000	5,980	3, 9, 14	2026 to 2035	Add 6' wide sidewalk on the southside of ROW. Add a 10'-12' wide multimodal way on the north side of ROW. Narrow vehicle lanes to 10'-11' wide and restripe the existing bicycle lane as 6'-8' wide multimodal lanes on both side of the ROW.
380	LYNGATE DR	MORNINGSIDE BLVD	US 1	CITY	0.16	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 336,000	928	3, 9	2026 to 2035	Add 6' wide sidewalk on the southside of ROW. Add a 10'-12' wide multimodal way on the north side of ROW.
385	MARSHALL PKWY	RANGE LINE RD	I-95	TBD	4.64	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
390	MCCARTY RD	GLADES CUT OFF ROAD	OKEECHOBEE RD	TBD	3.19	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
395	MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	CITY	1.74	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 1,740,000	4,176	4	2036 to 2045	Add a 8'- 10' multi-use path on north side of the ROW.
430	MORNINGSIDE BLVD	LYNGATE DR	WESTMORELAND BLVD	CITY	2.19	MULTIMODAL	COMPLETE STREET	MULTIMODAL LANE	$ 1,423,500	15,768	14	2026 to 2035	Narrow vehicle lanes to 9'-10' wide; Restripe bike lanes to 6'-8' wide multimodal lanes with double white line to further buffer from vehicle traffic.
435	MORNINGSIDE BLVD	WESTMORELAND BLVD	MITCHELL AVE	CITY	1.02	MULTIMODAL	COMPLETE STREET	MULTIMODAL LANE	$ 663,000	7,344	14	2026 to 2035	Narrow vehicle lanes to 9'-10' wide; Restripe bike lanes to 6'-8' wide multimodal lanes with double white line to further buffer from vehicle traffic.
440	MORNINGSIDE BLVD	MITCHELL AVE	CURRENT TERMINUS OF 2-LANE DIVIDED SEGMENT OF MORNINGSIDE BLVD	CITY	0.31	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 527,000	1,860	7	2026 to 2035	Add 6'-8' wide multimodal ways on both sides of the ROW.
445	N/S ARTERIAL A	GLADES CUT-OFF ROAD	MIDWAY RD	TBD	2.42	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
450	N/S ROAD A	BECKER RD EXT	CROSSTOWN PKWY EXT	TBD	5.28	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
455	N/S ROAD A	CROSSTOWN PKWY EXT	GLADES CUT-OFF RD	TBD	1.45	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
460	NEWELL RD	RANGE LINE RD EXT	N/S ARTERIAL A	TBD	3.35	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
465	NW VOLUCIA DRIVE	EAST TORINO PKWY	NW WEST BLANTON BLVD	CITY	1	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 1,000,000	2,400	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
470	NW WEST BLANTON BLVD	EAST TORINO PKWY	WEST TORINO PKWY	CITY	1.07	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 1,070,000	2,568	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
480	OAKRIDGE DR	SE OAKLYN ST	SW MOUNTWELL ST	CITY	0.8	MOBILITY	TWO LANE DIVIDED	GREENWAY	$ 15,000,000	17,624	17	2036 to 2045	Widen to two (2) lane divided road. Add 10'-12' wide multimodal ways on both sides of the ROW or a 14' - 16' Greenway in the drainage canal between SW Oakridge and SW Rivershore Drive. This would also serve as an alternative to the C24 Canal Greenway. If a parallel Greenway is added, provide 5'-6' sidewalks on both sides of the ROW.
485	PAAR DR EXT	RANGE LINE RD	VILLAGE PKWY	TBD	4.2	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
495	PARR DR	ROSSER BLVD	DARWIN BLVD	CITY	2.83	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 6,226,000	22,074	7, 9	2026 to 2035	Add 6'-8' wide multimodal way on north side of the right-of-way and a 10'-12' wide multimodal way on the south side of the ROW.
500	PARR DR	DARWIN BLVD	TULIP BLVD	CITY	2.03	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 5,481,000	19,488	9	2036 to 2045	Add 10'-12' wide multimodal ways on both sides of the ROW.
505	PEACHTREE BLVD	ST JAMES DR	NW SELVITZ RD	CITY	0.51	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH & MULTIMODAL WAY	$ 1,759,500	4,794	3, 4, 7	2036 to 2045	Add a 5' wide sidewalk adjacent to the existing sidewalk on the north side of the ROW and an 8'-10' wide multi-use path on the south side of the ROW. Add 6'-8' wide multimodal ways on both sides of the ROW.
510	PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	CITY	0.7	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 1,190,000	4,200	7	2036 to 2045	Add 6'-8' wide multimodal ways on both sides of the right-of-way.
515	PEACOCK BLVD	UNIVERSITY BLVD	PIAZZA DR	CITY	0.24	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 658,000	1,440	7	2036 to 2045	Add a raised landscape median ($250,000). Add 6'-8' wide multimodal ways on both sides of the right-of-way.
520	PEACOCK BLVD	PIAZZA DR	NW MERCANTILE PLACE	CITY	0.3	MOBILITY	TWO LANE DIVIDED	MULTIMODAL WAY	$ 3,750,000	4,575	16	2036 to 2045	Widen to two (2) lane divided road. Add a 10'-12' wide multimodal way on the west side of the right-of-way. Add pull-offs for golf cart or people bicycling and walking an average or every 500' on east side of ROW if golf carts permitted.
525	PEACOCK BLVD	NW MERCANTILE PLACE	CALIFORNIA BLVD	CITY	0.69	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 1,009,125	3,485	2, 9	2036 to 2045	Add a 10'-12' wide multimodal way on the north side of the right-of-way. Add pull-offs for golf cart or people bicycling and walking an average or every 500' on south side of ROW if golf carts permitted.
530	PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	CITY	1.04	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 1,521,000	5,252	2, 9	2026 to 2035	Add a 10'-12' wide multimodal way on the north side of the right-of-way. Add pull-offs for golf cart or people bicycling and walking an average or every 500' on south side of ROW if golf carts permitted.

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
535	PINE VALLEY ST	WESTMORELAND BLVD	MONTE VISTA ST	CITY	1.03	MULTIMODAL	COMPLETE STREET	MULTIMODAL LANE	$ 669,500	7,416	14	2036 to 2045	Narrow vehicle lanes to 9'-10' wide; Restripe bike lanes to 6'-8' wide multimodal lanes with double white line to further buffer from vehicle traffic.
540	PORT ST LUCIE BLVD	ABRAHAM AVE	BECKER RD	CITY	0.13	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 162,500	390	5	2026 to 2035	Add a 10' wide multi-use path on the east side of the ROW from Becker to Adrahama Ave.
545	PORT ST LUCIE BLVD	BECKER RD	PAAR DR	CITY	1.19	MOBILITY	WIDEN 2-4 LANES & COMPLETE STREET	MULTI-USE PATH	$ 26,775,000	60,190	18	2026 to 2035	Widen from two (2) to four (4) lanes. Project includes adding 10' wide multi-use paths, landscaped median, irrigation, signalized intersections, roadway lighting, curb and gutter, underground drainage, bridge replacement, and relocation of water and sewer lines; Design is expected to be completed in 2024. Construction is estimated to begin October 202 and end October 2028
550	PORT ST LUCIE BLVD	PAAR DR	DARWIN BLVD	CITY	1.69	MOBILITY	WIDEN 2-4 LANES & COMPLETE STREET	MULTI-USE PATH	$ 38,025,000	85,480	18	2022 to 2025	Widen from two (2) to four (4) lanes. Project includes adding multi-use paths, landscaped median, irrigation, signalized intersections, roadway lighting, curb and gutter, underground drainage, and relocation of water and sewer lines; Design is complete. Construction is expected to be completed in Winter 2023
555	PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	CITY	0.59	MULTIMODAL	COMPLETE STREET	MULTIMODAL LANE & DEDICATED BUS / HOV LANE	Funded	Existing Traffic	Funded & Existing Traffic	2022 to 2025	Reconstruction of approximately 0.7 miles of 4-lane roadway. The existing project includes adding an additional northbound left-turn lane at Gatlin, additional southbound left turn lane at Darwin, conversion of the open swale drainage system to a closed underground system with curb and gutter, and construction of multi-use paths, landscaped medians, irrigation, signalized intersections, roadway lighting, and relocation of water and sewer lines.
560	PORT ST LUCIE BLVD	GATLIN BLVD	CAMEO BLVD	CITY	1.29	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT & MULTIMODAL STUDY	$ 709,500	1,290	1, plus Multimodal Corridor Plan	2026 to 2035	Conduct a corridor study to evaluate either: (1) a lane elimination project to add multimodal facilities; or (2) add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW and construct the C-24 Canal Greenway and the PSL to Tulip Greenway as parallel multimodal route. The multimodal corridor plan is estimated at $100,000 per mile.
565	PORT ST LUCIE BLVD	CAMEO BLVD	BAYSHORE BLVD	STATE	0.42	MULTIMODAL	COMPLETE STREET	MULTIMODAL STUDY	$ 42,000	--	Multimodal Corridor Plan	2026 to 2035	Conduct a corridor study to evaluate adding a 12' to 14' wide multimodal way on either side of Port St. Lucie Blvd or a separate multi-modal bridge at least 20' in width as part of the Turnpike Interchange reconstruction. In the immediate term, support construction of the C-24 Canal Greenway under the Florida Turnpike and a potential Water Taxi Stop on either side of the Turnpike.
570	PORT ST LUCIE BLVD	BAYSHORE BLVD	FLORESTA DR	STATE	1.47	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT & MULTIMODAL STUDY	$ 808,500	1,470	1, plus Multimodal Corridor Plan	2026 to 2035	Conduct a corridor study to evaluate either: (1) a lane elimination project to add multimodal facilities; or (2) add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW and construct the C-24 Canal Greenway and the multi-use paths along the Essex Dr corridor to the south and the Thanksgiving Ave corridor to the north of Port St Lucie Blvd. The multimodal corridor plan is estimated at $100,000 per mile.
575	PORT ST LUCIE BLVD	FLORESTA DR	WESTMORELAND BLVD	STATE	0.88	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT & MULTIMODAL STUDY	$ 484,000	880	1, plus Multimodal Corridor Plan	2026 to 2035	Conduct a corridor study to evaluate either: (1) a lane elimination project to add multimodal facilities; or (2) add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW and construct of the Port St. Lucie multimodal bridge, multimodal bridge underpass, and the multi-use paths along the Essex Dr corridor to the south and the Thanksgiving Ave corridor to the north of Port St Lucie Blvd. The multimodal corridor plan is estimated at $100,000 per mile.
580	PORT ST LUCIE BLVD	WESTMORELAND BLVD	US HWY 1	STATE	1.81	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT & MULTIMODAL STUDY	$ 995,500	1,810	1, plus Multimodal Corridor Plan	2026 to 2035	Conduct a corridor study to evaluate either: (1) a lane elimination project to add multimodal facilities; or (2) add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW and multi-use paths, multimodal lanes and ways on Westmoreland, Morningside Blvd, and Lyngate Drive as parallel alternatives to Port St. Lucie Blvd. The multimodal corridor plan is estimated at $100,000 per mile.
585	PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	CITY	1.35	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT	$ 607,500	1,350	1	2036 to 2045	Add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW.

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
620	RANGE LINE RD EXT	GLADES CUT-OFF ROAD	OKEECHOBEE RD	TBD	5.65	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
625	RESERVE BLVD EXT	SHINN RD	GLADES CUT-OFF RD	TBD	2.2	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
630	RIVERLAND BLVD	BECKER RD EXT	DISCOVERY WAY	TBD	2.88	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
635	ROSSER BLVD	PAAR DR	OPEN VIEW DR	CITY	0.91	MULTIMODAL	COMPLETE STREET	SIDEWALK	$ 682,500	910	3	2022 to 2025	Add a 5' wide sidewalk.
640	SANDIA DR	NW PRIMA VISTA BLVD	SE THORNHILL DR	CITY	2.07	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 2,070,000	4,968	4	2036 to 2045	Upgrade existing 4' wide sidewalk to 8'-10' wide multi-use path; From terminus of existing sidewalk to Thornhill Dr, add 8'-10' wide multi-use path.
660	SAVAGE BLVD	GATLIN BLVD	CURRENT TERMINUS OF SAVAGE BLVD	CITY	2.07	MOBILITY	TWO LANE DIVIDED	MULTIMODAL WAY	$ 25,875,000	31,568	16	2036 to 2045	Widen to two (2) lane divided road and add 10'-12' wide multimodal ways on both sides of the ROW. In lieu of multimodal ways, add 5'-6' wide sidewalks and a 12'-14' wide greenway within parallel powerline easement from Gatlin Blvd to C24 canal.
665	SAVAGE BLVD EXT	CURRENT TERMINUS OF SAVAGE BLVD	DEL RIO BLVD	CITY	0.25	MOBILITY	NEW ROAD	MULTIMODAL WAY	$ 4,687,500	5,508	17	2036 to 2045	Construct new (2) lane divided road and add 10' - 12' wide multimodal ways on both sides of the ROW. In lieu of multimodal ways, add 5'-6' wide sidewalks and a 12'-14' wide greenway within parallel powerline easement from C24 canal to Crosstown Parkway.
670	SAVONA BLVD	BECKER RD	PAAR DR	CITY	0.91	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 2,002,000	7,098	7, 9	2036 to 2045	Add a 5'-6' wide multimodal way on the east side of the ROW and a 10'-12' wide multimodal way on the west side of the roadway.
675	SAVONA BLVD	PAAR DR	GATLIN BLVD	CITY	2.81	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 6,182,000	21,918	7, 9	2036 to 2045	Add a 5'-6' wide multimodal way on the east side of the ROW and a 10'-12' wide multimodal way on the west side of the roadway.
680	SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	CITY	1.08	MOBILITY	TWO LANE DIVIDED	MULTIMODAL WAY	$ 20,250,000	23,792	17	2036 to 2045	Widen to two (2) lane divided road and add 10'-12' wide multimodal ways on both sides of the ROW.
685	SELVITZ RD	FLORESTA DR	BAYSHORE BLVD	CITY	0.48	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 480,000	1,152	4	2036 to 2045	Add a 8'-10' multi-use path on one side of the ROW.
690	SELVITZ RD	BAYSHORE BLVD	MIDWAY RD	CITY	2.86	MOBILITY	TWO LANE DIVIDED	MULTIMODAL WAY	$ 35,750,000	43,615	16	2036 to 2045	Widen to two (2) lane divided road. Add a 10'-12' wide multimodal way on whatever side of the ROW that does not currently have a sidewalk. Extend the multimodal way to a logical terminus.
695	SHINN RD	OKEECHOBEE RD	RESERVE BLVD EXT	TBD	2.53	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
700	SHINN RD EXT	RESERVE BLVD EXT	GLADES CUT-OFF ROAD	TBD	2.22	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
705	SOUTHBEND BLVD	SE OAKRIDGE DR	SNOW RD	CITY	1.94	MOBILITY	WIDEN 2-4 LANES & COMPLETE STREET	MULTI-USE PATH & MULTIMODAL WAY	$ 43,650,000	98,125	18	2026 to 2035	Widen from 2 to 4 Lanes. Add 8' wide multi-use paths to both sides of the ROW and 10'-12' wide multimodal ways to both sides of the ROW.
710	SOUTHBEND BLVD	SNOW RD	BECKER RD	CITY	2.25	MOBILITY	WIDEN 2-4 LANES & COMPLETE STREET	MULTIMODAL WAY	$ 50,625,000	113,805	18	2036 to 2045	Widen from 2 to 4 Lanes. Add a 10'-12' wide multimodal way on the east side of the ROW. Add a 6' - 8' wide multi-use path on the west side of the ROW, if ROW is available.

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
720	ST JAMES DR / 25TH STREET	AIROSO BLVD	ST JAMES BLVD	COUNTY	1.87	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 187,000	449	4	2036 to 2045	Fill in gaps in existing 8' wide multi-use path of east side of ROW (10% of corridor).
725	ST JAMES DR / 25TH STREET	ST JAMES BLVD	MIDWAY RD	COUNTY	1.47	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 147,000	353	4	2036 to 2045	Fill in gaps in existing 8' wide multi-use path of east side of ROW (10% of corridor).
735	ST LUCIE WEST BLVD	COMMERCE CENTER DR	PEACOCK BLVD	STATE	1	MOBILITY	WIDEN 4-6 LANES & COMPLETE STREET	SIDEWALK & BICYCLE LANE	Funded	Existing Traffic	Funded & Existing Traffic	2022 to 2025	Widen existing roadway (Under construction)
740	ST LUCIE WEST BLVD	PEACOCK BLVD	CASHMERE BLVD	CITY	1.78	MOBILITY	WIDEN 4-6 LANES & COMPLETE STREET	MULTIMODAL WAY	$ 26,700,000	85,013	19	2026 to 2035	Widen from four (4) to six (6) lanes. Add a 10 -12' wide multimodal way where ROW width is 200' wide and 6' - 8' wide multimodal ways where ROW is 150' wide. Where ROW is constrained, combine with existing multi-use path and provide a 14' 16' wide multimodal way.
745	ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	CITY	0.47	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 235,000	564	4	2026 to 2035	Fill in gaps in existing 8' wide multi-use path of north side of ROW (50% of corridor).
750	SW ALVATON AVE	ROSSER BLVD	SW DREYFUSS BLVD	CITY	0.19	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 190,000	456	4	2036 to 2045	Add a 8'-10' wide multi-use path on one side of the ROW.
755	SW HAMBRICK STREET	SW CASCADE RD	SW DREYFUSS BLVD	CITY	0.1	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 100,000	240	4	2036 to 2045	Add a 8'-10' wide multi-use path on one side of the ROW.
760	TORINO PKWY (NORTH & WEST)	EAST TORINO PKWY	CALIFORNIA BLVD	CITY	2.61	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH & GOLF CART RETROFIT	$ 2,610,000	6,264	4	2036 to 2045	Add a 8'-10' wide multi-use path on one side of the ROW. If golf cart use permitted, provide golf cart or people bicycling and walking pull-out an average of every 500 feet.
765	TORINO PKWY (EAST)	CALIFORNIA BLVD	CASHMERE BLVD	CITY	1	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH & MULTIMODAL WAY	$ 2,350,000	7,200	4, 9	2026 to 2035	Add a 6'-8' wide multi-use path on one side of the ROW and a 10'-12' wide multimodal way on the other side of the ROW.
770	TORINO PKWY (EAST)	CASHMERE BLVD	MIDWAY RD	CITY	2.44	MOBILITY	TWO LANE DIVIDED	MULTI-USE PATH & MULTIMODAL WAY	$ 30,500,000	37,210	16	2026 to 2035	Widen to two (2) lane divided road. Add a 10'-12' wide multimodal way on the west side of the right-of-way. Add a 6'-8' wide multi-use path on the east side of the ROW.
775	THANKSGIVING AVE	WHITMORE DR	ANECI ST	CITY	0.54	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 540,000	1,296	4	2026 to 2035	Add a 8'-10' wide multi-use path on one side of the ROW.
780	THANKSGIVING AVE	ANECI ST	KALI ST	CITY	0.6	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 600,000	1,440	4	2026 to 2035	Add a 8'-10' wide multi-use path on one side of the ROW.
785	THORNHILL DR	BAYSHORE BLVD	AIROSO BLVD	CITY	0.94	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 940,000	2,256	4	2036 to 2045	Add a 8'-10' wide multi-use path on north side of the ROW.
790	THORNHILL DR	AIROSO BLVD	FLORESTA	CITY	1.09	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 1,090,000	2,616	4	2036 to 2045	Add a 8'-10' wide multi-use path on north side of the ROW.
795	TIFFANY AVE	US 1	VILLAGE GREEN DR	CITY	0.32	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 800,000	2,688	4, 10	2026 to 2035	Add 12' wide multimodal way on north side of the ROW. Add a 6'-8' wide multi-use path on south side of the ROW.
800	TIFFANY AVE	VILLAGE GREEN DR	LENNARD RD	CITY	0.7	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT	$ 315,000	700	1	2026 to 2035	Add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW.
805	TIFFANY AVE	LENNARD RD	SE GRAND DR	CITY	0.92	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 920,000	2,208	4	2036 to 2045	Add a 6'-8' multi-use path on the north side of ROW adjacent to the existing multi-use path with a 5'-10' wide buffer landscape between multimodal facilities.
810	TRADITION PKWY EXT	GLADES CUT OFF ROAD	RANGE LINE RD	TBD	1.69	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
815	TRADITION PKWY EXT	RANGE LINE RD	STONY CREEK WY	TBD	1.99	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
820	TRADITION PKWY	STONY CREEK WY	W OF I-95	CITY	2.2	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT	$ 990,000	2,200	1	2026 to 2035	Add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW.
825	TULIP BLVD	GATLIN BLVD	PIERSON RD	CITY	0.37	MOBILITY	TWO LANE DIVIDED	SIDEWALK & MULTIMODAL WAY	$ 4,625,000	5,643	16	2026 to 2035	Widen to two (2) lane divided road from Port St Lucie Blvd to a relocated roundabout between Skyline St & Pierson Rd. Add 6' wide sidewalks and 5'-6' wide multimodal ways to both sides of the ROW. Add streetscape enhancements.

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
825	TULIP BLVD	PIERSON RD	PORT ST LUCIE BLVD	CITY	3.00	MULTIMODAL	COMPLETE STREET	SIDEWALK & MULTIMODAL WAY	$ 10,500,000	20,400	3, 4	2036 to 2045	Add 6' wide sidewalks and 5'-6' wide multimodal ways to both sides of the ROW. Add streetscape enhancements. Evaluate adding mid-block crossings spaced roughly every 1/2 mile or at major crossing locations.
830	TUNIS AVE EXT	PORT ST LUCIE BLVD	FILLMORE ST	CITY	0.06	MOBILITY	NEW ROAD	MULTI-USE PATH	$ 180,000	769	4, 20	2022 to 2025	Construct new two (2) lane road with a 8'-10' wide multi-use path
835	UNIVERSITY BLVD	NW PEACOCK BLVD	NW CALIFORNIA BLVD	CITY	0.58	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 986,000	3,480	7	2036 to 2045	Add 6'-8' wide multimodal ways on both sides of the right-of-way.
840	UNIVERSITY BLVD	NW CALIFORNIA BLVD	NW BETHANY DRIVE	CITY	0.68	MULTIMODAL	GREENWAY	GREENWAY	$ 850,000	3,264	13	2036 to 2045	New 12'-14' wide multi-use greenway
845	US 1	WESTMORELAND BLVD	PRIMA VISTA RD	STATE	5.25	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 7,875,000	31,500	10	2036 to 2045	Add 12'-14' wide multimodal way on the west side of US 1 ROW.
855	VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD	LYNGATE DR	CITY	1.38	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 4,140,000	16,560	10	2026 to 2035	Add 12' wide multimodal ways to both sides of the ROW.
860	VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	CITY	0.9	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 2,700,000	10,800	10	2026 to 2035	Add 12' wide multimodal ways to both sides of the ROW.
865	VILLAGE GREEN DR	US 1	INDUSTRIAL DRIVE	CITY	0.39	MULTIMODAL	COMPLETE STREET	SIDEWALK & MULTIMODAL WAY	$ 1,698,000	5,340	3, 7, Plus Midblock Crossings	2026 to 2035	Add 6' wide sidewalks and 5'-6' wide multimodal ways to both sides of the ROW. Add 2 mid-block crossings at a PLC of $225,00 and a PMC of 500 per crossing.
870	VILLAGE GREEN DR	INDUSTRIAL BLVD	WALTON RD	CITY	0.66	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH & MULTIMODAL WAY	$ 2,772,000	9,960	5, 7	2026 to 2035	Add 10' wide multi-use paths and 5'-6' wide multimodal ways to both sides of the ROW.
875	VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	CITY	0.63	MOBILITY	TWO LANE DIVIDED	MULTI-USE PATH & MULTIMODAL WAY	$ 8,550,000	11,108	16, Plus Midblock Crossings	2026 to 2035	Widen to two (2) lane divided with 10' wide multi-use path on west side of ROW and a 10' wide multi-use path on the east side of the ROW. Add 5'-6' wide multimodal ways to both sides of the ROW. Add 2 mid-block crossings and 1 raised intersection at a PLC of $225,00 and a PMC of 500 per each facility.
880	VILLAGE PKWY	BECKER RD	DISCOVERY WAY	CITY	3.25	MOBILITY	WIDEN 4-6 LANES & COMPLETE STREET	MULTIMODAL WAY & GOLF CART RETROFIT	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Widen from four (4) to six (6) lanes (if warranted by development). Add a 12' wide multimodal way on the west side of the ROW. Add golf cart or people bicycling and walking pull-outs an average of every 250 feet along the east side of the ROW.
885	VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	CITY	0.75	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT	$ 337,500	750	1	2026 to 2035	Add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW.
890	VILLAGE PKWY	TRADITION PKWY	CROSSTOWN PKWY	CITY	2.16	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT	$ 972,000	2,160	1	2026 to 2035	Add golf cart or people bicycling and walking pull-outs an average of every 250 feet along both side of the ROW.
895	VILLAGE PKWY EXT	CROSSTOWN PKWY	SHINN RD	TBD	1.88	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).
915	WESTMORELAND BLVD	US 1	BAKERSFIELD ST	CITY	0.24	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 240,000	576	4	2026 to 2035	Add a 8'-10' wide multi-use path on south side of the ROW.
920	WESTMORELAND BLVD	BAKERSFIELD ST	MORNINGSIDE BLVD	CITY	1.74	MULTIMODAL	COMPLETE STREET	MULTIMODAL LANE	$ 1,131,000	12,528	14	2026 to 2035	Narrow vehicle lanes to 9'-10' wide; Restripe bike lanes to 6'-8' wide multimodal lanes with double white line to further buffer from vehicle traffic.
925	WESTMORELAND BLVD	MORNINGSIDE BLVD	CAMBRIDGE DR	CITY	0.67	MULTIMODAL	COMPLETE STREET	MULTIMODAL LANE	$ 435,500	4,824	14	2026 to 2035	Narrow vehicle lanes to 9'-10' wide; Restripe bike lanes to 6'-8' wide multimodal lanes with double white line to further buffer from vehicle traffic.
930	WESTMORELAND BLVD	CAMBRIDGE DR	PORT ST LUCIE BLVD	CITY	0.54	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAY	$ 918,000	3,240	7	2026 to 2035	Add 6'-8' wide multimodal ways on both sides of the right-of-way.
935	WHITMORE DR	BAYSHORE BLVD	PORT ST LUCIE BLVD	CITY	3.33	MULTIMODAL	COMPLETE STREET	MULTI-USE PATH	$ 4,387,500	10,490	5, Plus Midblock Crossing	2036 to 2045	Add a 8'-10' wide multi-use path on one side of the ROW. Add midblock crossing at Floresta at a PLC of $225,00 and a PMC of 500.
940	WILLIAMS RD	RANGE LINE RD EXT	MIDWAY BYPASS GREENWAY	TBD	3.89	MOBILITY	NEW ROAD	MULTI-USE PATH & MULTIMODAL WAY	Developer Driven	Developer Driven	Developer Driven	Developer Driven	Construct new two (2) lane road (4 lanes if warranted by developments). Provide either 8' wide multi-use paths and 8' wide multimodal ways on both sides of the ROW, or a 12' wide multimodal way and 10' wide multi-use path on one side of the ROW and a 6' wide sidewalk on the other side of the ROW, or some combination that provides between 24' and 32' of multimodal facilities (excluding vehicle lanes).

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
945	95 (PEACOCK) GREENWAY	CROSSTOWN PKWY	GATLIN BLVD	TBD	2.05	MULTIMODAL	GREENWAY	GREENWAY	$ 2,562,500	9,840	13	2026 to 2035	New 12'-14' wide multi-use greenway
950	C 24 CANAL GREENWAY	RANGE LINE RD EXT	SOUTHBEND BLVD	TBD	10.01	MULTIMODAL	GREENWAY	GREENWAY	$ 12,512,500	48,048	13	2036 to 2045	New 12'-14' wide multi-use greenway
955	EAST COAST GREENWAY / SUN TRAIL	CITY LIMIT	WALTON RD	TBD	8.54	MULTIMODAL	GREENWAY	GREENWAY	$ 10,675,000	40,992	13	2026 to 2035	New 12'-14' wide multi-use greenway
960	GREEN RIVER CONNECTOR	US 1	GREEN RIVER PKWY	TBD	1.8	MULTIMODAL	GREENWAY	GREENWAY	$ 2,250,000	8,640	13	2036 to 2045	New 12'-14' wide multi-use greenway
965	HOG SLOUGH TRAIL	US 1	VILLAGE GREEN DR	TBD	0.84	MULTIMODAL	GREENWAY	BOARDWALK	$ 4,620,000	7,056	12	2026 to 2035	New 12'-14' wide multi-use boardwalk
970	HOG SLOUGH TO EAST COAST GREENWAY TRAIL	HOG SLOUGH TRAIL	EAST COAST GREENWAY	TBD	1.23	MULTIMODAL	GREENWAY	BOARDWALK	$ 6,765,000	10,332	12	2026 to 2035	New 12'-14' wide multi-use boardwalk
975	MIDWAY BYPASS GREENWAY	GLADES CUT-OFF RD	US 1	TBD	5.81	MULTIMODAL	GREENWAY	GREENWAY	$ 7,262,500	27,888	13	2036 to 2045	New 12'-14' wide multi-use greenway
980	O. L. PEACOCK PARK TRAIL LOOP	PEACOCK GREENWAY	PEACOCK GREENWAY	TBD	2.72	MULTIMODAL	GREENWAY	GREENWAY	$ 3,400,000	13,056	13	2026 to 2035	New 12'-14' wide multi-use greenway
985	PEACOCK GREENWAY	GATLIN BLVD	O. L. PEACOCK PARK TRAIL LOOP	TBD	1	MULTIMODAL	GREENWAY	GREENWAY	$ 1,250,000	4,800	13	2026 to 2035	New 12'-14' wide multi-use greenway
990	PEACOCK GREENWAY SOUTH	O. L. PEACOCK PARK TRAIL LOOP	PAAR DR	TBD	1.21	MULTIMODAL	GREENWAY	GREENWAY	$ 1,512,500	5,808	13	2026 to 2035	New 12'-14' wide multi-use greenway
995	TORINO GREENWAY	NE TORINO PKWY	NW PEACOCK BLVD	TBD	0.37	MULTIMODAL	GREENWAY	GREENWAY	$ 462,500	1,776	13	2036 to 2045	New 12'-14' wide multi-use greenway
1000	US 1 CONNECTOR	SE MORNINGSIDE BLVD	US 1	TBD	0.24	MULTIMODAL	GREENWAY	GREENWAY	$ 300,000	1,152	13	2036 to 2045	New 12'-14' wide multi-use greenway
1005	PORT ST LUCIE BLVD MULTIMODAL BRIDGE	EXISTING RIVER BOARDWALK	ALLEN ST	CITY	0.53	MULTIMODAL	GREENWAY	MULTIMODAL BRIDGE	$ 5,000,000	4,452	12	2026 to 2035	Construct a 14' wide multimodal bridge on the south side of Port St. Lucie Blvd over the St. Lucie River and connecting the existing River Boardwalk on the east side of the river and Allen St on the west side; A second segment of the multimodal bridge should traverse under Port St. Lucie Blvd and connect with Whitmore Dr to the north.
1010	BAYSHORE GREENWAY	OAKLYN ST	ARCHER AVE	CITY	4.16	MULTIMODAL	GREENWAY	BOARDWALK	$ 11,440,000	29,952	11	2036 to 2045	New 12'-14' wide multi-use boardwalk
1015	GLADES GREENWAY	MIDWAY GREENWAY	TRADITION PKWY EXT	CITY	7.51	MULTIMODAL	GREENWAY	GREENWAY	$ 9,387,500	36,048	13	2036 to 2045	New 12'-14' wide multi-use greenway
1020	PSL TO TULIP GREENWAY	PORT ST LUCIE BLVD	TULIP BLVD	CITY	1.78	MULTIMODAL	GREENWAY	GREENWAY	$ 2,225,000	8,544	13	2036 to 2045	New 12'-14' wide multi-use greenway. Alternative route is to use Cameo Blvd if access to C24 canal can be obtained (currently no public access from Cameo)
1035	MOBILITY PLAN IMPLEMENTATION: ADD TRAVEL LANES (EAST OF 95)	INTERCOASTAL	EAST OF INTERSTATE 95	CITY	6	MOBILITY	ADD LANES	--	$ 21,000,000	66,900	21	2026 to 2045	In recognition that the Phase Two Mobility Plan has not been finalized and there are still several roads that are being monitored to have additional lanes added. In addition, the City Council through the annual Capital Improvements Program update may elect to add lanes to existing corridors.
1040	MOBILITY PLAN IMPLEMENTATION: ADD TRAVEL LANES (WEST OF 95)	NORTHWEST ASSESSMENT AREA	SOUTHWEST ASSESSMENT AREA	DEVELOPER	20	MOBILITY	ADD LANES	--	$ 21,000,000	111,500	22	2022 to 2045	In recognition that the Phase Two Mobility Plan has not been finalized and there are several roads that are developer obligations that may require the addition of travel lanes beyond those required to provide access and circulation. In addition, the City Council through the annual Capital Improvements Program update may elect to add additional lanes to corridors west of Interstate 95.
1045	MOBILITY PLAN IMPLEMENTATION: ADD SIDEWALKS	INTERCOASTAL	EAST OF INTERSTATE 95	CITY	8	MULTIMODAL	COMPLETE STREET	SIDEWALK	$ 6,000,000	8,000	3	2026 to 2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be additional sidewalks that are added to the Plan. In addition, the City Council through the annual Capital Improvements Program update may elect to add sidewalks for safe routes to schools, and provide access to employment, parks, retail, and transit.
1050	MOBILITY PLAN IMPLEMENTATION: ADD MULTI-USE PATHS (EAST OF 95)	INTERCOASTAL	EAST OF INTERSTATE 95	CITY	8	MULTIMODAL	COMPLETE STREET	MULTI-USE PATHS	$ 8,000,000	19,200	4	2026 to 2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be additional multi-use paths between 8' and 12' in width that are added to the Plan. In addition, the City Council through the annual Capital Improvements Program update may elect to add multi-use paths of varying widths to enhance access to employment, parks, retail, schools, and transit, and to allow for use of micromobility devices and microtransit vehicles.
1055	MOBILITY PLAN IMPLEMENTATION: ADD MULTI-USE PATHS (WEST OF 95)	NORTHWEST ASSESSMENT AREA	SOUTHWEST ASSESSMENT AREA	DEVELOPER	20	MULTIMODAL	COMPLETE STREET	MULTI-USE PATHS	$ 7,500,000	30,000	23	2022 to 2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be additional multi-use paths between 8' and 12' in width that are required to be constructed by the City that are beyond Complete Street requirements. In addition, the City Council through the annual Capital Improvements Program update may elect to add multi-use paths to corridors west of Interstate 95.
1060	MOBILITY PLAN IMPLEMENTATION: ADD MULTIMODAL WAYS (EAST OF 95)	INTERCOASTAL	EAST OF INTERSTATE 95	CITY	4	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAYS	$ 5,400,000	19,200	9	2026 to 2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be additional multimodal ways that are added to the Plan. In addition, the City Council through the annual Capital Improvements Program update may elect to add multimodal ways to enhance access to employment, parks, retail, schools, and transit, and to allow for use of micromobility devices and microtransit vehicles.

APPENDIX G: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: CORRIDORS

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	MULTIMODAL INFRASTRUCTURE TYPE	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
1065	MOBILITY PLAN IMPLEMENTATION: ADD MULTIMODAL WAYS (WEST OF 95)	NORTHWEST ASSESSMENT AREA	SOUTHWEST ASSESSMENT AREA	DEVELOPER	16	MULTIMODAL	COMPLETE STREET	MULTIMODAL WAYS	$ 6,000,000	24,000	24	2022 to 2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be multimodal ways constructed that are above developer requirements. In addition, the City Council through the annual Capital Improvements Program update may elect to add multimodal ways to corridors west of Interstate 95.
1070	MOBILITY PLAN IMPLEMENTATION: GOLF CART RETROFIT	INTERCOASTAL	WEST OF INTERSTATE 95	CITY / DEVELOPER	12	MULTIMODAL	COMPLETE STREET	GOLF CART RETROFIT	$ 1,350,000	3,000	2	2022 to 2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be additional corridors identified for golf-cart retrofit. In addition, the City Council through the annual Capital Improvements Program update may elect to add golf-cart retrofit projects to enhance access to employment, parks, retail, schools, and transit, and to allow for use of micromobility devices and microtransit vehicles.

Source: The planning level cost (PLC) and person miles of capacity (PMC) notes correspond to Appendix L and Appendix J. The total Planning Level Cost of the Phase Two Mobility Plan corridors is $934,229,125. The total Person Miles of Capacity the Phase Two Mobility Plan corridors is 2,091,883. Current funding for projects that have not yet commenced construction are $86,465,984.00. The majority of this funding is for Floresta Drive, Port St. Lucie Blvd, and California Blvd. Additional funding of roughly $9.25 million per year from 2025 to 2045 is projected through federal and state revenues and an extension of the infrastructure surtax for a total of $190,000,000. Complete Street Corridors to be built by developments are included in various agreements between the City, County, and development interest. The multimodal project description is intended as a recommendation for consideration. These descriptions in no way overrides or usurps existing agreements for future developer constructed improvements or the widening of existing corridors that may be required as part of an agreement. The description provides an opportunity for the City Council and developers to discuss future improvements and should any of those improvements be reconsidered. Mobility Plan Implementation projects reflect the following: (1) The Phase Two Mobility Plan may be amended; (2) Developers may construct improvements beyond their impact; (3) Staute limits updates to once every four years, unless extrodinary circumistances; and (4) Capital Improvement Programs are updated annually.

APPENDIX H

Traffic Characteristics Data

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

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	Lane Miles	LOS Standard	AADT	Daily Capacity	Year Count	Annual Growth Rates	2022 AADT	2022 VMT	2022 VMC	2045 AADT	2045 VMT	2045 VMC
AIROSO BLVD	PORT ST LUCIE BLVD	THORNHILL DR	Major Arterial	CITY	4	40	0.93	3.71	E	17,500	39,800	2019	0.019	18,520	17,170	36,910	28,550	26,480	36,910
AIROSO BLVD	THORNHILL DR	CROSSTOWN PKWY	Major Arterial	CITY	4	40	0.82	3.27	E	17,500	39,800	2019	0.019	18,520	15,150	32,570	28,550	23,360	32,570
AIROSO BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	Major Arterial	CITY	4	40	1.42	5.70	E	19,000	39,800	2021	0.019	19,360	27,570	56,680	29,850	42,510	56,680
AIROSO BLVD	PRIMA VISTA BLVD	FLORESTA DR	Major Arterial	CITY	4	40	0.55	2.21	E	14,500	39,800	2021	0.019	14,780	8,160	21,970	22,790	12,580	21,970
AIROSO BLVD	FLORESTA DR	ST JAMES DR	Major Arterial	CITY	4	40	0.51	2.06	E	21,800	39,800	2019	0.019	23,070	11,880	20,490	35,570	18,310	20,490
ALCANTARRA BLVD	SW PARSONS ST	PORT ST LUCIE BLVD	Collector	CITY	2	30	0.81	1.62	D	4,400	14,800	2021	0.019	4,480	3,630	11,980	6,910	5,590	11,980
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	Collector	CITY	2	35	0.80	1.61	D	6,000	17,700	2019	0.019	6,350	5,110	14,230	9,790	7,870	14,230
BAYSHORE BLVD	PORT ST LUCIE BLVD	THORNHILL DR	Arterial	CITY	4	40	0.45	1.80	E	29,000	39,800	2021	0.019	29,550	13,310	17,930	45,560	20,530	17,930
BAYSHORE BLVD	THORNHILL DR	CROSSTOWN PKWY	Arterial	CITY	4	40	1.28	5.12	E	29,000	39,800	2021	0.019	29,550	37,810	50,920	45,560	58,290	50,920
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	Arterial	CITY	4	40	1.48	5.91	E	29,500	39,800	2021	0.019	30,060	44,400	58,790	46,340	68,450	58,790
BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	Arterial	CITY	2	40	0.67	1.34	E	14,700	17,700	2021	0.019	14,980	10,050	11,870	23,100	15,490	11,870
BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	Arterial	CITY	2	40	0.70	1.40	E	14,000	17,700	2021	0.019	14,270	10,000	12,410	22,000	15,420	12,410
BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	Arterial	CITY	2	40	0.92	1.84	E	14,000	17,700	2021	0.019	14,270	13,160	16,330	22,000	20,290	16,330
BECKER RD	VILLAGE PKWY	I-95	Arterial	CITY	6	45	0.77	4.63	E	4,700	59,900	2021	0.0517	4,940	3,810	46,230	15,750	12,160	46,230
BECKER RD	I-95	SAVONA BLVD	Arterial	CITY	4	40	1.03	4.12	E	19,000	39,800	2021	0.019	19,360	19,930	40,960	29,850	30,720	40,960
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD	Arterial	CITY	4	40	0.71	2.86	E	16,500	39,800	2021	0.019	16,810	12,000	28,410	25,920	18,500	28,410
BECKER RD	PORT ST LUCIE BLVD	ALBACORE ST	Arterial	CITY	4	40	0.61	2.43	E	9,300	39,800	2021	0.019	9,480	5,770	24,210	14,620	8,890	24,210
BECKER RD	ALBACORE ST	DARWIN BLVD	Arterial	CITY	4	40	0.37	1.47	E	9,300	39,800	2021	0.019	9,480	3,490	14,660	14,620	5,390	14,660
BECKER RD	DARWIN BLVD	ATHENA DR	Arterial	CITY	4	40	0.71	2.82	E	12,500	39,800	2021	0.019	12,740	8,990	28,080	19,640	13,860	28,080
BECKER RD	ATHENA DR	FLORIDA'S TURNPIKE	Arterial	CITY	4	40	0.68	2.71	E	12,500	39,800	2021	0.019	12,740	8,640	27,000	19,640	13,330	27,000
BECKER RD	FLORIDA'S TURNPIKE	SOUTHBEND BLVD	Arterial	CITY	4	40	0.32	1.30	E	15,000	39,800	2021	0.019	15,280	4,950	12,890	23,560	7,630	12,890
BECKER RD	SOUTHBEND BLVD	VIA TESORO	Arterial	CITY	4	40	0.22	0.88	E	11,800	39,800	2021	0.019	12,020	2,640	8,760	18,530	4,080	8,760
BECKER RD	VIA TESORO	GILSON RD	Arterial	CITY	2	40	2.00	4.00	E	9,900	17,700	2021	0.019	10,090	20,180	35,400	15,560	31,120	35,400
CALIFORNIA BLVD	CAMEO BLVD	DEL RIO BLVD	Collector	CITY	2	40	0.39	0.77	D	8,100	17,700	2021	0.019	8,250	3,180	6,820	12,720	4,900	6,820
CALIFORNIA BLVD	DEL RIO BLVD	SAVONA BLVD	Collector	CITY	2	40	0.77	1.55	D	11,500	17,700	2021	0.019	11,720	9,080	13,720	18,070	14,000	13,720
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	Arterial	CITY	2	40	1.33	2.66	E	13,000	17,700	2021	0.019	13,250	17,610	23,520	20,430	27,150	23,520
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	Arterial	CITY	2	40	0.37	0.75	E	17,000	17,700	2021	0.019	17,320	6,480	6,620	26,700	9,990	6,620
CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	Arterial	CITY	2	40	0.47	0.93	E	16,000	17,700	2021	0.019	16,300	7,580	8,230	25,130	11,690	8,230
CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	Arterial	CITY	2	40	0.85	1.71	E	16,000	17,700	2021	0.019	16,300	13,920	15,110	25,130	21,450	15,110
CALIFORNIA BLVD	ST LUCIE WEST BLVD	COUNTRY CLUB DR	Arterial	CITY	2	40	0.35	0.70	E	13,800	17,700	2021	0.019	14,060	4,910	6,180	21,680	7,570	6,180
CALIFORNIA BLVD	COUNTRY CLUB DR	UNIVERSITY BLVD	Arterial	CITY	2	40	0.34	0.67	E	13,800	17,700	2021	0.019	14,060	4,720	5,940	21,680	7,280	5,940
CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	Arterial	CITY	2	40	1.00	2.00	E	13,800	17,700	2021	0.019	14,060	14,030	17,660	21,680	21,630	17,660
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	Arterial	CITY	2	40	0.37	0.74	E	10,500	17,700	2021	0.019	10,700	3,960	6,540	16,500	6,100	6,540
CAMEO BLVD	PORT ST LUICE BLVD	CALIFORNIA BLVD	Collector	CITY	2	30	0.90	1.79	D	7,700	14,800	2021	0.019	7,850	7,040	13,270	12,100	10,850	13,270
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	Collector	CITY	2	30	0.84	1.68	D	9,900	14,800	2021	0.019	10,090	8,470	12,420	15,560	13,060	12,420
CANE SLOUGH RD	US 1	LENNARD RD	Arterial	CITY	6	35	0.22	1.32	E	9,300	59,900	2021	0.019	9,480	2,090	13,180	14,620	3,220	13,180
CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	Collector	CITY	2	40	0.38	0.75	D	10,500	17,700	2021	0.019	10,700	4,040	6,680	16,500	6,230	6,680
CASHMERE BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	Collector	CITY	2	40	0.49	0.99	D	14,500	17,700	2021	0.019	14,780	7,290	8,730	22,790	11,240	8,730
CASHMERE BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	Collector	CITY	2	40	1.24	2.48	D	14,500	17,700	2021	0.019	14,780	18,310	21,930	22,790	28,230	21,930
CASHMERE BLVD	ST LUCIE WEST BLVD	SWAN LAKE CIRCLE	Collector	CITY	2	40	0.51	1.03	D	13,500	17,700	2021	0.019	13,760	7,070	9,100	21,210	10,900	9,100
CASHMERE BLVD	SWAN LAKE CIRCLE	PEACOCK BLVD	Collector	CITY	2	40	1.20	2.40	D	13,500	17,700	2021	0.019	13,760	16,530	21,270	21,210	25,480	21,270
CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	Collector	CITY	2	40	0.30	0.60	D	11,000	17,700	2021	0.019	11,210	3,350	5,290	17,280	5,160	5,290
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	Collector	HOA	4	35	2.13	8.53	D	3,900	32,400	2021	0.070	4,170	8,900	69,110	19,770	42,170	69,110
COMMERCE CENTER DR	ST LUCIE WEST BLVD	CANAL	Arterial	CITY	2	45	2.10	4.21	E	7,500	17,700	2019	0.070	9,190	19,330	37,230	43,570	91,640	37,230
COMMERCE CENTER DR	CANAL	GLADES CUT-OFF RD	Arterial	CITY	2	45	1.03	2.05	E	7,500	17,700	2019	0.070	9,190	9,440	18,180	43,570	44,760	18,180

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

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	Lane Miles	LOS Standard	AADT	Daily Capacity	Year Count	Annual Growth Rates	2022 AADT	2022 VMT	2022 VMC	2045 AADT	2045 VMT	2045 VMC
COMMUNITY BLVD	WESTCLIFFE LN	TRADITION PKWY	Major Arterial	CITY	4	35	1.20	4.80	E	5,400	39,800	2019	0.019	5,710	6,860	47,800	8,800	10,570	47,800
COUNTRY CLUB DRIVE	ST LUCIE WEST BLVD	CALIFORNIA BLVD	Collector	CITY	4	30	0.28	1.12	E	8,300	32,400	2019	0.019	8,780	2,460	9,070	13,540	3,790	9,070
CROSSTOWN PKWY	VILLAGE PKWY	I-95	Major Arterial	CITY	6	45	1.32	7.94	E	15,500	59,900	2021	0.0517	16,300	21,580	79,290	51,960	68,780	79,290
CROSSTOWN PKWY	I-95	CALIFORNIA BLVD	Major Arterial	CITY	6	45	1.11	6.64	E	29,500	59,900	2021	0.019	30,060	33,250	66,260	46,340	51,260	66,260
CROSSTOWN PKWY	CALIFORNIA BLVD	CASHMERE BLVD	Major Arterial	CITY	6	45	1.01	6.04	E	30,500	59,900	2021	0.019	31,080	31,280	60,280	47,920	48,220	60,280
CROSSTOWN PKWY	CASHMERE BLVD	CAMEO BLVD	Major Arterial	CITY	6	45	0.54	3.24	E	34,000	59,900	2021	0.019	34,650	18,720	32,360	53,420	28,850	32,360
CROSSTOWN PKWY	CAMEO BLVD	BAYSHORE BLVD	Major Arterial	CITY	6	45	0.45	2.68	E	40,500	59,900	2021	0.019	41,270	18,410	26,720	63,630	28,380	26,720
CROSSTOWN PKWY	BAYSHORE BLVD	AIROSO BLVD	Major Arterial	CITY	6	45	1.11	6.67	E	30,000	59,900	2021	0.019	30,570	33,980	66,580	47,130	52,390	66,580
CROSSTOWN PKWY	AIROSO BLVD	SANDIA DR	Major Arterial	CITY	6	45	0.48	2.90	E	17,500	59,900	2021	0.019	17,830	8,600	28,900	27,490	13,260	28,900
CROSSTOWN PKWY	SANDIA DR	FLORESTA DR	Major Arterial	CITY	6	45	0.97	5.82	E	20,500	59,900	2021	0.019	20,890	20,260	58,100	32,210	31,240	58,100
CROSSTOWN PKWY	ST LUCIE RIVER	US 1	Major Arterial	CITY	6	45	1.23	7.38	E	33,000	59,900	2021	0.019	33,630	41,360	73,680	51,850	63,780	73,680
DARWIN BLVD	BECKER RD	PAAR DR	Collector	CITY	2	40	1.25	2.49	D	7,400	17,700	2021	0.019	7,540	9,390	22,040	11,620	14,470	22,040
DARWIN BLVD	PAAR DR	TULIP BLVD	Collector	CITY	2	40	1.17	2.34	D	7,400	17,700	2021	0.019	7,540	8,800	20,670	11,620	13,570	20,670
DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	30	1.08	2.15	D	11,500	14,800	2021	0.019	11,720	12,610	15,920	18,070	19,440	15,920
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	Collector	CITY	2	40	0.90	1.79	D	10,100	17,700	2019	0.019	10,690	9,580	15,860	16,480	14,770	15,860
DEL RIO BLVD	CALIFORNIA BLVD	CASHMERE BLVD	Collector	CITY	2	40	0.89	1.77	D	8,000	17,700	2019	0.019	8,460	7,490	15,670	13,040	11,550	15,670
DEL RIO BLVD	CASHMERE BLVD	CALIFORNIA BLVD	Collector	CITY	2	40	1.00	2.01	D	4,900	17,700	2021	0.019	4,990	5,010	17,770	7,690	7,720	17,770
EAST TORINO PKWY	CALIFORNIA BLVD	CASHMERE BLVD	Arterial	CITY	2	40	1.00	2.00	E	6,200	17,700	2021	0.019	6,320	6,330	17,720	9,740	9,750	17,720
EAST TORINO PKWY	CASHMERE BLVD	NORTH TORINO PKWY	Arterial	CITY	2	40	1.56	3.12	E	10,500	17,700	2021	0.019	10,700	16,710	27,640	16,500	25,760	27,640
EAST TORINO PKWY	NORTH TORINO PKWY	MIDWAY RD	Arterial	CITY	2	40	0.88	1.76	E	14,500	17,700	2021	0.019	14,780	12,990	15,560	22,790	20,030	15,560
FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	Arterial	CITY	2	35	0.61	1.22	E	14,100	15,600	2021	0.019	14,370	8,750	9,500	22,150	13,490	9,500
FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	Arterial	CITY	2	40	0.67	1.34	E	14,350	17,700	2021	0.019	14,620	9,770	11,830	22,540	15,060	11,830
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	Arterial	CITY	2	40	0.98	1.95	E	14,350	17,700	2021	0.019	14,620	14,270	17,270	22,540	22,000	17,270
FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	Arterial	CITY	2	40	1.34	2.69	E	11,000	17,700	2021	0.019	11,210	15,060	23,780	17,280	23,210	23,780
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	Arterial	CITY	2	40	0.86	1.71	E	9,000	17,700	2021	0.019	9,170	7,860	15,160	14,140	12,110	15,160
FLORESTA DR	AIROSO BLVD	SELVITZ RD	Collector	CITY	2	35	1.07	2.15	D	4,400	17,700	2021	0.019	4,480	4,810	19,020	6,910	7,420	19,020
FLORESTA DR	SELVITZ RD	BAYSHORE BLVD	Collector	CITY	2	35	0.30	0.59	D	4,400	17,700	2021	0.019	4,480	1,330	5,260	6,910	2,050	5,260
FLORIDA TURNPIKE	COUNTY LINE	PORT ST LUCIE BLVD	Limited Access	TURNPIKE (STATE)	4	70	4.98	19.92	D	44,500	74,400	2021	0.0106	44,970	223,950	370,510	57,310	285,400	370,510
FLORIDA TURNPIKE	PORT ST LUCIE BLVD	MIDWAY RD	Limited Access	TURNPIKE (STATE)	4	70	7.35	29.40	D	38,700	74,400	2021	0.0106	39,110	287,460	546,840	49,840	366,320	546,840
GATLIN BLVD	W OF I-95	E OF I-95	Major Arterial	CITY	6	45	0.32	1.89	E	48,500	59,900	2020	0.019	50,360	15,870	18,870	77,640	24,460	18,870
GATLIN BLVD	E OF I-95	SAVAGE BLVD	Major Arterial	CITY	6	45	0.60	3.61	E	48,500	59,900	2020	0.019	50,360	30,280	36,020	77,640	46,680	36,020
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD	Major Arterial	CITY	6	45	0.63	3.81	E	48,500	59,900	2020	0.019	50,360	31,960	38,020	77,640	49,280	38,020
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD	Major Arterial	CITY	6	45	0.72	4.31	E	48,500	59,900	2020	0.019	50,360	36,170	43,020	77,640	55,770	43,020
GATLIN BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	Major Arterial	CITY	6	45	0.88	5.28	E	48,500	59,900	2020	0.019	50,360	44,300	52,700	77,640	68,300	52,700
GILSON RD	MARTIN C.L.	BECKER RD	Arterial	COUNTY	2	30	0.28	0.57	E	10,500	15,600	2019	0.0167	11,030	3,120	4,410	16,140	4,560	4,410
GILSON RD	BECKER RD	LAKERIDGE DR	Arterial	COUNTY	2	30	1.24	2.48	E	10,500	15,600	2019	0.0167	11,030	13,670	19,340	16,140	20,010	19,340
GLADES CUT-OFF RD	SOUTHERN TERMINUS	CARLTON RD	Collector	COUNTY	2	50	2.03	4.05	D	500	17,700	2021	0.0374	520	1,050	35,870	1,210	2,450	35,870
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD	Collector	COUNTY	2	50	2.19	4.39	D	500	17,700	2021	0.0374	520	1,140	38,810	1,210	2,650	38,810
GLADES CUT-OFF RD	RANGE LINE RD	RESERVE BLVD	Arterial	COUNTY	2	50	3.73	7.47	E	3,400	17,700	2020	0.0374	3,660	13,670	66,090	8,520	31,810	66,090
GLADES CUT-OFF RD	RESERVE BLVD	COMMERCE CENTER DR	Arterial	COUNTY	2	50	0.88	1.75	E	3,400	17,700	2020	0.0374	3,660	3,200	15,500	8,520	7,460	15,500
GLADES CUT-OFF RD	COMMERCE CENTER DR	I-95	Arterial	COUNTY	2	50	1.26	2.52	E	3,400	17,700	2020	0.0374	3,660	4,620	22,330	8,520	10,750	22,330
GLADES CUT-OFF RD	I-95	MIDWAY RD	Arterial	COUNTY	2	50	1.85	3.71	E	3,400	17,700	2020	0.0374	3,660	6,780	32,790	8,520	15,790	32,790
GRAND DR	SW WALTON RD	SE TIFFANY AVE	Collector	CITY	2	30	0.38	0.76	D	950	14,800	2021	0.019	970	370	5,610	1,500	570	5,610
GRAND DR	SE TIFFANY AVE	SE LENARD RD	Collector	CITY	2	30	1.16	2.32	D	950	14,800	2021	0.019	970	1,130	17,170	1,500	1,740	17,170

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

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	Lane Miles	LOS Standard	AADT	Daily Capacity	Year Count	Annual Growth Rates	2022 AADT	2022 VMT	2022 VMC	2045 AADT	2045 VMT	2045 VMC
GREEN RIVER PKWY	MARTIN C.L.	CHARLESTON DR	Collector	CITY	2	40	0.69	1.37	D	5,700	17,700	2021	0.019	5,810	3,990	12,160	8,960	6,150	12,160
GREEN RIVER PKWY	CHARLESTON DR	MELALEUCA BLVD	Collector	CITY	2	40	0.90	1.80	D	5,700	17,700	2021	0.019	5,810	5,240	15,960	8,960	8,080	15,960
GREEN RIVER PKWY	MELALEUCA BLVD	WALTON RD	Collector	CITY	2	40	1.06	2.12	D	5,700	17,700	2021	0.019	5,810	6,160	18,780	8,960	9,510	18,780
HEATHERWOOD BLVD	SW CALIFORNIA BLVD	SW CASHMERE BLVD	Collector	CITY	2	30	1.09	2.18	D	3,400	14,800	2021	0.019	3,460	3,780	16,150	5,330	5,820	16,150
IMPORT DR	SW SAVAGE BLVD	SW GATLIN BLVD	Collector	CITY	2	30	2.21	4.41	D	1,750	14,800	2021	0.019	1,780	3,930	32,640	2,740	6,040	32,640
INDIAN RIVER DR	COUNTY LINE ROAD	WALTON ROAD	Arterial	COUNTY	2	35	2.77	5.54	D	7,200	14,800	2021	0.0167	7,320	20,260	40,970	10,710	29,650	40,970
INDIAN RIVER DR	WALTON ROAD	WALTON SCRUB PRESERVE	Arterial	COUNTY	2	35	0.82	1.64	D	5,200	14,800	2021	0.0167	5,290	4,340	12,130	7,740	6,350	12,130
I-95	COUNTY LINE	GATLIN BLVD	Limited Access	INTERSTATE (STATE)	6	70	4.34	26.02	D	84,000	123,600	2021	0.0209	85,760	371,980	536,110	138,010	598,620	536,110
I-95	GATLIN BLVD	ST LUCIE WEST BLVD	Limited Access	INTERSTATE (STATE)	6	70	3.45	20.68	D	84,000	123,600	2021	0.0209	85,760	295,580	426,000	138,010	475,670	426,000
I-95	ST LUCIE WEST BLVD	MIDWAY RD	Limited Access	INTERSTATE (STATE)	6	70	4.40	26.37	D	71,160	123,600	2021	0.0209	72,650	319,350	543,320	116,910	513,910	543,320
JENNINGS RD	US 1	LENNARD RD	Collector	CITY	4	35	0.48	1.92	D	5,100	39,800	2021	0.019	5,200	2,500	19,140	8,020	3,860	19,140
LAKEHURST DR	SW BAYSHORE RD	SW AIROSO BLVD	Collector	CITY	2	35	1.30	2.60	D	2,050	17,700	2021	0.019	2,090	2,710	22,980	3,220	4,180	22,980
LAKEHURST DR	SW AIROSO BLVD	SANDA AVE	Collector	CITY	2	35	0.27	0.55	D	2,050	17,700	2021	0.019	2,090	570	4,840	3,220	880	4,840
LENNARD RD	US 1	MARIPOSA AVE	Arterial	CITY	4	40	0.38	1.53	E	16,300	39,800	2021	0.019	16,610	6,360	15,230	25,610	9,800	15,230
LENNARD RD	MARIPOSA AVE	MELALEUCA BLVD	Arterial	CITY	4	40	0.37	1.50	E	16,300	39,800	2021	0.019	16,610	6,210	14,890	25,610	9,580	14,890
LENNARD RD	MELALEUCA BLVD	JENNINGS RD	Arterial	CITY	4	40	0.13	0.52	E	16,300	39,800	2021	0.019	16,610	2,140	5,130	25,610	3,300	5,130
LENNARD RD	JENNINGS RD	HILLMOOR DR	Arterial	CITY	4	40	0.35	1.42	E	16,300	39,800	2021	0.019	16,610	5,880	14,090	25,610	9,070	14,090
LENNARD RD	HILLMOOR DR	TIFFANY AVE	Arterial	CITY	4	40	0.68	2.74	E	16,300	39,800	2021	0.019	16,610	11,380	27,260	25,610	17,540	27,260
LENNARD RD	TIFFANY AVE	WALTON RD	Arterial	CITY	4	40	0.37	1.49	E	16,300	39,800	2021	0.019	16,610	6,200	14,850	25,610	9,550	14,850
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	Collector	CITY	2	30	0.79	1.58	D	3,600	14,800	2021	0.019	3,670	2,900	11,700	5,660	4,480	11,700
LYNGATE DR	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	Collector	CITY	2	35	0.46	0.92	D	10,500	17,700	2020	0.019	10,900	5,020	8,150	16,800	7,740	8,150
LYNGATE DR	MORNINGSIDE BLVD	US 1	Collector	CITY	2	35	0.16	0.31	D	10,500	17,700	2020	0.019	10,900	1,700	2,750	16,800	2,610	2,750
MANVILLE DR	NW SELVITZ RD	ST JAMES DR	Collector	CITY	2	30	0.88	1.76	D	1,400	14,800	2021	0.019	1,430	1,260	13,060	2,200	1,940	13,060
MARIPOSA AVE	LENNARD RD	HALLAHAN ST	Collector	CITY	2	30	1.13	2.27	D	5,500	14,800	2021	0.019	5,600	6,340	16,760	8,630	9,770	16,760
MCCARTY RD	GLADES CUT OFF ROAD	OKEECHOBEE RD	Collector	COUNTY	2	35	3.19	6.39	D	400	14,800	2020	0.070	460	1,470	47,260	2,180	6,960	47,260
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	Collector	CITY	2	30	1.74	3.48	D	11,000	14,800	2021	0.019	11,210	19,510	25,760	17,280	30,080	25,760
MIDWAY RD	OKEECHOBEE RD	SHINN RD	Arterial	CITY	4	50	0.88	3.54	E	8,400	17,700	2020	0.0374	9,040	7,990	15,640	21,030	18,590	15,640
MIDWAY RD	SHINN RD	MCCARTY RD	Arterial	COUNTY	2	45	1.52	3.03	E	8,400	17,700	2020	0.0374	9,040	13,700	26,820	21,030	31,870	26,820
MIDWAY RD	MCCARTY RD	N/S ARTERIAL A	Arterial	COUNTY	2	45	1.49	2.99	E	8,400	17,700	2020	0.0374	9,040	13,510	26,450	21,030	31,430	26,450
MIDWAY RD	N/S ARTERIAL A	I-95	Arterial	COUNTY	2	45	0.93	1.86	E	8,400	17,700	2020	0.0374	9,040	8,420	16,490	21,030	19,600	16,490
MIDWAY RD	I-95	GLADES CUT-OFF RD	Arterial	COUNTY	4	45	1.00	3.99	E	19,400	39,800	2020	0.0167	20,050	20,010	39,720	29,350	29,290	39,720
MIDWAY RD	GLADES CUT-OFF RD	EAST TORINO PKWY	Arterial	COUNTY	4	45	0.28	1.12	E	20,000	39,800	2021	0.0167	20,330	5,710	11,180	29,760	8,360	11,180
MIDWAY RD	EAST TORINO PKWY	MILNER DR	Arterial	COUNTY	2	45	0.56	1.12	E	20,500	17,700	2021	0.0167	20,840	11,700	9,930	30,500	17,120	9,930
MIDWAY RD	MILNER DR	W OF SELVITZ RD	Arterial	COUNTY	2	45	0.67	1.35	E	20,500	17,700	2021	0.0167	20,840	14,050	11,940	30,500	20,570	11,940
MIDWAY RD	W OF SELVITZ RD	SELVITZ RD	Arterial	COUNTY	4	45	0.08	0.32	E	20,500	39,800	2021	0.0167	20,840	1,670	3,190	30,500	2,450	3,190
MIDWAY RD	SELVITZ	S 25TH ST	Arterial	COUNTY	4	45	1.03	4.11	E	16,500	39,800	2021	0.0167	16,780	17,250	40,920	24,560	25,250	40,920
MIDWAY RD	S 25TH ST	ST LUCIE RIVER	Arterial	COUNTY	4	35	0.48	1.92	E	17,100	39,800	2021	0.0167	17,390	8,350	19,100	25,450	12,210	19,100
MORNINGSIDE BLVD	SW WESTCHESTER DR	WESTMORELAND BLVD	Collector	CITY	2	25	1.22	2.44	D	2,800	14,800	2021	0.019	2,850	3,470	18,030	4,390	5,350	18,030
MORNINGSIDE BLVD	WESTMORELAND BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	35	1.12	2.25	D	6,000	17,700	2021	0.019	6,110	6,860	19,880	9,420	10,580	19,880
MORNINGSIDE BLVD	PORT ST LUCIE BLVD	LYNGATE DR	Collector	CITY	2	25	1.06	2.13	D	6,000	14,800	2021	0.019	6,110	6,500	15,740	9,420	10,020	15,740
OAKRIDGE DR	OAKLYN ST	MOUNTWELL ST	Collector	CITY	2	35	0.81	1.61	D	4,700	14,800	2021	0.019	4,790	3,860	11,930	7,380	5,950	11,930
PAAR DR	ROSSER BLVD	SAVONA BLVD	Collector	CITY	2	40	1.03	2.06	D	4,000	17,700	2021	0.019	4,080	4,200	18,240	6,290	6,480	18,240
PAAR DR	SAVONA BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	40	0.76	1.53	D	4,000	17,700	2021	0.019	4,080	3,110	13,510	6,290	4,800	13,510

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

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	Lane Miles	LOS Standard	AADT	Daily Capacity	Year Count	Annual Growth Rates	2022 AADT	2022 VMT	2022 VMC	2045 AADT	2045 VMT	2045 VMC
PAAR DR	PORT ST LUCIE BLVD	DARWIN BLVD	Collector	CITY	2	40	1.04	2.07	D	4,000	17,700	2021	0.019	4,080	4,230	18,350	6,290	6,520	18,350
PAAR DR	DARWIN BLVD	TULIP BLVD	Collector	CITY	2	40	2.03	4.06	D	4,000	17,700	2021	0.019	4,080	8,290	35,940	6,290	12,770	35,940
PEACHTREE BLVD	ST JAMES DR	NW SELVITZ RD	Collector	CITY	2	30	0.51	1.03	D	2,600	14,800	2021	0.019	2,650	1,360	7,600	4,090	2,100	7,600
PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	Collector	CITY	4	40	0.70	2.80	D	15,400	39,800	2021	0.019	15,690	10,990	27,870	24,190	16,940	27,870
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	Collector	CITY	2	40	1.23	2.46	D	9,600	17,700	2021	0.019	9,780	12,050	21,800	15,080	18,570	21,800
PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	Collector	CITY	2	40	1.04	2.08	D	4,900	17,700	2021	0.019	4,990	5,180	18,390	7,690	7,990	18,390
PORT ST LUCIE BLVD	MARTIN C.L.	BECKER RD	Arterial	CITY	4	40	0.23	0.93	E	14,600	39,800	2020	0.019	15,160	3,540	9,290	23,370	5,450	9,290
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	Arterial	CITY	2	40	1.19	2.37	E	14,600	17,700	2020	0.019	15,160	17,970	20,980	23,370	27,690	20,980
PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	Arterial	CITY	2	40	1.16	2.32	E	14,600	17,700	2020	0.019	15,160	17,620	20,570	23,370	27,160	20,570
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	Arterial	CITY	2	40	0.53	1.05	E	14,600	17,700	2020	0.019	15,160	7,990	9,320	23,370	12,310	9,320
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	Major Arterial	CITY	4	40	0.58	2.34	E	31,500	39,800	2021	0.019	32,100	18,770	23,280	49,490	28,940	23,280
PORT ST LUCIE BLVD	GATLIN BLVD	DEL RIO BLVD	Major Arterial	CITY	6	45	0.90	5.42	E	43,000	59,900	2021	0.019	43,820	39,580	54,100	67,560	61,020	54,100
PORT ST LUCIE BLVD	DEL RIO BLVD	CAMEO BLVD	Major Arterial	CITY	6	45	0.39	2.31	E	50,000	59,900	2021	0.019	50,950	19,630	23,080	78,550	30,270	23,080
PORT ST LUCIE BLVD	CAMEO BLVD	FLORIDA'S TURNPIKE	Principal Arterial	STATE	6	45	0.24	1.46	E	50,000	59,900	2021	0.0069	50,340	12,220	14,540	58,970	14,320	14,540
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	Principal Arterial	STATE	6	45	0.17	1.05	E	50,000	59,900	2021	0.0069	50,340	8,770	10,440	58,970	10,280	10,440
PORT ST LUCIE BLVD	BAYSHORE BLVD	AIROSO BLVD	Principal Arterial	STATE	6	45	0.84	5.06	E	44,500	59,900	2021	0.0069	44,810	37,810	50,550	52,490	44,290	50,550
PORT ST LUCIE BLVD	AIROSO BLVD	FLORESTA DR	Principal Arterial	STATE	6	45	0.62	3.75	E	44,500	59,900	2021	0.0069	44,810	27,990	37,410	52,490	32,780	37,410
PORT ST LUCIE BLVD	FLORESTA DR	ST LUCIE RIVER	Principal Arterial	STATE	6	45	0.61	3.65	E	52,000	59,900	2021	0.0069	52,360	31,820	36,400	61,330	37,270	36,400
PORT ST LUCIE BLVD	ST LUCIE RIVER	VETERANS MEMORIAL PKWY	Principal Arterial	STATE	6	45	0.27	1.63	E	52,000	59,900	2021	0.0069	52,360	14,260	16,310	61,330	16,700	16,310
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	Principal Arterial	STATE	6	45	1.25	7.48	E	40,500	59,900	2021	0.0069	40,780	50,820	74,650	47,770	59,540	74,650
PORT ST LUCIE BLVD	MORNINGSIDE BLVD	US 1	Principal Arterial	STATE	6	45	0.56	3.37	E	34,000	59,900	2021	0.0069	34,230	19,200	33,610	40,100	22,500	33,610
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	Arterial	CITY	4	40	1.35	5.40	E	24,000	39,800	2021	0.019	24,460	33,040	53,760	37,710	50,930	53,760
PRIMA VISTA BLVD	AIROSO BLVD	FLORESTA DR	Arterial	COUNTY	4	40	0.58	2.33	E	20,000	39,800	2021	0.0167	20,330	11,840	23,180	29,760	17,330	23,180
PRIMA VISTA BLVD	FLORESTA DR	NARANJA AVE	Arterial	COUNTY	4	40	0.40	1.61	E	26,500	39,800	2021	0.0167	26,940	10,850	16,030	39,430	15,880	16,030
PRIMA VISTA BLVD	NARANJA AVE	ST LUCIE RIVER	Arterial	COUNTY	4	40	0.33	1.31	E	26,500	39,800	2021	0.0167	26,940	8,840	13,060	39,430	12,940	13,060
PRIMA VISTA BLVD	ST LUCIE RIVER	US HWY 1	Arterial	COUNTY	4	40	0.66	2.64	E	17,500	39,800	2021	0.0167	17,790	11,740	26,270	26,040	17,190	26,270
RANGE LINE RD	MARTIN COUNTY	BECKER RD	Arterial	COUNTY	2	55	0.40	0.80	E	1,600	17,700	2021	0.0374	1,660	660	7,080	3,860	1,540	7,080
RANGE LINE RD	BECKER RD	2 MI S OF GLADES CUT-OFF RD	Arterial	COUNTY	2	55	3.82	7.64	E	1,600	17,700	2021	0.0374	1,660	6,340	67,590	3,860	14,740	67,590
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD	GLADES CUT-OFF RD	Arterial	COUNTY	2	55	1.93	3.87	E	1,600	17,700	2021	0.0374	1,660	3,210	34,240	3,860	7,470	34,240
ROSSER BLVD	PAAR DR	APRICOT RD	Collector	CITY	2	40	2.17	4.34	D	5,600	17,700	2021	0.019	5,710	12,380	38,370	8,800	19,080	38,370
ROSSER BLVD	APRICOT RD	GATLIN BLVD	Collector	CITY	4	40	0.79	3.14	D	5,600	39,800	2021	0.019	5,710	4,490	31,290	8,800	6,920	31,290
SANDIA DR	NW PRIMA VISTA BLVD	SE LAKEHURST DR	Collector	CITY	2	35	0.68	1.36	D	3,000	14,800	2021	0.019	3,060	2,080	10,070	4,720	3,210	10,070
SANDIA DR	SE LAKEHURST DR	CROSSTOWN PKWY	Collector	CITY	2	35	0.81	1.61	D	3,000	14,800	2021	0.019	3,060	2,460	11,920	4,720	3,800	11,920
SANDIA DR	CROSSTOWN PKWY	SE THORNHILL DR	Collector	CITY	2	35	0.59	1.17	D	3,000	14,800	2021	0.019	3,060	1,790	8,670	4,720	2,770	8,670
SAVAGE BLVD	GATLIN BLVD	GALIANO RD	Collector	CITY	2	35	2.13	4.26	D	3,300	17,700	2021	0.019	3,360	7,160	37,700	5,180	11,030	37,700
SAVONA BLVD	BECKER RD	PAAR DR	Arterial	CITY	2	40	0.91	1.83	E	9,200	17,700	2021	0.019	9,370	8,550	16,160	14,450	13,190	16,160
SAVONA BLVD	PAAR DR	GATLIN BLVD	Arterial	CITY	2	40	2.81	5.63	E	9,200	17,700	2021	0.019	9,370	26,370	49,810	14,450	40,670	49,810
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	Arterial	CITY	2	40	1.08	2.16	E	13,000	17,700	2021	0.019	13,250	14,300	19,100	20,430	22,050	19,100
SELVITZ RD	BAYSHORE BLVD	ST JAMES BLVD	Arterial	CITY	2	30	1.67	3.33	E	8,400	15,600	2021	0.019	8,560	14,260	25,990	13,200	21,990	25,990
SELVITZ RD	ST JAMES BLVD	MIDWAY RD	Arterial	CITY	2	35	1.19	2.39	E	8,800	15,600	2021	0.019	8,970	10,700	18,610	13,830	16,500	18,610
SHINN RD	OKEECHOBEE RD	RESERVE BLVD EXT	Collector	COUNTY	2	30	2.53	5.06	D	900	14,800	2021	0.070	960	2,430	37,410	4,550	11,500	37,410
SOUTHBEND BLVD	SE OAKRIDGE DR	E SNOW RD	Arterial	CITY	2	40	1.94	3.87	E	16,500	17,700	2021	0.019	16,810	32,570	34,290	25,920	50,220	34,290
SOUTHBEND BLVD	E SNOW RD	BECKER RD	Arterial	CITY	2	40	2.25	4.50	E	16,500	17,700	2021	0.019	16,810	37,820	39,830	25,920	58,320	39,830
ST JAMES DR	AIROSO BLVD	ST JAMES BLVD	Major Arterial	COUNTY	4	40	1.87	7.47	E	18,300	39,800	2021	0.0167	18,610	34,760	74,350	27,240	50,880	74,350
ST JAMES DR	ST JAMES BLVD	PEACHTREE BLVD	Arterial	COUNTY	4	45	0.27	1.09	E	15,200	39,800	2021	0.0167	15,450	4,200	10,820	22,610	6,150	10,820

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

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	Lane Miles	LOS Standard	AADT	Daily Capacity	Year Count	Annual Growth Rates	2022 AADT	2022 VMT	2022 VMC	2045 AADT	2045 VMT	2045 VMC
ST JAMES DR	PEACHTREE BLVD	TELFORD AVE	Arterial	COUNTY	4	45	0.41	1.64	E	15,200	39,800	2021	0.0167	15,450	6,320	16,280	22,610	9,250	16,280
ST JAMES DR	TELFORD AVE	MIDWAY RD	Arterial	COUNTY	4	45	0.79	3.16	E	15,200	39,800	2021	0.0167	15,450	12,200	31,430	22,610	17,860	31,430
ST LUCIE WEST BLVD	COMMERCE CENTER DR	W OF I-95	Collector	COUNTY	2	35	0.59	1.18	D	15,000	17,700	2021	0.0374	15,560	9,180	10,450	36,210	21,370	10,450
ST LUCIE WEST BLVD	I-95	CALIFORNIA BLVD	Major Arterial	CITY	4	40	0.85	3.39	E	39,000	39,800	2021	0.019	39,740	33,720	33,770	61,270	51,990	33,770
ST LUCIE WEST BLVD	CALIFORNIA BLVD	COUNTRY CLUB DR	Major Arterial	CITY	4	40	0.30	1.19	E	39,000	39,800	2021	0.019	39,740	11,800	11,820	61,270	18,190	11,820
ST LUCIE WEST BLVD	COUNTRY CLUB DR	CASHMERE BLVD	Major Arterial	CITY	4	40	1.04	4.17	E	39,000	39,800	2021	0.019	39,740	41,470	41,540	61,270	63,940	41,540
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	Major Arterial	CITY	6	40	0.47	2.83	E	45,500	59,900	2021	0.019	46,360	21,870	28,250	71,470	33,710	28,250
THORNHILL DR	SW BAYSHORE BLVD	SE FLORESTA DR	Collector	CITY	2	40	2.04	4.07	D	9,000	17,700	2021	0.019	9,170	18,670	36,030	14,140	28,780	36,030
TIFFANY AVE	US 1	HILLMOOR DR	Collector	CITY	4	30	0.12	0.47	D	11,600	14,800	2021	0.019	11,820	1,400	1,750	18,220	2,150	1,750
TIFFANY AVE	HILLMOOR DR	VILLAGE GREEN DR	Collector	CITY	4	30	0.20	0.80	D	11,600	14,800	2021	0.019	11,820	2,380	2,980	18,220	3,660	2,980
TIFFANY AVE	VILLAGE GREEN DR	LENNARD RD	Collector	CITY	4	30	0.70	2.80	D	4,200	14,800	2021	0.019	4,280	3,000	10,370	6,600	4,620	10,370
TIFFANY AVE	LENNARD RD	SE GRAND DR	Collector	CITY	2	30	0.92	1.84	D	4,200	14,800	2021	0.019	4,280	3,950	13,650	6,600	6,090	13,650
TORINO PKWY (NORTH & WEST)	CALIFORNIA BLVD	NW EAST TORINO PKWY	Collector	CITY	2	40	2.61	5.22	D	4,700	17,700	2021	0.019	4,790	12,510	46,220	7,380	19,270	46,220
TRADITION PKWY	COMMUNITY BLVD	VILLAGE PKWY	Major Arterial	CITY	4	35	0.41	1.64	E	6,200	39,800	2021	0.0517	6,520	2,680	16,340	20,790	8,540	16,340
TRADITION PKWY	VILLAGE PKWY	W OF I-95	Major Arterial	CITY	6	45	0.40	2.40	E	33,500	59,900	2021	0.0517	35,230	14,090	23,970	112,310	44,930	23,970
TULIP BLVD	PORT ST LUCIE BLVD	PAAR DR	Collector	CITY	2	35	2.02	4.03	D	8,800	17,700	2021	0.019	8,970	18,090	35,700	13,830	27,890	35,700
TULIP BLVD	PAAR DR	DARWIN BLVD	Collector	CITY	2	35	0.46	0.91	D	8,800	17,700	2021	0.019	8,970	4,100	8,100	13,830	6,330	8,100
TULIP BLVD	DARWIN BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	35	0.89	1.78	D	6,400	17,700	2021	0.019	6,520	5,820	15,800	10,050	8,970	15,800
UNIVERSITY BLVD	NW PEACOCK BLVD	NW CALIFORNIA BLVD	Collector	CITY	2	30	0.58	1.16	D	4,600	14,800	2021	0.019	4,690	2,720	8,580	7,230	4,190	8,580
US 1	MARTIN C.L.	LENNARD RD	Principal Arterial	STATE	6	45	0.14	0.86	E	47,000	59,900	2021	0.0069	47,320	6,790	8,590	55,430	7,950	8,590
US 1	LENNARD RD	PORT ST LUCIE BLVD	Principal Arterial	STATE	6	45	0.43	2.56	E	47,000	59,900	2021	0.0069	47,320	20,170	25,540	55,430	23,630	25,540
US 1	PORT ST LUCIE BLVD	JENNINGS RD	Principal Arterial	STATE	6	45	0.56	3.37	E	42,000	59,900	2021	0.0069	42,290	23,770	33,670	49,540	27,850	33,670
US 1	JENNINGS RD	TIFFANY AVE	Principal Arterial	STATE	6	45	0.68	4.06	E	42,000	59,900	2021	0.0069	42,290	28,630	40,550	49,540	33,540	40,550
US 1	TIFFANY AVE	WALTON RD	Principal Arterial	STATE	6	45	0.85	5.08	E	42,000	59,900	2021	0.0069	42,290	35,790	50,690	49,540	41,930	50,690
US 1	WALTON RD	VILLAGE GREEN DR	Principal Arterial	STATE	6	45	0.58	3.45	E	45,000	59,900	2021	0.0069	45,310	26,060	34,450	53,070	30,520	34,450
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD	LYNGATE DR	Arterial	CITY	4	40	1.38	5.50	E	12,500	39,800	2021	0.019	12,740	17,530	54,770	19,640	27,030	54,770
VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	Arterial	CITY	4	40	0.90	3.62	E	8,400	39,800	2021	0.019	8,560	7,740	35,980	13,200	11,930	35,980
VILLAGE GREEN DR	US 1	WALTON RD	Collector	CITY	4	30	1.05	4.20	D	16,500	14,800	2021	0.019	16,810	17,640	15,530	25,920	27,200	15,530
VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	Collector	CITY	2	30	0.63	1.26	D	12,500	14,800	2021	0.019	12,740	8,020	9,310	19,640	12,360	9,310
VILLAGE PKWY	BECKER RD	DISCOVERY WAY	Major Arterial	CITY	4	45	3.25	13.00	E	16,000	39,800	2021	0.019	16,300	52,970	129,350	25,130	81,670	129,350
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	Major Arterial	CITY	6	45	0.75	4.48	E	16,000	59,900	2021	0.019	16,300	12,180	44,760	25,130	18,780	44,760
VILLAGE PKWY	TRADITION PKWY	WESTCLIFFE LN	Major Arterial	CITY	4	35	1.67	6.70	E	23,500	39,800	2021	0.019	23,950	40,110	66,660	36,920	61,830	66,660
VILLAGE PKWY	WESTCLIFFE LN	CROSSROADS PKWY	Major Arterial	CITY	4	35	0.48	1.93	E	12,400	39,800	2021	0.019	12,640	6,100	19,220	19,490	9,410	19,220
WALTON RD	US 1	VILLAGE GREEN DR	Arterial	COUNTY	4	30	0.45	1.80	E	10,500	33,800	2021	0.0167	10,680	4,810	15,220	15,630	7,040	15,220
WALTON RD	VILLAGE GREEN DR	LENNARD RD	Arterial	COUNTY	4	35	0.76	3.05	E	22,000	39,800	2021	0.0167	22,370	17,080	30,390	32,740	25,000	30,390
WALTON RD	LENNARD RD	GREEN RIVER PKWY	Arterial	COUNTY	2	45	1.10	2.19	E	12,500	17,700	2021	0.0167	12,710	13,930	19,400	18,600	20,380	19,400
WALTON RD	GREEN RIVER PKWY	INDIAN RIVER DR	Arterial	COUNTY	2	45	0.79	1.58	E	6,300	17,700	2021	0.0167	6,410	5,060	13,980	9,380	7,410	13,980
WESTCLIFFE LN	TREMONTE AVE	COMMUNITY BLVD	Arterial	HOA	4	35	0.40	1.59	E	2,800	39,800	2021	0.0517	2,940	1,170	15,810	9,370	3,720	15,810
WESTCLIFFE LN	COMMUNITY BLVD	VILLAGE PKWY	Arterial	HOA	4	35	0.56	2.26	E	2,800	39,800	2021	0.0517	2,940	1,660	22,480	9,370	5,290	22,480
WESTMORELAND BLVD	US 1	MORNINGSIDE BLVD	Collector	CITY	2	30	1.98	3.95	D	7,100	14,800	2021	0.019	7,230	14,290	29,250	11,150	22,040	29,250
WESTMORELAND BLVD	MORNINGSIDE BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	35	1.21	2.42	D	12,000	17,700	2021	0.019	12,230	14,770	21,380	18,860	22,780	21,380
WHITMORE DR	SW BAYSHORE BLVD	SE FLORESTA DR	Collector	CITY	2	30	2.66	5.32	D	200	14,800	2021	0.019	200	530	39,370	310	820	39,370

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

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	Lane Miles	LOS Standard	AADT	Daily Capacity	Year Count	Annual Growth Rates	2022 AADT	2022 VMT	2022 VMC	2045 AADT	2045 VMT	2045 VMC

Source: Traffic data provided by City of Port St. Lucie. LOS Standards based on adopted Comprehensive Plan. Daily Capacity based on FDOT Generalized Tables (**Appendix I**). Growth Factors based on FDOT District 4 (Southeast) 2045 Treasure Coast Regional Planning Model and obtained for the following: (1) Interstate 95 [2.09%]; (2) Florida Turnpike [1.06%]; (3) US Hwy 1 [0.69%]; (4) Port St. Lucie (State Road) [0.68%]; (5) County Roads west of Interstate 95 [1.67%]; (6) County Roads east of Interstate 95 [1.67%]; (7) City Roads northwest of Interstate 95 [7.00%]; (8) City Roads southwest of Interstate 95 [5.17%]; and (9) City Roads east of Interstate 95 [1.90%];. 2022 AADT projected from base year of traffic count multiplied by the annual application of the model growth factor. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates. 2045 VMC held constant (does not include proposed improvements). 2022 and 2045 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.

APPENDIX I

Florida Department of Transportation (FDOT) Generalized Service Volumes

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,600	66,400	83,200	87,300
6	70,100	97,800	123,600	131,200
8	92,200	128,900	164,200	174,700
10	115,300	158,900	203,600	218,600
12	136,500	192,400	246,200	272,900

Urbanized

Lanes	B	C	D	E
4	45,900	62,700	75,600	85,400
6	68,900	93,900	113,600	128,100
8	91,900	125,200	151,300	170,900
10	115,000	156,800	189,300	213,600

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,700	18,000	24,200	32,600
4	Divided	36,300	52,600	66,200	75,300
6	Divided	54,600	78,800	99,400	113,100

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

APPENDIX J

Person Miles of Capacity (PMC): Corridors

APPENDIX J: PERSON MILES OF CAPACITY (PMC): CORRIDOR

ID	Improvement	Person Miles of Capacity (PMC) per Miles
(1)	Golf Cart / Multimodal Pull-Out Bay (250' O.C.)	500
(2)	Golf Cart / Multimodal Pull-Out Bay (500' O.C.)	250
(3)	Sidewalk (5' to 6')	1,000
(4)	Multi-Use Path (8' wide)	2,400
(5)	Multi-Use Path (10' wide)	3,000
(6)	Multi-Use Path (12'+ wide)	3,600
(7)	Multimodal Way (6' wide)	3,000
(8)	Multimodal Way (8' wide)	3,600
(9)	Multimodal Way (10' wide)	4,800
(10)	Multimodal Way (12' wide)	6,000
(11)	Boardwalk (12'+ wide)	7,200
(12)	Boardwalk over Water (12'+ wide)	8,400
(13)	Greenway (12'+ wide)	4,800
(14)	Upgrade 1 Lane & Multimodal Lane (5' to 7')	3,600
(15)	Upgrade 2 Lanes & Multimodal Lane (6' - 8')	4,800
(16)	Upgrade to 2 Lane Divided & Complete Street	15,250
(17)	Upgrade to 2 Lane Divided & Complete Street: Complex	22,030
(18)	Widen 2 Lane to 4 Lane & Complete Street	50,580
(19)	Widen 4 Lane to 6 Lane & Resurface	44,760
(20)	New 2 Lane Road	10,420

APPENDIX J: PERSON MILES OF CAPACITY (PMC): CORRIDOR, CONTINUED

ID	Improvement	Person Miles of Capacity (PMC) per Miles
(21)	Add One (1) Motor Vehicle Travel Lane	11,150
(22)	Add One (1) Motor Vehicle Travel Lane (Developer)	5,575
(23)	Multi-Use Path (Developer)	1,500
(24)	Multimodal Way (Developer)	3,000

Source: Florida Department of Transportation, Quality/Level of Service (LOS) Handbook, Generalized Annual Average Daily Volumes for Florida's Urbanized Areas **(Appendix I)**. Capacities are based on a LOS D standard. The daily person capacity is based on a vehicle occupancy factor of 1.81 per the two (3) 2017 NHTS Data sets for Florida **(Appendix D, E & G)**. Daily road capacities are less the capacity associated with existing roads. Turn lane person capacity is derived by multiplying the daily person capacity by .5% per the FDOT Generalized Service Volume Tables. The person miles are rounded to the nearest 10th. Capacity methodologies for multimodal facilities are based on methodologies established in Transportation Research Record 1636 Paper No. 98-0066, the 2006 Shared-Use Path Level of Service Calculator-A User's Guide developed for the Federal Highway Administration, and the Highway Capacity Manual. Developer PMC are 50% of the non-developer facilities.

APPENDIX K

Person Miles of Capacity (PMC): Intersections

APPENDIX K: PERSON MILES OF CAPACITY (PMC): INTERSECTIONS

ID	Improvement	Person Miles of Capacity (PMC)
(1)	Intersection Safety & Capacity Improvement (Minor)	1,200
(2)	Intersection Safety & Capacity Improvement (Major)	2,400
(3)	Roundabout (Single Lane)	4,800
(4)	Roundabout (Complex)	5,800
(5)	High Intensity Activated CrossWalks (HAWKs)	1,200
(6)	Multimodal Improvements	1,000
(7)	Midblock Crossing	400
(8)	Greenway Overpass	13,200
(9)	Greenway Underpass	8,400
(10)	Interchange	Varies

Source: Florida Department of Transportation, Quality/Level of Service (LOS) Handbook, Generalized Annual Average Daily Volumes for Florida's Urbanized Areas **(**Appendix I**)**. Capacities are based on a LOS D standard. The daily person capacity is based on a vehicle occupancy factor of 1.81 per the two (3) 2017 NHTS Data sets for Florida **(**Appendix D, E & G**).** Turn lane person capacity is derived by multiplying the daily person capacity by .5% per the FDOT Generalized Service Volume Tables. The person miles are rounded to the nearest 10th. Capacity methodologies for multimodal facilities are based on methodologies established in Transportation Research Record 1636 Paper No. 98-0066, the 2006 Shared-Use Path Level of Service Calculator-A User's Guide developed for the Federal Highway Administration, and the Highway Capacity Manual.

APPENDIX L

Planning Level Cost Estimates (PLC): Corridors

APPENDIX L: PLANNING LEVEL COST (PLC): CORRIDORS

ID	Improvement	Planning Level Cost per Mile
(1)	Golf Cart / Multimodal Pull-Out Bay (250' O.C.)	$225,000
(2)	Golf Cart / Multimodal Pull-Out Bay (500' O.C.)	$112,500
(3)	Sidewalk (5' to 6')	$750,000
(4)	Multi-Use Path (8' wide)	$1,000,000
(5)	Multi-Use Path (10' wide)	$1,250,000
(6)	Multi-Use Path (12'+ wide)	$1,500,000
(7)	Multimodal Way (6' wide)	$850,000
(8)	Multimodal Way (8' wide)	$1,100,000
(9)	Multimodal Way (10' wide)	$1,350,000
(10)	Multimodal Way (12' wide)	$1,500,000
(11)	Boardwalk (12'+ wide)	$2,750,000
(12)	Boardwalk over Water (12'+ wide)	$5,500,000
(13)	Greenway (12'+ wide)	$1,250,000
(14)	Upgrade 1 Lane & Multimodal Lane (5' to 7')	$325,000
(15)	Upgrade 2 Lanes & Multimodal Lane (6' - 8')	$750,000
(16)	Upgrade to 2 Lane Divided & Complete Street	$12,500,000
(17)	Upgrade to 2 Lane Divided & Complete Street: Complex	$18,750,000
(18)	Widen 2 Lane to 4 Lane & Complete Street	$22,500,000
(19)	Widen 4 Lane to 6 Lane & Resurface	$15,000,000
(20)	New 2 Lane Road	$2,000,000

APPENDIX L: PLANNING LEVEL COST (PLC): CORRIDORS, CONTINUED

ID	Improvement	Planning Level Cost per Mile
(21)	Add One (1) Motor Vehicle Travel Lane	$3,500,000
(22)	Add One (1) Motor Vehicle Travel Lane (Developer)	$1,050,000
(23)	Multi-Use Path (Developer)	$375,000
(24)	Multimodal Way (Developer)	$450,000

Source: Cost based on the most recent and localized data from the City of Port St. Lucie and FDOT Southeast District 4. Cost include Planning (P), Design (PE), Right-of-Way (ROW), Maintenance of Traffic (MOT), Mobilization (MOB), Utility Relocation (UR), Stormwater Management (SWM), Landscape (LS), Hardscape (HS), Construction (C) and Construction Engineering and Inspection (CEI). The following are the percentage ranges for cost based on Construction (C) cost: (P) 5% to 10%; (PE) 5% to 20%; (ROW) 10% to 30%; (MOT, MOB, UR, LS, HS) are each 5% to 10%; (SWM) 15% to 35%; (CEI) 10% to 20%. Significant drivers of cost unique to the City of Port St. Lucie are the number of driveway crossings required to be reconstructed, the conversion of open swale drainage systems to curb and gutter systems, the acquisition of land for stormwater management, and the acquisition of small parcels due to the significant number of platted lots. Developer Planning Level Cost (PLC) are 30% of the non-developer facilities.

APPENDIX M

Planning Level Cost Estimates (PLC): Intersections

APPENDIX M: PLANNING LEVEL COST (PLC): INTERSECTIONS

ID	Improvement	Planning Level Cost
(1)	Intersection Safety & Capacity Improvement (Minor)	$275,000
(2)	Intersection Safety & Capacity Improvement (Major)	$575,000
(3)	Roundabout (Single Lane)	$1,150,000
(4)	Roundabout (Complex)	$1,525,000
(5)	High Intensity Activated CrossWalks (HAWKs)	$500,000
(6)	Multimodal Improvements	$250,000
(7)	Midblock Crossing	$225,000
(8)	Greenway Overpass	$10,000,000
(9)	Greenway Underpass	$2,500,000
(10)	Interchange	Varies

Source: Planning Level Cost based on the most recent and localized data from the City of Port St. Lucie and FDOT Southeast District 4. Cost include Planning (P), Design (PE), Right-of-Way (ROW), Maintenance of Traffic (MOT), Mobilization (MOB), Utility Relocation (UR), Stormwater Management (SWM), Landscape (LS), Hardscape (HS), Construction (C) and Construction Engineering and Inspection (CEI). The following are the percentage ranges for cost based on Construction (C) cost: (P) 5% to 10%; (PE) 5% to 20%; (ROW) 10% to 30%; (MOT, MOB, UR, LS, HS) are each 5% to 10%; (SWM) 15% to 35%; (CEI) 10% to 20%. Significant drivers of cost unique to the City of Port St. Lucie are the conversion of open swale drainage systems to curb and gutter systems, the acquisition of land for stormwater management, and the acquisition of small parcels due to the significant number of platted lots. Interchange cost are estimates based on recent improvements and projected cost along Interstate 95.

APPENDIX N

Phase Two Mobility Plan: Intersections

APPENDIX N: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: INTERSECTIONS

Project / Map ID	INTERSECTION	INTERSECTION TYPE	INTERSECTION IMPROVEMENT	CONSTRUCTION ENTITY	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	PROJECT DESCRIPTION
5	Airoso Blvd @ Thanksgiving Ave	Multimodal	High-intensity Activated crossWalK	City	$ 500,000	1,200	5	2026 to 2035	High-intensity Activated crossWalK
10	Becker Rd @ Darwin Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
15	Becker Rd @ Kestor Dr	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
20	Becker Rd @ Savon Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
25	Becker Rd @ Southbend Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
30	C24 Canal Greenway @ Crosstown Parkway	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future C 24 Greenway
35	C24 Canal Greenway @ Glades Cut-Off Road	Multimodal	High Visibility Mid Block Crossing	County	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future C 24 Greenway
40	C24 Canal Greenway @ Interstate 95	Multimodal	Multimodal Underpass	State	$ 2,500,000	8,400	9	2036 to 2045	Interstate 95 Underpass Improvements for future C 24 Canal Greenway
45	C24 Canal Greenway @ Oaklyn St	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future C 24 Greenway
50	C24 Canal Greenway @ Florida Turnpike	Multimodal	Multimodal Underpass	State	$ 2,500,000	8,400	9	2036 to 2045	Florida Turnpike Underpass Improvements for future C 24 Canal Greenway
55	C24 Canal Greenway @ Port St Lucie Blvd	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future C 24 Greenway
60	C24 Canal Greenway @ Savona Blvd	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future C 24 Greenway
65	California Blvd @ Cameo Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
70	California Blvd @ Del Rio Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2026 to 2035	Multimodal Intersection Improvements
75	Cashmere Blvd @ Del Rio Blvd	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements
80	Cashmere Blvd @ Heatherwood Blvd	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements
85	Darwin Blvd @ Tulip Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
90	Darwin Blvd @ Kestor Dr	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements
100	East Torino Pkwy @ West Torino Pkwy	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2022 to 2025	Roundabout & Multimodal Intersection Improvements
105	Floresta Dr @ Airoso Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
110	Gatlin Blvd @ Peacock Greenway	Multimodal	Multimodal Improvement	City	$ 225,000	600	7	2026 to 2035	High Visibility Crossing at adjacent signalized intersection
115	Gatlin Blvd @ Rosser Blvd	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2026 to 2035	Road Capacity & Multimodal Intersection Improvements
120	Gatlin Blvd @ Savona Blvd	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2026 to 2035	Road Capacity & Multimodal Intersection Improvements
125	Glades Cut-Off Rd @ Commerce Center Dr	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements
130	Glades Cut-Off Rd @ Shinn Rd	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements
135	Glades Cut-Off Rd @ Delcris Dr	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements

APPENDIX N: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: INTERSECTIONS

Project / Map ID	INTERSECTION	INTERSECTION TYPE	INTERSECTION IMPROVEMENT	CONSTRUCTION ENTITY	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	PROJECT DESCRIPTION
140	Green River Parkway @ Charleston Drive	Multimodal	Multimodal Improvement	City	$ 225,000	600	7	2036 to 2045	High Visibility Crossing to East Coast Greenway / Existing Trail on Green River Pkwy
145	Green River Parkway @ Melaleuca Blvd	Multimodal	Multimodal Improvement	City	$ 225,000	600	7	2036 to 2045	High Visibility Crossing to East Coast Greenway / Existing Trail on Green River Pkwy
150	Green River Pkwy @ Berkshire Blvd	Multimodal	Multimodal Improvement	City	$ 225,000	600	7	2036 to 2045	High Visibility Crossing to East Coast Greenway / Existing Trail on Green River Pkwy
155	Green River Pkwy @ Martin County Line	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing to East Coast Greenway / Existing Trail on Green River Pkwy. Connects to future US 1 to Green River Pkwy Greenway
160	Green River Pkwy @ North Blackwell Dr	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing to East Coast Greenway / Existing Trail on Green River Pkwy
165	Lennard Rd @ Village Green Elementary School	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2026 to 2035	High Visibility Mid-Block Crossing to Elementary School
170	Airoso Blvd @ St James Dr	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements
175	Peachtree Blvd @ St James Dr	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2026 to 2035	Road Capacity & Multimodal Intersection Improvements
180	Bayshore Blvd @ Selvitz Rd	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements
185	Melaleuca Blvd @ SE Berkshire Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
190	Midway Bypass @ Glades Cut-Off Rd	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future Midway Bypass Greenway
195	Midway Bypass Greenway @ East Torino Pkwy	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future Midway Bypass Greenway
200	Midway Bypass Greenway @ Florida Turnpike	Multimodal	Multimodal Overpass	City	$ 10,000,000	13,200	8	2036 to 2045	Multimodal Overpass over Turnpike for future Midway Bypass Greenway
205	Midway Bypass Greenway @ Interstate 95	Multimodal	Multimodal Overpass	State	$ 10,000,000	13,200	8	2036 to 2045	Multimodal Overpass over Interstate 95 for future Midway Bypass Greenway
210	Midway Bypass Greenway @ Oleander Ave	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future Midway Bypass Greenway
215	Midway Bypass Greenway @ Selvitz Rd	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future Midway Bypass Greenway
220	Midway Bypass Greenway @ St James Dr	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future Midway Bypass Greenway
225	Midway Bypass Greenway @ US Hwy 1	Multimodal	High Visibility Mid Block Crossing	State	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future Midway Bypass Greenway
230	Midway Bypass Greenway @ West Torino Pkwy	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing for future Midway Bypass Greenway
240	Paar Dr @ Darwin Blvd	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2026 to 2035	Roundabout & Multimodal Intersection Improvements
250	Paar Dr @ Savona Blvd	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2026 to 2035	Roundabout & Multimodal Intersection Improvements
255	Paar Dr @ Tulip Blvd	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2026 to 2035	Roundabout & Multimodal Intersection Improvements
260	Peacock Blvd @ University Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2026 to 2035	Multimodal Intersection Improvements
265	Port St Lucie Blvd @ Airoso Blvd	Multimodal	Multimodal Improvement	State	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
270	Port St Lucie Blvd @ Bayshore Blvd	Mobility	Road Capacity	State	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements in conjunction with reconfiguration of PSL & Turnpike Interchange
275	Port St Lucie Blvd @ Cameo Blvd	Mobility	Road Capacity	State	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements in conjunction with reconfiguration of PSL & Turnpike Interchange

APPENDIX N: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: INTERSECTIONS

Project / Map ID	INTERSECTION	INTERSECTION TYPE	INTERSECTION IMPROVEMENT	CONSTRUCTION ENTITY	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	PROJECT DESCRIPTION
280	Port St Lucie Blvd @ Del Rio Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
285	Port St Lucie Blvd @ Florida Turnpike	Mobility	Interchange	State	$ 65,000,000	65,000	10	2036 to 2045	Interchange Upgrade to include road capacity and multimodal upgrades at intersections of PSL Blvd at Cameo and Bayshore. Provide a dedicated multimodal way at least 20' wide for people walking, bicycling and riding micromobility devices and microtransit vehicles.
290	Haas Ave @ Port St. Lucie Blvd	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2026 to 2035	High Visibility Mid-Block Crossing
295	Port St Lucie Blvd @ Floresta Dr	Multimodal	Multimodal Improvement	State	$ 250,000	1,000	6	2026 to 2035	Multimodal Intersection Improvements
300	Port St Lucie Blvd @ Morning Side Blvd	Multimodal	Multimodal Improvement	State	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
305	Port St Lucie Blvd @ SE Shipping Blvd	Multimodal	High Visibility Mid Block Crossing	State	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing
310	Port St Lucie Blvd @ Veterans Memorial Blvd	Multimodal	Multimodal Improvement	State	$ 250,000	1,000	6	2026 to 2035	Multimodal Intersection Improvements
315	Prima Vista Blvd @ Airoso Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
320	Savona Blvd @ Alcantarra Blvd	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements
325	St Lucie West Blvd @ Bayshore Blvd	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements
330	St Lucie West Blvd @ Bethany Dr	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements
335	St Lucie West Blvd @ California Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2026 to 2035	Multimodal Intersection Improvements
340	St Lucie West Blvd @ Cashmere Blvd	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2026 to 2035	Multimodal Intersection Improvements
345	St Lucie West Blvd @ Interstate 95	Mobility	Road Capacity	State	Funded	Existing Traffic	Funded & Existing Traffic	2022 to 2025	Road Capacity & Multimodal Improvements
350	St Lucie West Blvd @ Peacock Blvd	Mobility	Road Capacity	City	Funded	Existing Traffic	Funded & Existing Traffic	2022 to 2025	Road Capacity & Multimodal Intersection Improvements
355	Tiffany Ave @ Canal	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing to sidewalk on north side of Tiffany Avenue between Simmons St and Durango St
360	US Hwy 1 @ Crosstown Parkway	Multimodal	Multimodal Improvement	State	$ 250,000	1,000	6	2036 to 2045	Multimodal Intersection Improvements
370	US Hwy 1 @ Port St. Lucie Blvd	Multimodal	Multimodal Improvement	State	$ 250,000	1,000	6	2026 to 2035	Multimodal Intersection Improvements
380	US Hwy 1 @ Tiffany Ave	Multimodal	Multimodal Improvement	State	$ 250,000	1,000	6	2026 to 2035	Multimodal Intersection Improvements
385	US Hwy 1 @ Walton Rd	Multimodal	Multimodal Improvement	State	$ 250,000	1,000	6	2026 to 2035	Multimodal Intersection Improvements
390	US Hwy 1 @ Village Square Dr	Multimodal	High-intensity Activated crossWalK	State	$ 500,000	1,200	5	2026 to 2035	High-intensity Activated crossWalK to provide access from proposed bidirectional multimodal way and proposed transit circulator stop to Village Square Dr and Downtown
395	Veterans Memorial Blvd @ Lyngate Dr	Multimodal	Multimodal Improvement	City	$ 250,000	1,000	6	2026 to 2035	Multimodal Intersection Improvements
400	Village Green Dr @ Tiffany Ave	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2026 to 2035	Roundabout & Multimodal Intersection Improvements
405	Village Green Pkwy @ Cam De Entrada	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2026 to 2035	Roundabout & Multimodal Intersection Improvements
410	Walton Rd @ Green River Pkwy	Mobility	Roundabout	City	$ 1,400,000	5,800	3, 7	2026 to 2035	Roundabout & High Visibility Multimodal Crossing for Future East Coast Greenway

APPENDIX N: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: INTERSECTIONS

Project / Map ID	INTERSECTION	INTERSECTION TYPE	INTERSECTION IMPROVEMENT	CONSTRUCTION ENTITY	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	PROJECT DESCRIPTION
415	Walton Rd @ Lennard Rd	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements
420	Walton Rd @ Village Green Dr	Mobility	Roundabout	City	$ 1,525,000	5,800	5	2026 to 2035	Roundabout & Multimodal Intersection Improvements
425	Whitmore Dr @ Floresta Dr	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2036 to 2045	High Visibility Mid-Block Crossing
435	West Torino Pkwy @ Volusia Dr	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements
440	Interstate 95 @ Marshall Parkway Interchange	Mobility	Interchange	City	$ 45,000,000	45,000	10	2036 to 2045	Add new interchange at Interstate 95 & Marshall Parkway with a multimodal connection to the O. L. Peacock Park Trail Loop & Paar Drive. Provide a dedicated multimodal way at least 20' wide for people walking, bicycling, and riding micromobility devices and microtransit vehicles from Paar Drive to Village Parkway.
445	Gatlin Blvd @ Interstate 95	Mobility	Road Capacity	State	Funded	Existing Traffic	Funded & Existing Traffic	2022 to 2025	Add turn lanes on Interstate 95 off-ramps
450	Sandia Dr @ Thornhill Dr	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements
455	Sandia Dr @ Lakehurst Dr	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements
460	Bayshore Dr @ Lakehurst Dr	Mobility	Road Capacity	City	$ 525,000	2,200	1, 6	2036 to 2045	Road Capacity & Multimodal Intersection Improvements
465	Bayshore Dr @ Floresta Dr	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements
470	Westmoreland Blvd @ Palm Beach Rd	Multimodal	High Visibility Mid Block Crossing	City	$ 225,000	600	7	2026 to 2035	High Visibility Mid-Block Crossing
475	California Blvd @ Savona Blvd	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements
480	California Blvd @ Del Rio Blvd	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2026 to 2035	Roundabout & Multimodal Intersection Improvements
485	Savage Blvd @ Import Dr	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements
490	Crosstown Pkwy @ Cashmere Blvd	Mobility	Road Capacity	City	$ 1,150,000	4,800	2	2026 to 2035	Revise median from Bellevue to Janette Ave to provide for three north bound approach lanes. Convert Janette Ave at Cashmere Blvd to a cul-de-sac with a bicycle and pedestrian connection. Provide two SB receiving lanes from Crosstown Parkway to Bellevue. Revise the median from SW Village Drive to Crosstown Parkway to provide three SB approach lanes. Provide two NB receiving lanes from Crosstown Parkway to SW Village Drive.
495	Rosser Blvd @ Cascades Rd Extension	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2026 to 2035	Roundabout & Multimodal Intersection Improvements
500	Tulip Blvd @ Pierson Rd	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2036 to 2045	Roundabout & Multimodal Intersection Improvements. Alternative location: between Skyline St and Pierson Rd
505	Selvitz Rd @ Peachtree Blvd	Mobility	Roundabout	City	$ 1,150,000	4,800	3	2026 to 2035	Roundabout & Multimodal Intersection Improvements
510	Mobility Plan Implementation: Road Capacity Intersections (Minor)	Mobility	Road Capacity	City	$ 4,200,000	17,600	1,6	2025-2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be additional minor intersection improvements to add road capacity and safety improvements for up to eight (8) intersections including turn lanes, traffic control devices, raised islands, pavement markings, various materials, and signs. The City Council may also amend the Capital Improvements Program to add intersection improvements.

APPENDIX N: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: INTERSECTIONS

Project / Map ID	INTERSECTION	INTERSECTION TYPE	INTERSECTION IMPROVEMENT	CONSTRUCTION ENTITY	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)	PLC & PMC NOTES	TIME FRAME	PROJECT DESCRIPTION
510	Mobility Plan Implementation: Road Capacity Intersections (Major)	Mobility	Road Capacity	City	$ 3,300,000	13,600	2,6	2025-2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be additional road capacity and safety improvements for four (4) major intersections including turn lanes, signalization, raised islands, pavement markings, various materials, and signs. The City Council may also amend the Capital Improvements Program to add intersection improvements.
515	Mobility Plan Implementation: Multimodal Intersection Improvements	Multimodal	Multimodal Improvement	City	$ 2,500,000	10,000	6	2025-2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be additional multimodal improvements for up to ten (10) intersections such as pavement markings, raised islands, raised crosswalks, curb extensions, various materials, high visibility signage, and separate multimodal faculties. The City Council may also amend the Capital Improvements Program to add multimodal intersection improvements.
520	Mobility Plan Implementation: Roundabouts	Mobility	Roundabout	City	$ 9,200,000	38,400	3	2025-2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be additional roundabouts for up to eight (8) intersections that include multimodal capacity and safety improvements. The City Council may also amend the Capital Improvements Program to add roundabouts at various intersections Citywide.
525	Mobility Plan Implementation: Mid-Block Crossings	Multimodal	High Visibility Mid Block Crossing	City	$ 2,250,000	6,000	7	2025-2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be up to ten (10) midblock crossings with multimodal safety improvements added to the Plan. The City Council may also amend the Capital Improvements Program to add midblock crossings at locations Citywide, with an emphasis at schools, parks, and transit stops.
530	Mobility Plan Implementation: High Intensity Activated Crosswalks (HAWKs)	Multimodal	High-intensity Activated crossWalK	City	$ 1,000,000	2,400	5	2025-2045	In recognition that the Phase Two Mobility Plan has not been finalized, there may be up to two (2) high intensity activated crosswalks (HAWKs) added to the Plan. The City Council may also amend the Capital Improvements Program to add midblock crossings at locations Citywide, with an emphasis at schools and greenway crossings.

Source: The planning level cost (PLC) and person miles of capacity (PMC) notes correspond to **Appendix M** and **Appendix K.** The total Planning Level Cost of the Phase Two Mobility Plan intersections is $204,025,000. The total Person Miles of Capacity the Phase Two Mobility Plan corridors is 424,200. Significant funding for improvements on State Roads is anticipated to be provided from federal and state resources. The projected funding is $144,825,000, which represents 90% of the cost of improvements on State Roads. The 10% unfunded would be in the form of a potential local match. The majority of the cost and capacity consist of Interchange Improvements at the Florida Turnpike and Port St. Lucie Blvd and the Interstate 95 and Marshall Parkway Interchange. While 90% of the funding is projected to come from other sources and 10% of the cost is included in the Mobility Plan and Mobility Fee, 100% of the Person Miles of Capacity is included in the Mobility Plan and Mobility Fee. Mobility Plan Implementation projects reflect the following: (1) The Phase Two Mobility Plan may be amended; (2) Developers may construct improvements beyond their impact; (3) Staute limits updates to once every four years, unless extrodinary circumistances; and (4) Capital Improvement Programs are updated annually. The available funding for Mobility Plan Implementation assummes 50% of the cost from federal, state, and other revenue sources.

APPENDIX O

Phase Two Mobility Plan:
Transit Circulators

APPENDIX O: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: TRANSIT

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MULTIMODAL INFRASTRUCTURE TYPE	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
1030	WATER TAXI: NORTH ROUTE	CROSSTOWN PKWY	RIVERWALK BOARDWALK	CITY	3.21	WATER TAXI	TBD	Water Taxi Stops. Implement public water taxi transit service with a route between the Port District and Downtown. The route should make stops at the north end of the existing River Boardwalk at Bridge Plaza, the proposed Day-use Camping Pad in the Port District Master Plan (C9), the existing river board walk at Tom Hooper Family Park, and the Port District Master Plan proposed boardwalk (N9) at Lyngate Park. Service may be a public / private partnership opportunity.
1035	WATER TAXI: C24 CANAL ROUTE	RIVERWALK BOARDWALK	C24 CANAL PARK	CITY	3.11	WATER TAXI	TBD	Water Taxi Stops. Implement public water taxi transit service with a route between the Port District and the C-24 Canal Park. The route should make stops at the south end of the existing River Boardwalk at the Port St. Lucie Botanical Gardens. Service may be a public / private partnership opportunity.
1040	WATER TAXI: SOUTH ROUTE	CLUB MED	RIVERWALK BOARDWALK	CITY	2.75	WATER TAXI	TBD	Water Taxi Stops. Implement public water taxi transit service with a route between Club Med and the Port District. Other entities may have a desire for a stop along the southern portion of the water taxi route. Possibility that St. Lucie County, the City of Stuart and Martin County may wish to expand water taxi service or locations. Service may be a public / private partnership opportunity.
1045	TRANSIT CIRCULATOR: DOWNTOWN TO PORT DISTRICT	BOTANICAL GARDENS	DOWNTOWN DISTRICT	CITY	4.54	MICROTRANSIT	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
1050	TRANSIT CIRCULATOR: CALIFORNIA NORTH	PEACOCK BLVD	ST. LUCIE WEST BLVD	CITY	3.09	MICROTRANSIT	TBD	Transit Circulator. Public / Private Partnership to provide rides via Neighborhood Electric Vehicles. Portions of the routes could be served by Autonomous Transit Shuttles.
1055	TRANSIT CIRCULATOR: CALIFORNIA SOUTH	CALIFORNIA BLVD	ST. LUCIE WEST CENTENNIAL HIGH SCHOOL	CITY	3.14	MICROTRANSIT	TBD	Transit Circulator. Public / Private Partnership to provide rides via Neighborhood Electric Vehicles. Portions of the routes could be served by Autonomous Transit Shuttles.
1060	TRANSIT CIRCULATOR: GATLIN / VILLAGE PKWY	BECKER RD	C24 CANAL	CITY	9.31	MICROTRANSIT	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
1065	TRANSIT CIRCULATOR: CENTRAL SCHOOL TO EMPLOYMENT	ST. LUCIE WEST CENTENNIAL HIGH SCHOOL	PAAR DR	CITY	6.68	MICROTRANSIT	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
1070	TRANSIT CIRCULATOR: SOUTH SCHOOL TO EMPLOYMENT	VILLAGE PKWY	DARWIN BLVD	CITY	5.69	MICROTRANSIT	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
1075	TRANSIT CIRCULATOR: ST LUCIE WEST	NW LAKE WHITNEY PLACE	LOWES PLAZA ON ST. LUCIE WEST BLVD	CITY	2.34	MICROTRANSIT	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
1080	TRANSIT CIRCULATOR: TRADITIONS TO SOUTHBEND	GATLIN BLVD	SNOW RD	CITY	13.78	MICROTRANSIT	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
1085	TRANSIT CIRCULATOR: TULIP DARWIN LOOP	GATLIN BLVD	PORT ST. LUCIE BLVD	CITY	4.14	MICROTRANSIT	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.

APPENDIX O: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: TRANSIT

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MULTIMODAL INFRASTRUCTURE TYPE	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
1090	TRANSIT CIRCULATOR: SELVITZ TO CROSSTOWN	ST. JAMES BLVD	CROSSTOWN PKWY	CITY	5.97	MICROTRANSIT	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
1095	TRANSIT CIRCULATOR: TORINO TO CALIFORNIA	MIDWAY RD	CALIFORNIA BLVD	CITY	4.14	MICROTRANSIT	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
1100	TRANSIT CIRCULATOR: THE GREENWAY CONNECTOR	CALIFORNIA BLVD	MARSHALL PKWY EXT	CITY	10.48	MICROTRANSIT	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
1150	MOBILITY PLAN IMPLEMENTATION: MICROTRANSIT VEHICLES	CITYWIDE	ALONG MICROTRANSIT ROUTES	CITY	73.3	MICROTRANSIT VEHICLE	TBD	Microtransit Vehicles. City could purchase initial fleet of NEVs to support Public / Private Partnerships or make a start-up contribution for providing microtransit service. The initial estimate is $2,250,000 based on the purchase of 90 NEVs at a cost of $25,000 each. It would take roughly 30 NEVs per direction to provide 15 minute headways (assume travel at 10 MPH) plus 50% of the total for downtime due to incidents / service.
1155	MOBILITY PLAN IMPLEMENTATION: MOBILITY HUBS	CITYWIDE	ALONG MICROTRANSIT ROUTES	CITY	73.3	MICROTRANSIT FACILITY	TBD	Mobility Hubs. Construct 75 mobility hubs (staggered roughly one (1) per mile on alternating sides of the ROW or every two (2) miles if provides on both sides of a ROW). Mobility Hubs provide covered shelters plus drop-off and pick-up areas for microtransit vehicles and where applicable, ride-hail / ride share services (e.g., Uber, Lyft). These locations will feature amenities such as shared bicycle and micromobility devices, Wi-Fi, lighting, benches, landscape, personal device charging stations, potentially golf-cart charging or shared golf-cart services. The City could enter into Public / Private Partnerships to lease naming rights to off-set ongoing maintenance cost. Mobility Hubs cost $75,000 each for a total cost of $5,625,000. The Mobility Hubs could also serve as Trailheads (Greenways & Boardwalks) and Transit Stops. Mobility Hubs cost $75,000 each for a total cost of $5,625,000.
1160	MOBILITY PLAN IMPLEMENTATION: COMMUNITY MOBILITY HUBS	CITYWIDE	ALONG MICROTRANSIT ROUTES	CITY	73.3	MICROTRANSIT FACILITY	TBD	Community Mobility Hubs. Construct 20 Community Mobility Hubs at locations with high levels of student bus ridership. In addition to the features found at Mobility Hubs, Community Mobility Hubs feature separate drive-aisles that are physically separated by at least a 15' wide buffer from adjacent travel lanes and completely exit adjacent street traffic flow. These Community Mobility Hubs would also feature High Visibility Mid-Block Crosswalks with advance warning devices. These locations may also feature off-street parking for persons waiting to pick-up students. The Community Mobility Hubs could also serve Trailheads (Greenways & Boardwalks). The City could enter into Public / Private Partnerships to lease naming rights to off-set ongoing maintenance cost. Mobility Hubs cost $500,000 each for a total cost of $10,000,000.
1165	MOBILITY PLAN IMPLEMENTATION: TRANSIT / BUS STOPS	CITYWIDE	ALONG MICROTRANSIT & TRANSIT (BUS) ROUTES	CITY	100	MICROTRANSIT FACILITY	TBD	Transit Stops. Construct 200 Transit Stops (roughly every 1/2 mile or every (1) mile if provided on both sides of the ROW). Transit Stops would provide a covered waiting area, stabilized pad, and ADA accessible routes connecting the edge of travel lane pavement, the transit stops, and adjacent multimodal faculties. Transit Stops may feature additional amenities. Transit Stops cost $25,000 each for a total cost of $5,000,000. Transit stops could serve buses, school buses, microtransit, and ride share services.

APPENDIX O: CITY OF PORT ST. LUCIE PHASE TWO MOBILITY PLAN: TRANSIT

Project / Map ID	NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MULTIMODAL INFRASTRUCTURE TYPE	TIME FRAME	MULTIMODAL PROJECT DESCRIPTION
1170	MOBILITY PLAN IMPLEMENTATION: WATER TAXI STOPS	CROSSTOWN PKWY	CLUB MED / C24 CANAL PARK	CITY	9.00	MICROTRANSIT FACILITY	TBD	Water Taxi Stops. Construct ten (10) Water Taxi Stops. Water Taxi Stops would provide docks, boardwalks, and waiting areas at various locations along the Riverwalk. Water Taxi Stops cost $250,000 each for a total cost of $2,500,000. The City could allow other boats to dock and enter into public / private partnerships to offer canoes, kayaks, and other water transport to share dock space and to lease naming rights to off-set ongoing maintenance cost.

SOURCE: The total projected cost is $25,375,000. It is projected that 50% of funding will come sources such as County, Federal & State funding, along with public private partnerships and sponsorship opportunities. The total cost attributable to mobility fees is $12,687,500. The total PMC provided is 32,800. Cost are based on current cost to acquire vehicles and City, FDOT and Transit provider cost for facilities. Mobility Plan Implementation projects reflect the following: (1) The Phase Two Mobility Plan may be amended; (2) Developers may construct improvements beyond their impact; (3) Staute limits updates to once every four years, unless extrodinary circumistances; and (4) Capital Improvement Programs are updated annually.

APPENDIX P

Select District Analysis

APPENDIX P: Port St. Lucie Mobility Plan
Base Year 2015 District-to-District Trips

motorized	District Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	Total Trips	District Name	motorized
1	Ft. Pierce Downtown South	8,772	3,878	1,138	4,057	204	5	1,896	391	4,213	39	1,920	63	1,261	462	795	696	650	585	120	151	301	138	1,474	1,124	1,254	299	262	39	306	141	163	61	706	1,941	-	936	40,445	Ft. Pierce Downtown South	1
2	Ft. Pierce Downtown North	3,846	5,762	1,509	1,881	191	0	2,667	154	1,472	14	663	28	680	195	465	242	311	297	25	56	97	149	676	1,113	1,786	191	143	25	168	54	66	25	395	1,861	-	986	28,190	Ft. Pierce Downtown North	2
3	Ft. Pierce NW	1,145	1,513	1,276	1,441	183	0	414	57	438	17	164	18	364	99	92	154	114	150	22	16	51	85	174	412	736	105	80	12	109	8	43	18	158	662	-	411	10,739	Ft. Pierce NW	3
4	Ft Pierce South Central	4,070	1,857	1,425	6,685	173	0	939	388	2,247	45	790	169	2,234	630	553	732	843	844	115	173	447	285	855	1,212	1,022	630	506	61	459	145	269	64	639	1,579	-	977	34,061	Ft Pierce South Central	4
5	Glades at Rangle Line SW	209	170	159	236	75	0	93	13	118	3	27	6	82	38	32	51	35	71	1	10	25	29	68	239	212	27	14	1	58	9	9	4	39	200	-	60	2,420	Glades at Rangle Line SW	5
6	Glades at Range Line SW	5	0	0	8	0	-	0	5	12	0	9	0	3	15	21	14	2	9	0	8	44	0	12	1	0	0	0	0	1	10	24	19	46	2	-	9	282	Glades at Range Line SW	6
7	Hutch Island	1,894	2,379	393	963	120	0	6,078	149	983	10	550	4	424	206	1,498	372	234	265	22	55	231	65	641	578	876	113	91	0	105	30	76	55	6,106	2,201	-	1,533	29,302	Hutch Island	7
8	Midway Glades North County	393	169	70	447	8	9	116	605	863	44	371	26	415	362	358	437	931	879	59	73	232	14	774	154	98	76	50	30	82	104	62	64	313	339	-	286	9,313	Midway Glades North County	8
9	Midway North Central	4,212	1,378	405	2,208	108	4	1,030	887	7,300	77	3,475	53	1,673	751	1,379	942	1,338	1,007	76	203	470	82	3,583	557	640	197	222	35	204	214	197	63	1,323	1,294	-	1,153	38,742	Midway North Central	9
10	Midway N Limited Access Triangle	42	18	10	41	3	4	7	44	82	11	29	1	57	103	57	95	84	160	15	14	38	3	59	27	24	10	13	0	9	20	18	17	76	114	-	101	1,408	Midway N Limited Access Triangle	10
11	Midway Northeast Ft Pierce	1,685	721	171	684	34	8	608	305	3,494	32	3,826	7	648	299	844	467	702	465	47	141	234	34	2,287	314	347	63	89	13	79	88	67	34	814	665	-	718	21,034	Midway Northeast Ft Pierce	11
12	Midway to Okeechobee NW	68	62	34	121	4	0	8	39	51	1	18	35	111	29	29	32	40	75	24	16	25	2	50	40	33	43	45	2	29	16	6	12	39	51	-	36	1,229	Midway to Okeechobee NW	12
13	Okeechobee S I95 E	1,338	607	404	2,141	58	2	375	374	1,793	50	638	118	2,098	416	318	561	779	778	92	132	224	91	555	431	312	345	419	69	314	101	119	35	349	738	-	551	17,726	Okeechobee S I95 E	13
14	*PSL Central*	503	194	89	618	36	25	198	353	623	136	255	38	425	16,443	3,671	5,939	1,984	9,742	185	1,191	9,349	56	1,888	176	249	105	93	52	175	1,058	2,397	1,179	4,298	581	-	2,163	66,464	PSL Central	14
15	*PSL East*	899	511	93	573	46	19	1,486	339	1,492	71	809	42	387	3,564	44,547	6,088	1,787	2,137	83	2,399	4,645	48	7,159	256	340	130	89	19	167	281	679	446	20,203	808	-	4,478	107,116	PSL East	15
16	*PSL EC*	691	287	145	680	43	10	325	445	1,008	87	424	31	549	5,688	6,110	13,635	2,894	4,575	101	2,069	4,451	59	3,594	192	259	96	84	12	126	386	817	435	6,062	624	-	2,848	59,842	PSL EC	16
17	*PSL NE*	614	285	145	846	50	0	209	957	1,367	85	632	41	751	2,065	1,855	2,876	5,335	3,137	121	318	1,065	31	2,488	192	235	91	100	39	140	222	313	85	1,785	451	-	1,877	30,804	PSL NE	17
18	*PSL North*	645	310	159	843	60	14	247	975	1,015	127	432	77	830	9,874	2,125	4,552	3,193	21,031	275	630	3,249	69	2,287	343	253	150	149	121	221	1,758	1,685	743	1,702	834	-	1,838	62,813	PSL North	18
19	*PSL NW*	81	36	28	161	13	0	31	53	105	19	69	38	109	183	60	107	137	309	149	20	113	2	119	18	13	25	36	50	50	209	65	30	78	125	-	63	2,706	PSL NW	19
20	*PSL SE*	125	69	21	155	5	0	74	95	182	10	116	10	112	1,138	2,454	1,995	343	625	30	2,051	2,277	11	577	64	68	31	15	10	36	36	251	182	4,149	209	-	858	18,382	PSL SE	20
21	*PSL South*	325	117	61	505	24	32	189	269	395	61	232	23	241	9,303	4,592	4,231	1,074	3,110	127	2,192	31,190	23	1,170	127	138	117	89	31	149	361	2,805	2,053	11,678	437	-	4,890	82,365	PSL South	21
22	SL XNW	175	155	77	286	22	0	81	27	59	4	23	5	102	51	52	50	26	96	9	10	23	73	32	227	134	122	40	1	59	2	16	0	28	217	-	83	2,364	SL XNW	22
23	SLC East	1,415	752	171	835	83	9	595	822	3,339	72	2,393	41	583	1,920	6,969	3,688	2,453	2,473	122	546	1,141	24	14,908	368	425	105	104	29	150	252	371	134	4,734	750	-	1,467	54,240	SLC East	23
24	SLC North	1,145	1,098	426	1,176	287	1	590	149	602	41	298	33	388	205	324	204	178	320	35	86	169	214	348	9,460	1,985	363	214	19	243	51	73	58	499	10,561	-	1,054	32,893	SLC North	24
25	SLC North East Airport	1,244	1,938	733	1,102	162	0	813	106	640	31	324	27	317	221	294	221	233	295	35	68	127	125	413	2,042	2,978	139	105	6	186	45	44	35	323	2,566	-	625	18,564	SLC North East Airport	25
26	SLC Okeechobee N 195 W	334	183	111	691	51	0	109	68	200	8	69	44	384	99	167	112	104	167	35	33	102	114	57	377	161	667	425	27	186	17	32	23	164	288	-	189	5,799	SLC Okeechobee N 195 W	26
27	SLC Okeechobee S I95 E	280	101	65	521	9	0	89	50	199	5	76	42	383	138	78	103	88	146	68	24	64	31	108	157	93	487	1,043	20	81	26	27	42	83	193	-	161	5,081	SLC Okeechobee S I95 E	27
28	SLC SW	33	11	8	78	8	0	4	31	30	0	15	4	43	56	21	7	30	120	51	10	27	0	52	13	4	18	16	36	17	17	43	20	70	49	-	24	968	SLC SW	28
29	SLC West	293	226	105	520	60	1	93	104	206	14	104	41	276	161	146	124	147	255	52	33	124	66	129	223	198	142	107	9	379	31	57	30	123	345	-	177	5,102	SLC West	29
30	The Reserve SLC	103	69	17	137	7	18	12	94	213	24	91	11	103	991	283	437	218	1,769	204	45	370	1	236	41	39	12	20	8	22	837	361	185	231	94	-	261	7,566	The Reserve SLC	30
31	Tradition Central	194	51	44	225	5	25	72	76	194	24	65	8	140	2,478	714	844	302	1,587	62	210	2,958	17	292	70	75	49	35	47	72	349	5,011	1,318	1,298	249	-	1,114	20,273	Tradition Central	31
32	Tradition South	42	25	38	83	4	23	53	32	85	9	17	4	27	1,173	425	430	118	869	25	173	1,902	4	140	54	25	21	20	13	21	138	1,346	1,227	992	125	-	273	9,956	Tradition South	32
33	Martin County	716	447	165	587	41	64	6,424	316	1,334	60	895	48	388	4,559	20,259	6,222	1,700	1,817	114	4,222	11,484	50	4,477	503	347	231	120	81	182	203	1,350	867	330,367	2,264	-	33,173	436,080	Martin County	33
34	Indian River County	1,889	1,845	706	1,555	191	1	2,151	295	1,228	108	699	52	686	636	859	543	441	709	144	212	458	231	859	10,738	2,584	315	165	27	313	95	262	123	2,274	398,920	-	25,525	457,838	Indian River County	34
35	Dummy Zones	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dummy Zones	35
36	External Zones	960	997	417	1,000	61	9	1,542	295	1,177	105	727	37	566	2,191	4,541	2,880	1,888	1,873	64	868	4,930	85	1,487	1,068	639	194	166	24	182	265	1,123	278	33,804	25,867	-	7,090	99,401	External Zones	36
	Totals	40,388	28,220	10,819	34,091	2,427	285	29,617	9,363	38,760	1,447	21,245	1,227	17,839	66,740	106,984	60,081	30,735	62,748	2,710	18,457	82,638	2,309	54,027	32,911	18,583	5,708	5,168	967	5,079	7,581	20,248	9,966	435,946	458,203	-	97,987	1,821,507	Totals	

APPENDIX P: Port St. Lucie Mobility Plan
Base Year 2045 District-to-District Trips

motorized	District Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	Total Trips	District Name	motorized
1	Ft. Pierce Downtown South	10,652	5,936	1,584	5,954	467	13	3,548	548	4,477	54	2,335	186	2,419	568	1,132	977	1,340	958	669	247	753	360	2,000	2,042	1,725	505	492	57	469	153	520	383	957	2,386	-	1,601	58,464	Ft. Pierce Downtown South	1
2	Ft. Pierce Downtown North	5,755	11,192	2,448	3,433	494	0	5,647	250	1,956	13	1,072	86	1,260	226	664	448	492	470	233	153	242	334	1,147	2,072	2,967	414	261	25	332	66	245	201	561	2,587	-	1,471	49,219	Ft. Pierce Downtown North	2
3	Ft. Pierce NW	1,566	2,366	2,184	2,305	472	0	705	119	496	29	261	41	744	144	182	171	250	198	115	39	155	178	273	786	1,162	260	153	16	190	42	100	101	241	909	-	527	17,483	Ft. Pierce NW	3
4	Ft Pierce South Central	5,795	3,586	2,253	14,078	796	9	1,829	716	3,005	87	1,235	515	5,534	953	952	995	1,679	1,585	1,319	287	1,161	565	1,377	2,868	1,863	1,671	1,350	59	924	277	954	756	1,000	2,339	-	2,141	66,514	Ft Pierce South Central	4
5	Ft Pierce XNW	507	538	492	972	612	5	207	54	188	8	99	19	293	82	90	95	73	118	71	17	71	113	108	661	562	131	57	10	100	12	29	71	153	525	-	232	7,378	Ft Pierce XNW	5
6	Glades at Range Line SW	15	1	1	5	3	18	9	9	17	1	1	0	13	48	20	14	5	55	19	13	63	1	15	11	10	2	8	2	2	25	140	105	80	23	-	46	796	Glades at Range Line SW	6
7	Hutch Island	3,381	5,055	707	1,927	213	5	11,488	198	1,704	30	1,086	37	931	280	1,862	424	339	418	79	106	279	95	1,234	989	1,740	184	152	17	135	47	136	66	7,443	3,674	-	1,450	47,909	Hutch Island	7
8	Midway Glades North County	551	293	137	808	66	15	202	1,299	1,219	54	624	130	1,009	490	489	526	1,904	1,615	547	125	459	59	1,386	315	217	116	163	47	104	109	353	252	511	385	-	596	17,176	Midway Glades North County	8
9	Midway North Central	4,359	1,974	482	2,947	217	19	1,566	1,224	9,214	81	4,950	166	2,427	725	1,998	1,260	2,350	1,462	773	360	811	187	5,272	906	786	406	293	46	242	196	526	483	1,384	1,352	-	1,870	53,314	Midway North Central	9
10	Midway N Limited Access Triangle	40	28	26	86	8	1	12	64	93	9	43	7	88	154	77	68	119	382	106	27	133	12	98	59	31	22	21	7	15	46	70	119	97	108	-	124	2,400	Midway N Limited Access Triangle	10
11	Midway Northeast Ft Pierce	2,181	1,111	284	1,222	130	5	1,124	565	4,722	29	5,105	86	1,052	402	1,151	691	1,019	828	361	180	355	91	3,824	542	453	142	150	37	107	65	222	135	1,109	776	-	878	31,135	Midway Northeast Ft Pierce	11
12	Midway to Okeechobee NW	192	97	40	505	20	0	32	115	172	3	97	108	294	91	82	129	111	335	250	6	89	13	179	67	66	81	110	11	107	20	50	31	123	152	-	109	3,886	Midway to Okeechobee NW	12
13	Okeechobee S I95 E	2,547	1,280	802	5,583	278	9	853	1,000	2,509	86	1,003	299	5,495	829	688	804	1,342	1,624	885	182	522	294	1,078	921	761	889	861	68	455	190	547	436	842	1,254	-	1,097	38,311	Okeechobee S I95 E	13
14	*PSL Central*	663	236	164	938	72	44	302	520	696	157	368	134	781	22,231	5,475	7,573	2,940	14,141	786	2,161	15,185	114	2,651	395	314	214	180	92	309	1,337	4,492	3,384	6,223	737	-	4,284	100,291	PSL Central	14
15	*PSL East*	1,167	684	116	1,036	77	17	1,786	528	2,063	94	1,231	78	715	5,481	64,627	10,583	3,036	3,454	511	4,844	7,690	104	10,756	437	537	212	133	44	213	378	1,705	1,665	27,340	1,271	-	6,021	160,634	PSL East	15
16	*PSL EC*	942	459	168	1,061	80	10	421	543	1,299	80	683	118	737	7,727	10,637	18,572	4,217	6,568	373	3,164	6,408	81	5,046	262	360	171	125	48	166	493	1,526	1,347	7,275	590	-	2,736	84,492	PSL EC	16
17	*PSL NE*	1,387	641	257	1,572	101	7	376	1,843	2,196	170	1,056	104	1,383	3,049	2,969	4,247	8,209	4,892	735	593	1,716	82	3,850	367	383	166	195	56	182	320	688	486	2,914	792	-	1,341	49,325	PSL NE	17
18	*PSL North*	1,014	495	205	1,620	133	55	417	1,643	1,502	309	791	339	1,731	14,350	3,290	6,505	4,945	33,386	2,056	1,137	5,184	150	3,575	824	473	373	340	146	432	2,485	3,957	3,112	3,214	1,192	-	3,490	104,869	PSL North	18
19	*PSL NW*	691	282	137	1,234	57	33	66	618	735	75	357	226	844	805	465	446	751	1,955	2,263	90	607	61	764	256	230	166	191	99	336	702	776	342	648	655	-	1,027	18,987	PSL NW	19
20	*PSL SE*	236	186	64	266	19	8	120	142	326	23	154	10	176	2,241	4,552	3,301	653	1,152	100	5,206	4,345	20	1,036	93	126	44	50	4	60	80	517	600	8,080	202	-	1,376	35,570	PSL SE	20
21	*PSL South*	713	317	128	1,144	90	66	274	464	811	137	364	95	640	15,026	7,481	6,369	1,746	5,266	525	4,401	51,343	90	1,933	460	349	203	226	60	264	546	5,672	6,664	18,157	1,065	-	9,152	142,257	PSL South	21
22	SL XNW	384	284	133	613	119	1	85	63	204	17	98	31	282	116	127	83	94	198	62	21	79	163	117	439	344	206	93	1	166	20	45	80	180	733	-	236	5,917	SL XNW	22
23	SLC East	2,050	1,118	288	1,410	141	22	1,095	1,373	5,276	113	3,725	153	1,077	2,720	10,577	5,082	3,929	3,725	760	1,029	1,936	104	23,775	447	572	193	151	93	214	287	745	542	5,834	1,170	-	2,559	84,283	SLC East	23
24	SLC North	1,966	2,010	818	2,708	704	3	973	337	958	83	535	78	942	485	541	291	377	734	233	88	402	488	482	16,114	3,598	638	468	46	469	71	268	381	985	17,584	-	2,001	58,860	SLC North	24
25	SLC North East Airport	1,694	2,960	1,091	2,072	612	10	1,579	237	856	28	522	67	817	305	473	381	362	482	219	62	358	318	597	3,500	5,027	374	193	10	250	57	217	303	574	3,985	-	1,326	31,918	SLC North East Airport	25
26	SLC Okeechobee N 195 W	503	345	267	1,545	162	6	190	116	371	26	165	109	841	253	206	136	183	391	226	75	206	228	202	717	333	1,229	687	31	333	38	146	230	339	727	-	489	12,051	SLC Okeechobee N 195 W	26
27	SLC Okeechobee S I95 E	530	282	111	1,233	58	0	140	133	285	5	127	104	787	222	168	104	260	358	286	48	208	87	169	414	199	701	1,478	29	184	44	126	169	191	313	-	301	9,853	SLC Okeechobee S I95 E	27
28	SLC SW	49	18	14	81	9	2	9	76	42	3	31	7	65	87	58	44	48	118	129	8	62	5	71	40	20	23	22	29	25	26	112	40	98	84	-	51	1,608	SLC SW	28
29	SLC West	439	367	159	882	117	2	137	117	267	16	138	99	536	323	215	153	182	445	349	44	290	136	214	427	262	343	186	16	497	47	161	202	290	569	-	264	8,891	SLC West	29
30	The Reserve SLC	170	58	20	248	11	21	49	123	177	51	74	24	173	1,350	379	469	361	2,420	649	62	581	31	314	62	44	43	52	24	32	1,105	767	416	340	146	-	389	11,234	The Reserve SLC	30
31	Tradition Central	593	253	101	908	41	133	141	294	561	89	209	34	523	4,480	1,595	1,735	711	3,885	741	488	5,728	34	764	208	253	171	131	129	165	769	12,398	5,801	3,382	604	-	3,401	51,453	Tradition Central	31
32	Tradition South	478	211	100	730	84	116	88	282	434	104	121	21	452	3,347	1,795	1,387	507	3,180	325	604	6,541	64	543	371	283	235	128	31	215	364	5,973	9,295	6,108	874	-	3,054	48,445	Tradition South	32
33	Martin County	1,054	627	228	962	150	86	7,658	481	1,521	113	968	127	778	5,945	27,860	6,967	2,758	3,290	563	8,192	18,360	217	5,691	996	667	417	199	79	327	346	3,311	6,104	398,584	3,346	-	37,276	546,248	Martin County	33
34	Indian River County	2,392	2,690	975	2,353	537	14	3,668	459	1,278	128	840	139	1,243	715	1,286	593	745	1,125	607	235	1,050	742	1,110	17,763	3,849	692	328	76	551	138	669	873	3,151	553,081	-	35,225	641,319	Indian River County	34
35	Dummy Zones	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dummy Zones	35
36	External Zones	1,627	1,489	534	2,175	240	47	1,462	610	1,898	130	888	111	1,123	4,327	6,105	2,772	1,360	3,549	1,033	1,391	9,217	244	2,588	2,044	1,355	512	308	52	271	395	3,431	3,175	38,067	35,712	-	10,079	140,323	External Zones	36
	Totals	58,285	49,471	17,516	66,619	7,390	801	48,258	17,161	53,526	2,437	31,357	3,890	38,205	100,576	160,270	84,394	49,398	104,763	18,954	35,684	142,587	5,861	84,238	58,875	31,920	12,150	9,935	1,597	8,842	11,296	51,593	48,352	546,473	641,903	-	138,219	2,742,794	Totals	

APPENDIX Q

City Select District Analysis

APPENDIX Q: CITY SELECT DISTRICT ANALYSIS: (GREEN = EAST PSL DISTRICTS; BLUE = SOUTHWEST PSL DISTRICTS; PEACH = NORTHWEST PSL DISTRICTS; YELLOW = REMAINING SOUTH OF MIDWAY (SoMW) DISTRICTS; GREY = NORTH OF MIDWAY (NoMW) DATA; BLACK = EXTERNAL (EXT) TRAVEL DATA)

DISTRICT ID	DISTRICT NAME	TOTAL TRIPS	6	14	15	16	17	18	19	20	21	23	28	30	31	32	SoMW	%SoMW	NoMW	%NoMW	EXT	% EXT
14	PSL Central	100,290.54	44.03	22,231.09	5,475.23	7,572.82	2,939.88	14,141.33	785.59	2,160.72	15,184.68	2,650.82	92.09	1,336.58	4,491.97	3,383.91	82,490.74	82.3%	6,556.53	6.5%	11243.27	11.21%
15	PSL East	160,633.85	17.12	5,480.76	64,627.19	10,582.84	3,035.85	3,453.84	510.85	4,844.13	7,689.93	10,755.97	43.90	377.51	1,704.71	1,665.18	114,789.78	71.5%	11,212.23	7.0%	34631.84	21.56%
16	PSL EC	84,492.25	9.65	7,726.55	10,636.79	18,571.89	4,217.32	6,568.04	372.90	3,163.84	6,408.37	5,046.18	47.50	493.32	1,525.75	1,347.27	66,135.37	78.3%	7,755.89	9.2%	10600.99	12.55%
17	PSL NE	49,325.23	6.57	3,048.83	2,968.84	4,247.44	8,209.46	4,892.45	735.07	592.93	1,715.68	3,850.46	55.53	320.31	688.45	485.68	31,817.70	64.5%	12,460.57	25.3%	5046.96	10.23%
18	PSL North	104,869.07	54.85	14,349.85	3,289.91	6,504.87	4,944.92	33,385.63	2,055.73	1,136.91	5,183.73	3,575.18	145.98	2,485.32	3,956.55	3,112.39	84,181.82	80.3%	12,790.82	12.2%	7896.43	7.53%
19	PSL NW	18,986.91	33.31	804.73	464.71	446.01	751.17	1,955.04	2,262.80	89.64	606.55	763.81	99.42	702.18	776.08	342.31	10,097.76	53.2%	6,560.20	34.6%	2328.95	12.27%
20	PSL SE	35,569.97	8.44	2,241.44	4,552.35	3,301.04	652.88	1,151.58	100.06	5,206.23	4,345.12	1,035.55	4.09	79.52	517.22	599.53	23,795.05	66.9%	2,117.58	6.0%	9657.34	27.15%
21	PSL South	142,237.47	65.77	15,026.23	7,480.89	6,369.48	1,746.10	5,265.56	524.96	4,400.53	51,343.01	1,933.02	59.91	546.10	5,671.57	6,663.65	107,096.78	75.3%	6,767.06	4.8%	28373.63	19.95%
30	RESERVE	11,234.49	20.63	1,349.80	378.83	468.54	360.78	2,420.19	648.51	62.15	581.14	313.79	24.21	1,104.96	766.55	416.32	8,916.40	79.4%	1,443.62	12.8%	874.47	7.78%
31	Tradition Central	51,452.56	133.27	4,479.97	1,594.75	1,734.70	711.44	3,884.85	741.28	488.32	5,727.83	763.85	128.67	768.80	12,397.84	5,801.22	39,356.79	76.5%	4,708.39	9.2%	7387.38	14.36%
32	Tradition South	48,444.84	116.12	3,346.94	1,795.26	1,386.73	506.93	3,180.33	325.16	603.84	6,540.50	542.78	31.43	363.56	5,972.80	9,294.55	34,006.93	70.2%	4,401.83	9.1%	10036.08	20.72%

APPENDIX R

Trip Generation

APPENDIX R: TRIP GENERATION (TG)				
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure	Trip Generation (TG)	% New Trips (%NT)	ITE Land Use Codes [1]
Residential & Lodging Uses				
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	4.15	100%	210 [2]
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	3.76	100%	251, 252 [3]
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	6.84	100%	215, 220 [4]
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	5.74	90%	310, 311, 312, 320, 330, 265
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	4.15	100%	240, 416 [5]
Institutional Uses				
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	5.52	90%	560, 580
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	5.96	50%	254, 620
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	13.76	50%	520, 522, 525, 530, 532, 534, 536, 538, 565 [6]
Industrial Uses				
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	3.69	70%	110, 130, 140, 150, 151, 154, 155, 155 (sort), 156, 157, 160, 170, 180
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	2.58	80%	130, 150, 151, 155 (sort), 156
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	2.08	80%	130, 154, 155, 155, 156
Recreation Uses				
Marina (Including dry storage) per berth	per berth	2.41	60%	420
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)	per acre	12.19	60%	411, 430, 432, 480, 488, 490, 491 [7]
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	23.07	50%	434, 435, 436, 437, 492, 493, 495
Office Uses				
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	14.13	70%	610, 710, 712, 714, 715, 720, 750, 760, 770
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	24.50	70%	610, 630, 640, 650, 712, 720

APPENDIX R: TRIP GENERATION (TG)

Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure	Trip Generation (TG)	% New Trips (%NT)	ITE Land Use Codes [1]
Commercial Services & Retail Uses				
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	23.14	30%	820, 821, 821, 822 [8]
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	46.28	30%	820, 821, 821, 822 [8]
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	63.21	30%	812, 813, 814, 815, 843, 848, 850, 857, 861, 862, 863, 869, 881, 899, 930, 931, 932
Additive Fees for Commercial Services & Retail Uses				
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	110.90	60%	912 [9]
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	243.07	20%	947, 948, 949 [10]
Motor Vehicle Charging or Fueling	per charging or fueling position	224.40	20%	944, 945 [11]
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	35.04	60%	848, 849, 941, 942 [12]
Pharmacy Drive-Thru	per lane	123.66	30%	880, 881 [13]
Quick Service Restaurant Drive-Thru Lane	per lane	339.14	20%	934, 935, 937, 938 [14]

[1] Institute of Transportation Engineers (ITE) 11th Edition Trip Generation Manual. The trip generation rates are based on the weekday trip generation rate per the indicated land use code. For uses where daily trips are not provided, the AM and PM Peak hours of adjacent street traffic where averaged and divided by a peak-to-daily ratio of 0.1 (on average 10% of daily traffic occurs during peak periods). For land uses with more than one ITE code, the trip generation was calculated by weighting trips based on the number of studies completed as indicated in the ITE Trip Generation Manual to ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on thirty (30) studies. Weighting is based on the total number of studies for each ITE Code listed under a use classification. The total studies per use were divided by the sum of studies completed for all ITE codes listed under a use classification. The final trip generation is equal to the sum of the weight per ITE code times the trip generation rate per ITE Code. See footnotes 3 below for example.

[2] Single family residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion is assigning a typical sq. ft. by type of unit per the 11th Edition of the ITE Trip Generation Manual: (210) single-family detached (2,275 sq. ft.). The assigned square footage is then divided by 1,000: (210) single family detached (2,275 / 1,000 = 2.275). Residential Per 1,000 Sq. Ft. Rate: (ITE 210) 9.43 / 2.275 = 4.15 (numbers rounded to nearest 100th place).

[3] Active Adult trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the following sq. ft. by type of unit per the 11th Edition of the ITE Trip Generation Manual: (251) senior adult detached (1,200 sq. ft.); (252) senior adult attached (800 sq. ft.). The assigned square footage of each unit type was divided by 1,000: (251) senior adult detached (1,200 / 1,000 sq. ft. = 1.2); (252) senior adult attached (800 / 1,000 = 0.8). The following are the number of studies per ITE Code: (251) = 15; (252) = 6. Residential Study Weight: = 15 + 6 = 21; (ITE 251) 15/21 = .714, (ITE 252) 5/21 = .286. The trip generation was increased based on housing occupany. The housing occupancy rate for ITE Code 251 is 98%. Per the 2020 American Community Survey, the housing occupancy rate in Port St. Lucie is 99.1%. The percent difference is calulated for residential uses (1+ (99.1 - 98.0)/98.0) = 1.01 (rounded). The Trip Generation for the applicable uses was multiplied by the percent difference in household occupany: (ITE 251) 4.31 x 1.01 = 4.35; (ITE 251) 3.24 x 1.01 = 3.27. Residential Weighted Trips: (ITE 251) 4.35 x .714 = 3.11; (ITE 252) 3.27 x .286 = 0.94. Residential Per 1,000 Sq. Ft. Rate: (ITE 251) 3.11 / 1.2 = 2.59; (ITE 252) 0.94 / 0.8 = 1.17. Active Adult Weighted Trip Generation: 2.59 + 1.17 = 3.76 (numbers rounded to nearest 100th place).

APPENDIX R: TRIP GENERATION (TG)				
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	**Unit of Measure**	**Trip Generation (TG)**	**% New Trips (%NT)**	**ITE Land Use Codes [1]**

[4] Multi-Family residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the following sq. ft. by type of unit per the 11th Edition of the ITE Trip Generation Manual: (215) single-family attached (1,600 sq. ft.); (220) multi-family low-rise (900 sq. ft.). The assigned square footage of each unit type was divided by 1,000: (215) single-family attached (1,600 / 1,000 = 1.6); (220) multi-family (900 / 1,000 sq. ft. = 0.9). The trip generation was increased based on average household size for renters. The ITE Trip Generation Rates average household size for multi-family dwellings is 2.72 residents. Per the 2020 American Community Survey, the average household size for renter is 3.10 occupants per dwelling in Port St. Lucie. The percent difference is calulated for residential uses (1+(3.10-2.72)/2.72) = 1.14 (rounded). The Trip Generation for the applicable uses was multiplied by the percent difference in household occupany: (ITE 215) 7.20 x 1.14 = 8.21; (ITE 220) 6.74 x 1.14 = 7.68. Residential Trip Generation is divided by the square footage per unit: (ITE 215) 8.21 / 1.6 = 5.13; (ITE 220) 7.69 / 0.9 = 8.54. The Multi-Family Trip Generation is then determined by a avergae of the two trip generation rates: (5.13 + 8.54) = 13.67); (13.67 / 2) = 6.84 (numbers rounded to nearest 100th place). The 215 and 220 ITE Land Use Codes both have 22 studies that were identified. Since both land uses have the same number of studies, the uses are equal in terms of weighting.

[5] The rate for Mobile Homes (ITE Code 240) and RV Parks (ITE Code 416) is based on conversion of AM and PM Peak Hour of Adjacent Street Traffic to Daily trips based on a peak-to-daily ratio of 0.1 (10% of daily traffic occurs during peak hours). The final trip generation is weighted based on total studies per footnote 1 and the process in footnote 3.

[6] Daily trip generation rate of 13.76 per 1,000 sq. ft. based on 1,000 sq. ft. divided by the average square feet per student of 142.5 sq. ft. multiplied by the weighted trip generation per student: (1,000 / 142.5 = 7.02); (1.96 x 7.02 = 13.76). Trip generation rounded to the nearest 100th place. Daily trips based on the sum of the AM and PM peak hour of generator times a peak-to-daily factor of 1.5 (e.g., charter high school 0.94 + 0.73 = 1.67; 1.67 x 1.5 = 2.51). Peak hour data had significantly more studies than daily data. Total number of studies based on the sum of the number of studies for the AM and PM peak hour of generator per school type. All trip generation based on the ITE trip generation manual, 11th edition. The avergae sq. ft. per student of 142.5 sq. ft. based on the weighted average of students per school type based on Table 10 from the Florida Department of Education Review & Adjstment for Florida's cost per student station (January 2020).

[7] Golf driving range converted to acreage at two tee positions per one acre, Soccer Complex fields converted to acres at ratio of 2 acres per 1 field, Racquet / Tennis Club assume 2 courts plus accessory buildings per acre, Utilized vehicle occupancy of 2 persons per vehicle.

[8] The ITE Code for use 821 is provided twice as there are two (2) separate trip generation rates for multi-tenant centers with and with-out grocery stores. Small Retail Business is 50% of the retail rate. Port St. Lucie may elect to establish programs that establish criteria to qualify for a small retail business designation.

[9] The trip generation is based on the trip rate per drive-thru lane (125.03) minus the trips associated with office uses (14.13), since the bank square footage, falls under the office land use category.

[10] The weighted trip generation (729.20) is divided by an average of five (5) stall per use. The trip rate for ITE Code 948 only provided a PM Peak.

[11] The trip generation associated with vehicle fueling positions is based on the sum of trip generation per fueling positions (per identified ITE Land Use Codes). The following are the number of fuel positions and square footage for each ITE Land Use Code: (944) 8 positions and 2,000 sq. ft; (945: 2K to 4K) 8 positions and 4,000 sq. ft.; (945: 4K to 5.5K) 14 positions and 5,500 sq. ft.; (945: 5.5K to 10K) 12 positions and 10,000 sq. ft.; The trip generation was reduced by multiplying the trip generation for free-standing retail (63.21) by the average square footage for each use evaluated. The net trip generation is then divided by the total number of fueling positions for each of the ITE Land Use Codes. The trip rate of 224.40 is the weighted net average rate per fuel position for the four ITE land use codes used in the analysis.

[12] The trip generation associated with motor vehicle services is based on AM and PM peak hour data as trip generation rates are provided for each use on a peak hour basis. Trips are aggregated and weighted per footnotes 1 and 3 above.

[13] The trip generation is based on the difference in trip generation for pharmacies with drive-thru's (108.40) minus the trips for free-standing retail uses (63.21) and pharmacies with-out drive-thru's (90.08) minus the trips for free-standing retail uses (63.21). The net difference is then multiplied by the standard size of a pharmacy (13,500 sq. ft. / 1,000). The gross trip generation associated with drive-thru's is then divided by two (2) to account for the average number of drive-thru lanes associated with a pharmacy.

[14] The trip generation rate for quick service drive thru lanes is determined by calculating a weighted trip generation rate for the AM and PM peak hours and converting those dates for daily traffic with a PHF of 0.95 for an average daily rate of 497.17 per drive thru lanes. That rate is reducded by the trips associated with free-standing retail uses (63.21) for a 2,500 sq. ft. building for a total reduction of 158.03 trips and a net trip generation per lane of 339.14.

APPENDIX S

Internal Capture
% New Trips
External Travel

APPENDIX S: INTERNAL CAPTURE, PERCENT NEW TRIP, AND EXTERNAL TRAVEL												
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure	Trip Generation (TG)	% New Trips (%NT)	East of 95		Southwest of 95			Northwest of 95		
				New Trips (NT)	TG External Travel Factor (ETfe)	Internal Capture Factor (ICfs)	New Trips (NT)	TG External Travel Factor (ETfs)	Internal Capture Factor (ICfn)	New Trips (NT)	TG External Travel Factor (ETfn)
Residential & Lodging Uses											
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	4.15	100%	4.15	3.12	3.25	3.25	2.39	3.69	3.69	2.32
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	3.76	100%	3.76	2.83	2.94	2.94	2.16	3.34	3.34	2.10
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	6.84	100%	6.84	5.15	5.36	5.36	3.93	6.08	6.08	3.82
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	5.74	90%	5.17	3.89	4.49	4.04	2.97	5.10	4.59	2.89
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	4.15	100%	4.15	3.12	3.25	3.25	2.39	3.69	3.69	2.32
Institutional Uses											
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	5.52	90%	4.97	3.74	4.32	3.89	2.86	4.91	4.42	2.78
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	5.96	50%	2.98	2.24	4.67	2.33	1.71	5.30	2.65	1.67
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	13.76	50%	6.88	5.18	10.77	5.39	3.95	12.23	6.12	3.85
Industrial Uses											
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	3.69	70%	2.58	1.94	2.89	2.02	1.48	3.28	2.30	1.44
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	2.58	80%	2.06	1.55	2.02	1.62	1.19	2.29	1.83	1.15
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	2.08	80%	1.66	1.25	1.63	1.30	0.96	1.85	1.48	0.93
Recreation Uses											
Marina (Including dry storage) per berth	per berth	2.41	60%	1.45	1.09	1.89	1.13	0.83	2.14	1.29	0.81
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)	per acre	12.19	60%	7.31	5.51	9.54	5.73	4.20	10.84	6.50	4.09
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	23.07	50%	11.54	8.69	18.06	9.03	6.63	20.51	10.25	6.45

APPENDIX S: INTERNAL CAPTURE, PERCENT NEW TRIP, AND EXTERNAL TRAVEL												
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure	Trip Generation (TG)	% New Trips (%NT)	East of 95		Southwest of 95			Northwest of 95		
				New Trips (NT)	TG External Travel Factor (ETfe)	Internal Capture Factor (ICfs)	New Trips (NT)	TG External Travel Factor (ETfs)	Internal Capture Factor (ICfn)	New Trips (NT)	TG External Travel Factor (ETfn)
Office Uses											
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	14.13	70%	9.89	7.45	11.06	7.74	5.68	12.56	8.79	5.53
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	24.50	70%	17.15	12.91	19.18	13.43	9.86	21.78	15.25	9.59
Commercial Services & Retail Uses											
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	23.14	30%	6.94	5.23	18.12	5.44	3.99	20.57	6.17	3.88
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	46.28	30%	13.88	10.45	36.24	10.87	7.98	41.14	12.34	7.76
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	63.21	30%	18.96	14.28	49.49	14.85	10.90	56.19	16.86	10.60
Additive Fees for Commercial Services & Retail Uses											
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	110.90	60%	66.54	50.10	86.83	52.10	38.24	98.59	59.15	37.21
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	243.07	20%	48.61	36.61	190.32	38.06	27.94	216.09	43.22	27.18
Motor Vehicle Charging or Fueling	per charging or fueling position	224.40	20%	44.88	33.79	175.71	35.14	25.79	199.49	39.90	25.10
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	35.04	60%	21.02	15.83	27.44	16.46	12.08	31.15	18.69	11.76
Pharmacy Drive-Thru	per lane	123.66	30%	37.10	27.93	96.83	29.05	21.32	109.93	32.98	20.74
Quick Service Restaurant Drive-Thru Lane	per lane	339.14	20%	67.83	51.07	265.55	53.11	38.98	301.50	60.30	37.93

APPENDIX T

Person Trip Data

APPENDIX T: PERSON TRIP DATA							
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure	East of 95		Southwest of 95		Northwest of 95	
		Person Trip Factor (PTfe)	Person Trip Length Factor (PTle)	Person Trip Factor (PTfs)	Person Trip Length Factor (PTls)	Person Trip Factor (PTfn)	Person Trip Length Factor (PTln)
Residential & Lodging Uses							
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	2.04	3.29	2.00	3.96	2.01	4.48
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	2.04	3.29	2.00	3.96	2.01	4.48
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	2.04	3.29	2.00	3.96	2.01	4.48
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	2.04	3.29	2.00	3.96	2.01	4.48
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	2.04	3.29	2.00	3.96	2.01	4.48
Institutional Uses							
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	2.14	3.25	2.15	4.03	2.34	4.99
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	2.01	3.23	1.98	3.89	1.99	4.39
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	1.88	2.87	1.94	3.48	1.94	3.72
Industrial Uses							
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	1.21	3.86	1.27	4.90	1.24	6.10
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	1.21	3.86	1.27	4.90	1.24	6.10
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	1.21	3.86	1.27	4.90	1.24	6.10
Recreation Uses							
Marina (Including dry storage) per berth	per berth	2.42	3.29	2.31	4.23	2.37	5.40
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)	per acre	1.96	2.65	1.97	3.41	2.04	4.10
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	1.96	2.65	1.97	3.41	2.04	4.10
Office Uses							
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	1.21	3.86	1.27	4.90	1.24	6.10
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	1.52	2.97	1.58	3.87	1.62	4.44
Commercial Services & Retail Uses							
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	1.94	3.08	1.92	3.59	1.93	3.97
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	1.94	3.08	1.92	3.59	1.93	3.97
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	1.94	3.08	1.92	3.59	1.93	3.97
Additive Fees for Commercial Services & Retail Uses							
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	1.57	2.61	1.54	3.08	1.52	3.18
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	1.70	2.91	1.72	3.46	1.74	3.80
Motor Vehicle Charging or Fueling	per charging or fueling position	1.70	2.91	1.72	3.46	1.74	3.80
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	1.70	2.91	1.72	3.46	1.74	3.80
Pharmacy Drive-Thru	per lane	1.70	2.91	1.72	3.46	1.74	3.80
Quick Service Restaurant Drive-Thru Lane	per lane	2.32	3.31	2.25	3.61	2.30	4.30

APPENDIX U

2017 National Household Travel Survey Data: East Assessment Area

APPENDIX U: SOUTHWEST ASSESSMENT AREA PERSON TRIP AND PERSON TRIP LENGTH DATA													
Mobility Fee Schedule Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons per Trip	Person Trip factor (PTf)	Person Miles of Travel (PMT)	Average Person Trip Length	Person Miles of Travel factor (PMTf)	Vehicle Miles of Travel (VMT)	Average Vehicle Trip Length	Number of Vehicles	# of Persons per Vehicle	Vehicle Occupancy factor (Vof)
Buy Goods	2,873.55	957.00	3.00	1,649	1.72	4,951.40	3.00	1.74	2847.37	3.11	917	1603	1.75
Buy Meals	1,639.97	508.00	3.23	1,132	2.23	3,751.52	3.31	2.32	1617.02	3.55	455	1000	2.20
Buy Services	481.82	154.00	3.13	267	1.73	795.87	2.98	1.65	480.95	3.19	151	263	1.74
Entertainment (Social)	574.78	175.00	3.28	405	2.31	1,331.73	3.29	2.42	549.44	3.90	141	321	2.28
Entertainment, Errands, Buy Goods, Services & Meals	5,936	1,955	3.04	3,690	1.89	11,352	3.08	1.94	5,851	3.25	1,802	3,398	1.89
Errands, Buy Goods	3,239	1,118	2.90	1,886	1.69	5,472	2.90	1.71	3,203	3.04	1,055	1,814	1.72
Errands, Buy Meals & Services	2,488	823	3.02	1,636	1.99	5,068	3.10	2.07	2,454	3.30	744	1,474	1.98
Errands, Buy Services	848	315	2.69	504	1.60	1,317	2.61	1.57	837	2.90	289	474	1.64
Errands, Buy Goods & Services	3,721	1,272	2.93	2,153	1.69	6,268	2.91	1.70	3,684	3.05	1,206	2,077	1.72
Errands, Buy Goods, Meals & Services	5,361	1,780	3.01	3,285	1.85	10,020	3.05	1.89	5,301	3.19	1,661	3,077	1.85
Entertainment, Exercise, Errands	1,489	570	2.61	1,016	1.78	2,688	2.65	1.96	1,368	3.34	410	735	1.79
Entertainment, Religious, Errands	1,442	463	3.11	921	1.99	2,997	3.25	2.14	1,403	3.53	398	800	2.01
Family Care, School, Errands	810	290	2.79	512	1.77	1,467	2.87	1.88	778	3.09	252	470	1.87
Family Care, Errands, Home	6,804	2,236	3.04	4,057	1.81	13,106	3.23	2.01	6,517	3.46	1,882	3,562	1.89
Medical, Errands	763	258	2.96	385	1.49	1,145	2.97	1.52	752	3.23	233	357	1.53
Work, Errands	2,482	615	4.04	766	1.25	2,959	3.86	1.21	2,451	4.24	578	710	1.23
Home	6,411	2,067	3.10	3,801	1.84	12,512	3.29	2.04	6,135	3.53	1,737	3,334	1.92
Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 10 miles or less in length. A total of 5,200 unique survey's were used in the analysis.													

APPENDIX V

2017 National Household Travel Survey Data: Southwest Assessment Area

APPENDIX V: SOUTHWEST ASSESSMENT AREA PERSON TRIP AND PERSON TRIP LENGTH DATA													
Mobility Fee Schedule Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons per Trip	Person Trip factor (PTf)	Person Miles of Travel (PMT)	Average Person Trip Length	Person Miles of Travel factor (PMTf)	Vehicle Miles of Travel (VMT)	Average Vehicle Trip Length	Number of Vehicles	# of Persons per Vehicle	Vehicle Occupancy factor (Vof)
Buy Goods	3,567	1,015	3.51	1,757	1.73	6,283	3.58	1.78	3,532	3.63	974	1,710	1.76
Buy Meals	1,904	530	3.59	1,172	2.21	4,227	3.61	2.25	1,881	3.94	477	1,040	2.18
Buy Services	635	166	3.82	280	1.69	963	3.44	1.52	634	3.89	163	276	1.69
Entertainment (Social)	851	197	4.32	450	2.28	1,904	4.23	2.31	826	5.07	163	366	2.25
Entertainment, Errands, Buy Goods, Services & Meals	7,393	2,075	3.56	3,909	1.88	14,046	3.59	1.92	7,299	3.80	1,921	3,616	1.88
Errands, Buy Goods	4,003	1,182	3.39	2,007	1.70	6,951	3.46	1.76	3,959	3.54	1,118	1,934	1.73
Errands, Buy Meals & Services	2,975	863	3.45	1,702	1.97	5,858	3.44	1.99	2,941	3.75	784	1,540	1.96
Errands, Buy Services	1,071	333	3.22	530	1.59	1,631	3.08	1.54	1,060	3.45	307	500	1.63
Entertainment, Exercise, Errands	1,953	608	3.21	1,061	1.75	3,617	3.41	1.97	1,833	4.09	448	811	1.81
Entertainment, Religious, Errands	1,937	504	3.84	1,011	2.01	4,079	4.03	2.15	1,898	4.32	439	890	2.03
Family Care, School, Errands	1,021	308	3.32	551	1.79	1,920	3.48	1.94	988	3.67	269	502	1.87
Family Care, Errands, Home	8,909	2,409	3.70	4,380	1.82	17,050	3.89	1.98	8,621	4.20	2,054	3,883	1.89
Medical, Errands	1,062	282	3.76	426	1.51	1,651	3.87	1.58	1,047	4.09	256	397	1.55
Work, Errands	4,696	925	5.08	1,195	1.29	5,858	4.90	1.27	4,626	5.36	863	1,111	1.29
Home	8,433	2,233	3.78	4,110	1.84	16,296	3.96	2.00	8,158	4.29	1,903	3,642	1.91
Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 15 miles or less in length. A total of 5,706 unique survey's were used in the analysis.													

APPENDIX W

2017 National Household Travel Survey Data: Northwest Assessment Area

APPENDIX W: NORTHWEST ASSESSMENT AREA PERSON TRIP DATA BY TRIP PURPOSE													
Mobility Fee Schedule Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons per Trip	Person Trip factor (PTf)	Person Miles of Travel (PMT)	Average Person Trip Length	Person Miles of Travel factor (PMTf)	Vehicle Miles of Travel (VMT)	Average Vehicle Trip Length	Number of Vehicles	# of Persons per Vehicle	Vehicle Occupancy factor (Vof)
Buy Goods	4,047	1,043	3.88	1,812	1.74	7,217	3.98	1.80	4,013	4.00	1,002	1,765	1.76
Buy Meals	2,271	551	4.12	1,232	2.24	5,296	4.30	2.36	2,249	4.52	498	1,100	2.21
Buy Services	672	168	4.00	282	1.68	1,000	3.55	1.49	671	4.07	165	278	1.68
Entertainment (Social)	1,157	215	5.38	496	2.31	2,678	5.40	2.37	1,131	6.25	181	412	2.28
Entertainment, Errands, Buy Goods, Services & Meals	8,602	2,145	4.01	4,074	1.90	16,891	4.15	1.99	8,508	4.27	1,991	3,781	1.90
Errands, Buy Goods	4,502	1,211	3.72	2,064	1.70	7,916	3.84	1.78	4,457	3.89	1,147	1,991	1.74
Errands, Buy Meals & Services	3,398	887	3.83	1,766	1.99	6,996	3.96	2.08	3,364	4.16	808	1,604	1.99
Errands, Buy Services	1,127	336	3.35	534	1.59	1,699	3.18	1.52	1,116	3.60	310	504	1.63
Errands, Buy Goods & Services	5,174	1,379	3.75	2,346	1.70	8,916	3.80	1.74	5,128	3.91	1,312	2,269	1.73
Errands, Buy Goods, Meals & Services	7,445	1,930	3.86	3,578	1.85	14,213	3.97	1.93	7,377	4.08	1,810	3,369	1.86
Entertainment, Exercise, Errands	2,383	633	3.76	1,118	1.77	4,580	4.10	2.04	2,245	4.75	473	868	1.84
Entertainment, Religious, Errands	2,373	530	4.48	1,095	2.07	5,464	4.99	2.34	2,334	5.02	465	974	2.09
Family Care, School, Errands	1,108	313	3.54	561	1.79	2,088	3.72	1.94	1,076	3.91	275	513	1.87
Family Care, Errands, Home	10,312	2,490	4.14	4,547	1.83	19,943	4.39	1.99	10,025	4.69	2,136	4,052	1.90
Medical, Errands	1,236	292	4.23	445	1.52	1,974	4.44	1.62	1,221	4.59	266	416	1.56
Work, Errands	6,578	1,034	6.36	1,324	1.28	8,070	6.10	1.24	6,508	6.70	972	1,240	1.28
Home	9,800	2,312	4.24	4,273	1.85	19,124	4.48	2.01	9,525	4.81	1,982	3,806	1.92
Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 20 miles or less in length. A total of 6,000 unique survey's were used in the analysis.													

APPENDIX X

Person Travel Demand per Use (PTDu)

By Assessment Area

APPENDIX X: PERSON TRAVEL DEMAND (PTD) per USE per ASSESSMENT AREA													
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure	East of Interstate 95 (East of 95)				Southwest of Interstate 95 (SW of 95)				Northwest of Interstate 95 (NW of 95)			
		Person Travel Demand Gross (PTDge)	County Road Factor (CRf)	Limited Access Evaluation Factor (LAEf)	PTDue Applied Origin & Destination Factor (ODf)	Person Travel Demand Gross (PTDgs)	County Road Factor (CRf)	Limited Access Evaluation Factor (LAEf)	PTDus Applied Origin & Destination Factor (ODf)	Person Travel Demand Gross (PTDgn)	County Road Factor (CRf)	Limited Access Evaluation Factor (LAEf)	PTDun Applied Origin & Destination Factor (ODf)
Residential & Lodging Uses													
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	20.97	18.41	11.84	5.92	18.89	16.59	10.66	5.33	20.90	18.35	11.80	5.90
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	19.00	16.68	10.73	5.36	17.11	15.03	9.66	4.83	18.93	16.62	10.69	5.34
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	34.57	30.35	19.52	9.76	31.13	27.34	17.58	8.79	34.44	30.24	19.44	9.72
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	26.11	22.92	14.74	7.37	23.51	20.65	13.28	6.64	26.01	22.84	14.69	7.34
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	20.97	18.41	11.84	5.92	18.89	16.59	10.66	5.33	20.90	18.35	11.80	5.90
Institutional Uses													
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	26.02	22.84	14.69	7.34	24.74	21.72	13.97	6.98	32.44	28.48	18.31	9.16
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	14.57	12.79	8.22	4.11	13.19	11.58	7.45	3.72	14.56	12.78	8.22	4.11
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	27.95	24.54	15.78	7.89	26.69	23.44	15.07	7.54	27.76	24.38	15.67	7.84
Industrial Uses													
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	9.08	7.98	5.13	2.56	9.24	8.11	5.22	2.61	10.93	9.59	6.17	3.08
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	7.26	6.37	4.10	2.05	7.38	6.48	4.17	2.08	8.73	7.66	4.93	2.46
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	5.85	5.14	3.30	1.65	5.95	5.23	3.36	1.68	7.04	6.18	3.97	1.99
Recreation Uses													
Marina (Including dry storage) per berth	per berth	8.67	7.61	4.89	2.45	8.12	7.13	4.58	2.29	10.35	9.09	5.84	2.92
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)	per acre	28.61	25.12	16.15	8.07	28.24	24.79	15.94	7.97	34.21	30.03	19.31	9.66
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	45.11	39.61	25.47	12.73	44.53	39.10	25.14	12.57	53.95	47.37	30.46	15.23
Office Uses													
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	34.79	30.54	19.64	9.82	35.38	31.06	19.97	9.99	41.84	36.73	23.62	11.81
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	58.30	51.19	32.91	16.46	60.27	52.92	34.02	17.01	68.98	60.56	38.94	19.47
Commercial Services & Retail Uses													
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	31.23	27.42	17.63	8.82	27.50	24.15	15.53	7.76	29.74	26.11	16.79	8.40
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	62.47	54.85	35.27	17.63	55.00	48.29	31.05	15.53	59.49	52.23	33.58	16.79
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	85.32	74.91	48.17	24.08	75.12	65.96	42.41	21.20	81.25	71.33	45.87	22.93
Additive Fees for Commercial Services & Retail Uses													
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	205.31	180.27	115.91	57.96	181.39	159.26	102.40	51.20	179.85	157.91	101.53	50.77
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	181.09	159.00	102.24	51.12	166.27	145.99	93.87	46.94	179.74	157.81	101.47	50.74
Motor Vehicle Charging or Fueling	per charging or fueling position	167.18	146.79	94.38	47.19	153.50	134.78	86.66	43.33	165.94	145.69	93.68	46.84
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	78.32	68.76	44.21	22.11	71.91	63.14	40.60	20.30	77.73	68.25	43.88	21.94
Pharmacy Drive-Thru	per lane	138.19	121.33	78.02	39.01	126.89	111.41	71.63	35.82	137.16	120.43	77.44	38.72
Quick Service Restaurant Drive-Thru Lane	per lane	392.21	344.36	221.42	110.71	316.63	278.00	178.76	89.38	375.11	329.35	211.77	105.88

APPENDIX Y

Mobility Fee Schedule per 1,000 sq. ft. or unit of measure

APPENDIX Y: DRAFT PORT ST. LUCIE MOBILITY FEE SCHEDULE PER 1,000 SQ. FT.				
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Mobility Fees for each Assessment Area For Developments without City Credit Agreements		
		East of 95	Southwest of 95	Northwest of 95
Residential & Lodging Uses				
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)[1]	per 1,000 sq. ft.	$ 1,605	$ 1,132	$ 1,422
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)[1]	per 1,000 sq. ft.	$ 1,454	$ 1,025	$ 1,288
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)[1]	per 1,000 sq. ft.	$ 2,645	$ 1,865	$ 2,343
Overnight Lodging (Hotel, Inn, Motel, Resort)[2]	per room	$ 1,998	$ 1,409	$ 1,770
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$ 1,605	$ 1,132	$ 1,422
Institutional Uses				
Community Serving (Civic, Place of Assembly, Museum, Gallery)[2]	per 1,000 sq. ft.	$ 1,991	$ 1,482	$ 2,207
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$ 1,115	$ 790	$ 990
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	$ 2,139	$ 1,599	$ 1,889
Industrial Uses				
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$ 695	$ 554	$ 743
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)[3]	per 1,000 sq. ft.	$ 555	$ 442	$ 594
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$ 448	$ 357	$ 479
Recreational Uses				
Marina (Including dry storage) per berth[2]	per berth	$ 663	$ 487	$ 704
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)[2]	per acre	$ 2,189	$ 1,692	$ 2,327
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$ 3,452	$ 2,668	$ 3,670
Office Uses				
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	$ 2,662	$ 2,120	$ 2,846
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$ 4,461	$ 3,611	$ 4,692
Commercial Services & Retail Uses				
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)[4]	per 1,000 sq. ft.	$ 2,390	$ 1,648	$ 2,023
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)[5]	per 1,000 sq. ft.	$ 4,780	$ 3,295	$ 4,047
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)[6]	per 1,000 sq. ft.	$ 6,529	$ 4,501	$ 5,527
Additive Fees for Commercial Services & Retail Uses [7]				
Bank Drive-Thru Lane or Free-Standing ATM [8]	per lane / ATM	$ 15,711	$ 10,868	$ 12,234
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) [9]	per lane or stall	$ 13,857	$ 9,962	$ 12,227
Motor Vehicle Charging or Fueling [10]	per charging or fueling position	$ 12,793	$ 9,197	$ 11,288
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) [11]	per service bay	$ 5,993	$ 4,308	$ 5,288
Pharmacy Drive-Thru [12]	per lane	$ 10,575	$ 7,603	$ 9,331
Quick Service Restaurant Drive-Thru Lane [13]	per lane	$ 30,012	$ 18,971	$ 25,517

APPENDIX Y: DRAFT PORT ST. LUCIE MOBILITY FEE SCHEDULE PER 1,000 SQ. FT.

[1] The maximum square footage for each residential use denotes the maximum assessed square footage per dwelling. Residential additions, except for expansion of bathrooms, kitchens, or non-temperature-controlled spaces, shall be required to pay a mobility fee up to the maximum square footage threshold for the entire dwelling unit. Accessory dwelling units shall also be required to pay a mobility fee per square foot.

[2] Any space that is leased to a third-party use or provides drinks, food, goods, or services to the public shall be required to pay the applicable mobility fee per the individual uses identified in the mobility fee schedule.

[3] Acreage for any unenclosed material and vehicle storage, sales and display shall be converted to square footage.

[4] Local Retail shall mean entertainment, restaurant, retail, or personal service uses under Institute of Transportation Engineers (ITE) Land Use Codes 800 and 900 that are locally owned and are not national chains or national franchisees. Local shall be defined as five or fewer locations in Florida and no locations outside Florida. The City may adopt addittional criteria for determining local.

[5] Multi-tenant Retail means a single building, with two or more separate uses under lease or ownership where no single use exceeds 75% of the total square footage of the building. Institute of Transportation Engineers (ITE) Land Use Codes under the 800 and 900 series and ITE Land Use Codes 444 and 445 (Movie Theater & Multi-Plex).

[6] Free-standing Retail means a single building where any single use under a common lease or ownership exceeds 75% of the total square footage of the building. ITE Land Use Codes under the 800 and 900 series and ITE Land Use Codes 444 and 445 (Movie Theater & Multi-Plex).

[7] Additive mobility fees are in addition to mobility fees assessed for the square footage or applicable unit of measure for a given use. of the building based on the applicable use beyond the area subject to the additive fee.

[8] Each bank building shall pay the office rate for the square footage of the building. Drive-thru lanes, Free Standing ATM's and Drive-thru lanes with ATM's are assessed a separate fee per lane or per ATM and are added to any office rate mobility fee associated with a bank building. The free-standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store.

[9] Motor Vehicle or Boat cleaning shall mean any car wash, wax, or detail where a third party or automatic system performs the cleaning service. Mobility Fee are assessed per lane or stall, plus the applicable mobility fee retail rate associated with any additional building square footage.

[10] Rates per motor vehicle charging or fueling position apply to a convenience store, gas station, general store, grocery store, supermarket, superstore, variety store, wholesale club or service stations with charging stations or fuel pumps. In addition, there shall be a separate mobility fee for the square footage of any multi-tenant or free-standing retail building per the applicable mobility fee rate. The number of charging or fueling positions is based on the maximum number of motor vehicles that could be charged or fueled at one time.

[11] Motor Vehicle Service shall mean routine maintenance or service such as changing belts, brakes, fluids, filters, tires, and wipers. Service may also include functions such as alignments or tune-ups, but does not include body work, engine repair or replacement, or painting. Motor Vehicle Service would pay per service bay plus the applicable mobility fee retail rate associated with any additional building square footage, including any lobby, offices, show rooms or waiting area.

[12] Any drive-thru associated with a pharmacy will be an additive fee in addition to the applicable retail mobility fee per square foot of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places or pick-up a prescription or item. This includes any pharmacies located within a dispensary, grocery store, super market, variety store, or wholesale club.

[13] Any drive-thru associated with a quick service restaurant will be an additive fee in addition to the applicable retail mobility fee per square foot of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places an order or picks up an order, whichever is greater. Quick service restaurants include those in convenience stores or multi-tenant buildings. Drive-thru's include lanes for online and third party ordering and delivery.

APPENDIX Z

Mobility Fee Schedule

APPENDIX Z: DRAFT PORT ST. LUCIE MOBILITY FEE SCHEDULE PER SQ. FT.				
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure	Mobility Fees for each Assessment Area For Developments without City Credit Agreements		
		East of 95	Southwest of 95	Northwest of 95
Residential & Lodging Uses				
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)[1]	per sq. ft.	$ 1.60	$ 1.13	$ 1.42
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)[1]	per sq. ft.	$ 1.45	$ 1.03	$ 1.29
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)[1]	per sq. ft.	$ 2.65	$ 1.87	$ 2.34
Overnight Lodging (Hotel, Inn, Motel, Resort)[2]	per room	$ 1,998	$ 1,409	$ 1,770
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$ 1,605	$ 1,132	$ 1,422
Institutional Uses				
Community Serving (Civic, Place of Assembly, Museum, Gallery)[2]	per sq. ft.	$ 1.99	$ 1.48	$ 2.21
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	$ 1.11	$ 0.79	$ 0.99
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per sq. ft.	$ 2.14	$ 1.60	$ 1.89
Industrial Uses				
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per sq. ft.	$ 0.70	$ 0.55	$ 0.74
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)[3]	per sq. ft.	$ 0.56	$ 0.44	$ 0.59
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per sq. ft.	$ 0.45	$ 0.36	$ 0.48
Recreational Uses				
Marina (Including dry storage) per berth[2]	per berth	$ 663	$ 487	$ 704
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)[2]	per acre	$ 2,189	$ 1,692	$ 2,327
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per sq. ft.	$ 3.45	$ 2.67	$ 3.67
Office Uses				
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per sq. ft.	$ 2.66	$ 2.12	$ 2.85
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per sq. ft.	$ 4.46	$ 3.61	$ 4.69
Commercial Services & Retail Uses				
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)[4]	per sq. ft.	$ 2.39	$ 1.65	$ 2.02
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)[5]	per sq. ft.	$ 4.78	$ 3.30	$ 4.05
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)[6]	per sq. ft.	$ 6.53	$ 4.50	$ 5.53
Additive Fees for Commercial Services & Retail Uses [7]				
Bank Drive-Thru Lane or Free-Standing ATM [8]	per lane / ATM	$ 15,711	$ 10,868	$ 12,234
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) [9]	per lane or stall	$ 13,857	$ 9,962	$ 12,227
Motor Vehicle Charging or Fueling [10]	per charging or fueling position	$ 12,793	$ 9,197	$ 11,288
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) [11]	per service bay	$ 5,993	$ 4,308	$ 5,288
Pharmacy Drive-Thru [12]	per lane	$ 10,575	$ 7,603	$ 9,331
Quick Service Restaurant Drive-Thru Lane [13]	per lane	$ 30,012	$ 18,971	$ 25,517

APPENDIX Z: DRAFT PORT ST. LUCIE MOBILITY FEE SCHEDULE PER SQ. FT.

[1] The maximum square footage for each residential use denotes the maximum assessed square footage per dwelling. Residential additions, except for expansion of bathrooms, kitchens, or non-temperature-controlled spaces, shall be required to pay a mobility fee up to the maximum square footage threshold for the entire dwelling unit. Accessory dwelling units shall also be required to pay a mobility fee per square foot.

[2] Any space that is leased to a third-party use or provides drinks, food, goods, or services to the public shall be required to pay the applicable mobility fee per the individual uses identified in the mobility fee schedule.

[3] Acreage for any unenclosed material and vehicle storage, sales and display shall be converted to square footage.

[4] Local Retail shall mean entertainment, restaurant, retail, or personal service uses under Institute of Transportation Engineers (ITE) Land Use Codes 800 and 900 that are locally owned and are not national chains or national franchisees. Local shall be defined as five or fewer locations in Florida and no locations outside Florida. The City may adopt additional criteria for determining local.

[5] Multi-tenant Retail means a single building, with two or more separate uses under lease or ownership where no single use exceeds 75% of the total square footage of the building. Institute of Transportation Engineers (ITE) Land Use Codes under the 800 and 900 series and ITE Land Use Codes 444 and 445 (Movie Theater & Multi-Plex).

[6] Free-standing Retail means a single building where any single use under a common lease or ownership exceeds 75% of the total square footage of the building. ITE Land Use Codes under the 800 and 900 series and ITE Land Use Codes 444 and 445 (Movie Theater & Multi-Plex).

[7] Additive mobility fees are in addition to mobility fees assessed for the square footage or applicable unit of measure for a given use. of the building based on the applicable use beyond the area subject to the additive fee.

[8] Each bank building shall pay the office rate for the square footage of the building. Drive-thru lanes, Free Standing ATM's and Drive-thru lanes with ATM's are assessed a separate fee per lane or per ATM and are added to any office rate mobility fee associated with a bank building. The free-standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store.

[9] Motor Vehicle or Boat cleaning shall mean any car wash, wax, or detail where a third party or automatic system performs the cleaning service. Mobility Fee are assessed per lane or stall, plus the applicable mobility fee retail rate associated with any additional building square footage.

[10] Rates per motor vehicle charging or fueling position apply to a convenience store, gas station, general store, grocery store, supermarket, superstore, variety store, wholesale club or service stations with charging stations or fuel pumps. In addition, there shall be a separate mobility fee for the square footage of any multi-tenant or free-standing retail building per the applicable mobility fee rate. The number of charging or fueling positions is based on the maximum number of motor vehicles that could be charged or fueled at one time.

[11] Motor Vehicle Service shall mean routine maintenance or service such as changing belts, brakes, fluids, filters, tires, and wipers. Service may also include functions such as alignments or tune-ups, but does not include body work, engine repair or replacement, or painting. Motor Vehicle Service would pay per service bay plus the applicable mobility fee retail rate associated with any additional building square footage, including any lobby, offices, show rooms or waiting area.

[12] Any drive-thru associated with a pharmacy will be an additive fee in addition to the applicable retail mobility fee per square foot of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places or pick-up a prescription or item. This includes any pharmacies located within a dispensary, grocery store, super market, variety store, or wholesale club.

[13] Any drive-thru associated with a quick service restaurant will be an additive fee in addition to the applicable retail mobility fee per square foot of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places an order or picks up an order, whichever is greater. Quick service restaurants include those in convenience stores or multi-tenant buildings. Drive-thru's include lanes for online and third party ordering and delivery.

APPENDIX AA

Comparison of
Existing Port St. Lucie Mobility Fee
versus
Updated Port St. Lucie Mobility Fee

APPENDIX AA: COMPARISON OF EXISTING MOBILITY FEE VERSUS UPDATED MOBILITY FEE

Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Existing Mobility Fee	Mobility Fees for each Assessment Area For Developments without City Credit Agreements			% Difference Existing MF vs. East of 95 MF
		West of St. Lucie River (WOR)	East of 95	Southwest of 95	Northwest of 95	New Trip Generation Manual (10/21)
Residential & Lodging Uses						
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$ 1,775	$ 1,605	$ 1,132	$ 1,422	-10.6%
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$ 1,558	$ 1,454	$ 1,025	$ 1,288	-7.2%
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$ 2,830	$ 2,645	$ 1,865	$ 2,343	-7.0%
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$ 2,192	$ 1,998	$ 1,409	$ 1,770	-9.7%
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$ 1,801	$ 1,605	$ 1,132	$ 1,422	-12.2%
Institutional Uses						
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	$ 2,083	$ 1,991	$ 1,482	$ 2,207	-4.6%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$ 1,560	$ 1,115	$ 790	$ 990	-39.9%
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	$ 2,241	$ 2,139	$ 1,599	$ 1,889	-4.8%
Industrial Uses						
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$ 1,083	$ 695	$ 554	$ 743	-55.8%
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$ 836	$ 555	$ 442	$ 594	-50.5%
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$ 682	$ 448	$ 357	$ 479	-52.4%
Recreational Uses						
Marina (Including dry storage) per berth	per berth	$ 741	$ 663	$ 487	$ 704	-11.6%
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)	per acre	$ 2,510	$ 2,189	$ 1,692	$ 2,327	-14.7%
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$ 3,602	$ 3,452	$ 2,668	$ 3,670	-4.3%

APPENDIX AA: COMPARISON OF EXISTING MOBILITY FEE VERSUS UPDATED MOBILITY FEE

Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Existing Mobility Fee	Mobility Fees for each Assessment Area For Developments without City Credit Agreements			% Difference Existing MF vs. East of 95 MF
		West of St. Lucie River (WOR)	East of 95	Southwest of 95	Northwest of 95	New Trip Generation Manual (10/21)
Office Uses						
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	$ 3,585	$ 2,662	$ 2,120	$ 2,846	-34.7%
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$ 5,759	$ 4,461	$ 3,611	$ 4,692	-29.1%
Commercial Services & Retail Uses						
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$ 3,154	$ 2,390	$ 1,648	$ 2,023	-32.0%
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$ 6,306	$ 4,780	$ 3,295	$ 4,047	-31.9%
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$ 7,551	$ 6,529	$ 4,501	$ 5,527	-15.7%
Additive Fees for Commercial Services & Retail Uses						
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$ 22,048	$ 15,711	$ 10,868	$ 12,234	-40.3%
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	$ 21,102	$ 13,857	$ 9,962	$ 12,227	-52.3%
Motor Vehicle Charging or Fueling	per charging or fueling position	$ 18,687	$ 12,793	$ 9,197	$ 11,288	-46.1%
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$ 10,223	$ 5,993	$ 4,308	$ 5,288	-70.6%
Pharmacy Drive-Thru	per lane	$ 12,808	$ 10,575	$ 7,603	$ 9,331	-21.1%
Quick Service Restaurant Drive-Thru Lane	per lane	$ 37,548	$ 30,012	$ 18,971	$ 25,517	-25.1%

APPENDIX AB

Comparison of
Port St. Lucie Mobility Fee
versus
St. Lucie County
Roads Impact Fee

APPENDIX AB: PORT ST. LUCIE MOBILITY FEE SCHEDULE COMPARISON WITH ST. LUCIE COUNTY ROAD IMPACT FEE

Use Categories, Use Classifications, and Representative Uses	Unit of Measure for Comparative Purposes	Existing City Mobility Fee	Draft Mobility Fee versus Road Impact Fee (RIF) Developments W/O Credit Agreements			Total Mobility Fees & Road Impact Fees
		West of St. Lucie River (WOR)	Mobility Fee East of 95	St. Lucie County RIF in City of PSL	Adopted St. Lucie County RIF (2025)	To be Collected in City of PSL
Residential & Lodging Uses	County Single Family & Active Adult fee ($2,060) based on under 2,400 Sq. Ft. PSL Fee based on 2,200 Sq. Ft.					
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$ 1,775	$ 1,605	$ 2,060	$ 5,771	$ 5,591
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$ 1,558	$ 1,454	$ 2,060	$ 5,771	$ 5,259
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$ 2,830	$ 2,645	$ 1,589	$ 4,460	$ 4,234
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$ 2,192	$ 1,998	$ 890	$ 2,500	$ 2,888
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$ 1,801	$ 1,605	$ 807	$ 2,289	$ 2,412
Institutional Uses						
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	$ 2,083	$ 1,991	$ 640	$ 2,775	$ 2,631
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$ 1,560	$ 1,115	$ 613	$ 1,773	$ 1,728
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	$ 2,241	$ 2,139	$ 2,402	$ 6,881	$ 4,541
Industrial Uses						
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$ 1,083	$ 695	$ 441	$ 1,241	$ 1,227
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$ 836	$ 555	$ 353	$ 984	$ 908
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$ 682	$ 448	$ 279	$ 790	$ 727
Recreational Uses	County Road Impact Fee Schedule does not include rates where no rates are provided					
Marina (Including dry storage) per berth	per berth	$ 741	$ 663	$ -	$ -	$ 663
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)	per acre	$ 2,510	$ 2,189	$ -	$ -	$ 2,189
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$ 3,602	$ 3,452	$ 441	$ 1,418	$ 3,893

Office Uses						
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	$ 3,585	$ 2,662	$ 1,489	$ 4,183	$ 4,151
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$ 5,759	$ 4,461	$ 2,382	$ 6,478	$ 6,843
Commercial Services & Retail Uses	Retail Trip Generation Rates Changed Considerably between ITE 10th & ITE 11th Editions					
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$ 3,154	$ 2,390	$ 1,292	$ 3,925	$ 3,682
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$ 6,306	$ 4,780	$ 2,414	$ 7,133	$ 7,194
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$ 7,551	$ 6,529	$ 3,011	$ 8,693	$ 9,540
Additive Fees for Commercial Services & Retail Uses	County Road Impact Fee Schedule does not include rates where no rates are provided					
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$ 22,048	$ 15,711	$ -	$ -	$ 15,711
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	$ 21,102	$ 13,857	$ -	$ -	$ 13,857
Motor Vehicle Charging or Fueling	per charging or fueling position	$ 18,687	$ 12,793	$ 3,824	$ 11,339	$ 16,617
Motor Vehicle Service (Paint, Repair, Quick Lube, Service, Tires)	per service bay	$ 10,223	$ 5,993	$ -	$ -	$ 5,993
Pharmacy Drive-Thru	per lane	$ 12,808	$ 10,575	$ -	$ -	$ 10,575
Quick Service Restaurant Drive-Thru Lane	per lane	$ 37,548	$ 30,012	$ -	$ -	$ 30,012

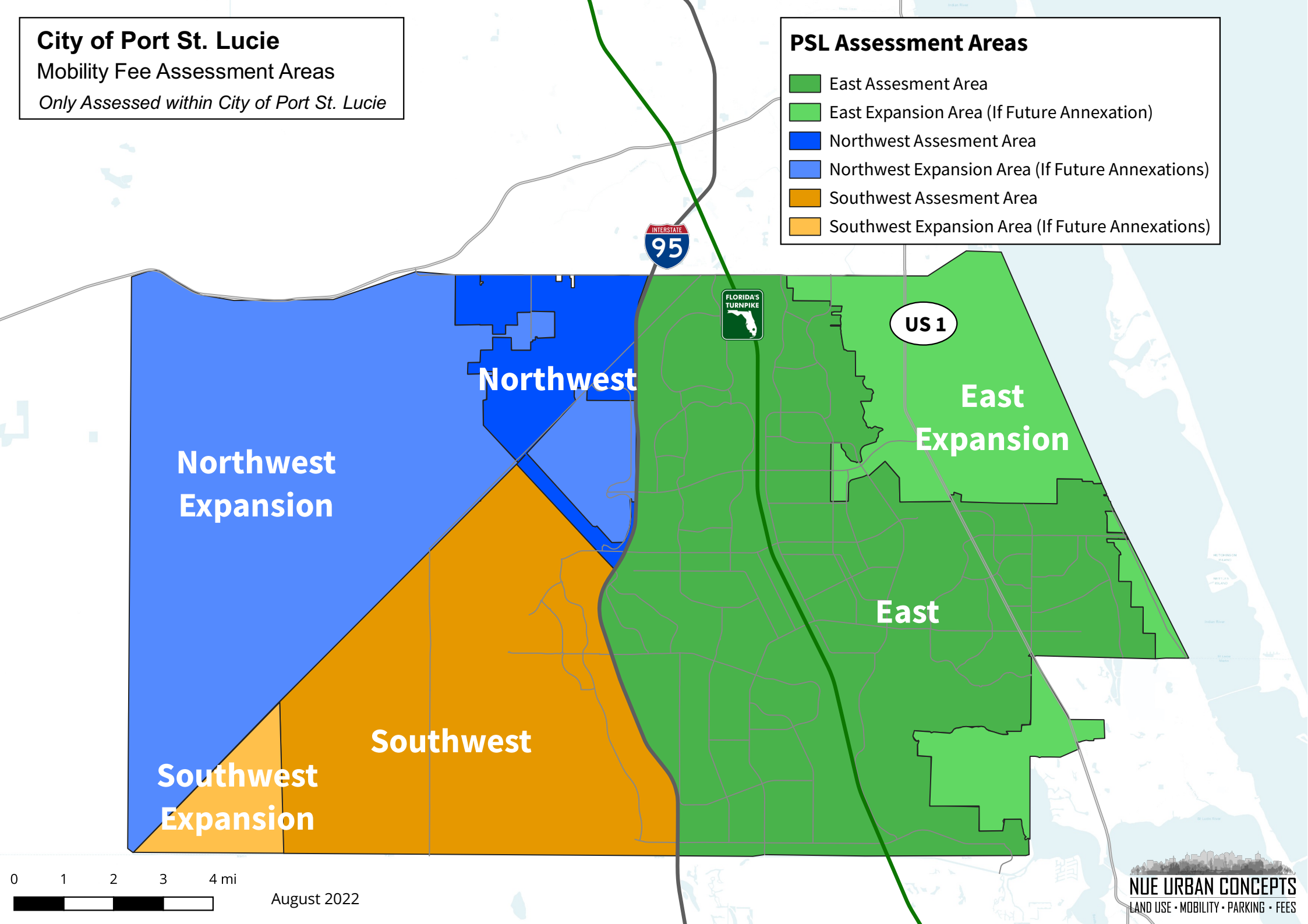
MAP A

Mobility Fee
Assessment Areas

City of Port St. Lucie

Mobility Fee Assessment Areas

Only Assessed within City of Port St. Lucie



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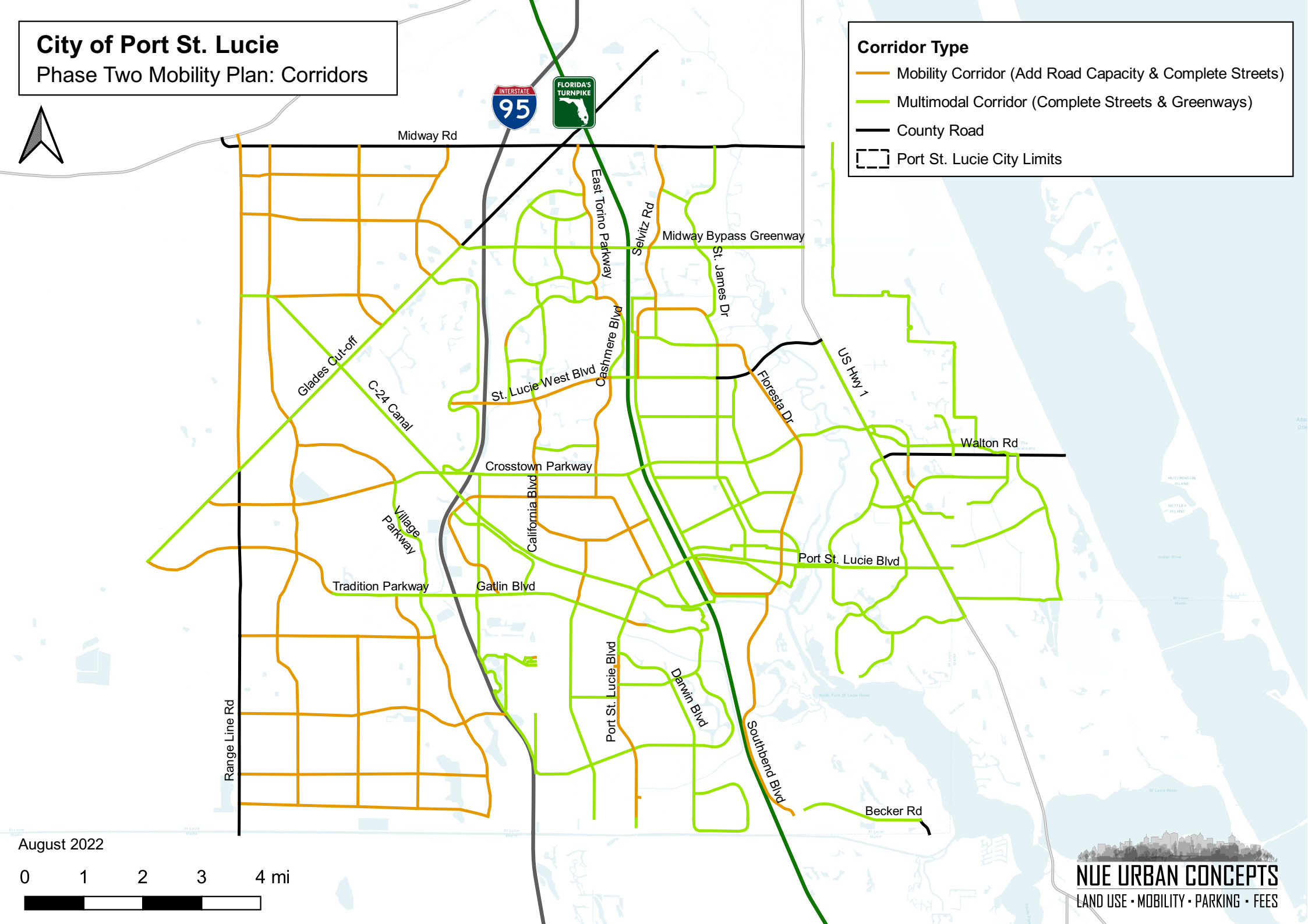
MAP B

Phase Two
Mobility Plan
Mobility Corridors


City of Port St. Lucie
Phase Two Mobility Plan: Corridors
Corridor Type
Mobility Corridor (Add Road Capacity & Complete Streets)
Multimodal Corridor (Complete Streets & Greenways)
County Road
Port St. Lucie City Limits
INTERSTATE 95
FLORIDA'S TURNPIKE
Midway Rd
East Torino Parkway
Selvitz Rd
Midway Bypass Greenway
St. James Dr
Cashmere Blvd
Glades Cut-off
C-24 Canal
St. Lucie West Blvd
Floresta Dr
US Hwy 1
Walton Rd
Crosstown Parkway
California Blvd
Village Parkway
Port St. Lucie Blvd
Tradition Parkway
Gatlin Blvd
Range Line Rd
Port St. Lucie Blvd
Darwin Blvd
Southbend Blvd
Becker Rd
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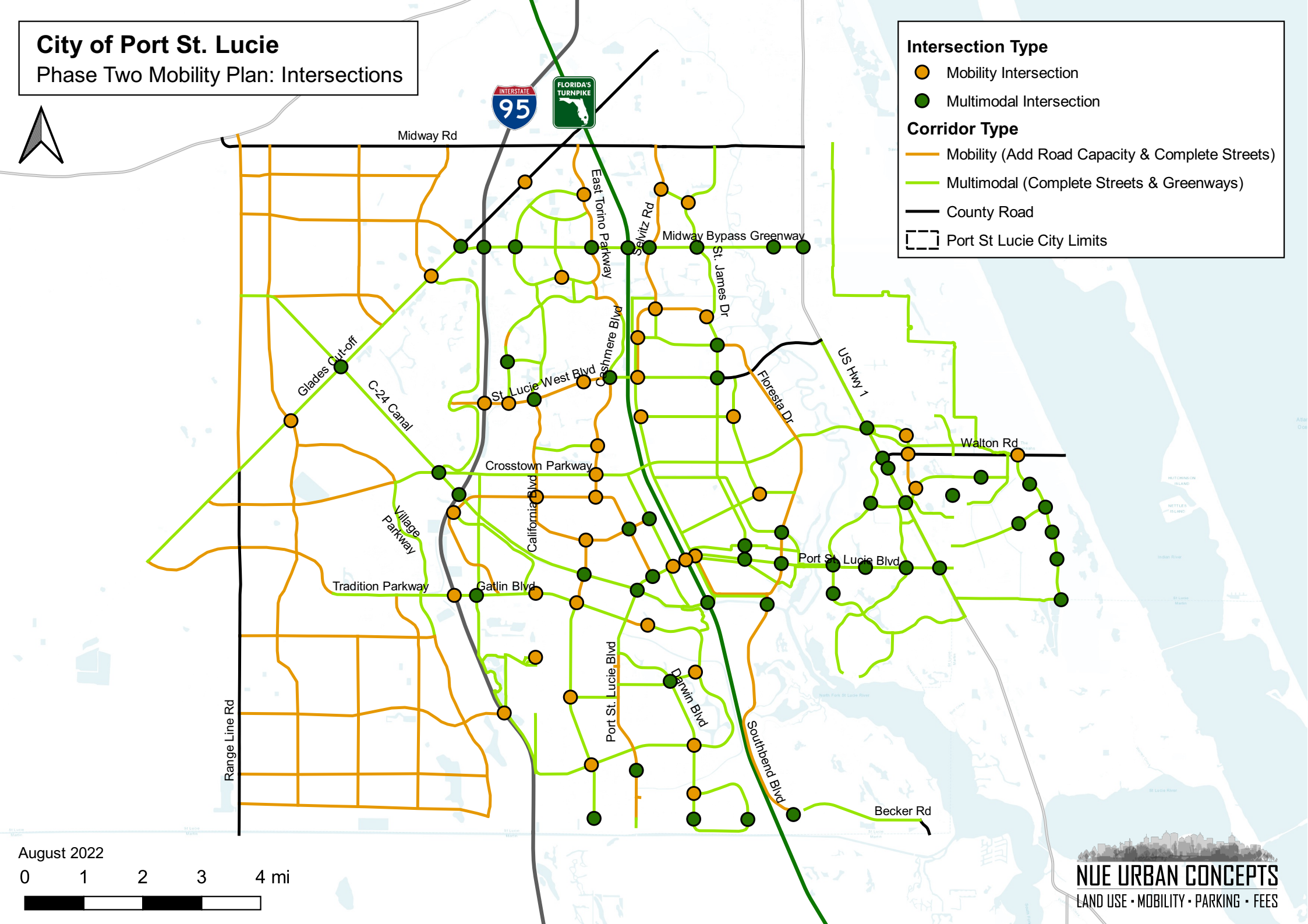
MAP C

Phase Two
Mobility Plan
Intersections


City of Port St. Lucie
Phase Two Mobility Plan: Intersections
Intersection Type
Mobility Intersection
Multimodal Intersection
Corridor Type
Mobility (Add Road Capacity & Complete Streets)
Multimodal (Complete Streets & Greenways)
County Road
Port St Lucie City Limits
INTERSTATE 95
FLORIDA'S TURNPIKE
Midway Rd
East Torino Parkway
Selvitz Rd
Midway Bypass Greenway
St. James Dr
Glades Cut-off
C-24 Canal
St Lucie West Blvd
Cashmere Blvd
Floresta Dr
US Hwy 1
Walton Rd
Crosstown Parkway
California Blvd
Village Parkway
Tradition Parkway
Gatlin Blvd
Port St Lucie Blvd
Range Line Rd
Port St. Lucie Blvd
Darwin Blvd
Southbend Blvd
Becker Rd
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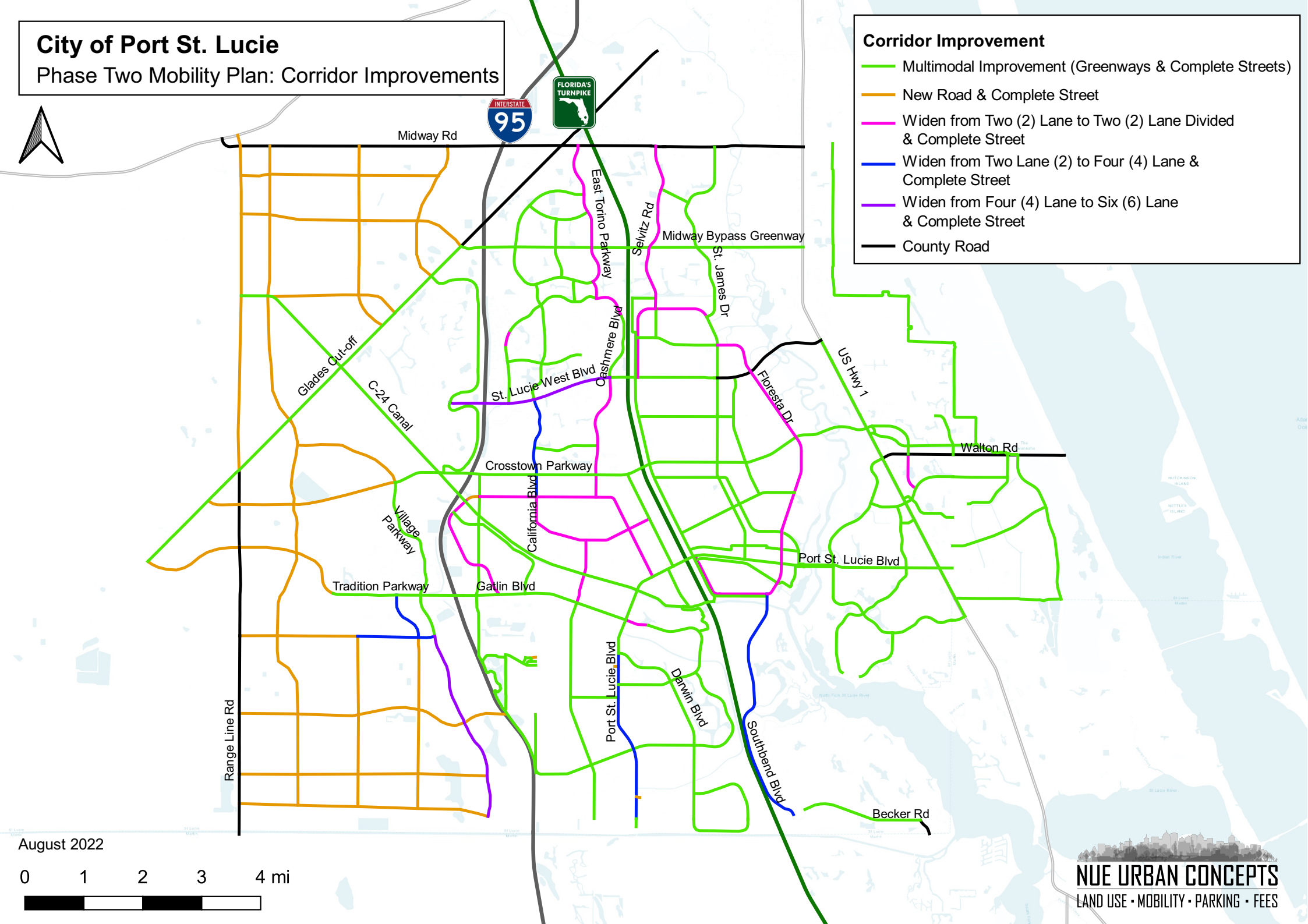
MAP D

Phase Two
Mobility Plan
Corridor Improvements


City of Port St. Lucie
Phase Two Mobility Plan: Corridor Improvements
Corridor Improvement
Multimodal Improvement (Greenways & Complete Streets)
New Road & Complete Street
Widen from Two (2) Lane to Two (2) Lane Divided & Complete Street
Widen from Two Lane (2) to Four (4) Lane & Complete Street
Widen from Four (4) Lane to Six (6) Lane & Complete Street
County Road
INTERSTATE 95
FLORIDA'S TURNPIKE
Midway Rd
East Torino Parkway
Selvitz Rd
Midway Bypass Greenway
St. James Dr
Cashmere Blvd
Glades Cut-off
C-24 Canal
St. Lucie West Blvd
Floresta Dr
US Hwy 1
Walton Rd
Crosstown Parkway
California Blvd
Village Parkway
Port St. Lucie Blvd
Tradition Parkway
Gatlin Blvd
Port St. Lucie Blvd
Darwin Blvd
Southbend Blvd
Range Line Rd
Becker Rd
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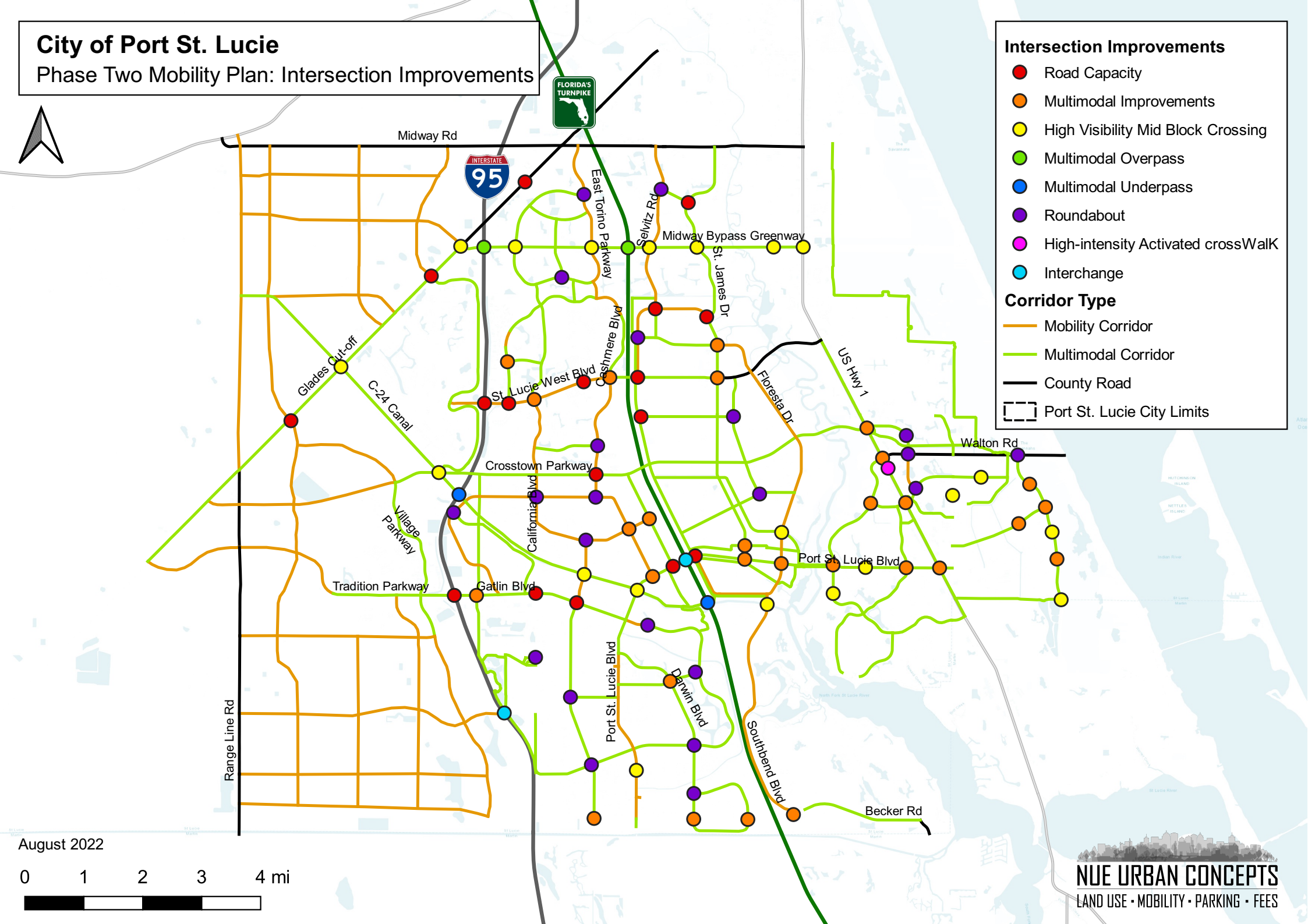
MAP E

Phase Two
Mobility Plan
Intersection Improvements


City of Port St. Lucie
Phase Two Mobility Plan: Intersection Improvements
Intersection Improvements
Road Capacity
Multimodal Improvements
High Visibility Mid Block Crossing
Multimodal Overpass
Multimodal Underpass
Roundabout
High-intensity Activated crossWalK
Interchange
Corridor Type
Mobility Corridor
Multimodal Corridor
County Road
Port St. Lucie City Limits
Midway Rd
INTERSTATE 95
FLORIDA'S TURNPIKE
East Torino Parkway
Selvitz Rd
Midway Bypass Greenway
St. James Dr
Cashmere Blvd
St. Lucie West Blvd
Glades Cut-off
C-24 Canal
Floresta Dr
US Hwy 1
Walton Rd
Crosstown Parkway
California Blvd
Village Parkway
Tradition Parkway
Gatlin Blvd
Port St. Lucie Blvd
Range Line Rd
Port St. Lucie Blvd
Darwin Blvd
Southbend Blvd
Becker Rd
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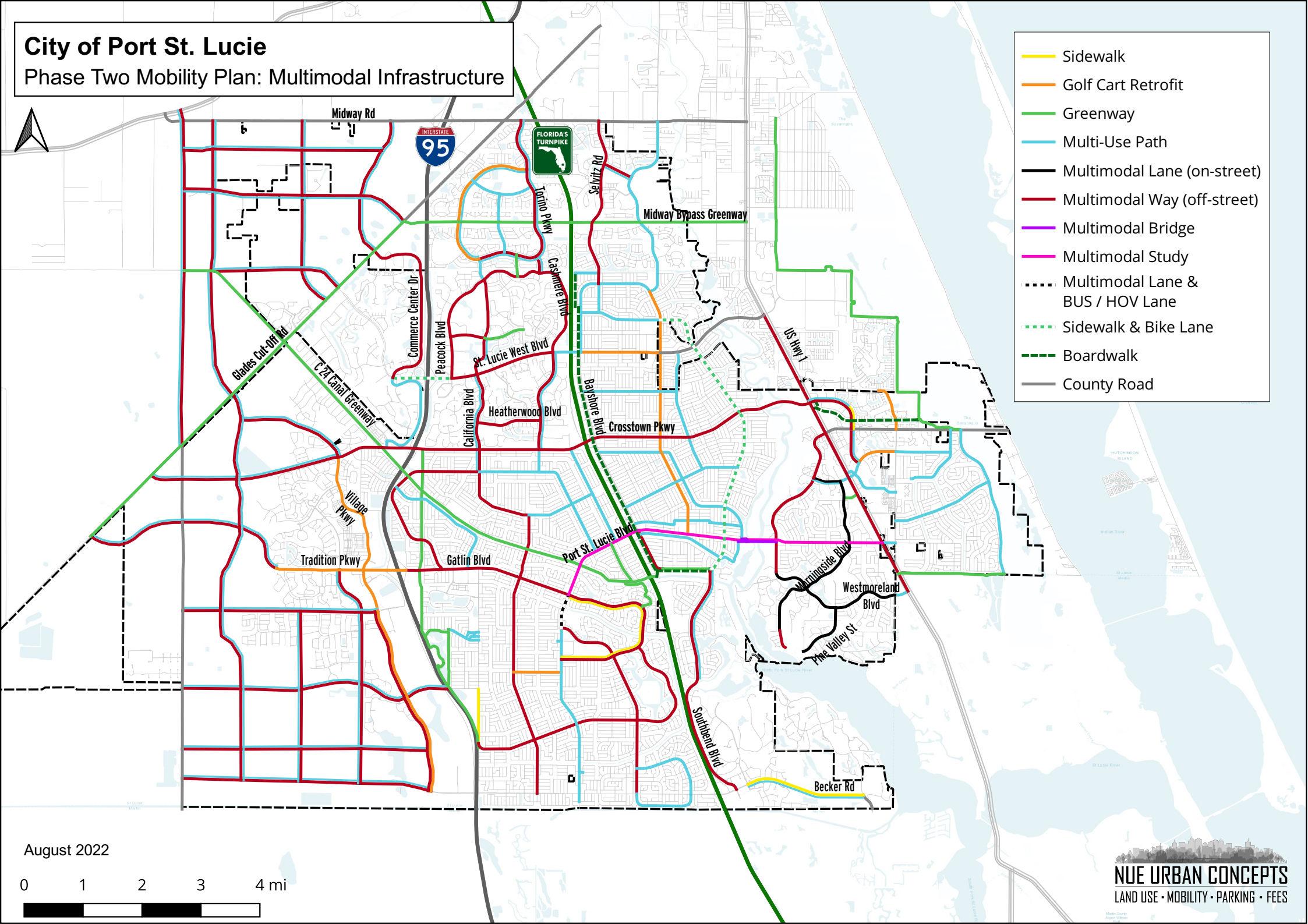
MAP F

Phase Two
Mobility Plan
Multimodal Improvements


City of Port St. Lucie
Phase Two Mobility Plan: Multimodal Infrastructure
Sidewalk
Golf Cart Retrofit
Greenway
Multi-Use Path
Multimodal Lane (on-street)
Multimodal Way (off-street)
Multimodal Bridge
Multimodal Study
Multimodal Lane & BUS / HOV Lane
Sidewalk & Bike Lane
Boardwalk
County Road
Midway Rd
Midway Bypass Greenway
Jenkins Rd
Selvitz Rd
Jovino Pkwy
Cashmere Blvd
Commerce Center Dr.
Peacock Blvd
St. Lucie West Blvd
Glades Cut-Off Rd
C-24 Canal Greenway
California Blvd
Heatherwood Blvd
Bayshore Blvd
Crosstown Pkwy
US Hwy 1
Village Pkwy
Tradition Pkwy
Gatlin Blvd
Port St. Lucie Blvd
Darwin Blvd
Darwinside Blvd
Westmoreland Blvd
Pine Valley St
Southbend Blvd
Becker Rd
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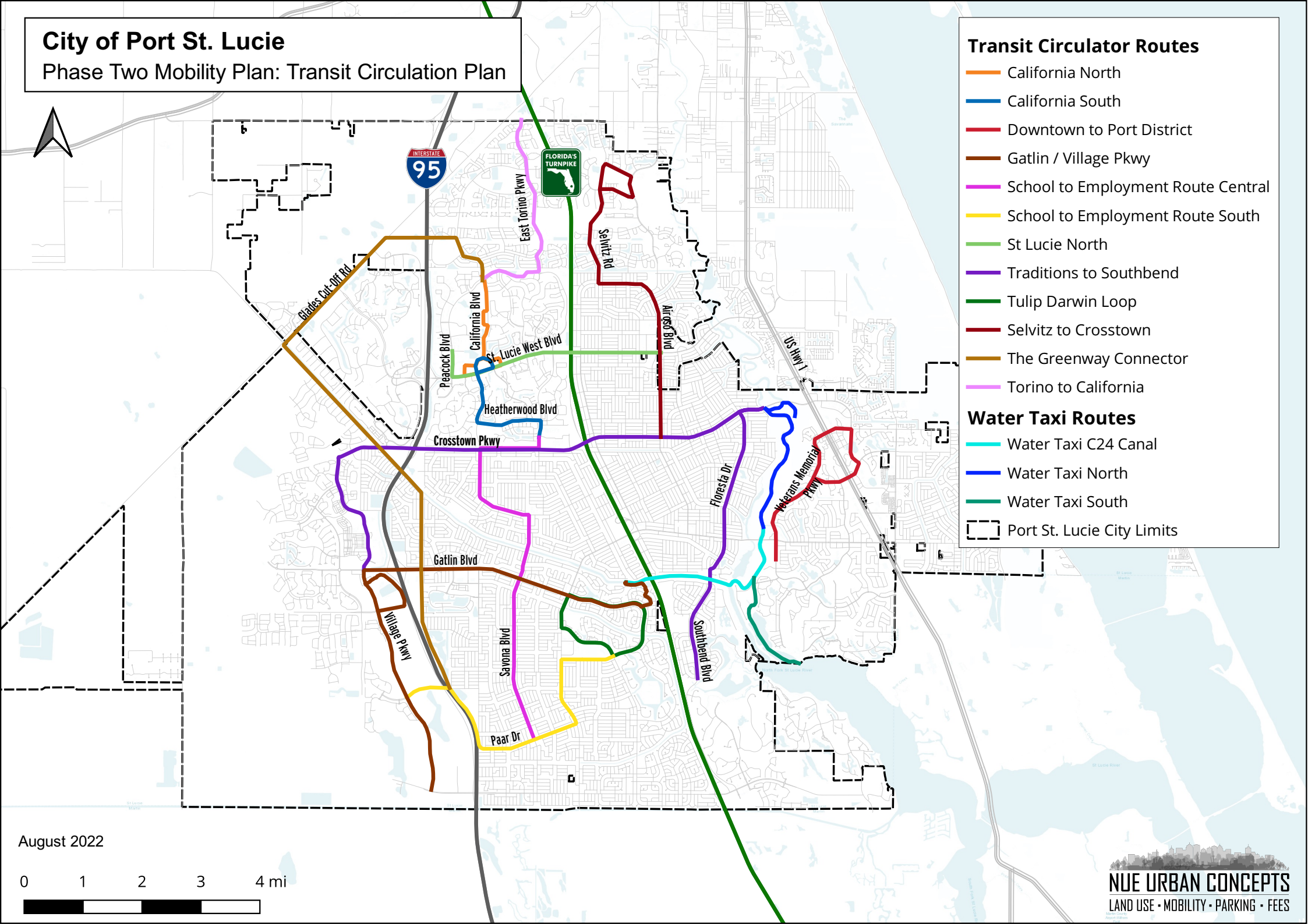
MAP G

Phase Two
Mobility Plan
Transit Circulators


City of Port St. Lucie
Phase Two Mobility Plan: Transit Circulation Plan
Transit Circulator Routes
California North
California South
Downtown to Port District
Gatlin / Village Pkwy
School to Employment Route Central
School to Employment Route South
St Lucie North
Traditions to Southbend
Tulip Darwin Loop
Selvitz to Crosstown
The Greenway Connector
Torino to California
Water Taxi Routes
Water Taxi C24 Canal
Water Taxi North
Water Taxi South
Port St. Lucie City Limits
INTERSTATE 95
FLORIDA'S TURNPIKE
East Torino Pkwy
Selvitz Rd
Airoso Blvd
US Hwy 1
Glades Cut-Off Rd
California Blvd
Peacock Blvd
St. Lucie West Blvd
Heatherwood Blvd
Crosstown Pkwy
Floresta Dr
Veterans Memorial Pkwy
Gatlin Blvd
Village Pkwy
Savona Blvd
Southbend Blvd
Paar Dr
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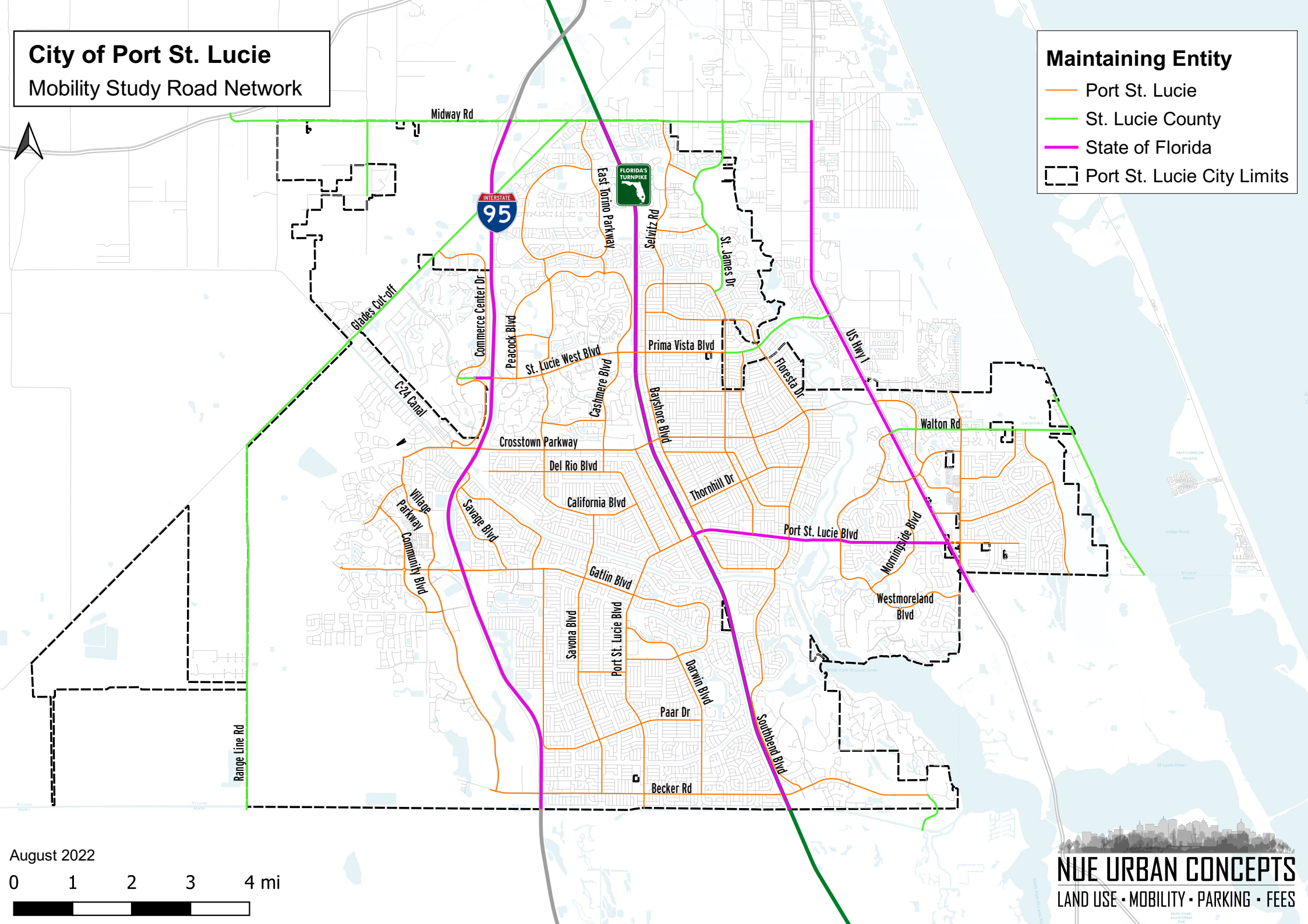
MAP H

Mobility
Study
Network


City of Port St. Lucie
Mobility Study Road Network
Maintaining Entity
Port St. Lucie
St. Lucie County
State of Florida
Port St. Lucie City Limits
Midway Rd
Glades Cut-off
C-24 Canal
Commerce Center Dr
Peacock Blvd
East Torino Parkway
Selvitz Rd
St. James Dr
Prima Vista Blvd
St. Lucie West Blvd
Cashmere Blvd
Bayshore Blvd
Floresta Dr
US Hwy 1
Walton Rd
Crosstown Parkway
Del Rio Blvd
California Blvd
Thornhill Dr
Village Parkway
Community Blvd
Savage Blvd
Port St. Lucie Blvd
Morningside Blvd
Gatlin Blvd
Westmoreland Blvd
Savona Blvd
Port St. Lucie Blvd
Darwin Blvd
Paar Dr
Southbend Blvd
Becker Rd
Range Line Rd
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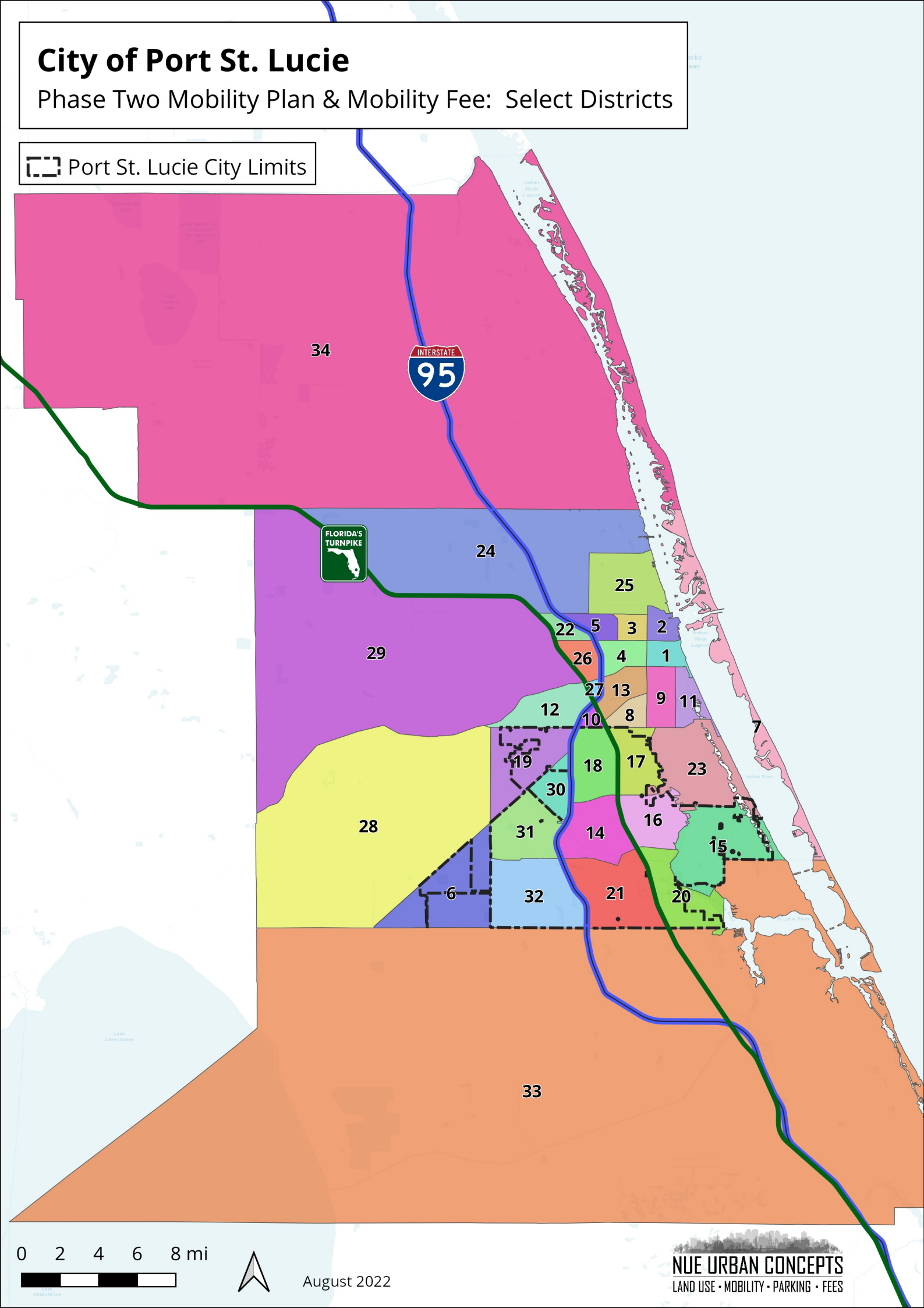
MAP I

Select Districts

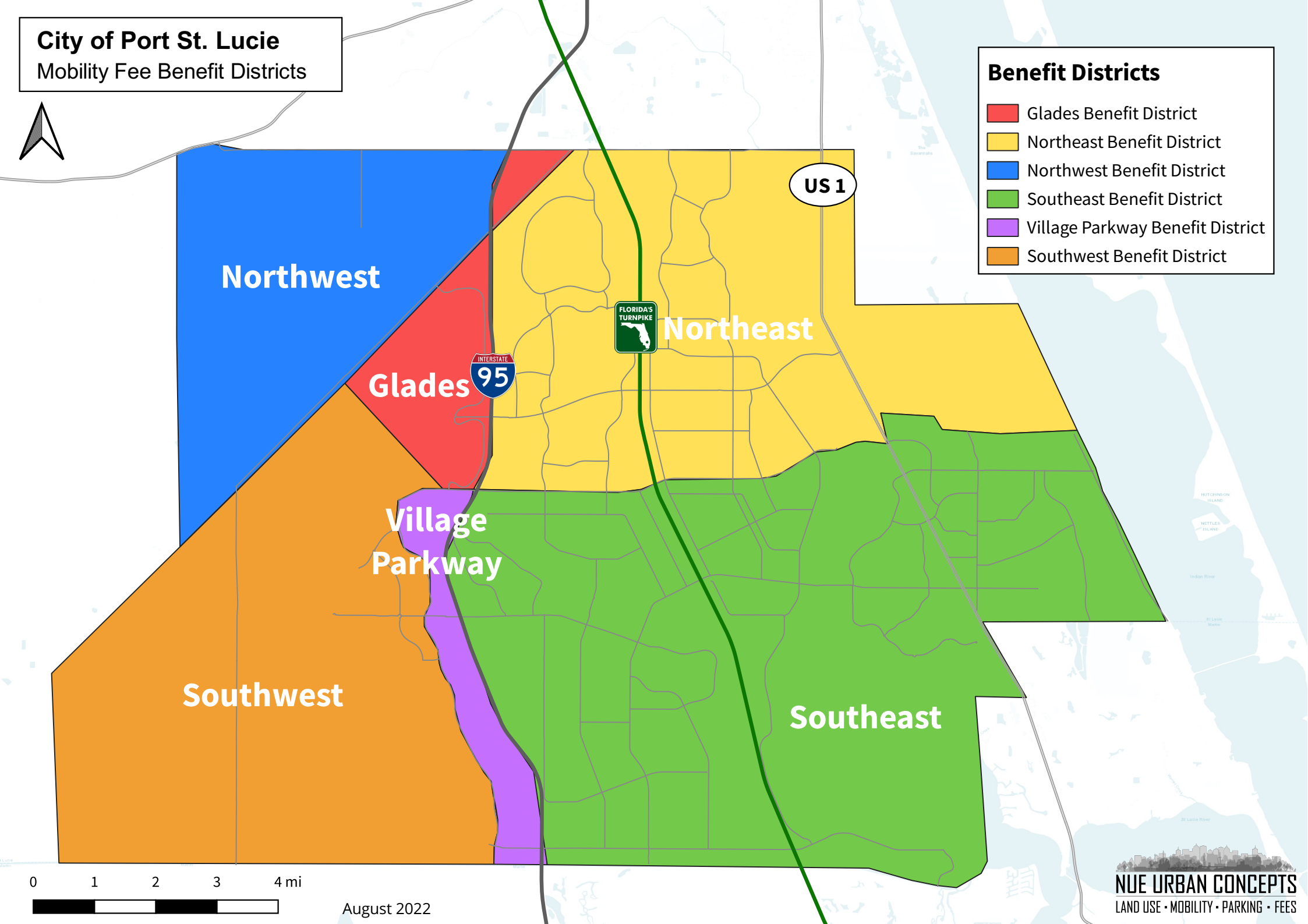
City of Port St. Lucie

Phase Two Mobility Plan & Mobility Fee: Select Districts



MAP J

Mobility Fee
Benefit Districts


City of Port St. Lucie
Mobility Fee Benefit Districts
Benefit Districts
Glades Benefit District
Northeast Benefit District
Northwest Benefit District
Southeast Benefit District
Village Parkway Benefit District
Southwest Benefit District
US 1
FLORIDA'S TURNPIKE
INTERSTATE 95
Northwest
Glades
Northeast
Village Parkway
Southwest
Southeast
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This is the Last Page in the

City of Port St. Lucie
Phase Two
Mobility Plan
&
Mobility Fee
Technical Report

September 2022

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www.mobilitycohort.com

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