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City of Port St. Lucie Mobility Plan & Fee

April 26th, 2021

Presented by:

Jonathan B. Paul, AICP

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MOBILITY PLAN & MOBILITY FEE

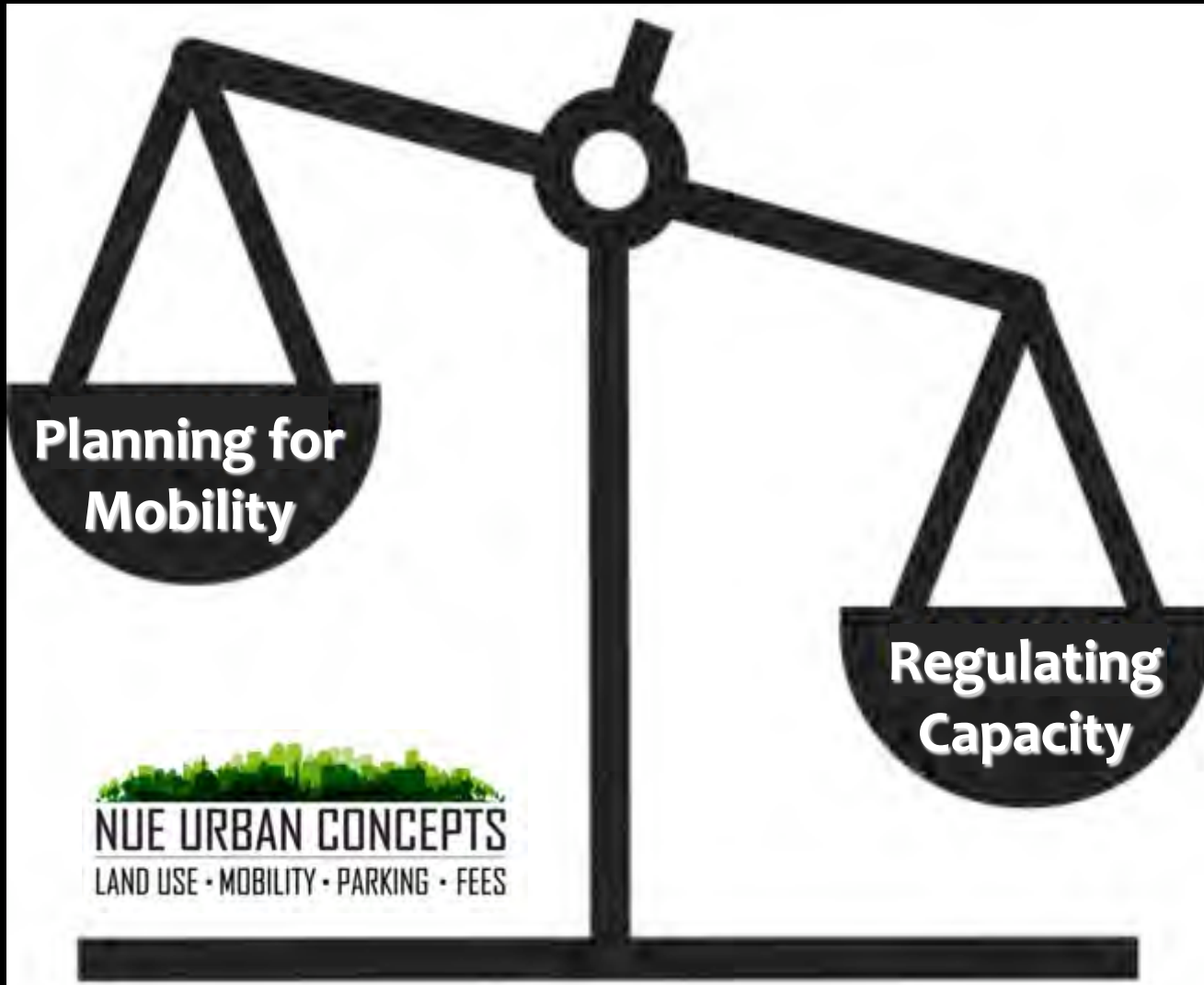
Mobility Fees based on
Mobility Plan

Mobility Fee intent: **REPLACE**
transportation concurrency,
proportionate share, City &
County road impact fees

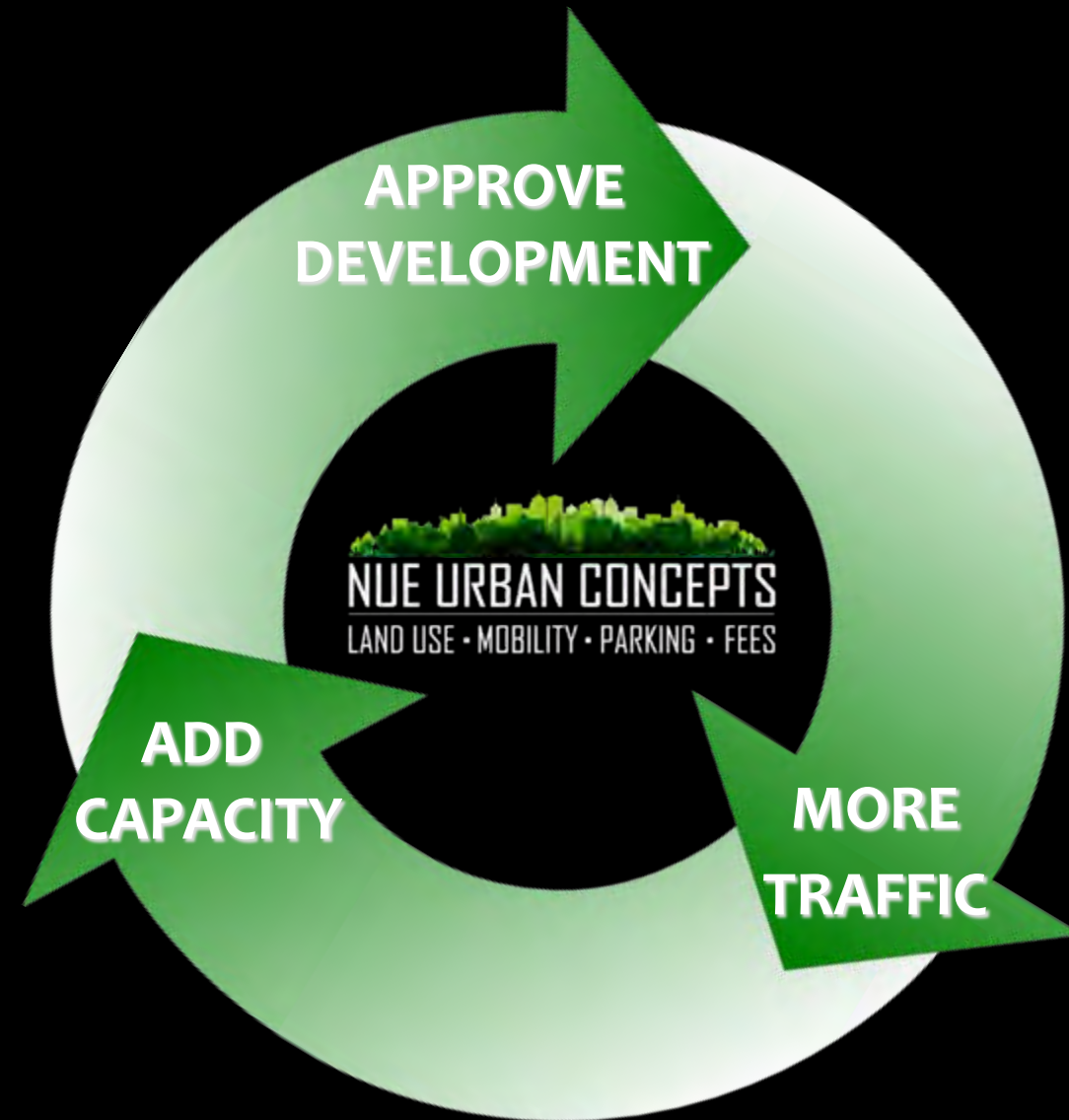
Mobility Fees: **PAID**
by new development to offset its
impact to the transportation system.



Transportation Concurrency & Proportionate Share



Chasing Road Capacity





WALKING



CYCLING

MOVING



TRANSIT

PEOPLE



MICRO MOBILITY &
LOW SPEED VEHICLE

PROVIDING CHOICES



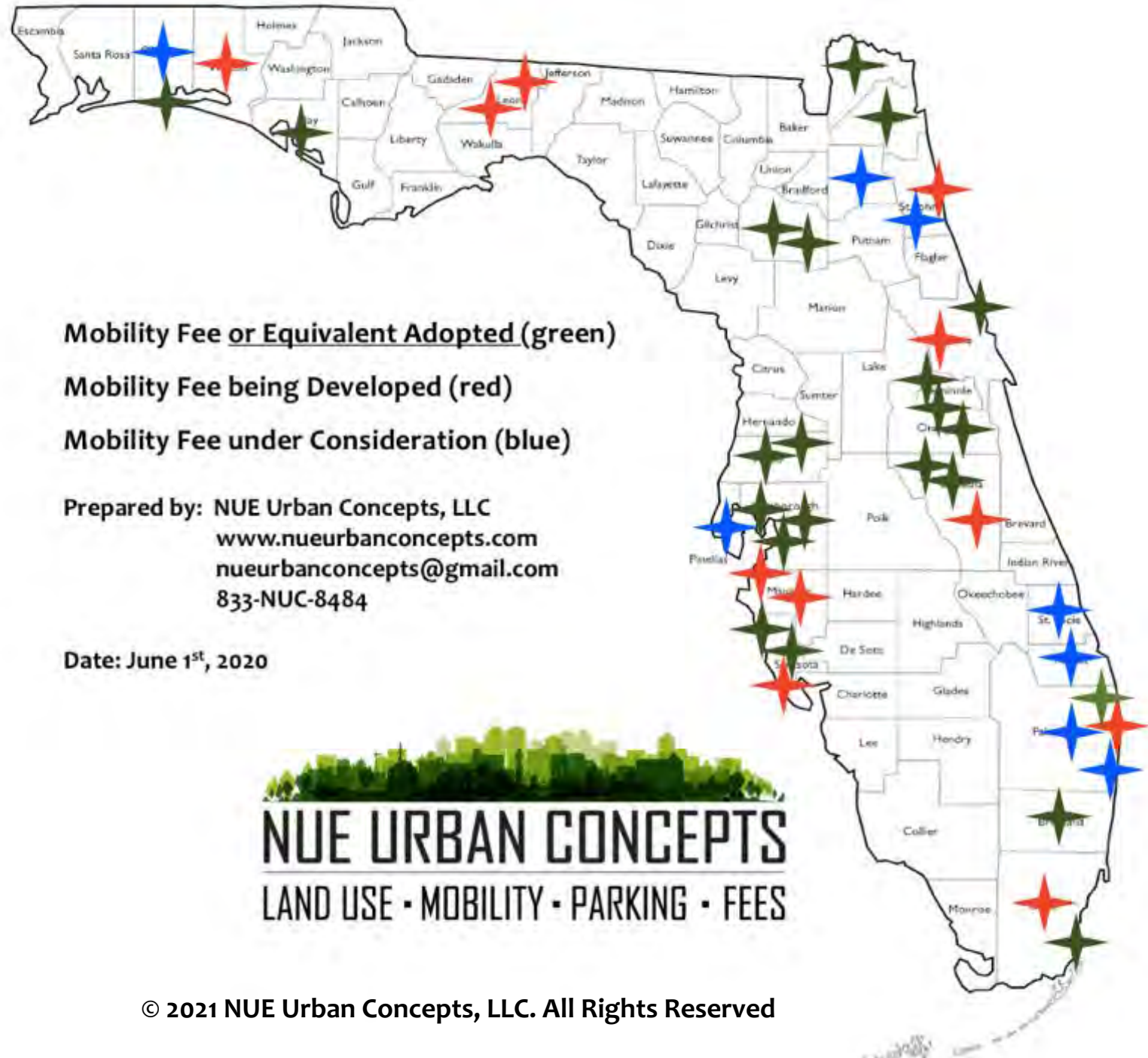
SHARED
MOBILITY



MOTOR VEHICLE

COUNTIES Compiled by NUE Urban Concepts, LLC as of 06-01-2020	
1	Alachua County Mobility Plan & Multi-Modal Transportation Mitigation
2	Broward County Transportation Concurrence Assessment (Funds Transit)
3	Hillsborough County Mobility Fee – No mobility plan
4	Nassau County Mobility Fee – No mobility plan
5	Osceola County Mobility Plan & Mobility Fee
6	Pasco County Multimodal Mobility Fee – No mobility plan
7	Duval County / Jacksonville Mobility Fee – No mobility plan
8	Sarasota County Mobility Plan & Mobility Fee (Adopted 2015, being updated 2020)
9	Walton County Mobility Plan & Mobility Fee – under development / in progress
10	Leon County Mobility Plan & Mobility Fee – under development / in progress
11	Manatee County Mobility Fee – under development / in progress – No mobility plan
11	Pinellas County Mobility Fee – under consideration – No mobility plan
13	Miami Dade County Mobility Plan & Mobility Fee – RFQ Issued *Revised 6/1/2020 – Started - Selected Renaissance Planning as Prime & NUE Urban Concepts as sub
14	Martin County Mobility Fee – RFQ Issued
15	St. Lucie County Mobility Fee – RFQ Issued
16	St. Johns County Mobility Plan & Mobility Fee – under consideration
17	Okaloosa County Mobility Plan & Mobility Fee – Preparing RFQ *Revised 6/1/2020 – Selected NUE Urban Concepts
18	Clay County - RFQ Issued

CITIES – Compiled by NUE Urban Concepts, LLC as of 06-01-2020	
1	Altamonte Springs Mobility Plan & Fee (Adopted 2015, Updated 2020)
2	Destin Multimodal Transportation District (MMTD)
3	Gainesville Transportation Mobility Program
4	Jacksonville Mobility Fee
5	Jacksonville Beach Mobility Fee
6	Kissimmee Multimodal Transportation District (MMTD)
7	Maitland Mobility Plan & Fee
8	Casselberry Mobility Fee
9	Miami Lakes Mobility Fee
10	Orlando Multimodal Transportation Impact Fee
11	Ormond Beach Multimodal Transportation Impact Fee
12	Panama City Multimodal Transportation District (MMTD)
13	Plant City Transportation Mobility Fee
14	Miami Beach Mobility Plan & Fee
15	Sarasota Multimodal Fee
16	Tampa Multimodal Impact Fee
17	Tarpon Springs Multimodal Transportation District MMTD
18	Dade City Multimodal Transportation Impact Fee
19	Palm Beach Gardens Mobility Plan & Fee
20	DeBary Mobility Plan & Fee
21	St. Augustine Mobility Plan & Fee – under development / in progress
22	West Palm Beach Mobility Plan & Fee – under development / in progress
23	St. Cloud Mobility Plan & Fee – under development / in progress
24	Tallahassee Mobility Plan & Fee – under development / in progress
25	Bradenton Mobility Plan & Fee – under development / in progress
26	North Port – under development / in progress
27	Delray Beach – under consideration (developing RFQ)
28	Boynton Beach – under consideration (filed Comprehensive Plan Amendment)
29	Royal Palm Beach – under consideration (status not known)
30	Wellington Multimodal Transportation Impact Fee City Roads Only (under consideration)



Mobility Fee or Equivalent Adopted (green)

Mobility Fee being Developed (red)

Mobility Fee under Consideration (blue)

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Date: June 1st, 2020



Steps towards Port St. Lucie Mobility Plan & Mobility Fee



MOBILITY PLAN: TWO PHASE PROCESS

PHASE ONE

- **Mobility Corridors = New Road Capacity + Complete Streets**
- **Multimodal Corridors = Complete Streets**
- **Mobility Intersections = New Road Capacity & Safety**
- **Multimodal Intersections = Multimodal Continuity & Safety**

PHASE TWO

- **Detailed Description & Identification of Improvements**
- **Interim Capacity Projects**
- **Creative Mobility Solutions**

EXAMPLES TYPES OF MULTIMODAL PROJECTS: PHASE 2



BUFFERED / PROTECTED BIKE LANES
(7' WIDE)



SHARED USE SIDEWALKS
(5' - 6' WIDE)



SHARED USE PATHS
(8' WIDE)



SHARED USE TRAILS
(10' - 14' WIDE)



MULTIMODAL SIDEWALKS
(5' - 6' WIDE)



MULTIMODAL PATHS
(8' WIDE)



MULTIMODAL TRAILS
(10' - 14' WIDE)



DEDICATED TRANSIT LANES
(11' - 14' WIDE)



MULTIMODAL LANES
(5' - 6' WIDE)



MULTIMODAL WAYS
(7' - 8' WIDE)



LOW SPEED SHARED LANES
(9' - 10' WIDE)



LOW SPEED SHARED STREETS
(18' - 22' WIDE)



MICROTRANSIT CIRCULATORS
(9' - 10' WIDE)



NEW ROADS / WIDENING
(9' - 12' WIDE)



HIGH OCCUPANCY VEHICLE (HOV) LANES
(10' - 14' WIDE)

Reimagining a 6 (Six) Lane Arterial Near You

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE REPUBLIC
DESIGN



JUST IMAGINE

...THEN REIMAGINE

REIMAGINE AGAIN...



SHARED USE TRAILS
(10' - 14' WIDE)



MULTIMODAL LANES
(5' - 6' WIDE)



MULTIMODAL WAYS
(7' - 8' WIDE)

EXISTING

MULTIMODAL
LANES

+ 12'
TRAIL

MULTIMODAL
WAYS

+ 12'
TRAIL

& AGAIN

MICROTRANSIT WAY &
MICROMOBILITY LANE



MICROTRANSIT
CIRCULATORS
(6-PERSON GOLF
CART, ATVs, NEV,
TROLLEY)



MICROMOBILITY
LANE
(PERSONAL
MOBILITIES, BIKES,
SCOOTERS, E-BIKES,
E-SCOOTERS)

WHAT CAN NUE
DO FOR YOU?

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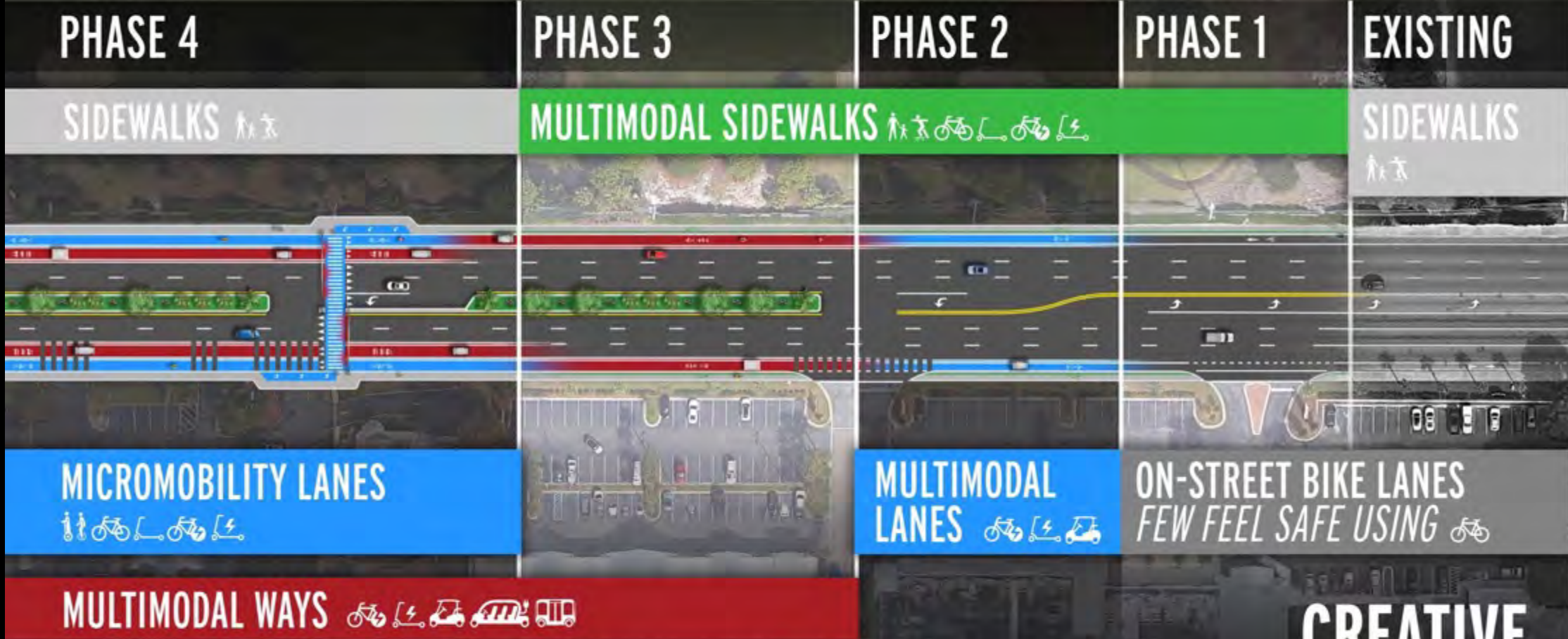
Example Type of Project – Phase 2





Example Type of Project – Phase 2

2040 WALTON COUNTY MOBILITY PLAN REIMAGINING OUR ROADS

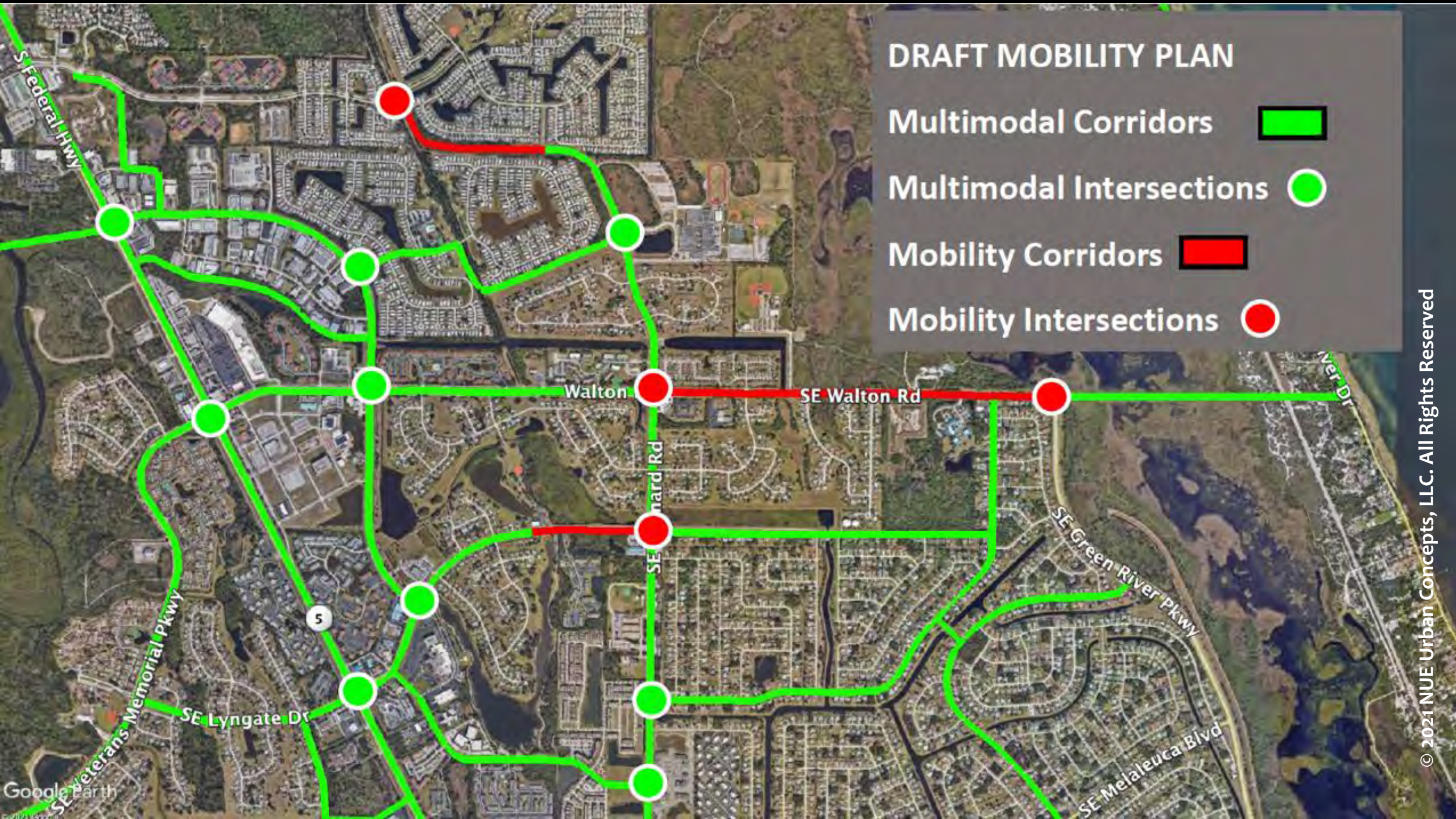
TRANSITIONING FROM
DRIVING CARS TO
SAFELY MOVING PEOPLE

-  WALKING
-  SKATING
-  PERSONAL MOBILITY DEVICES
-  BICYCLE
-  SCOOTER
-  E-BICYCLE
-  E-SCOOTER
-  GOLF CART
-  NEIGHBORHOOD ELECTRIC VEHICLE (NEV)
-  AUTONOMOUS TRANSIT SHUTTLE (ATS)




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CREATIVE MOBILITY SOLUTIONS




DRAFT MOBILITY PLAN

Multimodal Corridors 

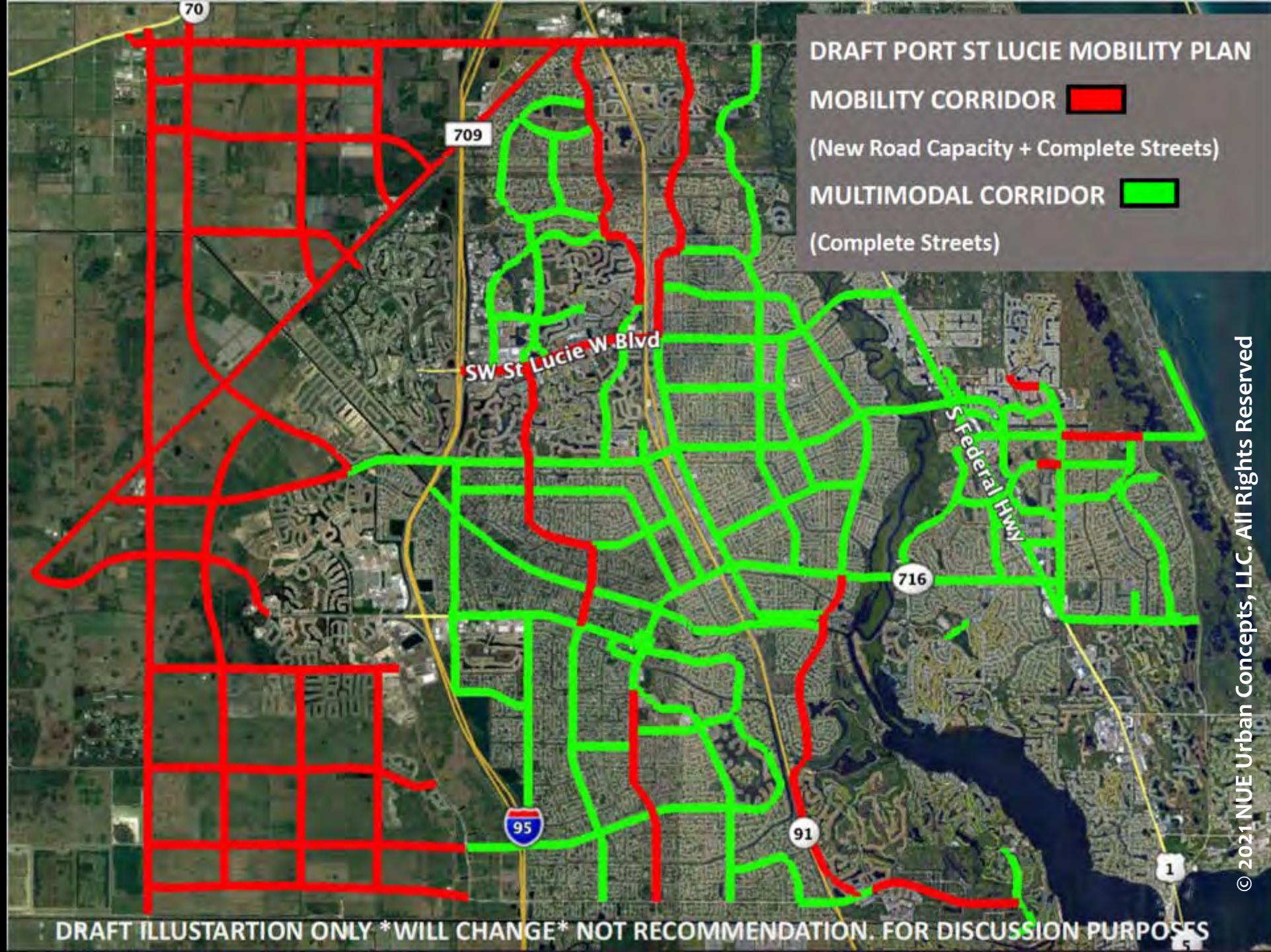
Multimodal Intersections 

Mobility Corridors 

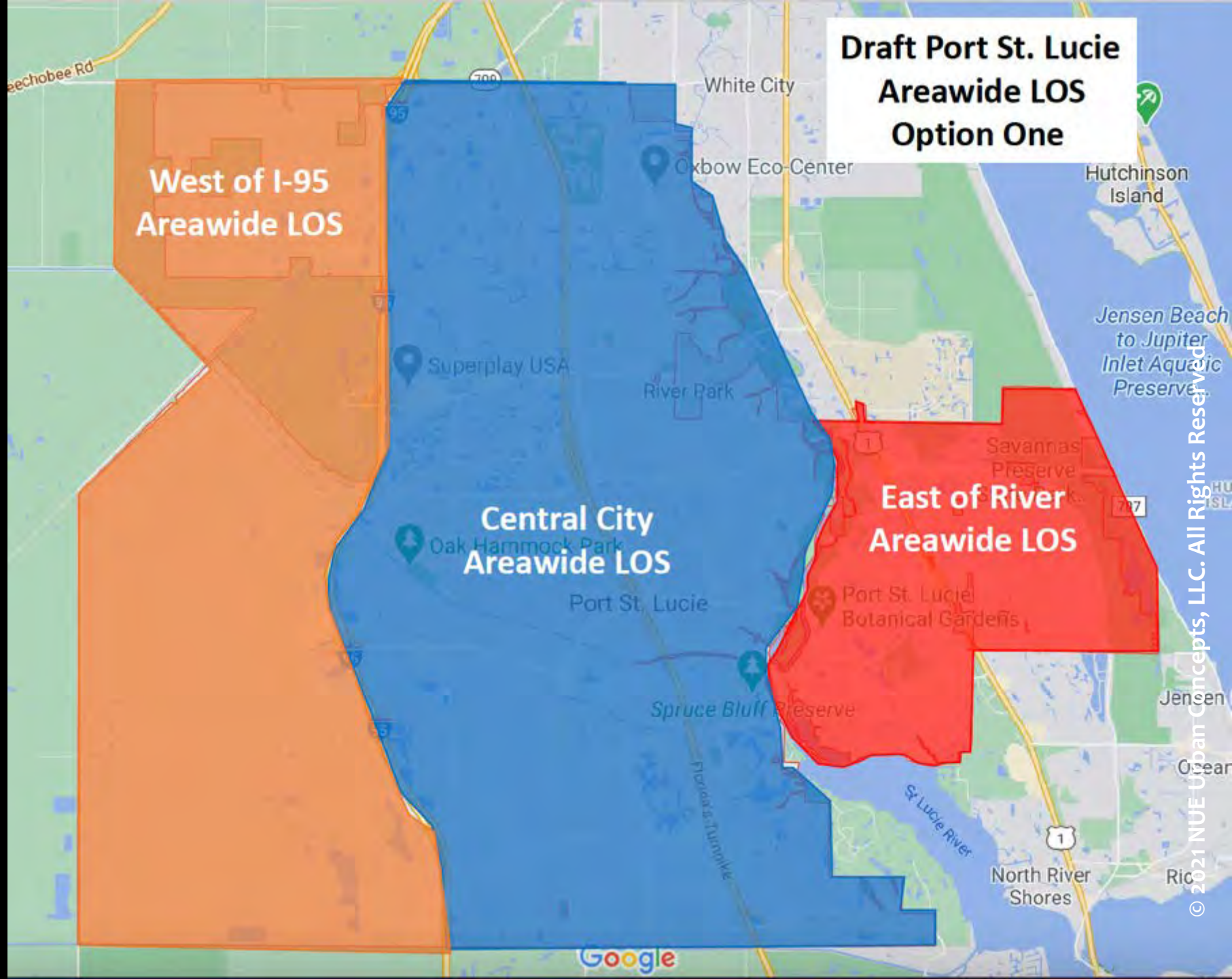
Mobility Intersections 

**Direction
Requested:**

**Concur with
Corridor
Approach?
or
Recommend
Alternative
Approach?**



**Transition
from
LOS by Segment
towards
Areawide LOS**



**Direction
Requested:**

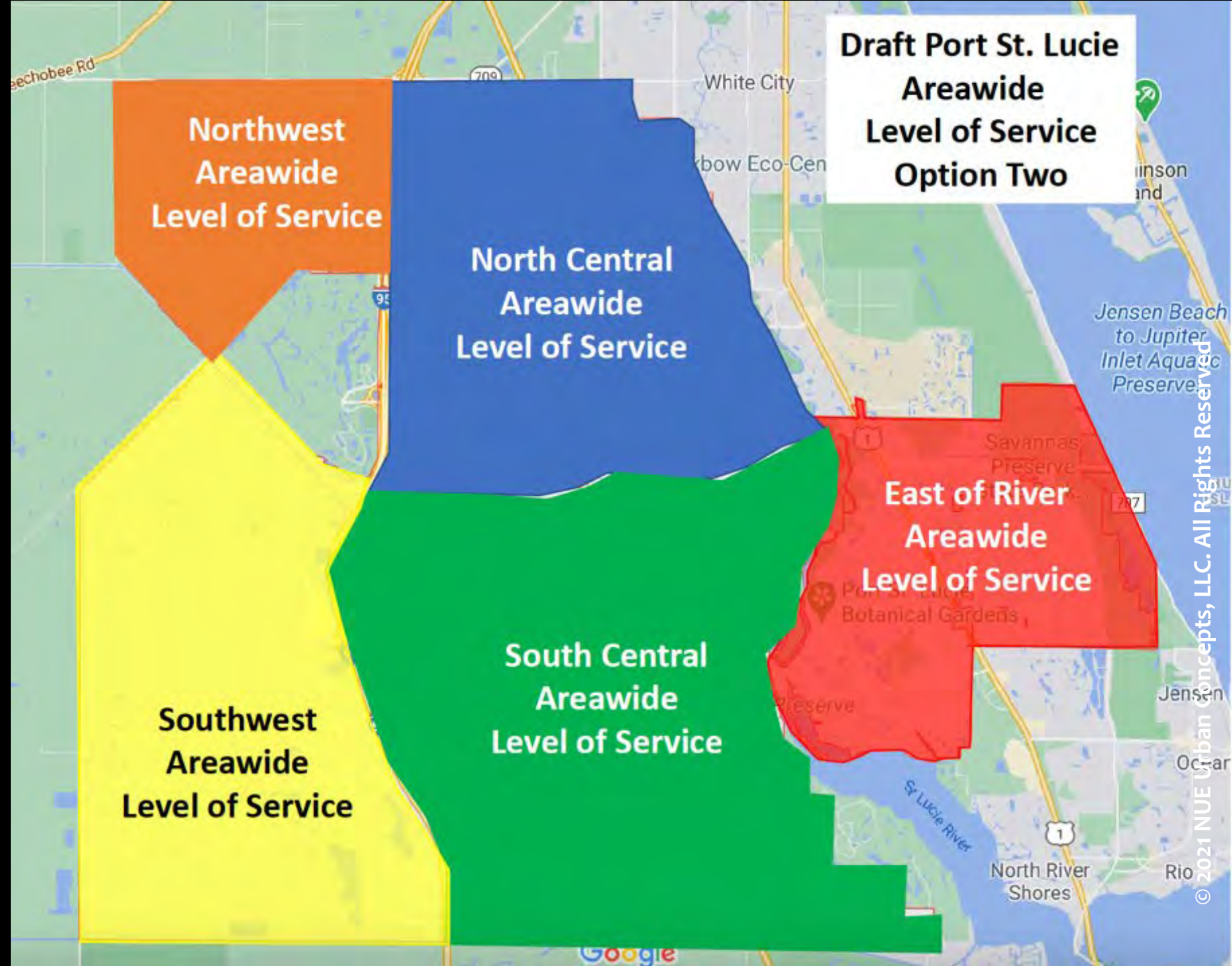
**Concur with
Areawide LOS?**

or

Recommend

Alternative

Approach?



PHASE TWO: STREET Quality of Service Standards

Posted Speed Limit	Street QOS Standard	Applicable Location
20 MPH or less	A	Local, Residential & Shared Streets, Select Streets
25 MPH	B	Local & Residential Streets, Minor Collectors, Select Collectors and Arterials
30 MPH	C	Select Local Streets, Minor and Major Collectors, Select Arterials
35 MPH	D	Major Collectors, Minor Arterials & Select Streets
40 MPH or greater	E	Select Streets & Principal Arterials

PHASE TWO: BICYCLING & WALKING Quality of Service Standards

Multimodal Quality of Service Standards for Bicycling and Walking					
Facility Type	Type of Separation from Travel Lanes				
	Limited Separation	Street Trees	On-Street Parking	Landscape Buffer	Speed Limit 30 MPH or <
Trail 12' or wider	B	A	A	A	A
Path 10'	C	B	B	B	B
Path 8'	D	C	C	C	C
Sidewalk 7' or less	E	D	D	D	D

Source: QOS Standards established by NUE Urban Concepts, LLC

Notes: The presence of two or more physical separation features, such as on-street parking and street trees would result in an increase in one additional letter grade. For example, a ten (10) foot wide path with street trees and on-street parking would achieve a quality of service of "A", a five (5) foot wide sidewalk with street trees and a landscape buffer would achieve a quality of service of "C"

PHASE TWO:

BICYCLING & MICROMOBILITY

Quality of Service Standards

Multimodal Quality of Service Standards for Bicycling and Micromobility					
Facility Type	Type of Separation from Travel Lanes			Enhanced Visibility Markings	Maximum Posted Speed Limit
	Limited Separation	Protected	Buffered		
Multimodal lane for motorized and non-motorized and transportation (15-20 MPH)					
Multimodal lane 7'	B	A	A	A	30 mph – A
Multimodal lane 6'	C	A	B	B	25 mph – B
Multimodal lane 5'	D	B	C	C	20 mph – C
Bicycle Lane primarily for non-motorized transportation					
Bike lane 6' or more	C	A	A	B	30 mph – A
Bike lane 5'	D	A	B	C	25 mph – B
Bike lane 4'	E	B	C	D	20 mph – C
Paved Shoulder	E	B	C	D	20 mph – D
Bicycle Blvd	--	--	--	--	15 mph – B

Source: QOS Standards established by NUE Urban Concepts, LLC

Notes: The presence of a physical separation features, along with pavement markings and posted speed limits would result in an increase in one additional letter grade. Protected bike lanes feature a physical barrier such as a raised median between vehicle and bicycle lanes. Buffered bike lanes feature a buffer at least two (2) feet in width with either chevrons, RPMs, or flex post between vehicle and bicycle lanes. Enhanced visibility includes pavement markings such as, green or blue lanes, green or blue lane markings approaching and crossing intersections and driveways, or double lines, spaced a minimum of four (4) inches apart and featuring RPMs or flex post between vehicle and bicycle lanes.

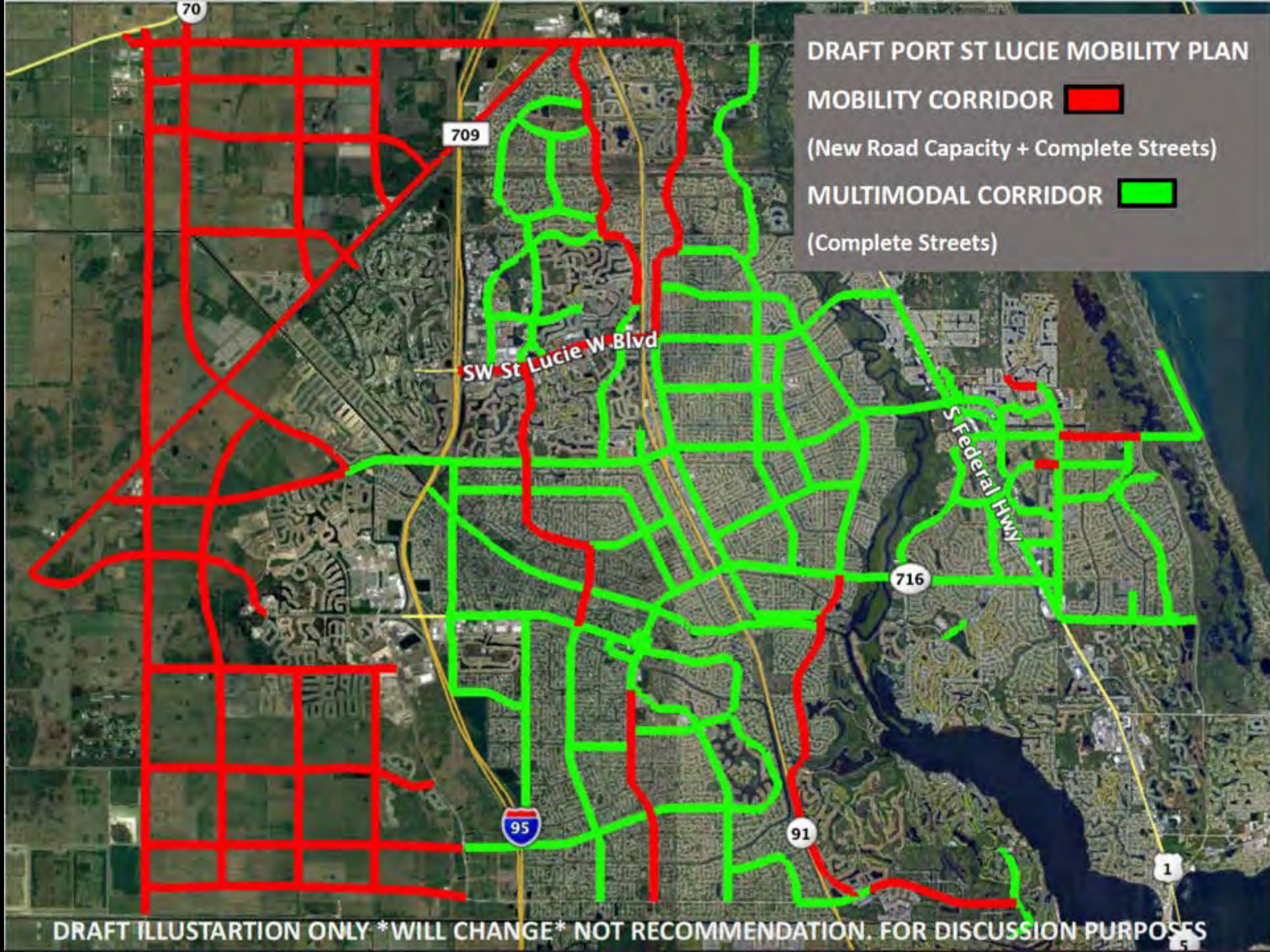
PHASE TWO: TRANSIT & MICROTRANSIT Quality of Service Standards

Multimodal Quality of Service Standards for Transit				
	Regional Transit Providers		Representative of City Transit	
Frequency of Service	Rail	Bus	Microtransit	Trolley
10 minutes or less	A	A	A	A
15 minutes	A	A	B	A
20 minutes	A	B	C	B
30 minutes	B	C	D	C
45 minutes	C	D	E	D
60 minutes	D	E	E	E

Source: QOS Standards established by NUE Urban Concepts, LLC

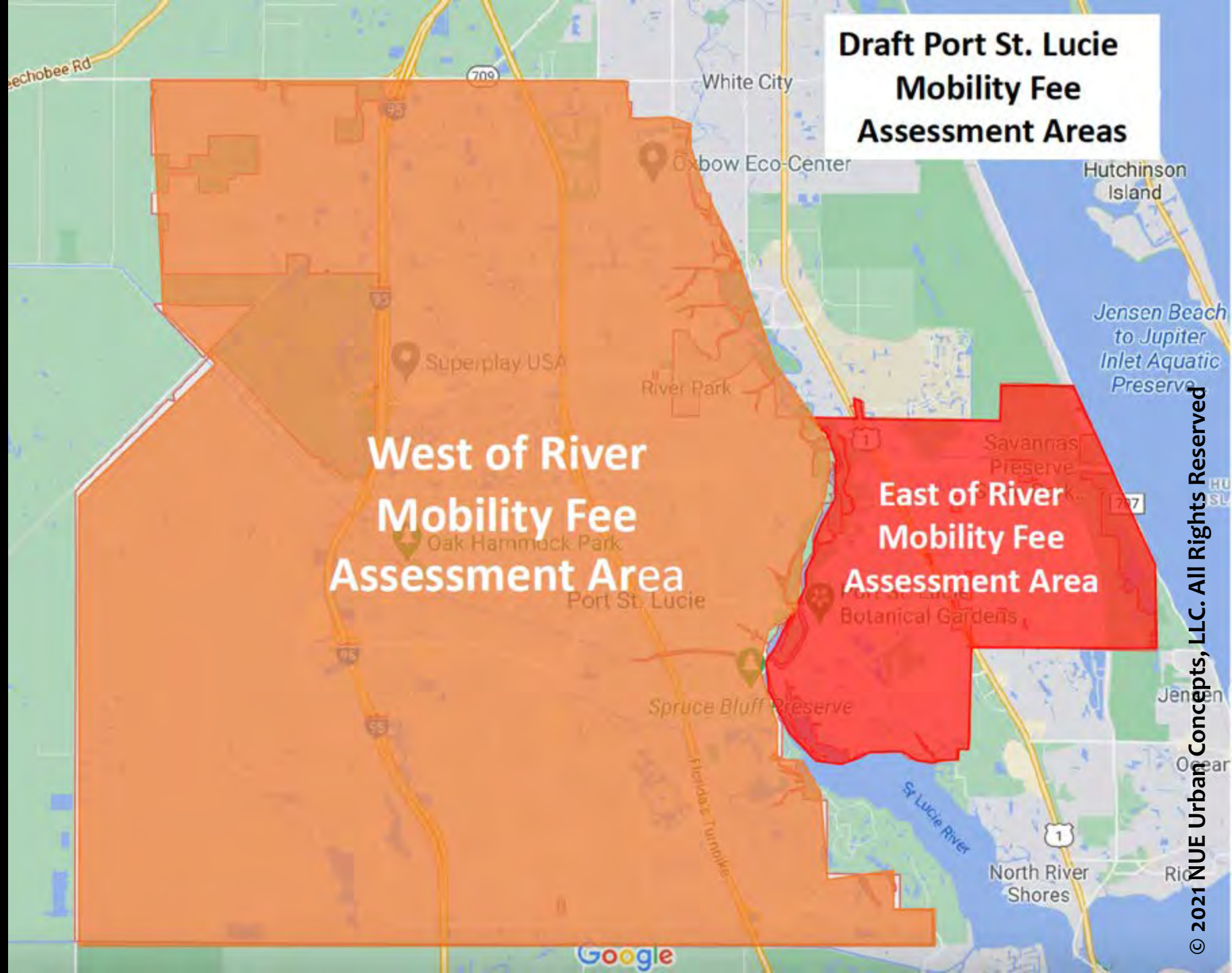
Notes: A span of service exceeding 14 hours would result in an increase in one additional letter grade. A function of being able to achieve QOS A and B frequency is the provision of multimodal ways, dedicated transit lanes, and HOV lanes.

Direction Requested: Concur with Corridor Approach? Alternative Approach?



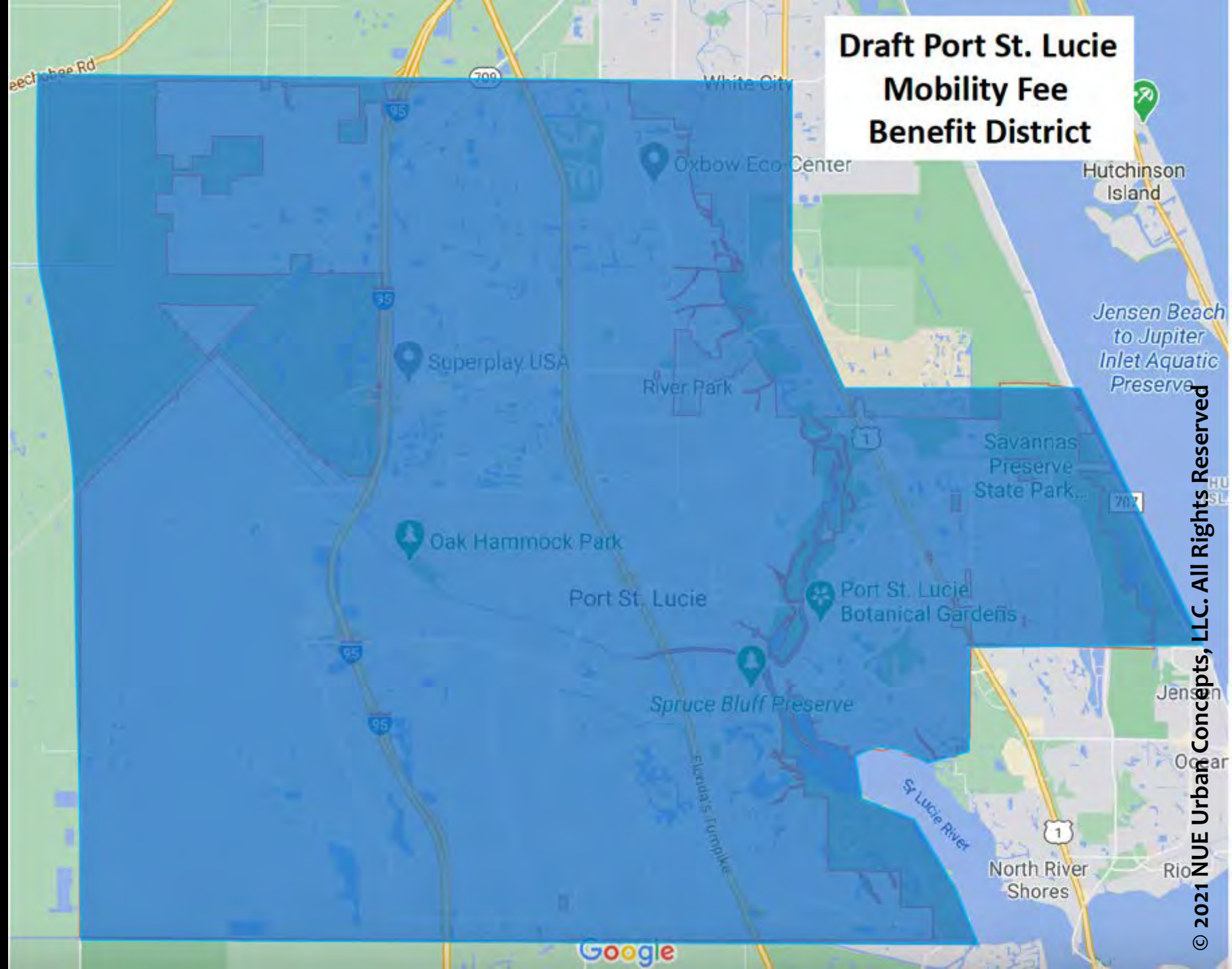
**Direction
Requested:**

**Concur with
Two
Assessment
Areas?
or
Citywide
Assessment?**



**Direction
Requested:**

**Concur with
Proposed
Benefit District?
or
Amended
District
Boundary?**



Proposed Mobility Fee Schedule

Components of a Mobility Fee Schedule

Use Categories, Land Uses Classifications, and Representative Land Uses	(3 rd - Assessment Areas) =	
	East Of	West Of
	St. Lucie River	
(1 st - Use Category) = Institutional Uses per sq. ft.		
(2 nd - Land Use Classification) = Community Serving (Representative uses = Civic / Place of Assembly or Worship / Museum / Gallery)	Lower	Higher
<u>(4th - Optional Land Use the City Council may wish to include as a separate land use classification like the land use listed under the 2nd component) =</u> Secondary Education (College / University / Vocational)	Lower	Higher

Proposed Mobility Fee Schedule: Residential & Institutional

Port St. Lucie Mobility Fee Schedule Recommendation		
Use Categories, Land Uses Classifications, and Representative Land Uses	East Of	West Of
	St. Lucie River	
Residential / Lodging Uses per unit of measure		
Residential per sq. ft.	Lower	Higher
Overnight Lodging (Hotel / Inn / Motel / Resort) per room	Lower	Higher
Recreational Vehicle / Travel Trailer Park per space or lot	Lower	Higher
Institutional Uses per sq. ft.		
Community Serving (Civic / Place of Assembly or Worship / Museum / Gallery)	Lower	Higher
Long Term Care (Assisted Living / Congregate Care / Group Home / Nursing Facility)	Lower	Higher
Private Education (Child Care / Day Care / Private Primary School / Pre-K)	Lower	Higher
<u>Optional Land Use (currently recommended as part of office)</u>	Lower	Higher
Secondary Education (College / University / Vocational)		

Proposed Mobility Fee Schedule: Industrial & Recreational

Industrial Uses per sq. ft.		
Industrial (Assembly / Manufacturing / Fabrication / Trades / Utilities)	Lower	Higher
Commercial Storage (Mini-Warehouse / Boats, RVs & Outdoor Storage / Warehouse) ¹	Lower	Higher
Recreational Uses per sq. ft., unless otherwise indicated		
Marina (Including dry storage) per berth	Lower	Higher
Outdoor Commercial Recreation per acre (Golf, Multi-purpose, Tennis)	Lower	Higher
Indoor Commercial Recreation (Fitness / Gym / Health / Recreation)	Lower	Higher
<u>Optional Land Use (currently recommended under outdoor recreation)</u>	Lower	Higher
Golf Course per acre		
<u>Optional Land Use (currently recommended under retail)</u>	Lower	Higher
Movie Theater per seat		

Proposed Mobility Fee Schedule: Office

Office Uses per sq. ft.		
Office (Bank / General / Medical / Professional / Secondary Education)	Lower	Higher
Free-Standing Medical Office (Clinic / Emergency Care / Medical / Veterinary)	Lower	Higher
<u>Optional Land Use (currently recommended under office)</u>	Lower	Higher
Medical Office (Clinic / Dental / Emergency Care / Hospital / Veterinary)		
<u>Optional Land Use (currently recommended under office)</u>	Lower	Higher
Financial Office (Bank / Credit Union / Financial Services)		

Proposed Mobility Fee Schedule: Commercial & Retail

Commercial / Entertainment / Retail Uses per sq. ft.		
Local Retail (Personal Service / Retail / Restaurant) (Non-Chain/Franchisee) ²	Lower	Higher
Multi-Tenant Retail (Entertainment / Retail / Restaurant / Personal Service) ³	Lower	Higher
Free-Standing Retail (Entertainment / Retail / Restaurant / Personal Service) ⁴	Lower	Higher
<u>Optional Land Use (currently included under free-standing or multi-tenant retail)</u> Convenience Retail	Lower	Higher
<u>Optional Land Use (currently included under free-standing or multi-tenant retail)</u> Pharmacy / Dispensary / Pain Management Clinic	Lower	Higher
<u>Optional Land Use (currently included under free-standing or multi-tenant retail)</u> Sit Down Restaurant (Outparcel or Free-Standing)	Lower	Higher
Quick Service Restaurant (Fast Casual / Fast Food / Container / Ghost Kitchen)	Lower	Higher
Furniture / Mattress Store	Lower	Higher

Proposed Mobility Fee Schedule: Additive Fees

Additive Fees for Commercial / Retail Uses per applicable unit of measure ⁵

Motor Vehicle & Boat Cleaning / Detailing / Wash ⁶ (per washing lane / stall)	Lower	Higher
Motor Vehicle Quick Lube ⁶ (per bay)	Lower	Higher
Bank Drive-Thru Lane or Free-Standing ATM ⁷ (per Lane or per ATM)	Lower	Higher
Quick Service Restaurant Drive-Thru Lane ⁸ (per lane)	Lower	Higher
Pharmacy drive-thru ⁹ (per lane)	Lower	Higher
Motor Vehicle Fueling Position ¹⁰ (per fueling position)	Lower	Higher

Existing County + City Road Impact Fees

Single Family (2,400 sq. ft. or less)	$\$5,130 + \$1,169 = \$6,299$
Single Family (3,500 sq. ft. or more)	$\$6,365 + \$1,169 = \$7,534$
Townhouse (1,500 sq. ft. or more)	$\$4,456 + \$919 = \$5,375$
Multi-Family (750 sq. ft. to 1,499 sq. ft.)	$\$2,940 + \$919 = \$3,859$
Office (per 1,000 sq. ft.)	$\$3,718 + \$842 = \$4,560$
Commercial (per 1,000 sq. ft.)	$\$6,341 + \$1,945 = \$8,286$
Industrial (per 1,000 sq. ft.)	$\$1,103 + \$532 = \$1,635$

City Mobility Fees: must be less than combined County + City Road Impact Fees if effective date is October 1st, 2021

Single Family (2,400 sq. ft. or less)	Less Than \$6,299
Single Family (3,500 sq. ft. or more)	Less Than \$7,534
Townhouse (1,500 sq. ft. or more)	Less Than \$5,375
Multi-Family (750 sq. ft. to 1,499 sq. ft.)	Less Than \$3,859
Office (per 1,000 sq. ft.)	Less Than \$4,560
Commercial (per 1,000 sq. ft.)	Less Than \$8,286
Industrial (per 1,000 sq. ft.)	Less Than \$1,635

Steps 2 thru 4 Schedule Options



REQUEST DIRECTION OR CONCURRENCE

- **Corridors Approach to Mobility Plan – Phase One**
- **Areawide LOS – Phase One**
- **Assessment Areas**
- **Benefit District**
- **Mobility Fee Schedule**

ALTERNATIVES

- **Amend Recommendations?**
- **Alternative Ideas?**
- **Additional Considerations?**

Questions or Comments?

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NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

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