CITY OF PORT ST. LUCIE
PHASE ONE
MOBILITY PLAN & MOBILITY FEE
TECHNICAL REPORT
August 2021

Prepared for:

Prepared by:

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

CITY OF PORT ST. LUCIE
PHASE ONE
MOBILITY PLAN
&
MOBILITY FEE

TECHNICAL REPORT
AUGUST 2021

Produced for: City of Port St. Lucie

Produced by: Jonathan B. Paul, AICP
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August 5th, 2021

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 Draft Phase One Mobility Plan & Mobility Fee Technical

Dear Mr. Blackburn:

Enclosed is the Technical Report for the City of Port St. Lucie Phase One Mobility Plan and Mobility Fee. This Technical Report has been prepared to document the methodology used to develop the Phase One Mobility Plan and Mobility Fee. The Mobility Fee is based upon the mobility and multimodal corridors and intersections included in the Phase One Mobility Plan. The Phase One 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 Mobility Fee features two assessment areas, with a lower fee east of the St. Lucie River in support of the City's ongoing efforts to promote infill and redevelopment along the US Hwy 1 corridor. The Phase One Mobility Plan and Mobility Fee Technical Report has been prepared to allow the Mobility Fee to become effective October 1st, 2021 should the City Council elect to adopt the Plan and Fee.

The Phase Two Mobility Plan will actively engage the public, community stakeholders, the development community, governmental partners, and the City Council is identifying specific improvements along corridors and at intersections to enhance mobility within and surrounding the City. An update of the Mobility Fee may be required depending on the final Phase Two Mobility Plan.

The Mobility Fee will provide the City Council with the ability to prioritize and fund multimodal transportation improvements that best serve the City's residents, businesses, and visitors. I look forward to continuing working with you and your Staff in preparation for the 1st reading of the Mobility Plan and Mobility Fee implementing ordinance.

Sincerely,

Jonathan B. Paul

Jonathan B. Paul, AICP
Principal

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EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided "concurrent" with the impacts of new development. Transportation concurrency became the measure used by local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. By 1993, the Florida Legislature recognized an unintended consequence of transportation concurrency is that it essentially stopped development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct.

In 2007, the Legislature introduced the concept of mobility plans and mobility fees as a replacement of transportation concurrency, proportionate share and road impact fees. In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for **"any local government".** In 2013, the Legislature encouraged **"local governments",** defined equally in Florida Statute as **"counties and municipalities",** to adopt alternative mobility funding systems, such as mobility fees based on a plan of improvements, as an alternative to transportation concurrency, proportionate share and road impact fees. In 2019, the Legislature required mobility fees follow the same statutory requirements as impact fees.

In October 2020, the City Council adopted amendments to the Comprehensive Plan that reflected the City's interest in the development of a multimodal transportation system and consideration of implementing a mobility fee to fund capital improvements for the multimodal transportation system. The City also accepted a final Multimodal Plan report to serve as a guide to enhance mobility throughout the City and promote multimodal transportation through new sidewalks, bicycle lanes, and greenways.

In January 2021, the City provided notice to St. Lucie County that it intends to terminate its interlocal agreement and will no longer collect a County road impact fee for development within the City effective October 1st, 2021. In March 2021, the City embarked on development of a Phase One Mobility Plan and Mobility Fee to allow for the replacement of transportation concurrency, proportionate share, and the City's existing road impact fees. New development and redevelopment within the City will fully mitigate its transportation impact through payment of the City's Mobility Fee. The extraordinary new growth projected within and adjacent to the City and the multimodal transportation system improvements needed on City, County, and State roads to accommodate that growth have been incorporated into the Phase One Mobility Plan.

The goal of the Phase One Mobility Plan is to advance the City's current initiatives to transition away from a transportation system focused on moving cars towards a multimodal mobility system that emphasizes the safe, convenient, and efficient movement of people, whether the desire to bicycle, scoot, walk, ride transit, or drive. The Phase One Mobility Plan identifies the need for citywide mobility and multimodal corridors and intersections. Mobility corridors and intersections are intended to add road capacity through new roads, the widening of existing roads, adding and extending turn lanes and thru lanes at intersections, adding roundabouts and signals; while also incorporating complete street design elements such as bike lanes, sidewalks, shared-use paths, and trails. Multimodal corridors and intersections are intended to reimagine and repurpose existing road rights-of-way to add complete street design elements, safety enhancements, and high visibility crossings at driveways, intersections and mid-block locations. Multimodal corridors also include greenways and trails in off-street rights-of-way to connect homes with education, employment, entertainment, recreation, and retail destinations.

The Phase Two Mobility Plan will further define the type of road capacity and complete street design elements for each corridor and intersection based on future travel demand, community feedback and preferences, and the areawide level of service (LOS) and multimodal quality of service (QOS) standards established as part of the Phase One Mobility Plan. Segment specific roadway LOS will be replaced by areawide LOS standards that recognize the benefit of an interconnected roadway network. The multimodal QOS standards will be used to design streets that are safer and more convenient for people of all ages and abilities.

The Mobility Fee provides the City a revenue source that it controls and prioritizes to fund the multimodal transportation system improvements to City, County, and State roads identified in the Phase One Mobility Plan. The Mobility Fee features two (2) Assessment Areas located east and west of the St. Lucie River, with a lower Fee east of the River to reflect the existing mixture of uses and interconnected street network: resulting in shorter trip lengths. The City is proposing a single Mobility Fee Benefit District that includes the entire City, unincorporated enclaves, and adjacent impacted areas to ensure Mobility Fees paid to the City are spent on Phase One Mobility Plan improvements that provide a mobility "benefit" to new development and redevelopment that pay a Mobility Fee. Effective October 1st, 2021, the Phase One Mobility Plan and Mobility Fee will replace transportation concurrency, proportionate share, and the City's existing road impact fees and the City will stop collecting the County road impact fee from development within the City. This Technical Report demonstrates that the Phase One Mobility Plan and Mobility Fee meets the legally established dual rational nexus test and rough proportionality test, along with the requirements of Florida Statute Sections 163.3180 and 163.31801.

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, provides the following direction related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180:

"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." **(Appendix A)**

The Community Planning Act also includes specific requirements for any local government that elects to maintain transportation concurrency. These requirements are to be addressed in the local governments comprehensive plan and capital improvements required to meet adopted level of service standards are required to be included in the capital improvements element five (5) year schedule of improvements.

The Legislature also clarified in the Community Planning Act that any backlogged facility is the responsibility of local governments; new development shall not be charged for backlog, and that new developments can assume any backlogged facility will be addressed by local governments when calculating its proportionate share mitigation. This essentially means it is the local governments responsibility to fund improvements to deficient transportation facilities. Florida Statute Section 163.3180(5)(d):

"The premise of concurrency is that the public facilities will be provided in order to achieve and maintain the adopted level of service standard. A comprehensive plan that imposes transportation concurrency shall contain appropriate amendments to the capital improvements element of the comprehensive plan, consistent with the requirements of s. 163.3177(3). The capital improvements element shall identify facilities necessary to meet adopted levels of service during a 5-year period."

The Community Planning Act recognized that impact fees, mobility fees, and other transportation concurrency mitigation requirements are equivalent forms of transportation mitigation by requiring that dollar-for-dollar credit shall be provided where a local government requires a development to make a proportionate share improvement or payment per Florida Statute Section 163.3180 (5)(h)2.e. that states:

"The applicant shall receive a ***credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements*** *paid or payable in the future for the project. The credit shall be reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit."* ***(emphasis added)***

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. In addition, the Legislature did not make mobility fees a subservient form of mitigation like proportionate share. 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.

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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

- Partially or fully fund multimodal improvements, including sidewalks, paths, trails, bike lanes, streetscape and landscape, complete and low speed streets, micromobility (i.e., electric bikes, electric scooters) devices, programs and services, microtransit (i.e., golf carts, neighborhood electric vehicles, autonomous transit shuttles, trolleys) circulators, services and vehicles, new roads, transit facilities and mobility hubs, the widening of existing roads, and turn lanes, signals, roundabouts, and ADA upgrades at intersections.
- 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 include all or portions of a municipality or county, and may vary based on geographic location (e.g., downtown) or type of development (e.g., mixed-use).
- 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. There has yet to be a legal challenge to impact fees in Florida since the 2009 legislation, due in large part to the great recession and the fact that many local governments either reduced impact fees or placed a moratorium on impact fees between 2009 and 2015.

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."

The purpose of this Technical Report is to demonstrate that the City's Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the need for new multimodal transportation projects and the mobility benefits provided to those who pay the fee, otherwise known as the "dual rational nexus test" and "rough proportionality test", as required by Florida Statute Section 163.31801(4)(f),(g) and (h). The "dual rational nexus test" requires a local government to demonstrate that there is a reasonable connection, or rational nexus, between:

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 receives from the payment and expenditure of fees to construct the new capital 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 first time the Courts recognized the authority of a municipality to impose “impact fees” in Florida occurred 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 development of the Phase One Mobility Plan identifies the potential for multimodal improvements to provide the person miles of capacity to meet future person miles of travel. The calculation of the City's Mobility Fee based on person travel demand documents and quantifies the connection between the provision of multimodal person capacity and the person travel demand generated by new development travel, in accordance with dual rational nexus and rough proportionality test.

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).

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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 goals, objectives and policies in the Transportation Element related to the consideration of adopting a mobility plan and mobility fee:

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 where 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."

DEVELOPING THE PHASE ONE MOBILITY PLAN & FEE

There were multiple steps that went into development of the phase one 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 one Mobility Plan and Mobility Fee consistent with legal and statutory requirements **(**Figure 2**).**

Figure 2. Developing a Mobility Plan & Mobility Fee

GROWTH

The first requirement of the dual rational nexus for a mobility fee is to demonstrate that there is a need for future multimodal projects to accommodate the person travel demand from future growth. An evaluation of the existing and projected population and employment was conducted for the City of Port St. Lucie and St. Lucie County based on the Treasure Coast Regional Planning Model (TCRPM) Version 5 developed for the St. Lucie County Transportation Planning Organization (TPO) 2045 Long Range Transportation Plan (LRTP) by Florida Department of Transportation (FDOT) District Four (Southeast District). The regional planning model demonstrates that there is projected to be a significant increase in population and employment with the City and County **(Table 1)**. The population and employment data were obtained from the Traffic Analysis Zones (TAZs) used in the travel demand model **(Appendix B)**. The TAZ structure includes areas adjacent to the City outside of the current City limits and unincorporated area enclaves within the City.

TABLE 1. PROJECTED GROWTH

	City of Port St. Lucie		St. Lucie County	
Year	**Population**	**Employees**	**Population**	**Employees**
2020 / 2018	**202,914**	**71,654**	**322,265**	**119,001**
2045	**369,267**	**101,104**	**525,100**	**183,300**
Increase	**13,372**	**9,698**	**125,871**	**77,273**

Source: 2020 Population data based on Florida Estimates of Population, 2020 prepared by Bureau of Economic and Business Research (BEBR), College of Liberal Arts & Science, University of Florida, Gainesville, FL. The 2018 Employment Data provided by the U.S. Census Bureau OnTheMap **(Appendix C)**. 2045 Population and Employment 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)**.

The intent of the projected growth data is to illustrate the increase in population and employment by 2045 within and around the City that results in increases in person travel demand. The flow of employees into and out of the City and County was also evaluated **(Appendix C).** The evaluation revealed that while 35.8% of employees living in the City worked in St. Lucie County, 43.2% worked in Counties to the south, with 35.2% working in Martin and Palm Beach Counties. As it relates to work trips, a significant portion of travel occurs along the Florida Turnpike and Interstate 95 to and from Counties to the South. For Cities and Census Designated Places (CDP), the highest number of employees work with the City of Port St. Lucie at 17.5%, followed by Ft. Pierce at 12.4%, Stuart at 10.8%, West Palm Beach at 2.2%, Palm City at 1.8%, and Jensen Beach at 1.6% **(Appendix D).**

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. 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 2020 and 2045 **(**Table 2**)**. The VMT data was obtained from the TCRPM networks evaluated as part of the Mobility Plan and Mobility Fee analysis **(**Appendix E**)**.

Due to differences in development patterns and future growth, the analyses evaluated the model network for the following areas: (1) east of the St. Lucie River; (2) between the St. Lucie River and Interstate 95; and (3) west of Interstate 95. The analyses resulted in projected annual growth in travel of 1.30% east of the River, 1.83% between the River and I-95, 4.37% west of I-95 **(**Table 3**)**. The growth in travel on the Florida Turnpike and Interstate 95 is excluded from the Mobility Fee calculations due to fact that the Turnpike system is funded by tolls and the Interstate system is largely funded through federal fuel tax revenues.

Future traffic does not terminate at City limits, thus the evaluation of VMT data includes areas that are outside City limits to ensure the future model volumes evaluated terminate at logical endpoints (intersecting roads). The VMT data is used to project future person miles of travel (PMT) demand to evaluate the **"need"** for future multimodal projects to be included in the Phase One and Two Mobility Plans necessary to meet that projected demand in order to demonstrate compliance with the **"needs"** test under the dual rational nexus test.

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

Year	Arterial & Collector Roads	Florida Turnpike & Interstate 95	Total
2015 (Model base year)	2,916,635	1,472,535	4,389,169
2020 (Mobility Plan base year)	**3,199,390**	**1,605,044**	**4,804,435**
2045 (Model and plan future year)	5,220,444	2,469,417	7,689,861
VMT increase (2020 to 2045)	2,021,054	864,372	2,885,427

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 2020 mobility plan base year VMT was interpolated based on an annual growth rate of travel on arterial and collector roads of 1.30% east of the River, 1.83% between the River and I-95, 4.37% west of I-95, and 1.74% for the Florida Turnpike and Interstate 95 **(**Table 3**)**. The VMT increase is based on the difference between 2020 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 D**)**.

The City is unique given its difference in development patterns, size, and rapid population growth west of Interstate 95. The City is actively seeking to encourage infill and redevelopment along the US Hwy 1 corridor east of the St. Lucie River, which is largely built-out and includes two (2) Community Redevelopment Areas **(Map A)**. The City is continuing efforts to develop a city center at the intersection of US Hwy 1 and Walton Road. The City is also seeking to continue to develop and expand the Riverwalk along the east side of the St. Lucie River north and south of Port St. Lucie Blvd.

The area between the St. Lucie River and Interstate 95 features a significant number of undeveloped platted lots and infill development along arterials and collectors which is seeking to rezone from residential platted lots to non-residential development. This area also features several Master Planned Communities, including St. Lucie West, and is the current area where City Hall and other City Departments are located at the intersection of Port St. Lucie Blvd and Airoso Blvd. The Florida Turnpike, Interstate 95, and the St. Lucie River limit east-west connections within this area and between this area and development along US Hwy 1 and west of Interstate 95.

The areas west of Interstate 95 are where most of the significant new development is projected to occur within and around Tradition. The Tradition Town Center is the mixed-use center west of Interstate 95 and will support many of the employment, medical and retail needs of future development. There are approved plans and dedicated right-of-way to establish a gridded network of east-west and north-south roads. This area is also where most new annexations into the City will occur. The City, County, and the TPO have already developed an expansive future road network in this area and the Phase One and Two Mobility Plans will build on those prior efforts and be one of the tools used to ensure the network is developed and that future annexations extend the transportation network.

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

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

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

PERSON MILES OF TRAVEL (PMT)

The evaluation of future person miles of travel (PMT) is the initial component in the development of the City's Mobility Fee. To account for person trips made by walking, biking, riding transit, and vehicle occupancy in a multimodal travel environment, vehicle miles of travel (VMT) demand is converted into person miles of travel (PMT) demand based on person trips and person trip length data for Florida obtained from the 2017 National Household Travel Survey (NHTS).

Two sets of PMT data, based on the two (2) Mobility Fee Assessment Areas, were derived from the 2017 NHTS data. The first set of data is for the east of the River (EOR) Assessment Area and resulted in a PMT factor of 1.87 based on trip lengths of 10 miles or less **(Appendix F)**. The second set of data is for the west of the River (WOR) Assessment Area and resulted in a PMT factor of 1.83 based on trip lengths of 15 miles or less **(Appendix G)**. The significant increase in PMT between 2020 and 2045 within and around the City, excluding the Florida Turnpike and Interstate 95, is 3,714,346 **(Table 4).**

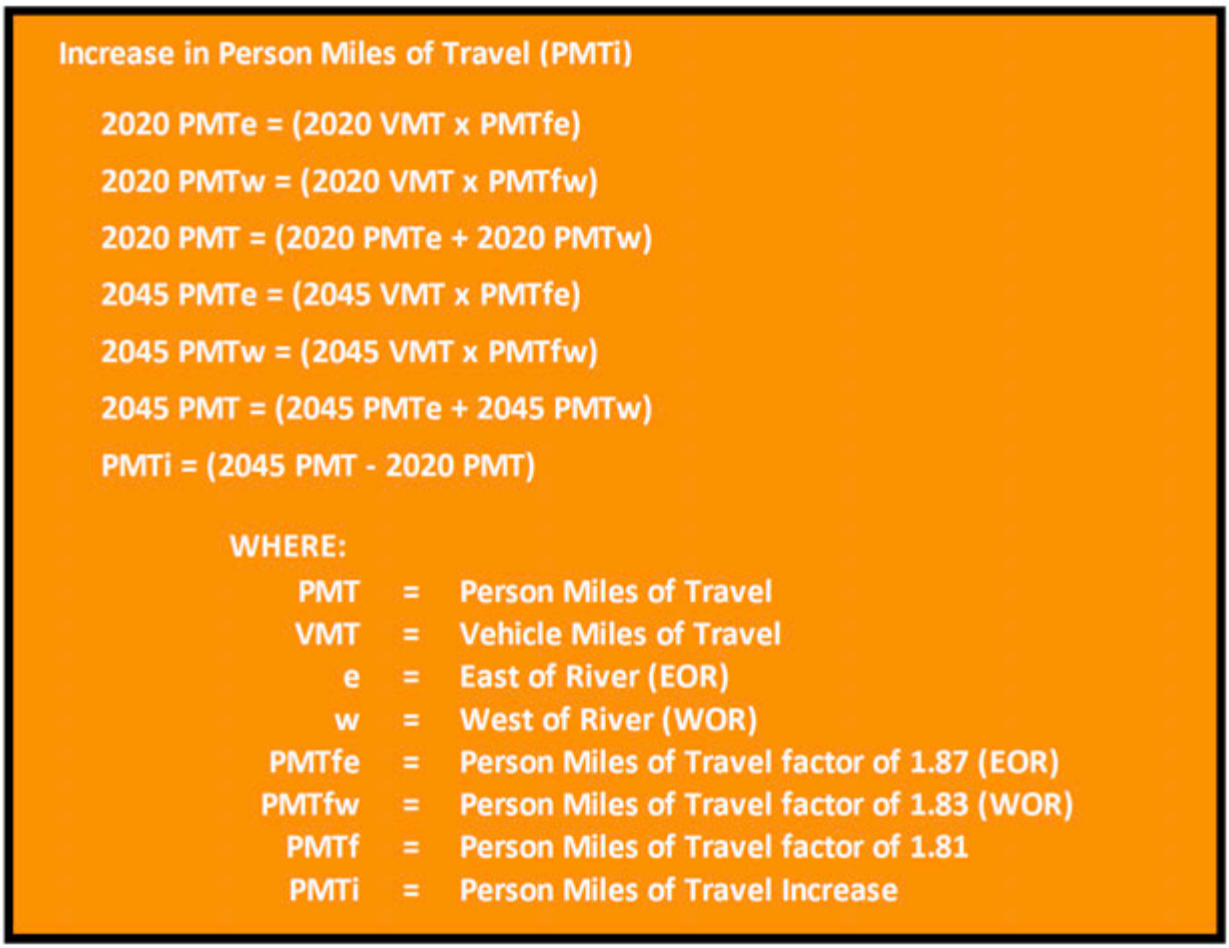
TABLE 4. INCREASE IN PERSON MILES OF TRAVEL (PMT)

2020 Vehicle Miles of Travel (VMT) & Person Miles of Travel (PMT)	
2020 Vehicle Miles of Travel (VMT) for EOR Area	1,034,069
2020 Person Miles of Travel (PMT) for EOR Area	1,933,710
2020 Vehicle Miles of Travel (VMT) for WOR Area	2,165,321
2020 Person Miles of Travel (PMT) for WOR Area	3,962,537
2020 Person Miles of Travel (PMT)	5,896,247
2045 Vehicle Miles of Travel (VMT) & Person Miles of Travel (PMT)	
2045 Future Year Vehicle Miles of Travel (VMT) for EOR Area	1,429,497
2045 Future Year Person Miles of Travel (PMT) for EOR Area	2,673,160
2045 Future Year Vehicle Miles of Travel (VMT) for WOR Area	3,790,947
2045 Future Year Person Miles of Travel (PMT) for WOR Area	6,937,433
2045 Person Miles of Travel (PMT)	9,610,593
Increase in Person Miles of Travel (PMT) between 2020 & 2045	
Increase in Person Miles of Travel (PMT)	3,714,346

Source: Base and future year VMT data from Table 3. PMT for EOR are obtained by multiplying VMT by 1.87. PMT for WOR are obtained by multiplying VMT by 1.83. The calculation for the increase in person miles of travel is illustrated in Figure 3.

The calculation for the significant increase in person miles of travel (PMT) is based on the conversion of VMT to PMT by using the applicable PMT conversion factor for each of the Mobility Fee Assessment Areas. Once the PMT is converted, the two areas are added together to determine the PMT for the applicable analysis year. The calculation for the increase in PMT between 2020 and 2045 is the difference between the two (2) time frames and is illustrated in **Figure 3:**

Figure 3: Person Miles of Travel (PMT) Increase



The PMT increase is used to demonstrate that there is a significant increase in person travel projected by 2045 within and around the City and a demonstrated "need" to identify multimodal projects to be provided by 2045 to accommodate the projected increase in person travel demand. The PMT increase is also utilized to ensure that new growth is not paying more than its share of the cost of multimodal projects identified in the Phase One Mobility Plan. This is one of several factors developed to demonstrate the Mobility Fee meets legal and statutory requirements.

LEVEL & QUALITY OF SERVICE STANDARDS

The replacement of transportation concurrency with a mobility plan and mobility fee is an opportunity to revise the City's current practice of evaluating road capacity on a segment-by-segment basis. Florida Statute Section 163.3180 allows local governments to establish 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) Development of the Phase One Mobility Plan;
(2) Identification of specific improvements in Phase Two of the Mobility Plan;
(3) As performance measures to evaluate changes in service over time;
(3) Future updates of the Mobility Plan;
(4) Evaluation of amendments to the Comprehensive Plan;
(5) The design of Complete streets, and
(6) Determining multimodal capacities for the Mobility Plan and Mobility Fee.

The intent of an areawide road LOS is to evaluate the capacity and traffic of a gridded transportation system versus the current system which uses a using a metric known as a volume-to-capacity (V/C) ratio to evaluate the road LOS for individual segments. The V/C ratio is used to measure AM Peak Hour (between 7 AM and 9 AM), PM Peak Hour (between 4 PM and 6 PM) and Daily traffic by dividing the capacity of a given road based on an adopted LOS standard.

For example, a four-lane road with 30,000 cars a day and a capacity of 40,000 cars based on a LOS standard of "E" would have a V/C of .75%. A two-lane road with 20,000 cars a day and a capacity of 18,500 based on a LOS standard of "E" would have a V/C of 1.08%: meaning the road is over capacity. The 2045 Long Range Transportation Plan (LRTP) for St. Lucie County uses this approach as one metric to evaluate the need for future roadway improvements **(Appendix H)**.

An areawide LOS analysis is conducted in recognition of the potential for an interconnected network to disperse traffic across multiple corridors. Using the two (2) road examples from above, the combined traffic for the two roads is 50,000 cars a day, with a combined capacity of 58,500, resulting in a V/C ratio of .86%; meaning the two (2) roads evaluated together indicate the area has road capacity. This type of analysis is conducted over a larger area, includes multiple roads and also factors in the length of roadways. The example provided is to illustrate the difference between a segment-by-segment based LOS versus an areawide LOS.

The benefit of an areawide approach is that it provides the City with increased flexibility with determining when, or if, an existing road needs to be widened due to existing or projected traffic. An areawide approach allows the City to either construct a new road or to utilize the capacity of existing roads within a defined area, as opposed to widening an existing road to achieve the adopted LOS standard.

The areawide analysis established as part of the Phase One Mobility Plan provides the City Council with flexibility in determining which roads are candidates to be widened based on existing or future traffic and which roads, due to environmental or neighborhood impact, should not be widened based on the available capacity provided by a network of roads within a defined area. For mobility planning purposes, the following five (5) locations have been established to evaluate areawide capacity, based on the adopted LOS standard established in the Comprehensive Plan, for all arterial and collector roads within the following areas **(Map B)**:

(1) **Southeast:** All areas of the City east of the St. Lucie River;

(2) **North Central:** All areas of the City south of Midway Rd., west of St. Lucie River, north of Crosstown Pkwy, and east of Interstate 95 (I-95);

(3) **South Central:** All areas of the City south of Crosstown Pkwy, west of St. Lucie River, north of the Martin County Line, and east of I-95;

(4) **Northwest:** All areas of the City south of Midway Rd., west of I-95, north of Glades Cut-Off, and east of the future Range Line Road Extension; and

(5) **Southwest:** All areas of the City south of Glades Cut-Off, west of I-95, north of the Martin County Line, and east of Range Line Road.

An areawide analysis was performed to illustrate existing conditions based on the five locations identified above. The areawide analysis illustrates that accounting for the capacity of multiple roads within a given area results in vehicle miles of travel (VMT) to vehicle miles of capacity (VMC) ratio less than 0.60. A VMT/VMC ratio less than 0.60 means that less that 60% of the capacity of a roadway network within a defined area is being used to accommodate existing traffic **(Table 5)**. A VMT/VMC ratio of 1.0 is an indication that many of the roads within a given area are over capacity. When utilizing an areawide analysis, it is recommended that a VMT/VMC ratio between 0.70 and 0.75, based on a LOS "D" standard, be adopted as a measurable performance standard for mobility planning. A VMT/VMC ratio between 70% and 75% indicates a significant portion of available road capacity is being utilized and there is a need to add vehicle or person capacity.

TABLE 5. 2020 AREAWIDE VMT & VMC ANALYSIS

Area	Length (miles)	2020 Vehicle Miles of Travel (VMT)	2020 Vehicle Miles of Capacity (VMC)	VMT to VMC Ratio (VMT/VMC)
North Central	55.90	793,111	1,573,270	0.50
Northwest	23.60	122,249	488,257	0.25
South Central	67.72	908,239	1,657,186	0.55
Southeast	37.14	518,043	1,028,678	0.50
Southwest	20.59	177,687	635,079	0.28
Total	204.93	2,522,343	5,382,470	0.47

Source: Areawide LOS analysis is based on data from the Traffic Characteristics Report (**Appendix I**). The data used to develop the Traffic Characteristics Report was obtained from the City, County and FDOT. The LOS analysis was prepared by NUE Urban Concepts as of July 2021. VMT is based on AADT x length of a road segment. VMC is based on the daily capacity x length of a road segment.

An areawide LOS analysis was evaluated for 2045 using projected AADT and assumed existing road capacity remained constant to illustrate future year VMT/VMC ratios without road improvements. The projected VMT/VMC ratios in 2045 are all 70% (0.70) or greater, indicating the need for the construction of additional multimodal projects identified in the Mobility Plan to provide additional road capacity to reduce future year VMT/VMC ratios. The following illustrates projected VMT/VMC ratios for 2045 **(Table 6)**:

TABLE 6. 2045 AREAWIDE VMT & VMC ANALYSIS

Area	Length (miles)	2045 Vehicle Miles of Travel (VMT)	2045 Vehicle Miles of Capacity (VMC)	VMT to VMC Ratio (VMT/VMC)
North Central	55.90	1,254,941	1,573,270	0.80
Northwest	23.60	371,717	488,257	0.76
South Central	67.72	1,456,698	1,657,186	0.88
Southeast	37.14	724,789	1,028,678	0.70
Southwest	20.59	499,468	635,079	0.79
Total	204.93	4,307,614	5,382,470	0.80

Source: Same as **Table 5**

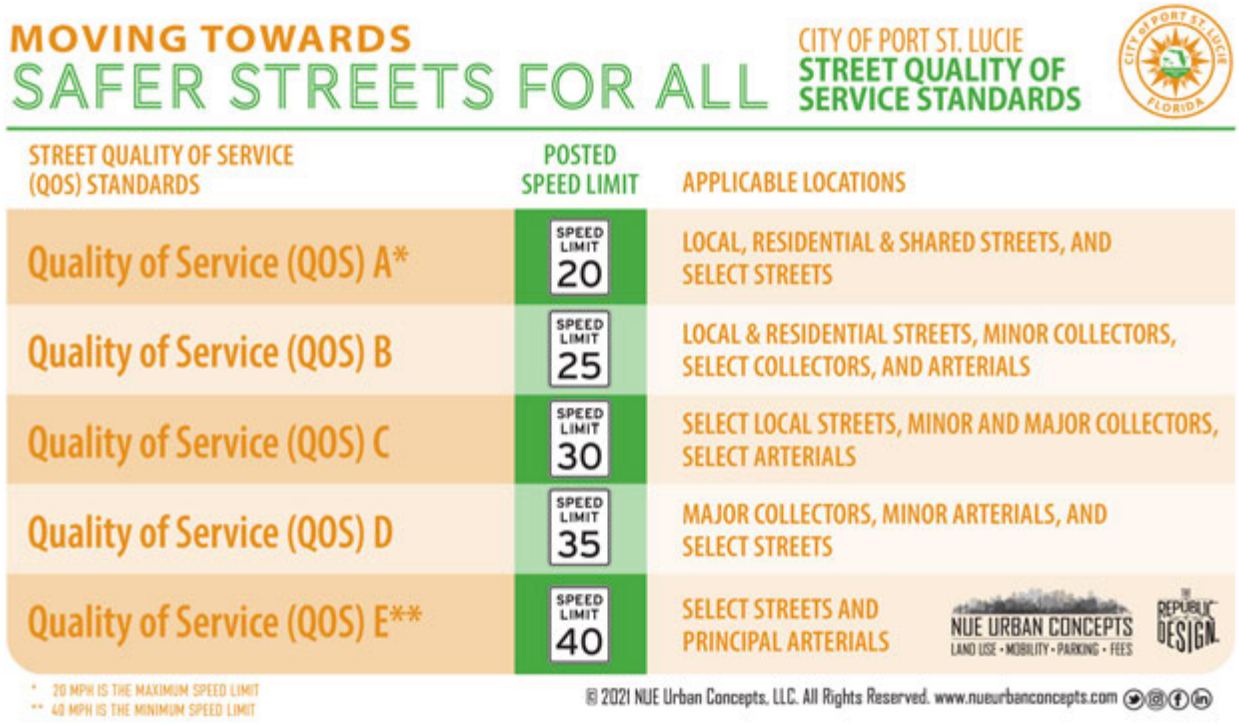
Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal quality of service (QOS) standards as part of a mobility plan and fee as one of several alternatives to provide for a transition away from transportation concurrency. The Phase One Mobility Plan proposes to establish areawide LOS as an alternative to segment specific LOS and establish multimodal QOS standards to be utilized in the Phase Two Mobility Plan. An areawide LOS standard allows for planning and prioritizing road capacity projects. For roads where vehicle capacity cannot be added, due to physical constraints, environmental or neighborhood impact, there is still a need to provide mobility for people, whether they choose to bicycle, walk, ride transit, or use new technology.

The establishment of street quality of service (QOS) standards based on the posted speed limit is both an alternative and a complement to areawide roadway LOS standards. While areawide roadway LOS standards are based on road capacity to move cars, street QOS standards are intended to enhance mobility and safety for all users of the transportation system by prioritizing slower speeds for cars. Speed of travel is one of the most important factors in determining the design of a street. Street QOS standards are the inverse of roadway LOS standards in that as speed limits go down, street QOS goes up. Whereas, as speed limits go down the LOS of roadways also goes down. Street QOS standards that promote slower speeds provide planners and engineers with greater flexibility to implement innovative street designs, such as low speed and complete streets, narrower travel lanes, and locating buildings and trees closer to travel lanes.

The lower the design speed, the greater the emphasis on the safe movement of people, whether they are walking, bicycling, or driving. Establishing street QOS standards based on posted speed limits more accurately reflects the intended purpose of a street or road and the desired level of people walking and bicycling, along with access to adjacent land uses. The lower the speed, the greater the accessibility to adjacent land uses and an emphasis on safely walking and bicycling. The higher the speed limit, access to adjacent land uses becomes more restrictive, with a greater emphasis on the movement of vehicles. However, just because a lower speed limit is posted, it does not mean cars will slow down, unless there are actual changes to the street right-of-way that will result in people driving slower and more people feeling comfortable to bicycle and walk.

Street QOS standards would be phased in over time as part of: (1) designing new multimodal projects or the repurposing; (2) reimagining of existing right-of-way to emphasize the safe movement of people versus the quick movement of cars, and (3) allow for greater levels of neighborhood traffic calming to improve safety and potentially reduced cut through traffic. The Phase Two Mobility Plan will utilize these Street QOS standards in the design of streets. Street QOS standards are intended to be flexible based on applicable locations and type of street **(Figure 4)**.

Figure 4. Street Quality of Service (QOS) Standards

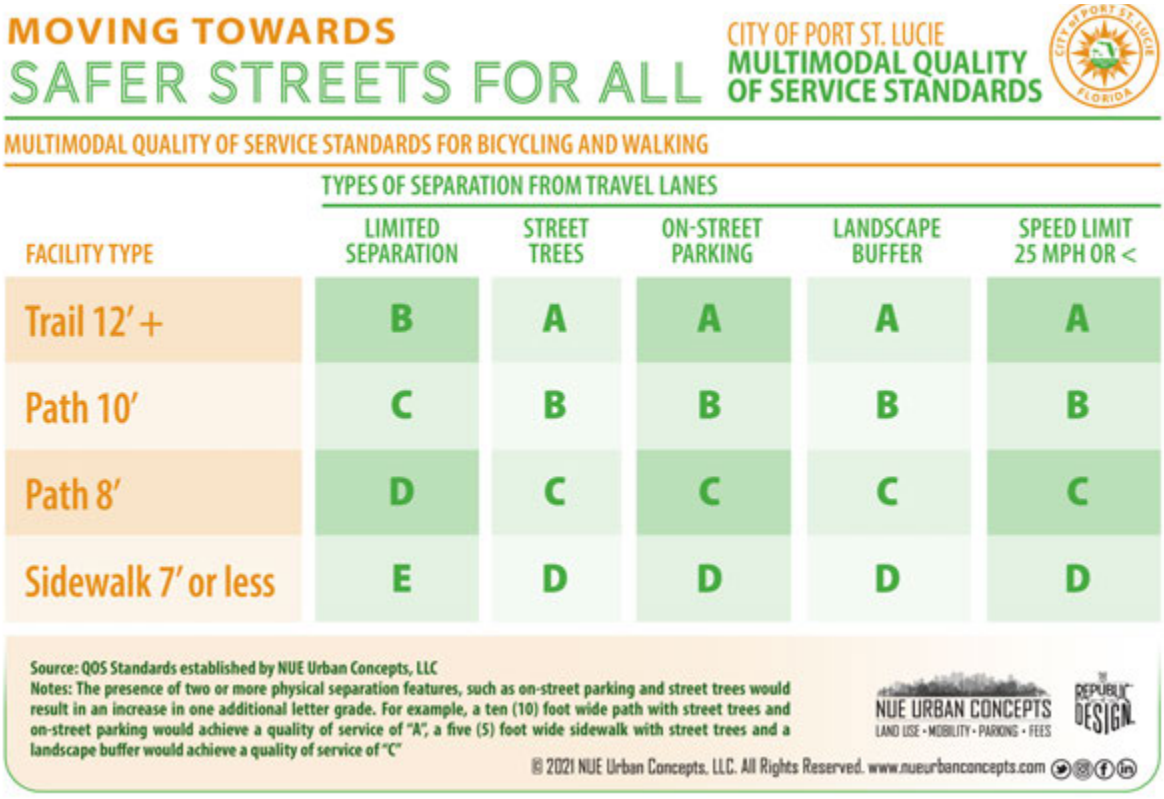


Multimodal QOS standards are used to establish multimodal capacities for use in the Mobility Fee calculations and will be used in the Phase Two Mobility Plan for performance measures, mobility planning, design standards, and prioritizing multimodal projects. These standards combine QOS and LOS based on: (1) the width of the facility (i.e., bike lane, path, sidewalk); (2) the type of physical separation between multimodal facilities and travel lanes for cars, SUVs, trucks and other motor vehicles; and (3) the posted speed limit.

Multimodal QOS standards for people bicycling and walking are focused on accommodating non-motorized travel demand on greenways, shared-use paths, sidewalks, and trails. The City may elect to allow motorized travel on paths and trails that includes electric bikes (e-bikes), electric scoters (e-scooters), and golf carts. The multimodal QOS standards for people bicycling and riding micromobility devices (e.g., e-bikes, e-scooters) are focused on accommodating pedal powered and multimodal motorized travel demand on bike lanes, multimodal lanes, and multimodal ways. Depending on the width of a facility, microtransit vehicles (e.g., autonomous transit shuttles, golf carts, neighborhood electric vehicles) may potentially use multimodal lanes and ways. The multimodal QOS standards for transit are based upon frequency of service and type of transit service provided. The QOS standards are intended to be used only for corridors that feature transit service.

The following multimodal QOS standards for people bicycling and walking on sidewalks, paths and trails vary based on the width of the facility, the type of physical separation from motor vehicle travel lanes (e.g., street trees, on-street parking) and posted speed limit **(**Figure 5**)**. A five (5) foot sidewalk adjacent to travel lanes would result in a QOS "E"; whereas a twelve (12) foot wide trail separated from travel lanes by a landscaped buffer would be a QOS "A". Higher QOS standards result in increased multimodal capacity and a greater likelihood that people would bike and walk. The Phase Two Mobility Plan will utilize these QOS standards to identify the types of multimodal facilities provided on a corridor. The QOS standards also enable the City to evaluate over time improvements in the QOS for people bicycling and walking.

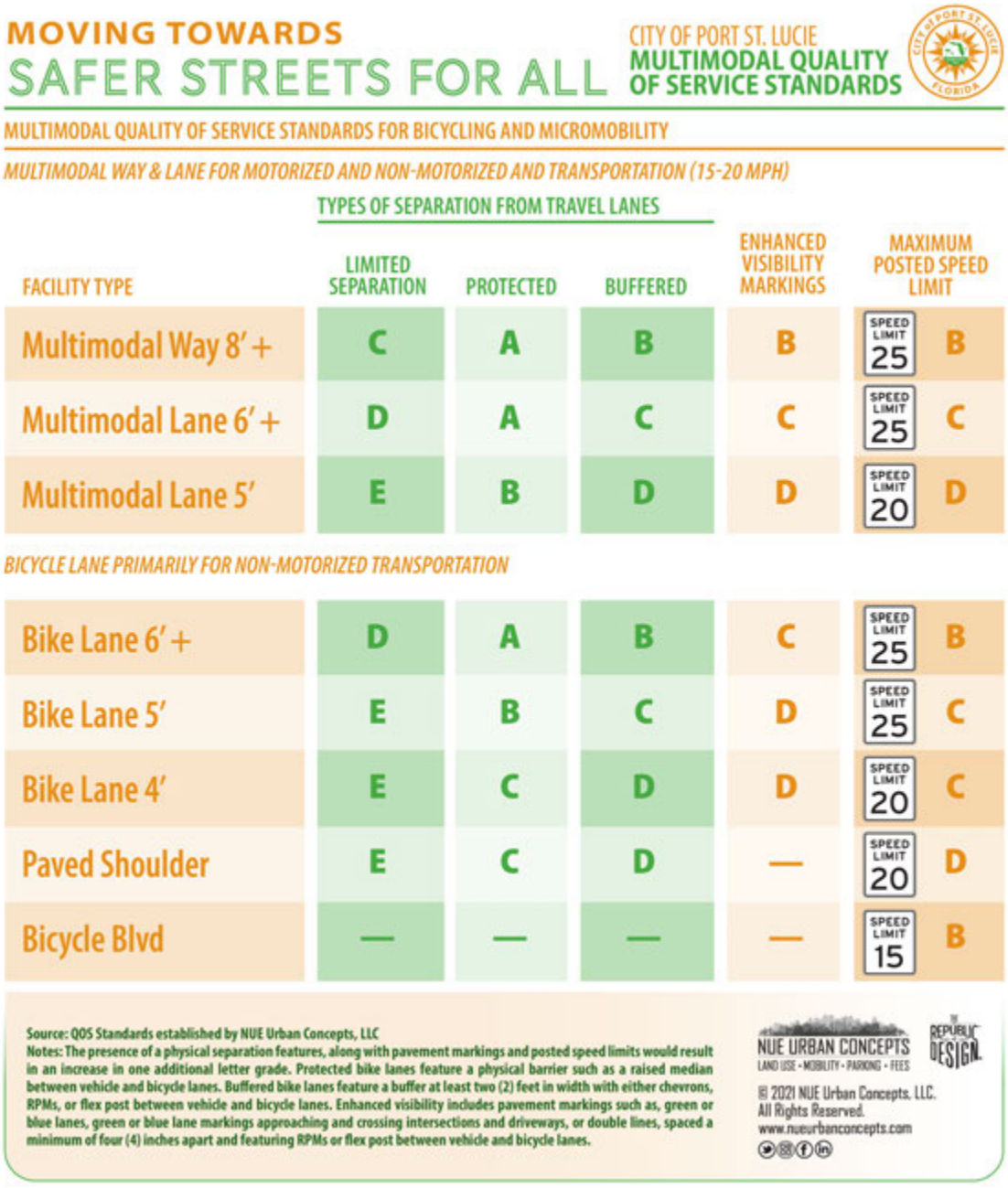
Figure 5. Bicycling and Walking Quality of Service (QOS) Standards



The following multimodal QOS standards for people riding bicycles and micromobility devices on bike lanes, multimodal lanes and ways vary based on the width of the facility, whether the facility is buffered or protected by a raised barrier, the visibility of the facility, and the posted speed limit **(**Figure 6**)**. A four (4) foot wide bike lane adjacent to travel lanes would result in a QOS "E"; whereas a protected six (6) foot wide multimodal lane would result in a QOS of "A".

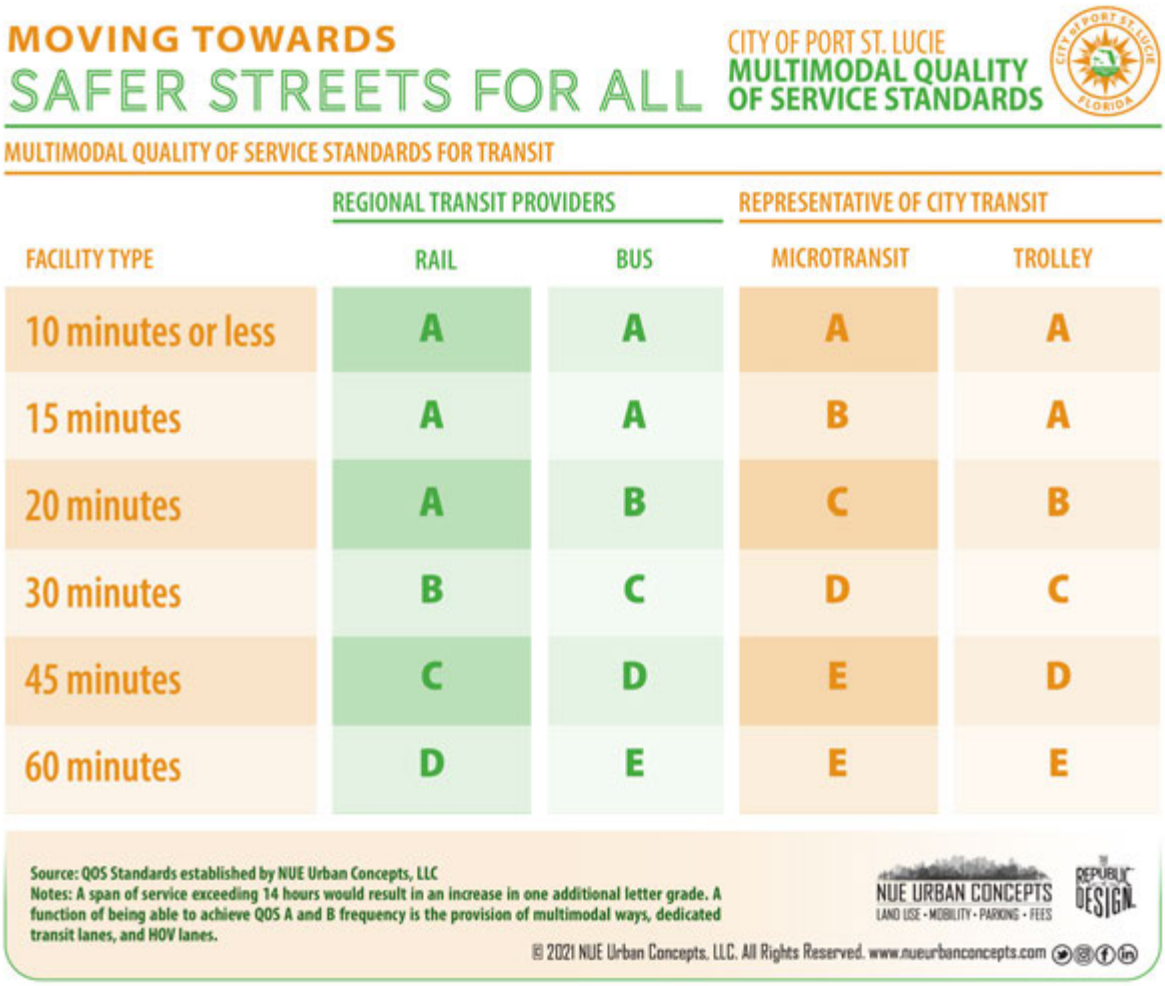
Multimodal lanes are intended to accommodate bikes, e-bikes, e-scooters, micromobility devices, and can be designed to also accommodate golf carts. Multimodal ways are intended to serve the same modes of travel as multimodal lanes, as well as microtransit vehicles. The Phase Two Mobility Plan will utilize these QOS standards to identify the types of multimodal facilities provided on a corridor and evaluate existing and future conditions for multimodal travel.

Figure 6. Bicycling and Micromobility Quality of Service (QOS) Standards



The following multimodal QOS standards for transit are based upon the frequency of service and the type of transit service provided **(**Figure 7**)**. The multimodal transit QOS standards are only for corridors with existing or future transit service. It should be recognized that the City has little say in the headways provided by future rail and bus operators. The City does have greater ability to pursue higher QOS standards for microtransit and trolley circulators. The Phase Two Mobility Plan will utilize these QOS standards to prioritize transit circulator routes.

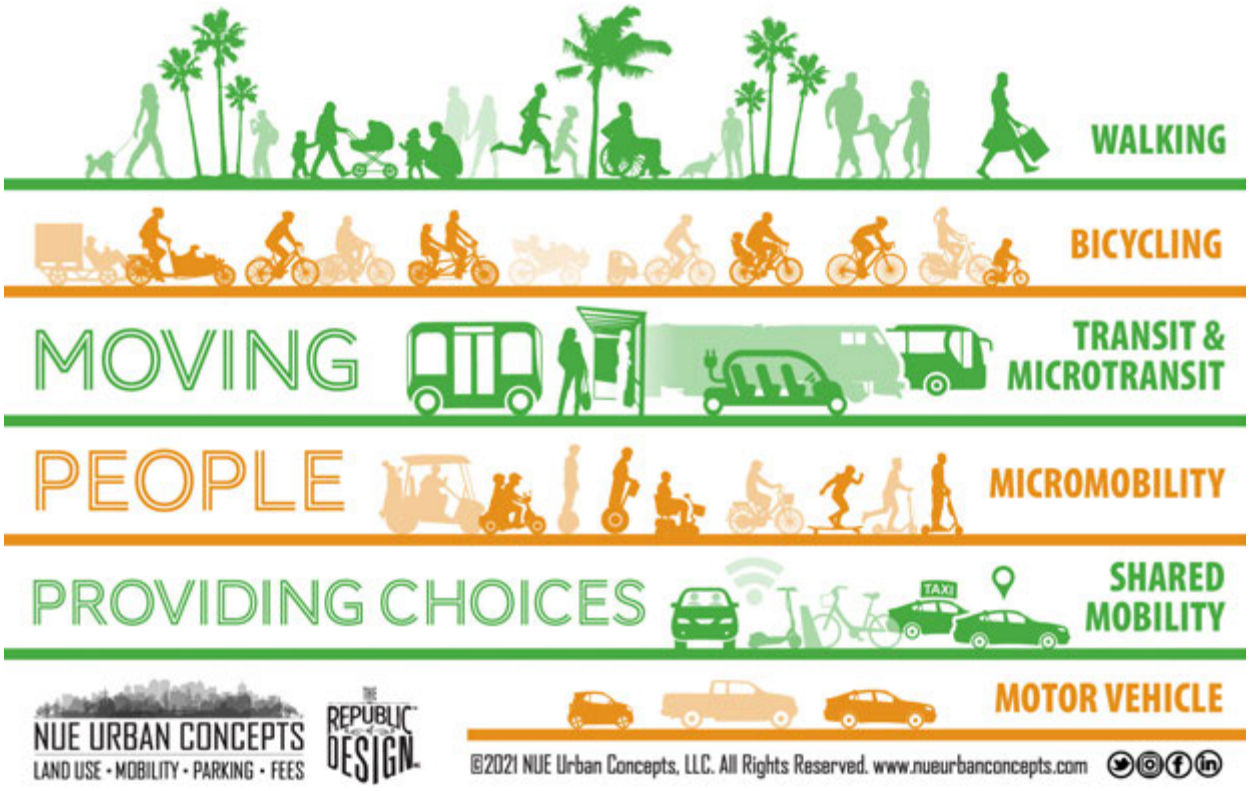
Figure 7. Transit Quality of Service (QOS) Standards



PHASE ONE MOBILITY PLAN

A Mobility Plan provides the 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 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 8**)**. This vision will be developed in two (2) phases.

Figure 8. Moving People, Providing Choices



The Phase One Mobility Plan is intended to identify mobility corridors and intersections within the City where there is a need to add road capacity and 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 will further define road capacity improvements and identify specific multimodal projects (e.g., shared-use paths, trails, multimodal lanes, Rectangular Rapid Flashing Beacons (RRFBs) at mid-block crossings) to be provided in conjunction with road capacity projects and as stand-alone projects retrofitting existing roads.

The Phase One Mobility Plan consist of **Mobility** improvements and **Multimodal** improvements for corridors **(Map C)** and intersections **(Map D)**. 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 One Mobility Plan includes the following four (4) types of improvements:

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., shared-use paths, trails, greenways). Complete street elements will be further detailed in the Phase Two Mobility Plan. The following are examples of Complete street Elements: new, retrofitted, or widened bike lanes (e.g., buffered, green markings, protected, standard), shared-use sidewalks, paths and trails, dedicated lanes for micromobility devices (e.g. electric bikes {e-bikes}, electric scooters {e-scooters}), microtransit vehicles (e.g. autonomous transit shuttles {ATS}, golf carts, neighborhood electric vehicles {NEV}, trolleys), and high occupancy dedicated lanes for transit and shared mobility services (e.g. carpool, vanpool, car-share, ride-share {Uber or Lyft}). Multimodal corridors do not include road capacity improvements;

Mobility Intersections: Include the addition of road capacity at intersections. The Phase Two Mobility Plan will further define the type of intersections improvements, 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

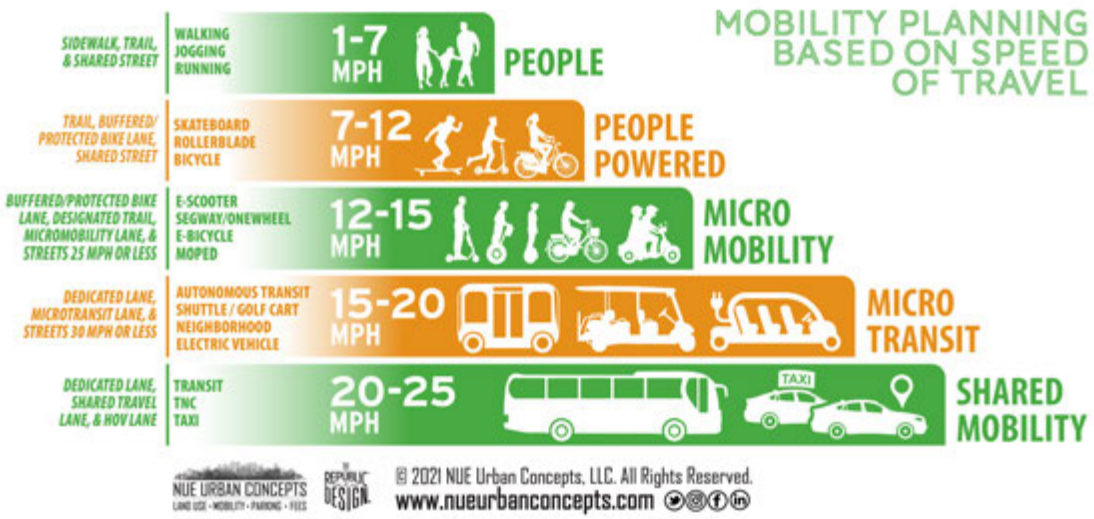
Multimodal Intersections: Include the safety enhancement of intersections and mid-block crossings. The Phase Two Mobility Plan will further define the type of intersections improvements such as high visibility crosswalks, protected intersections, raised median islands (to limit crossing distance), and mid-block crossings with an advance warning signals such as rectangular rapid flashing beacons (RRFB) or high intensity activated crossWalK signals (HAWKS).

The Phase One Mobility Plan mobility and multimodal improvements serves as the basis for the Mobility Fee and further detailed as part of the Mobility Fee calculations. The Phase One Mobility Plan includes a description of the improvements, along with projected cost, capacity, and priority.

The Phase Two Mobility Plan will involve additional multimodal projects to accommodate desired modes of travel other than single occupant cars. Specifically, as micromobility (e.g., electric bikes and electric scooters), microtransit (e.g., golf carts, neighborhood electric vehicles, and autonomous transit shuttles), and shared mobility (e.g., transit, ride-hail, and car-share) devices, services, and programs. As new technology options become available, there will be a need to reimagine and repurpose road and street rights-of-way and travel lanes to accommodate the different speeds of travel for these multimodal modes of personal mobility.

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 9**)**. These multimodal improvements will be further detailed in the Phase Two Mobility Plan.

Figure 9. Speed of Travel



The Phase Two Mobility Plan will involve further community workshops and feedback. A detailed baseline multimodal conditions report will be prepared as part of the Phase Two Mobility Plan. This will serve as the basis to further detail multimodal improvements, along with the established multimodal QOS standards. In addition, the Phase Two Mobility Plan will further evaluate new mobility corridors that will consist of the evaluation of the number of lanes needed and whether additional lanes are needed, or multimodal improvements could meet future travel demand.

MOBILITY FEE

The basis for the City of Port St. Lucie's Mobility Fee are the multimodal improvements identified in the Phase One Mobility Plan consistent with Florida Statute 163.3180(5)(i). The Mobility Fees collected from new development and are to be used to fund the multimodal improvements identified in the Phase One Mobility Plan **(**Figure 10**)**. The multimodal improvements identified in the Phase One 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 10. Mobility Plan and Mobility Fee

EXISTING CONDITIONS EVALUATION (ECE)

Case law and State Statute prohibit local governments from charging new development for over capacity or "backlogged" roadways. To evaluate the capacity of the major road system a system-wide capacity evaluation has been conducted to ensure that new development is not being charged for existing 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 Florida Turnpike and Interstate 95 are excluded from mobility fee calculations. Based on the evaluation of existing conditions, the VMT/VMC ratio for collector and arterial roads is 0.47. 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 road system within the City currently provides adequate units of capacity for every unit of travel demand **(**Table 7**)**. For purposes of the calculation of the Mobility Fee rate, the existing conditions evaluation factor (ECEf) is set to 1.00.

TABLE 7. 2020 EXISTING CONDITIONS EVALUATION (ECE)

Functional Classification	Length (miles)	2020 Vehicle Miles of Travel (VMT)	2020 Vehicle Miles of Capacity (VMC)	VMT to VMC ratio (VMT/VMC)
Collector	80.62	449,197	1,407,800	0.32
Arterial	89.56	1,126,010	2,212,891	0.51
Major Arterial	34.75	947,135	1,761,780	0.54
Total	204.93	2,522,343	5,382,470	0.47

Source: Existing conditions evaluation is based on data from the Traffic Characteristics analysis **(**Appendix I**)**. The data used to develop the Traffic Characteristics analysis was obtained from the City, County and FDOT. The LOS analysis was prepared by NUE Urban Concepts as of July 2021. VMT is based on AADT x length of a road segment. The AADT used to calculate VMT was grown to 2020 conditions based on the annual growth factors identified in Table 3. VMC is based on the daily capacity x length of a road segment.

The intent of a Mobility Plan and a Mobility Fee is to provide a distinct alternative to transportation concurrency. The areawide LOS evaluation in Tables 5 and 6 will be used to further evaluate road capacity improvement needs in the Phase Two Mobility Plan. A QOS evaluation for arterials and collectors within and adjacent to the City will be conducted based on the street QOS standards in Figure 4 as part of the Phase Two Mobility Plan. The existing conditions evaluation in the Phase Two Mobility Plan will be used to establish a baseline QOS analysis and will serve as a performance measure that will allow the City to quantify the change in QOS between Mobility Plan updates. The areawide LOS and street QOS evaluation may eventually replace the "backlog" evaluation based on roadway LOS conducted in Table 7 as part of the Mobility Fee analysis.

MULTIMODAL CAPACITY

The multimodal improvements identified in the Mobility Plan form the basis of the Phase One 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 improvements, it requires the establishment of base person capacity rates for the multimodal improvements included in the Phase One Mobility Plan.

The FDOT Generalized Service Volume Tables were used to establish daily capacities for roadways and intersections **(Table 8)**. 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 two (2) 2017 NHTS data sets **(Appendix F & G)**. The vehicle occupancy factor is used in the multimodal capacity analysis for road and intersection projects identified in the Phase One Mobility Plan.

TABLE 8. ROAD CAPACITIES

Lane Type & Number	Daily Vehicle Capacity	Daily Person Capacity	Per Lane Person Capacity	Turn Lane Person Capacity
2-Lane Undivided (Class I)	17,700	32,000	16,000	800
2-Lane Undivided (Class II)	14,800	26,800	13,400	670
2-Lane Divided (Class I)	18,600	33,700	16,850	840
2-Lane Divided (Class II)	15,500	28,000	14,000	700
4-Lane Divided (Class I)	39,800	72,000	18,000	900
4-Lane Divided (Class II)	32,400	58,600	14,650	730
6-Lane Divided (Class I)	59,000	108,500	18,100	910
6-Lane Divided (Class II)	50,000	90,500	15,100	760

Source: Florida Department of Transportation, Quality/Level of Service (LOS) Handbook, Generalized Annual Average Daily Volumes for Florida's Urbanized Areas **(Appendix J)**. 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 (2) 2017 NHTS Data sets for Florida **(Appendix F & G)**. Turn lane person capacity is derived by multiplying the daily person capacity by .5% per the FDOT Generalized Service Volume Tables. The person capacity, per lane person capacity, and turn lane person capacity are rounded to the nearest 10th.

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.

A LOS of "A" typically denotes few people are using a sidewalk or bike lane and there is ample room for people to freely walk, bicycle, or scoot. A LOS "C" or "D" typically denotes more people are using a sidewalk or bike lane and movements are restricted. A QOS "D" typically denotes an environment where there is minimal separation between people walking and bicycling and vehicles and there is often a lack of landscape, shade, streetscape or protections from cars. In environments that feature a QOS "A", there are often wider sidewalks, paths or trails, with street trees and/or on-street parking and a landscape buffer that separate people walking, bicycling, and scooting from cars.

For example, a five (5) foot sidewalk on the back of curb of a six (6) lane arterial with a posted speed of 45 MPH is an unappealing environment for people walking and will result in a QOS of "E" and no people using the sidewalk, resulting in a LOS "A" with fewer people a day using the sidewalk. A 12-foot-wide trail with a 15' foot wide buffer and live oaks spaced 50 foot on-center will attract a lot of people because the facility achieves a QOS of "A". More people using the trail results in a reduced LOS with a higher utilization provided by the facility. For people bicycling on-street, the presence of a protected barrier, a painted buffer or higher visibility green lane makes for a higher QOS. In Florida, most facilities for people walking, bicycling, and scooting feature a LOS "A" and a QOS "D" or "E": meaning few, if any, people use the facilities to walk, bicycle, or scoot.

Multimodal capacities for bicycling and walking QOS standards (aka people powered mobility or non-motorized travel) using boardwalks, greenways, trails, shared-use paths, and sidewalks are illustrated in **Table 9**. Multimodal capacities for bicycling and micromobility QOS standards (aka pedal powered mobility or non-vehicle motorized travel) using bike lanes, multimodal lanes and multimodal ways are illustrated in **Table 10**. These multimodal capacities have been used to calculate person miles of capacity (PMC) for the Phase One Mobility Plan and will be utilized further in developing the Phase Two Mobility Plan.

TABLE 9. MULTIMODAL CAPACITIES: BICYCLING AND WALKING QOS

Type of Multimodal Facility	Unit of Measure	Daily Capacity
Boardwalk (QOS A)	12’ to 14’ wide	6,000
Greenway (QOS A)	16’ + wide	6,000
Greenway (QOS B)	12’ to 14’ wide	5,400
Trail (QOS A)	12’ to 14’ wide	4,800
Trail (QOS B)	12’ to 14’ wide	4,200
Shared-Use Path (QOS A)	10’ wide	4,200
Shared-Use Path (QOS B)	10’ wide	3,600
Shared-Use Path (QOS C)	10’ wide	3,000
Shared-Use Path (QOS A)	8’ wide	3,600
Shared-Use Path (QOS B)	8’ wide	3,000
Shared-Use Path (QOS C)	8’ wide	2,400
Shared-Use Path (QOS D)	8’ wide	1,800
Sidewalk (QOS B)	5’ to 7’ wide	1,400
Sidewalk (QOS C)	5’ to 7’ wide	1,000
Sidewalk (QOS D)	5’ to 7’ wide	800
Sidewalk (QOS E)	5’ to 7’ wide	600

Source: The capacity for facilities with a QOS of “A” and “B” are based on a LOS “C” capacity. The capacity for facilities with a QOS of “C” are based on a LOS “B” capacity. The capacity for facilities with a QOS of “D” and “E” are based on a LOS “A” capacity. Capacity methodologies for sidewalks, paths, trails, bicycles, and the riverwalk 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 2010 Highway Capacity Manual. Achievement of LOS “D” and “E” capacities are achievable once there is an interconnected network of multimodal facilities and largely occur on rail to trail projects through densely developed areas or where a community has a large central business district or major university. At this present time, the City does not have the densities or the concentration of people bicycling and walking to achieve LOS “D” and “E” facility utilization. As an interconnected network of multimodal facilities are developed and as the Riverwalk and Village Green Town Center further develop, the higher multimodal capacity utilizations may be achieved.

TABLE 10. MULTIMODAL CAPACITIES: BICYCLING AND MICROMOBILITY QOS

Type of Multimodal Facility	Unit of Measure	Daily Capacity
Protected Bike Lane (QOS A)	6' + wide	6,000
Protected Bike Lane (QOS B)	5' wide	5,400
Protected Bike Lane (QOS C)	4' wide	4,800
Buffered Bike Lane (QOS B)	6' + wide	3,600
Buffered Bike Lane (QOS C)	5' wide	3,000
Buffered Bike Lane (QOS D)	4' wide	2,400
Bike Lane (QOS B)	4' to 5' wide	1,800
Bike Lane (QOS C)	4' to 5' wide	1,200
Bike Lane (QOS D)	4' to 5' wide	900
Bike Lane (QOS E)	4' to 5' wide	600
Bicycle Blvd (QOS B)	width of street	1,200
Paved Shoulder (QOS C)	5' + wide	900
Paved Shoulder (QOS D)	5' + wide	600
Paved Shoulder (QOS E)	5' + wide	300
Multimodal Lanes (QOS A)	6' + wide	4,400
Multimodal Lanes (QOS B)	5' + wide	3,600
Multimodal Lanes (QOS C)	5' + wide	2,800
Multimodal Lanes (QOS D)	5' + wide	2,000
Multimodal Lanes (QOS E)	5' + wide	1,200
Multimodal Ways (QOS A)	8' + wide	6,000
Multimodal Ways (QOS B)	8' wide	5,400
Multimodal Ways (QOS C)	8' to 10' wide	4,800

Source: Same as Table 9.

PHASE ONE MOBILITY PLAN PROJECTS

The Phase One Mobility Plan consists of mobility corridors and intersections and multimodal corridors and intersections. The Phase Two Mobility Plan will further identify bike lanes, intersections, multimodal lanes and ways, shared-use paths, roads, safety enhancements, sidewalks, trails, and transit circulators over the next twenty-five years. The focus of the Phase One Mobility Plan is primarily to identify mobility corridors where there is a need to add road capacity and multimodal corridors where there is a need to add capacity for moving people **(Map C)**. The Phase One Mobility Plan also identified mobility intersections where there is a need to add road capacity and multimodal safety enhancements and multimodal intersections where there is a need to add multimodal improvements and safety enhancements **(Map D)**.

The Phase One Mobility Plan includes further detail for mobility corridors by identifying new roads and existing roads to be widened **(Map E)**. Multimodal corridors have been further refined to identify complete street retrofits of existing streets and off-street greenways (aka trails). Multimodal intersections have been further defined to identify multimodal and safety improvements at intersections, mid-block crossings, and multimodal overpasses and underpasses at the Florida Turnpike and Interstate 95 **(Map F)**.

The Phase One Mobility Plan corridor improvements reflects the need for a transition away from existing transportation concurrency, proportionate share, and road impact fees to a multimodal transportation system focused on the movement of people and providing mobility choices **(Appendix K)**. The Phase One Mobility Plan intersection improvements reflects the need to enhance safety and visibility for all modes of travel at intersections and mid-block crossings **(Appendix L)**.

The Phase One Mobility Plan mobility corridors identify road capacity improvements consisting of new roads, widening existing roads, and roads to be built by developers. The Phase One Mobility Plan multimodal corridors identify multimodal capacity improvements consisting of new multimodal facilities, enhancement and upgrade of existing multimodal facilities, and off-street boardwalks, greenways, and trails. Planning level cost estimates have also been developed based on cost from the City and FDOT. The cost for developer driven corridors recognizes that these facilities are less expensive per mile to construct as part of an overall development, where developers can use economies of scale related to procurement, planning, design, mobilization, maintenance of traffic, stormwater, and construction as part of the overall development versus improvements funded by a governmental entity. The following table provides per mile planning level cost estimates and the per mile person capacity used for the Phase One Mobility Plan corridors **(Table 11)**.

TABLE 11. PHASE ONE MOBILITY PLAN CORRIDOR IMPROVEMENTS, COST & CAPACITIES

Improvement	Cost	Capacity
(1) Upgrade Multimodal Facility: Complex	$750,000	3,600
(2) New Multimodal Facility	$425,000	2,400
(3) Enhance Multimodal QOS	$575,000	3,000
(4) Boardwalk (12'+ wide)	$2,500,000	6,000
(5) Greenway (12'+ wide)	$1,250,000	5,400
(6) Shared-Use Path (10' wide)	$1,000,000	4,200
(7) New Shared-Use Path (8' wide) in Conjunction with Road	$400,000	2,400
(8) New Multimodal Lane (6' wide)	$1,740,000	3,600
(9) Complete Street (Shared-Use Paths & Multimodal Lanes)	$3,880,000	12,000
(10) Upgrade to 2 Lane Divided & Enhanced Multimodal Elements	$6,250,000	14,900
(11) Upgrade to 2 Lane Divided & Complete Street	$4,400,000	9,700
(12) Widen 2 Lane to 4 Lane & Complete Street: Complex	$17,600,000	46,000
(13) Widen 2 Lane to 4 Lane	$7,400,000	40,000
(14) Widen 2 Lane to 4 Lane (Rural Area)	$8,500,000	40,000
(15) Widen 4 Lane to 6 Lane & Resurface	$5,000,000	36,500
Developer Driven		
(16) New Shared-Use Path in Conjunction with Road	$207,000	2,400
(17) New Multimodal Lane	$704,000	3,600
(18) Complete Street (Shared-Use Paths & Multimodal Lanes)	$1,822,000	12,000
(19) New 2 Lane Road	$2,40,000	26,800
(20) New 4 Lane Road	$4,600,000	58,600
(21) Widen 2 Lane to 4 Lane	$3,065,000	31,800
(22) Widen 4 Lane to 6 Lane & Resurface	$2,190,000	36,500

Source: Phase One Mobility Plan Corridor Improvements (**Appendix K**). Corridor Improvement Cost Detail (**Appendix M**).

The Phase One Mobility Plan identifies mobility and multimodal corridors and intersections that serve as the basis for development of the City's Mobility Fee. The Phase Two Mobility Plan will further define corridor and intersection improvements. The Phase One Mobility Plan does include a further description for each corridor and intersection. Planning level cost estimates have also been developed based on cost from the City and FDOT. The person miles of capacity (PMC) have been calculated for Phase One Mobility Plan corridors and intersections. The timing for corridors has been defined as either funded, developer driven, high-cost, or greenway projects identified in parks master plan. For corridors that do not fall under one of those categories, a time frame of either "2026 to 2035" or "2036 to 2045" has been established. A summary of the Phase One Mobility Plan corridors and intersection is provided in **Table 12**. The cost and capacity of developer driven corridor improvements is 35% of the total cost and capacity to reflect that development related person travel demand will utilize 65% of the person capacity provided.

TABLE 12. PHASE ONE MOBILITY PLAN CORRIDOR & INTERSECTION IMPROVEMENTS

Improvements	Length or Number	Cost	Capacity
Mobility Plan Corridors			
Mobility Corridor	**117.64 miles**	**$697,273,830**	**2,591,658**
Multimodal Corridor	**170.93 miles**	**$169,998,362**	**685,428**
Total	**288.57 miles**	**$867,272,192**	**3,277,086**
Mobility Plan Intersections			
Mobility Intersections	**20 intersections**	**$86,250,000**	**100,000**
Multimodal Intersections	**55 intersections**	**$39,875,000**	**122,400**
Total	**75 intersections**	**$126,125,000**	**222,400**
Phase One Mobility Plan Total	**288.57 miles & 75 intersections**	**$993,397,192**	**3,499,486**

Source: Phase One Mobility Plan Corridors (**Appendix K**). Phase One Mobility Plan Intersection (**Appendix L**).

The Phase One Mobility Plan further defines mobility corridors to identify the need for new roads and the widenings of existing roads (**Table 13**). Mobility corridors also include complete street elements such as shared-use paths and multimodal lanes. In addition, the Phase One Mobility Plan further defines multimodal corridors to identify the need for complete street retrofits of existing roads and off-street boardwalks and greenways (**Table 13**).

TABLE 13. PHASE ONE MOBILITY PLAN CORRIDORS: DETAILED IMPROVEMENT

Improvements	Length (miles)	Cost	Capacity
Mobility Corridors			
New Roads	61.83	$85,367,163	793,012
Widen Existing Roads	33.35	$501,383,897	1,571,017
Widen to Two Lane Divided	22.46	$110,522,770	227,629
Total	117.64	$697,273,830	2,591,658
Multimodal Corridors			
Complete Street Retrofits	141.75	$133,374,846	530,015
Greenways	29.18	$36,623,516	155,413
Total	170.93	$169,998,362	685,428
Phase One Mobility Plan Total	288.57	$867,272,192	3,277,086

Source: Phase One Mobility Plan Corridors (Appendix K).

The proposed new roads are all developer driven corridors, many of which are identified in the 2045 LRTP and the City's Comprehensive Plan as four (4) lane corridors. As part of the Phase Two Mobility Plan, those future new roads will be re-evaluated to determine if two (2) or four (4) lane roads are needed and what type of Complete street elements should be incorporated into the road cross-sections. As was noted in describing **Table 11,** the cost and capacity of developer driven roads reflects 35% of the cost and capacity to account for the 65% of the person capacity that will be utilized by the person travel demand from new development.

There are existing agreements between developers west of Interstate 95 that specify the percentage of credit that will be granted for the construction of mobility corridors. The percentages of credit vary by development. The 35% rate is representative amount per the existing agreements. Nothing in the Phase One Mobility Plan or the Mobility Fee is intended to revise any existing agreements between a developer and St. Lucie County. As part of the Phase Two Mobility Plan developers will have the opportunity to further discuss the design of future mobility corridors and discuss any potential amendments to existing agreements as the design of mobility corridors are further refined in the Phase Two Mobility Plan. The following are illustrations of two (2) lane and four (4) lane mobility and complete street corridors that are representative of the types of road cross-sections that will be evaluated further as part of the Phase Two Mobility Plan **(Appendix N)**.

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 projects 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. Given how few State Roads there are within the City and County, there is not likely to be significant State and Federal Funds available for non-State and SIS roads.

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 Midway Road. 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 between 2020 and 2028 total $97,398,204. The projected $60 million cost for a new interchange at the Florida Turnpike and Midway Road would be funded with toll revenues. In addition, it is projected that and additional $27,350,000 of intersections and limited access multimodal overpass would be funded through grants, federal and state revenues, and other revenues sources.

Developer driven projects will be funded through various means and they will receive mobility fee credits if provided for in agreements between the County and the developer. Road impact fee credit will be recognized as transferable to mobility fee credits in accordance with provisions of existing developer agreements. Future agreements to revisions to existing agreements will be subject to negotiation between the City and the development entity entering into the agreement. As the City transitions to a mobility fee funding system as a replacement of the existing City and County road impact fees, there will be a need to meet with developers who have existing agreements to transition to the new mobility fee system. Further, as part of the Phase Two Mobility Plan, the future number of lanes on some proposed road capacity improvements identified in existing agreements may be open to reconsideration and re-evaluation by both the City and developers. The intent is that the process related to the transition to a mobility fee system and any modifications to existing agreement be handled in a cooperative manner that honors existing agreements and that any amendments would be mutually agreed to by all parties.

Most of the infrastructure sales tax is currently allocated towards future projects between 2020 and 2028. An additional $33.4 million in existing County road impact fees that have been collected by the City on behalf of the County from fiscal years 18/19, 19/20 and 20/21 are projected to be available to fund portions of Midway Road and Glades Cut-Off. Based on historically available revenues, roughly $3.8 million a year will be available between 2026 and 2028 for a total of $11,400,000. Starting in 2029, it is assumed that the infrastructure sales tax would be extended or equivalent revenue sources of roughly $7 million a year will be available until 2045. This would result in available revenues of $112,000,000 over 16 years. The following is a summary of the reasonably anticipated available funding between 2020 and 2045 **(Table 14).**

TABLE 14. ANTICIPATED AVAILABLE FUNDING

Phase One Mobility Plan Cost	**$993,397,192**
Currently Funded Corridor Improvements	**$97,398,204**
Projected Intersection Funding	**$87,350,000**
Anticipated Available Funding (2026 to 2045)	**$156,800,000**
Total Anticipated Funding	**$341,548,204**
Unfunded Phase One Mobility Plan Cost	**$651,848,988**

Source: Phase One Mobility Plan Cost Table 12. Funded corridor improvements **(**Appendix K**).** Funded intersection improvements **(**Appendix L**).** Anticipated available funding based on $33.4 million in County road impact fees collected by the City on behalf of the County, $11.4 million from various revenue sources between 2026 and 2028, and $112 million in infrastructure sales tax and other revenue sources between 2029 and 2045. The unfunded Phase One Mobility Plan cost cost obtained by subtracting the total anticipated funding sources from the total Phase One Mobility Plan cost.

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 One 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 One Mobility Plan improvements. A PMT / PMC ratio less than 1.00 means that more multimodal capacity is being provided than is needed to accommodate future travel demand and would require a reduction in the overall cost of capacity projects attributable to new growth. A PMT / PMC ratio greater than 1.00 means that new development is not being charged more than its fair share of the cost of multimodal projects and no additional adjustments would be needed. The new growth evaluation factor (NGEf) is illustrated on Figure 11.

FIGURE 11. NEW GROWTH EVALUATION (NGE)

New Growth Evaluation (NGEf)

$PMCi = \sum (LENmp \times CAPmpc) + \sum (CAPmpi)$

$D/C\ Ratio = (PMTi / PMCi)$

Where:

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

The projected PMT / PMC ratio is 1.061, 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 One Mobility Plan improvements. 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 (PMT)	3,714,346
Increase in Person Miles of Capacity (PMC)	**3,499,486**
PMT / PMC Ratio	**1.06%**

Source: The increase in person miles of travel is based on Table 4. The increase in person miles of capacity is based on Table 12. The new growth evaluation calculation is based on the formula in Figure 11.

PERSON MILES OF CAPACITY RATE (PMCR)

The unfunded cost of Phase One Mobility Plan improvements in Table 14, the existing conditions evaluation factor in Table 7, the new growth evaluation factor in Table 15, and the increase in person miles of capacity in Table 12 are used in the formula to calculate the PMCr. The unfunded cost of the Phase One Mobility Plan improvements is multiplied by the existing conditions evaluation factor and the new growth evaluation factor (NGEf) to obtain a final cost of improvements. The final cost of improvements is then divided by the increase in PMC to determine the PMCr **(**Figure 12**)**. With a Phase One Mobility Plan improvement cost of **$651,848,988** and a PMC increase of **3,499,486**, the calculated PMC rate is **$186.27 (**Table 16**)**.

FIGURE 12. PERSON MILES OF CAPACITY RATE (PMCr)

TABLE 16. PERSON MILES OF CAPACITY RATE (PMCr)

Unfunded Phase One Mobility Plan Cost	$651,848,988
Existing Conditions Evaluation Factor (ECEf)	1.00
New Growth Evaluation Factor (NGEf)	1.00
Final Phase One Mobility Plan Cost	$651,848,988
Person Miles of Capacity Increase (PMCi)	3,499,486
Person Miles of Capacity Rate (PMCr)	$186.27

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 increase in person miles of capacity is obtained from Table 12. The person miles of capacity rate (PMCr) are determined per the calculation in Figure 12.

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 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 were a desire to see a mobility fee that varies to encourage development within a defined location or a specific type of development pattern. 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, and current development patterns. The City road impact fee currently features a single assessment area.

Two Mobility Fee Assessment Area are recommended for the City: (1) all areas of the City east of the St. Lucie River; and (2) all areas of the City west of the St. Lucie River **(Map G)**. The net result is Mobility Fees are lower east of the St. Lucie River. The lower Mobility Fees east of the St. Lucie River reflects a more compact land use pattern, a more extensive street network, a greater mixture of land uses, and less overall need for new road capacity. The City may eventually wish to consider the establishment of an additional assessment area between the St. Lucie River and Interstate 95 that reflects the Mobility Plan needs within the area.

New development, along with redevelopment and change or expansion of a use that generates additional person travel demand, will be required to mitigate their transportation impact through payment of the City's Mobility Fee. Under a Mobility Fee system, development would no longer be subject to transportation concurrency, proportionate share or payment of the City road impact fees. Effective October 1st, 2021, the City will no longer collect the County's road impact fee within either Assessment Area as the Phase One Mobility Plan and Mobility Fee have been developed so that new development will fully mitigate its impact to City, County and State Roads through payment of the City's Mobility Fee. It is also recommended that the City consider developing site access assessments or mobility impact study requirements for new development as a replacement of traffic impact analysis.

PERSON TRAVEL DEMAND PER USE (PTDU)

The second component in the calculation of a mobility fee is the calculation of person travel demand for each use included on the mobility fee schedule. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the "rough proportionately" test established by the courts and Florida Statute 163.31801. **Figure 13** illustrates the formula used to calculate the person travel demand for each use (PTDu).

FIGURE 13. PERSON TRAVEL DEMAND PER USE (PTDu)

Person Travel Demand per Use (PTDu)

Tvmt = (∑ ACvmt + ∑ LAvmt)

LAEf = 1 - (∑ LAvmt / Tvmt)

PTDue = (((((TG x % NEW) x PTfe) x (PTle x LAEf)) x ODAf)

PTDuw = (((((TG x % NEW) x PTfw) x (PTlw x LAEf)) x ODAf)

Where:

ACvmt = 2020 projected VMT for arterials and collectors

LAvmt = 2020 projected VMT for the Florida Turnpike & Interstate 95

Tvmt = Total vehicle miles of travel (VMT)

LAEf = Limited Access Evaluation adjustment factor of 0.67

e = East of River (EOR) Mobility Fee Assessment Area

w = West of River (WOR) Mobility Fee Assessment Area

PTDue = Person Travel Demand per Use EOR

PTDuw = Person Travel Demand per Use WOR

TG = Trip Generation

% NEW = Percent of Trips that are Primary Trips

PTfe = Person Trip Factor by Trip Purpose EOR

PTle = Person Trip Length by Trip Purpose EOR

PTfw = Person Trip Factor by Trip Purpose WOR

PTlw = Person Trip Length by Trip Purpose WOR

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

Trip Generation

Trip generation rates are based on daily trip information published in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th edition.* The details for the calculation of daily trip generation rates for each use of land is included in **Appendix O**.

% 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 explained based on the following: (10 trips x (1.00 - 0.30 pass-by rate)) = 7 trips or 0.70 new trips).

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

Person Trip Factor

The person trip factor is used to convert vehicle trips to person trips based on the recently released 2017 National Household Travel Survey (NHTS). 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 more accurately reflect trip characteristics for the uses established in the mobility fee schedule. There are two sets of person trip factors. The 1st set is for development east of the St. Lucie River, the person trip factor is based on trips of 10 miles or less **(Appendix P)**. The survey data used to calculate the person trip factor is based on over 5,200 unique survey data points from the 2017 NHTS. The 2nd set is development west of the St. Lucie River, the person trip factor is based on trips of 15 miles or less **(Appendix Q)**. The survey data used to calculate the person trip factor is based on over 5,700 unique survey data points from the 2017 NHTS.

Person Trip Length

The person trip length is based on the recently released 2017 National Household Travel Survey (NHTS). 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 more accurately reflect trip characteristics for the uses established in the mobility fee schedule. There are two sets of person trip length factors. The 1st set is for development east of the St. Lucie River, the person trip length is based on trips of 10 miles or less **(Appendix P)**. The survey data used to calculate the person trip factor is based on over 5,200 unique survey data points from the 2017 NHTS. For development west of the St. Lucie River, the person trip factor is based on trips of 15 miles or less **(Appendix Q)**. The survey data used to calculate the person trip factor is based on over 5,700 unique survey data points from the 2017 NHTS.

Limited Access Evaluation (LAE)

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 2020 volumes from the TCRPM **(**Table 2**)**. The limited access evaluation factor (LAEf) of 0.67 is applied to person trip lengths to account for the 33% of travel occurring on the Florida Turnpike and Interstate 95 **(**Table 17**).**

TABLE 17. LIMITED ACCESS EVALUATION (LAE)

Facility	VMT
Collector & Arterial Roads VMT	3,199,390
Florida Turnpike & Interstate 95 VMT	**1,605,044**
Total VMT	4,804,435
Limited Access Evaluation Factor	0.67

Source: The 2020 VMT data was obtained using the TCRPM Version 5 and interpolated based on annual growth rates referenced in Table 3. The limited access factor is calculated per Figure 14 (rounded to nearest hundredth).

Origin and Destination Adjustment (ODA)

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.

Person Travel Demand per Use (PTDu)

The result of multiplying trip generation rates, percentage of new trips, person trip factor, person trip length, limited access adjustment factor, and the origin and destination factor are the establishment of a per unit person travel demand per use for both Mobility Fee Assessment Areas **(**Appendix R**)**. The PTDu by Mobility Fee Assessment Area reflects the projected person travel demand during an average weekday by the various uses in the mobility fee schedule.

MOBILITY FEE SCHEDULE

To ensure the rough proportionately 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 capacity rate (PMCr) established in **Table 18**. The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that use within and around the City **(Appendix R)**. The Phase One Mobility Plan and Mobility Fee have been developed to provide the needed transportation improvements on City, County, and State roads to address future travel demand growth within and around the City and allow development to fully mitigate its impact by payment of a Mobility Fee to the City. The calculations for determining the Mobility Fee per Use within the Mobility Fee Assessment Areas are illustrated in **Figure 14**.

FIGURE 14. MOBILITY FEE CALCULATION

Mobility Fee per Use (MFu)

MFue Formula	=	PTDue x PMTr
MFuw Formula	=	PTDue x PMTr
Where:		
e	=	East of River (EOR) Mobility Fee Assessment Area
w	=	West of River (WOR) Mobility Fee Assessment Area
PTDue	=	Person Travel Demand per Use EOR
PTDuw	=	Person Travel Demand per Use WOR
PMTr	=	Person Miles of Travel Rate
MFue	=	Mobility Fee per Use
MFue	=	Mobility Fee per Use

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: (1) category of uses; (2) individual use classifications; (3) representative uses; (4) assessment areas; and (5) the mobility fee per use. The components are further described below.

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 two (2) Mobility Fee Assessment Areas east and west of the St. Lucie River. The results of the mobility fee calculations illustrate that the mobility fee will be lower for new development, and redevelopment which generates additional person travel demand, east of the St. Lucie River.

The fifth (5th) component are the mobility fee rates per individual use classification. The mobility fees are illustrated for both 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 15):**

FIGURE 15. 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 Of St. Lucie River	West Of St. Lucie River
(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 Rate)	(5th = Mobility Fee Rate)

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 based on 4,000 sq. ft. The conversion to a per sq. ft. fee is consistent with how the building industry prices permits. The City Council may wish to establish a maximum square footage for which a residential mobility fee would be assessed that differs from the Mobility Fee schedule. The City currently charges a flat rate road impact fee per residential uses. 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 dwellings.

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. Quick Service Restaurant uses have the highest impact of any retail land use and are experiencing a transformation where buildings are getting smaller, while the number of drive-thru lanes and delivery services are increasing. Due to their high travel demand impact, it's recommended that they be a separate land use classification. An additive fee is also proposed for 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.

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. Additive fees are also proposed for car washes and quick lube service bays. The net result of additive mobility fees is they capturing the full travel demand impact of a given land use. For banks, pharmacies, and quick service restaurants, 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 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 current City and County road impact fees use this metric **(Appendix S).** The 2nd is the recommended Mobility Fee schedule which illustrates the rates on a per square foot basis or the applicable unit of measure **(Table 18).** 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. Migrating to a rate per sq. ft. is consistent with how mobility fees for non-residential uses are actually calculated.

Table 18: City of Port St. Lucie Mobility Fee Schedule		
Use Categories, Use Classifications, and Representative Uses	**East Of St. Lucie River**	**West Of St. Lucie River**
Residential & Lodging Uses per sq. ft. or applicable unit of measure		
Single-Family Residential ***per sq. ft. (Maximum 3,500 sq. ft.)*** [1]	$1.456	$1.775
Active Adult (55+) Residential ***per sq. ft. (Maximum 3,500 sq. ft.)*** [1]	$1.278	$1.558
Multi-Family Residential ***per sq. ft. (Maximum 2,500 sq. ft.)*** [1]	$2.321	$2.830
Overnight Lodging (Hotel, Inn, Motel, Resort) ***per room*** [2]	$1,797	$2,192
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) ***per space or lot*** [2]	$1,477	$1,801
Institutional Uses per sq. ft.		
Community Serving (Civic, Place of Assembly, Museum, Gallery)	$1.670	$2.083
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	$1.336	$1.560
Private Education (Child Care, Day Care, Private School K-12, Pre-K)	$1.920	$2.241
Industrial Uses per sq. ft.		
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	$0.782	$1.083
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse) [3]	$0.703	$0.836
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	$0.574	$0.682
Recreational Uses per sq. ft., *unless otherwise indicated*		
Marina (Including dry storage) ***per berth*** [2]	$570	$741
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis) ***per acre***	$2.076	$2.510
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	$2.979	$3.602
Office Uses per sq. ft.		
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	$2.590	$3.585
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	$4.473	$5.759
Commercial Services & Retail Uses per sq. ft.		
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services) [4]	$2.708	$3.154
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services) [5]	$5.414	$6.306
Free-Standing Retail (Entertainment, Restaurant, Retail, Services) [6]	$6.482	$7.551
Furniture / Mattress Store	$2.040	$2.387
Quick Service Restaurant (Container, Fast Casual, Fast Food, Ghost Kitchen) [7]	$44.591	$49.117

Table 18: City of Port St. Lucie Mobility Fee Schedule		
Use Categories, Land Uses Classifications, and Representative Land Uses	**East Of St. Lucie River**	**West Of St. Lucie River**
Additive Fees for Commercial Services & Retail Uses *per applicable unit of measure* [8]		
Bank Drive-Thru Lane or Free-Standing ATM [9] ***per lane or per ATM***	$18,535	$22,048
Motor Vehicle Quick Lube [10] ***per service-bay***	$8,594	$10,223
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) [11] ***per lane or stall***	$17,739	$21,102
Motor Vehicle Charging or Fueling [12] ***per charging or fueling position***	$16,524	$18,687
Pharmacy drive-thru [13] ***per lane***	$10,892	$12,808
Quick Service Restaurant Drive-Thru Lane [14] ***per lane***	$34,089	$37,548
Footnotes provided on the next page		

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Table 18: City of Port St. Lucie Mobility Fee Schedule Footnotes
[1] The square footage for residential uses includes all habitable space per the Florida Building Code and all temperature controlled enclosed spaces (enclosed by doors, windows, or walls). The maximum square footage for each residential use denotes the maximum square footage per dwelling unit that a mobility fee will be assessed at. Common enclosed areas for active adult and multi-family uses are not assessed mobility fees, 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 individuals that do not reside in a dwelling unit. 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. Any addition or expansion of a residential use for purposes of providing access to accommodate a mobility impaired person shall not be assessed a mobility fee. Accessory dwellings 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 franchisee. Local shall be defined as five or fewer locations in Florida and no locations outside Florida.
[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). This category does not apply to uses specifically listed under the commercial / entertainment / retail use category with its own mobility fee rate per applicable unit of measure.
[7] Quick Service Restaurants (QSR) within multi-tenant buildings shall be assessed the quick service restaurant mobility fee rate. Any QSR with a drive-thru shall also be required to pay the applicable mobility fee per drive-thru lane.
[8] Additive mobility fees are in addition to mobility fees assessed for the square footage of the building based on the applicable use beyond the area subject to the additive fee.
[9] 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.
[10] Motor Vehicle Quick Lube shall mean routine maintenance such as changing fluids, filters, and wipers. Motor Vehicle Quick Lube would pay per bay plus a retail rate associated with any additional building square footage, including any show rooms or additional repair or tire service separate from the quick lube service bay.
[11] 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 a retail rate associated with any additional building square footage. Motor Vehicle Quick Lube would pay per bay plus a retail rate associated with any additional building square footage.
[12] Rates per vehicle fueling position apply to a convenience store, gas station, general store, grocery store, supermarket, superstore, variety store, wholesale club or service stations with 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 fueling positions is based on the maximum number of vehicles that could be fueled at one time.
[13] Any drive-thru associated with a pharmacy will be an additive fee in addition to either the multi-tenant or free-standing 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.
[14] Any drive-thru associated with a pharmacy will be an additive fee in addition to either the multi-tenant or free-standing 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.

Mobility Fee Calculation Examples

EOR = East of St. Lucie River Mobility Fee Assessment Area
WOR = West of St. Lucie River Mobility Fee Assessment Area

Single Family Residential (2,000 sq. ft.)

Mobility Fee EOR: 2,000 sq. ft. x $1.456 per sq. ft. = $2,911.53
Mobility Fee WOR: 2,000 sq. ft. x $1.775 per sq. ft. = $3,550.18

Active Adult Residential (1,500 sq. ft.)

Mobility Fee EOR: 1,500 sq. ft. x $1.278 per sq. ft. = $1,916.69
Mobility Fee WOR: 1,500 sq. ft. x $1.558 per sq. ft. = $2,337.13

Multi-Family Residential (800 sq. ft.)

Mobility Fee EOR: 800 sq. ft. x $2.321 per sq. ft. = $1,856.54
Mobility Fee WOR: 800 sq. ft. x $2.830 per sq. ft. = $2,263.78

Overnight Lodging (100 rooms)

Mobility Fee EOR: 100 rooms x $1,797 per room = $179,746
Mobility Fee WOR: 100 rooms x $2,192 per room = $219,174

Office (3,000 sq. ft.)

Mobility Fee EOR: 3,000 sq. ft. x $2.590 per sq. ft. = $7,769.02
Mobility Fee WOR: 3,000 sq. ft. x $3.585 per sq. ft. = $10,753.85

Local Retail (2,500 sq. ft.)

Mobility Fee EOR: 2,500 sq. ft. x $2.708 per sq. ft. = $6,769.01
Mobility Fee WOR: 2,500 sq. ft. x $3.154 per sq. ft. = $7,884.92

Quick Service Restaurant WOR (1,250 sq. ft.) with two (2) Drive-Thru Lanes

Mobility Fee: 1,250 x $49.117 per sq. ft. = $61,395.98
Additive Mobility Fee: 2 x $37,548 per lane = $75,096.54
Mobility Fee: $61,395.98 + $75,096.54 = $136,492.52

Convenience Store WOR (4,500 sq. ft.) with 16 Fuel Positions

Mobility Fee: 4,500 x $7.551 per sq. ft. = $25,928.75 (Free Standing Retail)
Additive Mobility Fee: 16 x $18,687 per lane = $298,990.39
Mobility Fee: $25,928.75 + $298,990.39 = $324,919.14

Car Wash WOR (500 sq. ft.) with one (1) tunnel lane & ten (10) Stalls

Mobility Fee: 500 x $7.551 / sq. ft. = $3,775.41 (Free Standing Retail)
Additive Mobility Fee: 1 x $21,102 per lane + 5 x $21,102 per stall = $232,116.61
Mobility Fee: $3,775.41 + $232,116.61 = $235,892.02

MOBILITY FEE COMPARISON

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 T).** The comparison shows what the closest comparable City Mobility Fee would be to the County road impact 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 that the County intends to construct. Consumption based methodologies are common for road impact fees. The City's current road impact fee is also a consumption based.

The Port St. Lucie Mobility Fee is based on the Phase One Mobility Plan and the cost to construct real world 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 City's Mobility Fee was also calculated on a per 1,000 sq. ft. basis to allow for a better comparison to the County's road impact fee **(Appendix T)**. The calculation is for comparison purposes only, the Mobility Fee proposed for adoption is provided on **Table 18**. Based on the comparative analysis, the proposed Mobility Fee is lower across all residential categories, with the following exceptions **(Appendix T)**:

Multi-family (Apartments (3) or more floors) greater than 1,000 sq. ft.

All single-family residential East and West of the River is lower than the current County Fee. The current County maximum is 3,500 sq. ft. It is recommended that the City also adopt a 3,500 sq. ft. maximum for single family residential. It should be noted, the mobility fee separates out active adult residential (55+) which results in a lower fee. Since the proposed mobility fee is based on sq. ft. and not a predefined threshold, single-family uses will pay less than the current fee, not more. All multi-family of two floors or less pays a lower mobility fee in both assessment areas. On a per sq. ft. basis, (not a per dwelling unit basis) multi-family has a higher trip generation impact than single family detached dwellings.

Based on the comparative analysis, the proposed Mobility Fee is lower across all non-residential categories, except for quick service restaurants and the new additive fees that seek to fully capture the impact of high travel demand uses. The additive fees and quick service restaurants are new uses that do not currently exist on either the existing City road impact fee or the County road impact fee, except for vehicle fueling **(Appendix S).**

It is not that these uses don't currently have a high travel demand impact, it is just the impact is not currently reflected on either the County's or the City's current road impact fee schedules. The Mobility Fee schedule recognizes the high travel demand impact the following **non-residential additive uses** have on the transportation system:

(1) Bank Drive-Thru Lane or Free-Standing ATM per lane or ATM;
(2) Motor Vehicle Quick Lube per service bay;
(3) Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) per washing lane or stall;
(4) Motor Vehicle Charging or Fueling per charging or fueling position;
(5) Pharmacy drive-thru per lane; and
(6) Quick Service Restaurant Drive-Thru Lane per lane.

Thus, per Florida Statute, the City could make the Mobility Fee effective October 1st, 2021, since Statute does not require a 90-day waiting period if a Mobility Fee is lower than what is currently being assessed on new development and redevelopment. This would apply to all Mobility Fees, except for those identified above. For those uses which are higher, primarily the uses with additive fees, a 90-day waiting period would be applicable, meaning the higher rates would go into effect on January 1st, 2022 if the Mobility Fee is implemented as calculated.

It is **recommended** that for any multi-family residential Mobility Fees and Mobility Fees for motor vehicle fueling per fueling position and quick service restaurants, which are currently higher than County road impact fees, the assessed Mobility Fee would be set at one dollar below the comparative County road impact fee for the 90-day waiting period and would increase to the fully calculated rate January 1st, 2022. It is r**ecommended** that any Mobility Fee for additive non-residential Mobility Fees (numbers 1, 2, 3, 5 and 6 above) would become effective January 1st, 2022. If the City Council would like to pursue alternatives to the **recommendations** above, the City Council could elect to do the following: (these changes would potentially affect the Mobility Fee calculations for all uses on the Mobility Fee Schedule):

(1) Amend the improvements currently identified in the Phase One Mobility Plan; or
(2) Identify additional funding for improvements in the Phase One Mobility Plan; or
(3) Establish the east of river assessment area for the entire City; or
(4) Establish lower square footage thresholds for single-family; and / or
(5) Re-evaluate multi-family uses and classifications; and / or
(6) Reconsider establishing additive mobility fees.

Assuming an effective date of October 1st, 2021 for the majority of Mobility Fee uses, any mobility fees that exceed the current County road impact fee would become effective January 1st, 2022 with a super majority vote of the City Council and a finding of extraordinary circumstance per the 2021 amendments to Florida Statute 163.31801. The extraordinary increase in projected person travel demand by 2045 and a Phase One Mobility Plan approaching $1 billion dollars in needed improvements would be a strong basis for a finding of extraordinary circumstance.

The City is intending for the Mobility Fee to replace its current City Impact Fee. The City will also no longer collect the County impact fee for development within the City as of October 1st, 2021. The City Phase One Mobility Plan includes County road projects in the Plan and in the Mobility Fee calculations. This includes the following six (6) County roads that are currently recognized in the interlocal agreement for road impact fees between the County and City **(Table 19)**. The analysis in **Table 19** could serve as the basis for determining pro-rata mobility fees to be set aside and earmarked for improvements on County facilities, subject to negotiations and any subsequent agreements between the City and County.

TABLE 19. MOBILITY IMPROVEMENTS ON COUNTY ROADS

Road	Miles	Cost	PMC
Glades Cut-Off Road	12.04 (4.47%)	$86,831,920 (11.28%)	195,063 (6.52%)
Midway Road	9.83 (3.65%)	$47,720,619 (6.20%)	126,269 (4.22%)
Prima Vista Blvd	1.96 (0.73%)	$1,471,988 (0.19%)	7,006 (0.24%)
Range Line Road	6.10 (2.27%)	$29,280,000 (3.80%)	59,170 (1.98%)
St. James Road / 25th Street	3.34 (1.24%)	$1,919,849 (0.25%)	10,017 (0.33%)
Walton Road	3.10 (1.15%)	$12,484,716 (1.62%)	31,741 (1.06%)
County Totals	36.65 (13.6%)	$179,829,210 (23.3%)	429,833 (14.37%)

Source: The data in table 19 was obtained from the Phase One Mobility Plan Corridors **(Appendix K).** The following net numbers are less funded improvements. The net miles of Phase One Mobility Plan Corridors is 269.08. The net cost of Phase One Mobility Plan Corridors is $769,873,987. The net increase in person miles of capacity for Phase One Mobility Plan Corridors is 2,991,508. The Phase One Mobility Plan also includes multimodal improvements on Gilson Road consisting of 0.28 miles, a cost of $120,118, and a PMC of 509. The % for Gilson Road are minor, and the corridor is not specified in the current interlocal agreement with the County.

Of the six (6) roads in the interlocal agreement between the City and the County, only Midway Road between East Torino Parkway and Selvitz Rd (1.31 miles) is projected to be over capacity by 2045 **(Appendix I)**. The City and County have both recognized a need for Midway Road to be widened to four (4) lanes from East Torino Parkway and Selvitz Rd and the County is pursuing various avenues such as bonding and State and Federal funds, as well as using existing road impact fees collected by the City on behalf of the County, to widen this portion of Midway Road. The Phase One Mobility Plan does include widening Midway west of Interstate 95, Glades Cut-Off Road south of Midway, Range Line Road and Walton Road from two (2) lane undivided roads to two (2) lane divided roads.

For the roads west of Interstate 95, the cost estimate and added capacity assume existing lanes would be resurfaced for a 12' travel lane, a five (5) to six (6) foot wide multimodal lane, and a three (3) to four (4) foot wide paved shoulder along the median. The median would be between 12' and 22' and the new 11' to 12' travel lane would include outside closed drainage, with a five (5) to six (6) foot wide multimodal lane between the curb and travel lanes. None of these roads are projected to need widening based on existing traffic and projected 2045 traffic. The City Council could elect to changes the Phase One Mobility Plan designation from mobility corridor to multimodal corridor or change the mobility corridor description to widen from 2 to 4 lanes. The only real need for new road capacity beyond Midway Road not solely tied to the impact for new growth is to widen Glades Cut-Off Road to four (4) lanes between Midway Road and Selvitz Road. The need to widen this portion of Glades Road is included in the Phase One Mobility Plan and the Mobility Fee Benefit District covers this area so the City could contribute pro-rata mobility fees to the County if and when the County is prepared to widen this portion of Glades Cut-Off Road.

The County's current benefit district includes the entire mainland portion of the County. The County's system allows for a road impact fee paid by a development on Becker Road at the southern boundary of the County to be spent on road improvements for the airport in the north part of the County, which is almost 20 miles away from Becker Road. It is questionable that the County's current benefit district, which includes the entire mainland portion of the County, would meet the benefits test of the dual rational nexus test. The urbanized areas of most Counties in Florida are comprised of at least two (2) benefit districts.

The City cannot repeal County road impact fees. The City can and has provided notice that it will no longer collect that County road impact fee as of October 1st, 2021. The County could attempt to enforce its road impact fee on development in the City under the premise that development in the City uses County roads and that Florida Statute designates the County as responsible for County Roads.

Under this premise, the City could pursue charging development in unincorporated County a Mobility Fee under the premise that development in unincorporated County uses City roads and that Florida Statute designates the City, not the County, as responsible for City Roads. Given the significant number of lane miles of City roads, the City would have a very compelling case to pursue charging development in unincorporated County for its impact to the City's multimodal transportation system **(Map H).** Since the City's Phase One Mobility Plan also includes multimodal projects on County and State Roads, that neither the County or State are funding, the City could pursue charging development in unincorporated County a Mobility Fee for its impact to County and State Roads within the City to pay a pro-rata share of the cost of Phase One Mobility Plan.

The City's Phase One Mobility Plan demonstrate a clear "need" for improvements to accommodate future extraordinary growth and a clear "benefit" provided by those improvements by showing that Mobility Fees will be expended on improvements where they are collected, as required by the dual rational nexus test. The County road impact fee is not currently based on a plan of improvements and does not make a clear demonstration of how the need for improvements is directly related to new growth. Further, the County has a single benefit district for the entire mainland portion of the County, meaning a road impact fee paid in southern Port St. Lucie can be spent on improvements in the north part of the County. Florida Statute 163.31801 requires any impact fee or mobility fee demonstrate that it meets the dual rational nexus test and places the burden of proof on a local government to demonstrate that any impact fee or mobility fee meets the dual rational nexus test.

In conclusion, the City cannot repeal the County's road impact fee. It can and has elected to stop collecting the County's road impact fee within the City effective October 1st, 2021. If the County intends to assess its road impact fee within the City, it would be the responsibility of the County to demonstrate that its imposition meets the dual rational nexus test. Further, it would be the responsibility of the County to demonstrate that there is a clear need for improvements that it intends to construct that is attributable to the impact from development within the City. In addition, the County would need to demonstrate that it is not double charging development in the City twice for the same impact to the transportation system covered by the City Mobility Fee, and that the County is not holding new development to a higher standard in the City than what it is charging development in the unincorporated County. Should the County move forward with assessing a road impact fee in the City, the City should consider pursuing the assessment of a mobility fee on new development in unincorporated County to mitigate its impact to the City's transportation network.

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. It is recommended that the City adopt a total of five (5) Mobility Fee Benefit Districts. The geographic limits of the proposed Mobility Fee Benefit Districts extend beyond current City limits to include areas of unincorporated County that are either enclaves within current City limits or are adjacent to the City **(Map I)**. The following are the five (5) Mobility Fee Benefit Districts:

(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 District extends beyond current City limits in recognition that travel demand does not start or stop at City limits. The extension of the District enables the City to expend Mobility Fees on improvements identified in the Phase One Mobility Plan outside City limits. The future travel demand data and projected need established in the Plan and this Report supports a rational nexus between expenditure of the Mobility Fees and the impact created by person travel demand from development in the City and the benefit improvement provide to those who paid the Mobility Fee. Beyond these limits, person travel demand and the need for improvements to meet that demand from development in the City has less of a clear rational nexus.

In recognition that travel demand along certain corridors provides a mobility benefit beyond the limits of a single 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 benefit 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 benefit 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 four (4) benefit 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.

The County has issued significant road impact fee credits to developments for the construction of on-site and off-site improvements. Many of the credits issued were done long before the Florida Legislature adopted the "Impact Fee Act". These road impact fee credits were intended to be used by new development within the overall limits of the master development where a credit was provided. It is the intent of the City to work with master developments issued a road impact fee credit by the County. The City will allow for the utilization of that credit within a benefit district for development within the limits of the master development or as specified in existing agreements to satisfy the City's Mobility Fee, less the amount equivalent to the City's current road impact fee required to be paid by new development. The City is committed to work with each development issued a County road impact fee credit to enter into an agreement with the City that formally transfers a portion of the County road impact fee credit to a City mobility fee credit and addressed use and tracking of the credit, along with any future credits, and request to transfer credit outside a benefit district.

These credits were not intended to be used for development other than within the master planned development. While the Florida Legislature amended the "Impact Fee Act" in 2019 to allow for the transfer of credits to other developments, the credits issued by the County were predominately for on-site improvements, not off-site improvements. Master developers that have received road impact fee credit from the County may only transfer that credit to a development outside the limits of the master development or area covered under a road impact fee agreement to satisfy its City Mobility Fee where the credit was provided for an off-site improvement that provided a larger mobility benefit. Off-site is defined as outside the limits of the master development and not adjacent to the master development boundary. Any development issued a County road impact fee credit may not transfer that credit to a development in the East Benefit District for purposes of allowing that development to use the credit to satisfy its City Mobility Fee. A master development issued a County road impact fee credit may transfer that credit to any development to off-set any assessed County road impact fees per the provisions of Florida Statute and the agreement between the County and the development. Future agreements between the City and developers will address credit transfer.

The enactment of Mobility Fee Benefit Districts ensures that mobility fees collected within a Benefit District are expended on mobility improvements that provide a mobility benefit to development that paid the mobility fee. The Phase One Mobility Plan and the Mobility Fee Benefit Districts have been developed to ensure that the City's Mobility Fee meets the dual rational nexus test, along with 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 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 use which includes one or more of the unique features under the additive fee category.

Assessment Area shall mean a geographic area of the City where mobility fees are assessed on new development, along with redevelopment, change or use and expansion of a use that generate an increase in person travel above the current use of land.

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 areas designated in the applicable mobility fee ordinance where fees that are paid by development are expended.

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% of the total square footage of the building. Land Use Codes under the 800 and 900 series and Land Use Codes 444 and 445, except for quick service restaurants or uses otherwise listed on the mobility fee schedule.

Furniture or Mattress Store shall mean a building or buildings in which furniture or mattress are displayed for viewing and merchandise orders are shipped from warehouses or are available in store for pick-up. Home goods and home furnishings are not considered to fall under this use. Buildings may be free-standing or multi-tenant. Any commercial services or retail uses that occupy a building used for furniture or mattresses shall be required to pay mobility fees based on the difference between the mobility fee rate established for furniture and mattress stores and the applicable retail uses established in the mobility fee schedule.

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.

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.

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.

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 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 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.

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 & 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. Outside of Florida, several grocery store chains are also starting to sell fuel. 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 Quick Lube 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, and changing and topping off vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 900. Any building square footage associated with motor vehicle service, repair, and tires 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.

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% of the total square footage of the building. This includes land uses under ITE Land Use Codes Series under 800 and 900 and Land Use Codes 444 and 445.

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 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.

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 new development and redevelopment which results in an increase in travel over the existing use of land based on trip generation, pass-by trips, person trip factor, person trip length, person miles of travel, limited access factor, and origin and destination factor for the uses established in the mobility fee schedule.

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.

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 One 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 2020 and 2045 and shall serve as the basis for development of the City's Mobility Fee.

Phase One Mobility Plan and Mobility Fee Technical Report shall mean the City of Port St. Lucie Phase One Mobility Plan and Mobility Fee Technical Report dated July 2021 and prepared by NUE Urban Concepts, LLC and adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee.

Phase One 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 One Mobility Plan Improvement 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 shall mean eating establishments with higher turnover, quick service and may feature counter service or selection of items from a counter and would fall under the descriptions of ITE Trip Generation Manual Land Use Codes 926, 930, 933, 934, 935, 936, 937, 938, 939 and 940. Quick service restaurants include, but are not limited to, fast casual, fast food, ghost kitchen, containers, food pods or food trucks. Uses may or may not have seating or a walk-up order window and maybe designed for delivery or pick-up only. Uses with one or more quick service drive-thru lanes are assessed an additional mobility fee per lane. Quick service restaurants maybe located in multi-tenant retail buildings, free-standing retail buildings, or free-standing quick service restaurants.

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. 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 floor of the residential use, measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily hallways, or the centerline of common walls shared with other dwelling units. This square footage does not include unconditioned garages or unenclosed areas under roof.

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.

Square feet shall mean the sum of the gross floor area (in square feet) of the area of each floor level, 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) regardless of their use. If a ground level area, or part thereof, within or adjacent to the principal outside faces of the exterior walls is not enclosed and is determined to be a part of the principal use, this gross floor area is considered part of the overall square footage of the building.

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.

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 Trip shall mean a trip by one person driving a motor vehicle or a motorcycle.

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RECOMMENDED NEXT STEPS

The adoption of the Phase One Mobility Plan and Mobility Fee will require additional tasks to administer and implement the Plan and Fee. The City will have increased administrative and implementation requirements beyond the City's current road impact fee. The following are steps that the City should commence upon adoption of the Plan and Fee:

(1) **Adopt the Phase One Mobility Plan & Fee:** The Phase One Mobility Plan and Mobility Fee incorporates funded improvements, developer driven improvements, plans to add road capacity to meet projected increases in travel demand, and an interconnected network of greenways, shared-use paths, and trails. Prior to adoption, the City Council may wish to reconsider identified mobility and multimodal corridors and intersection improvements. The majority of the calculated mobility fees are less than the currently adopted County road impact fee. Thus, the City could move forward with the immediate adoption of the Phase One Mobility Plan and Mobility Fee at the second reading of the Mobility Fee ordinance.

For the Mobility Fees which are higher, the Mobility Fees could be adopted at one dollar below current road impact fees with the full increase going into effect on January 1st, 2022. The additive mobility fees for high traffic impact uses would not go into effect until January 1st, 2022. To increase any fees above current rates, two noticed workshops are required that lay out the basis for the extraordinary circumstances creating the need for the increase and the final ordinance would require a super majority vote of the City Council. The extraordinary circumstance would be the nearly $1 billons dollars in needed transportation improvements and the significant travel demand impact the uses necessitating an increase in fees creates. The workshops could be held separately or in conjunction with the first and second reading of the ordinance if the City Council elects to move forward with the recommended Phase One Mobility Plan and Mobility Fee.

(2) **Credit Agreements:** The City will need to meet individually with developers to identify the most appropriate next steps for all parties to transition from existing credit agreements between the County and the developer to the City and the developer. It is recommended that the City honor current agreements and treat a road impact fee credit like a mobility fee credit for improvements that have been constructed, right-of-way donated, or cash payments have been made to the City or County per this Technical Report and the implementing ordinance. Each agreement with the County is unique, so there is not a one size fits all approach to providing credit for improvements. The implementing ordinance provides 18 months for development to enter into an agreement with the City.

The City will need to work with each Developer to either enter into new agreements completely or enter into tri-party agreements with the County to amend existing agreements. It is impossible to describe the unique needs of each development granted a credit as part of this Technical Report or in an Implementing Ordinance. It is possible for the City to state on record that it intended to honor existing agreements, provide proportional mobility fee credit in a similar manner as road impact fee credit, and agree to work with each developer individually to transition from the County road impact fee system to the City's Mobility Fee in an appropriate manner that is agreed to by both parties.

The City should set aside a portion of the calculated Mobility Fee at levels consistent with the City's current road impact fee to fund Phase One Mobility Plan improvements. For improvements that have not yet been constructured by a developer, the City should meet with the developer to further discuss the improvements and consider re-evaluating future projects in conjunction with development of the Phase Two Mobility Plan.

(3) **Comprehensive Plan Amendment:** The City should amend its Comprehensive Plan to implement the adopted Mobility Plan and Mobility Fee. The amendment should address changes to transportation concurrency, proportionate share, and road impact fees. Amendments should also integrate the multimodal quality of service adopted as part of the mobility plan and ensure the Future Land Use, Transportation, and Capital Improvements Element reference mobility fees as a revenue funding source and that there are no conflicting goals, objectives, or policies between the Comprehensive Plan and the adopted Mobility Plan and Mobility Fee.

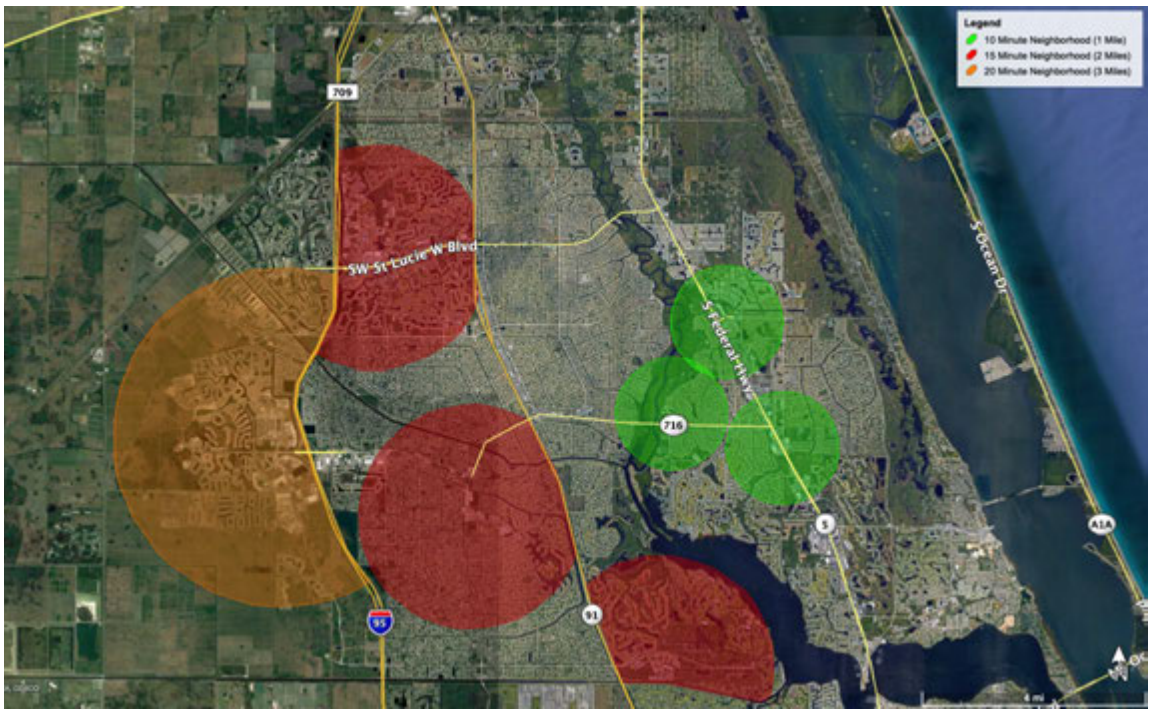
(4) **Service Charge Study:** The City will have an expanded administrative function with the mobility fee and should consider establishing a primary contact for administration of the City's mobility fee and impact fees. The City should also consider undertaking a service charge study. Florida Statute limits administrative charges to the cost to administer and implement impact and mobility fees. The service charge study would provide a factual basis for assessment of a service charge to offset administrative cost.

(5) **Phase Two Mobility Plan:** It is strongly recommended that the City commence the Phase Two Mobility Plan after adoption of the Phase One Plan. The current Phase One Mobility Plan is roughly $1 billion over the next 25 years.

There is currently an imbalance with more road capacity planned in the Comprehensive Plan and 2045 LRTP west of Interstate 95 than what is needed to accommodate future growth and not enough road, or multimodal capacity planned between the St. Lucie River and Interstate 95 to meet future demand. While there is adequate ROW to accommodate new capacity west of Interstate 95, several of the roads that need improvements east of Interstate 95 have existing uses along the corridor that would be impacted if those corridors were widened. The City will have the alternative to also consider expanded multimodal transportation alternatives such as micromobility devices (e.g., e-bikes, e-scooters) and microtransit vehicles (e.g., autonomous transit shuttles, golf carts, low speed vehicles).

As part of the Phase Two Mobility Plan, it is recommended that the City consider adding land use and parking changes into the into the development of the Phase Two Plan. Land use would consider the multimodal neighborhood concepts which is providing a mixture of uses within a defined distance and interconnecting those uses with multimodal corridors. This concept is also known at the 15-minute neighborhood or the 20-minute city **(**Figure 16**)**.

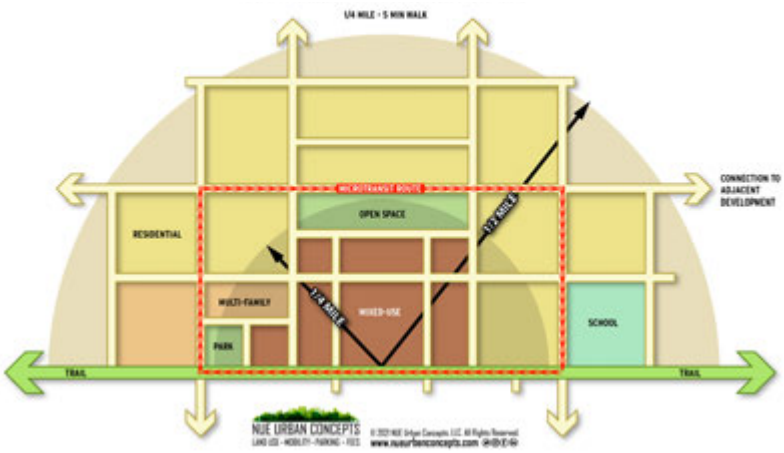
FIGURE 16. MULTIMODAL NEIGHBORHOODS CONCEPT

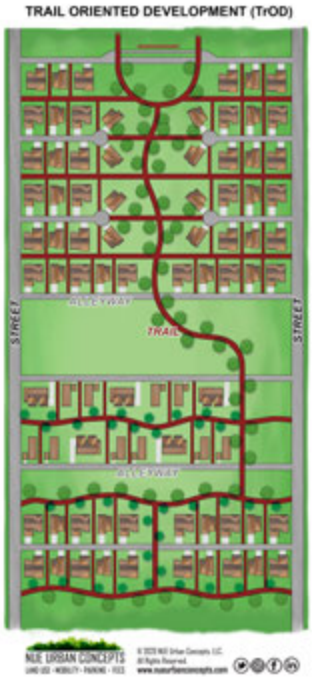


This concept recognizes that multimodal travel is most effecting for trips of three miles or less or roughly 20 minutes depending on the mode of travel. The figure above illustrates this concept around existing grocery anchored shopping centers and accounts for physical barriers such as the River, Interstate and Turnpike.

The other land use concept is known as Trail Oriented Development (TrOD), which is based on the more commonly known Transit Oriented Development (TOD), but instead of being oriented along a rail line, development is oriented along a multimodal trail that can also include microtransit service **(**Figure 17**)**. The 15-to-20-minute neighborhood and TrODs share similar features and can be incorporated in tandem to offer a different lane use pattern within the City.

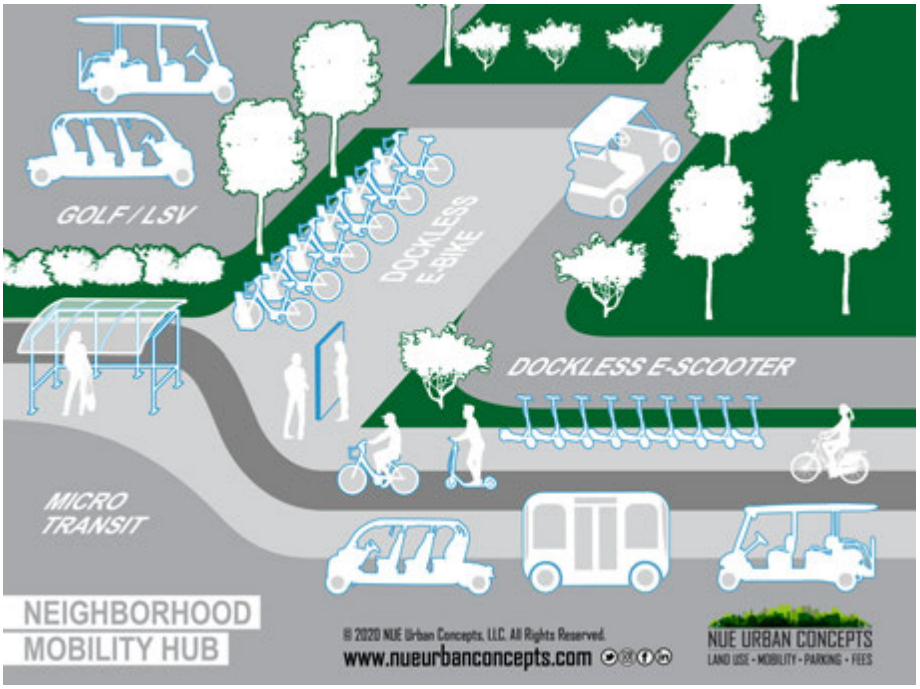
FIGURE 17. TRAIL ORIENTED DEVELOPMENT (TrOD)





The development of Neighborhood Mobility Hubs, which could be provided along existing rights-of-way or as part of new developments, multimodal nodes where two or more alternative modes of transportation meet (e.g., e-bikes and golf carts) and include amenities such as covered waiting areas, charging stations, and drop-off and pick-up areas **(**Figure 18**)**. The provision of Neighborhood Mobility Hubs could be an option that allows new development to reduce off-street parking requirements or can be a land development requirement for large scale developments, multi-family uses and retail centers.

FIGURE 18. NEIGHBORHOOD MOBILITY HUBS



CONCLUSION

The City of Port St. Lucie's Mobility Fee is based upon the Phase One Mobility Plan corridors and intersections. 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 One 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, shared-use paths, trails and additional road capacity. The City will continue to work with the County, FDOT, adjacent Cities, the Treasure Coast Regional Planning Council (TCRPC), St. Lucie County Transit, and the St. Lucie County TPO in a cooperative manner to enhance the multimodal transportation system within and surrounding the City.

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 One Mobility Plan improvements are based on the projected increase in person miles of travel from new development and redevelopment, between 2020 and 2045, within and around the City: consistent with the **"needs"** requirement of the dual rational nexus test. The Mobility Fee is based on the projected increase in person miles of capacity (PMC) within and adjacent to the City. The Mobility Fee is also based on the person travel demands attributable to new 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 implementation of five Mobility Fee Benefit Districts, where a Mobility Fee paid by new development and redevelopment is to be expended to fund the Phase One Mobility Plan improvements 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 be the only "fee" assessed and collected by the City on new development and redevelopment within the City. The Mobility Fee has been developed to offset the impact of new development and redevelopment on City, County, and State roads within and adjacent to the City.

The City of Port St. Lucie will replace its existing City road impact fee with a Mobility Fee system that will be effective within both Mobility Fee Assessment Areas. The City will no longer collect the County's road impact fee for development within the City effective October 1st, 2021. 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 improvements identified in the Phase One Mobility Plan within the Mobility Fee Benefit District, so long as the improvements are included in the City's Capital Improvements Program.

Within a year of adoption of the Phase One Mobility Plan and Mobility Fee, it is recommended that the City amend its Comprehensive Plan to integrate the Mobility Plan and reflect the adoption of a Mobility Fee. It is also recommended that the City move forward with adoption of the Phase One Mobility Plan and Mobility Fee. If the City desires to lower the Mobility Fee, then it should consider amending the list of improvements or including potential available funding sources to lower the Fee, as opposed to an arbitrary reduction of the Mobility Fee or a phased-in Mobility Fee. To ensure that the Mobility Plan and Mobility Fee is consistent with the Statutory requirement that Fees be based on the most recent and localized date, the Mobility Plan and Mobility Fee should be updated every four (4) years. In the interim, it is recommended that the City consider incorporating an annual inflation index in the Mobility Fee ordinance so future updates will feature smaller increases in the Mobility Fee rate. The increase would become effective on either October 1st or January 1st of each calendar year.

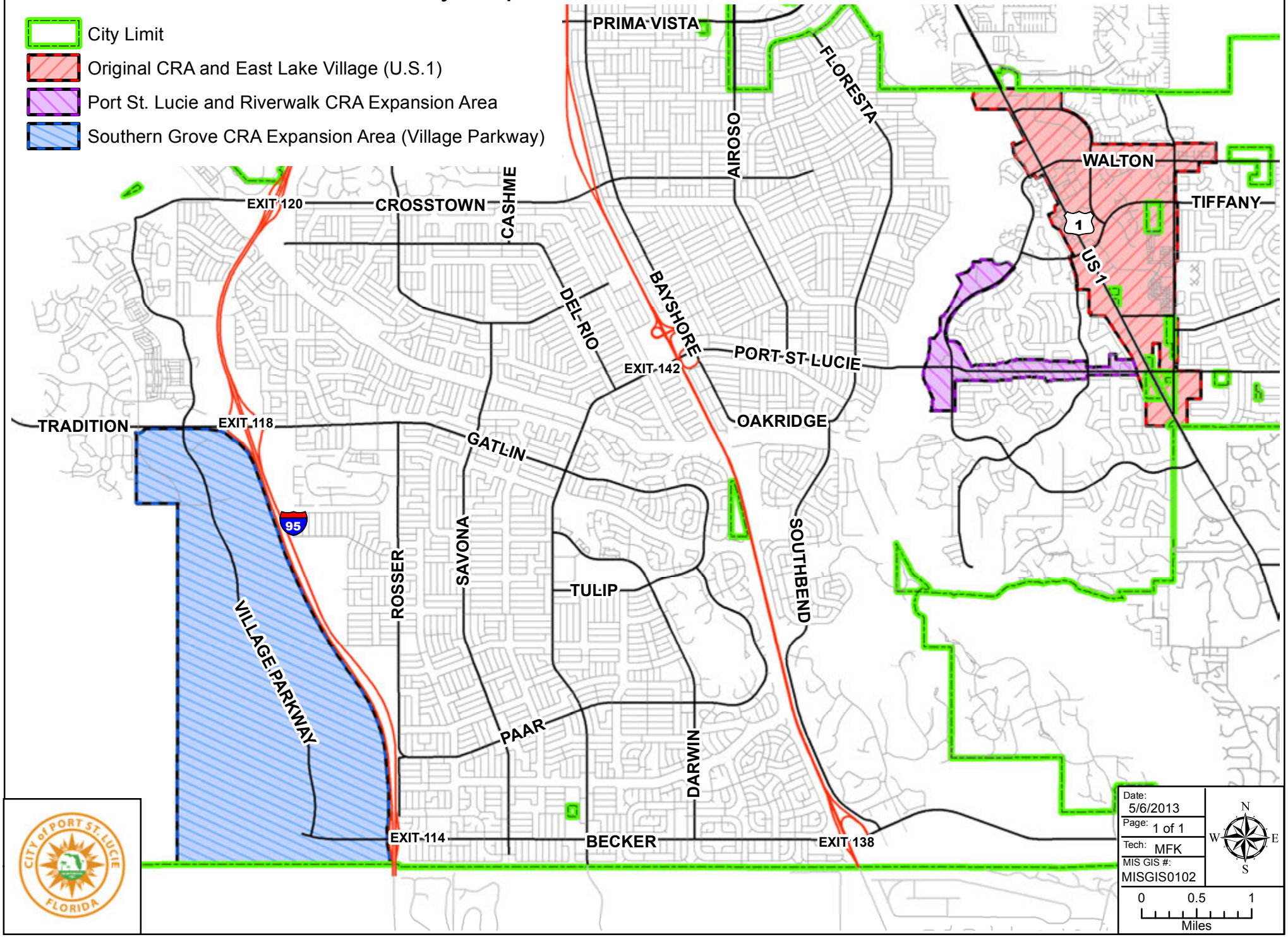
It is strongly recommended that the City commence the Phase Two Mobility Plan after adoption of the Phase One Plan per the reasons stated in the recommended next steps. Upon completion of the Phase Two Mobility Plan, the City should evaluate the need to update the Mobility Fee. Further, as new mobility technologies and shared mobility services evolve, the City may determine that future updates should occur more frequently to promote the safe and efficient movement of people through multiple modes of travel.

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 One Mobility Plan corridor and intersection improvements. Payment of the Mobility Fee addresses full mitigation of the person travel demand generated by new development and redevelopment within the City. The Phase One Mobility Plan and the Mobility Fee meet all legal requirements and are consistent with the requirements of Florida Statute Sections 163.3180 and 163.319801.

MAP A

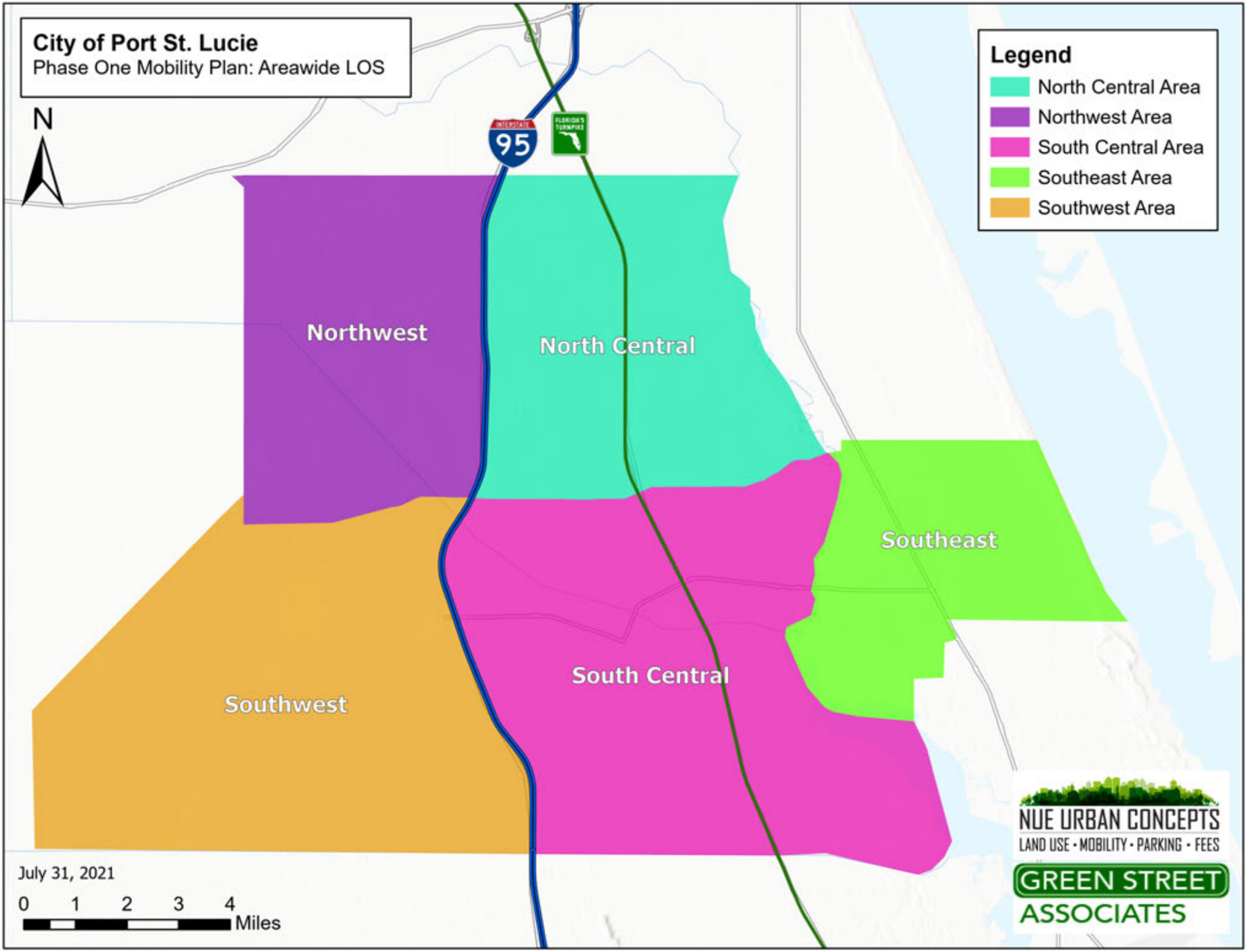
Community Redevelopment Areas (CRA)

CRA Boundary Map - U.S.1, Riverwalk, & Southern Grove



MAP B

Areawide
Level of Service (LOS)


City of Port St. Lucie
Phase One Mobility Plan: Areawide LOS
N
95
Legend
North Central Area
Northwest Area
South Central Area
Southeast Area
Southwest Area
Northwest
North Central
Southeast
South Central
Southwest
July 31, 2021
0 1 2 3 4
Miles
NUE URBAN CONCEPTS
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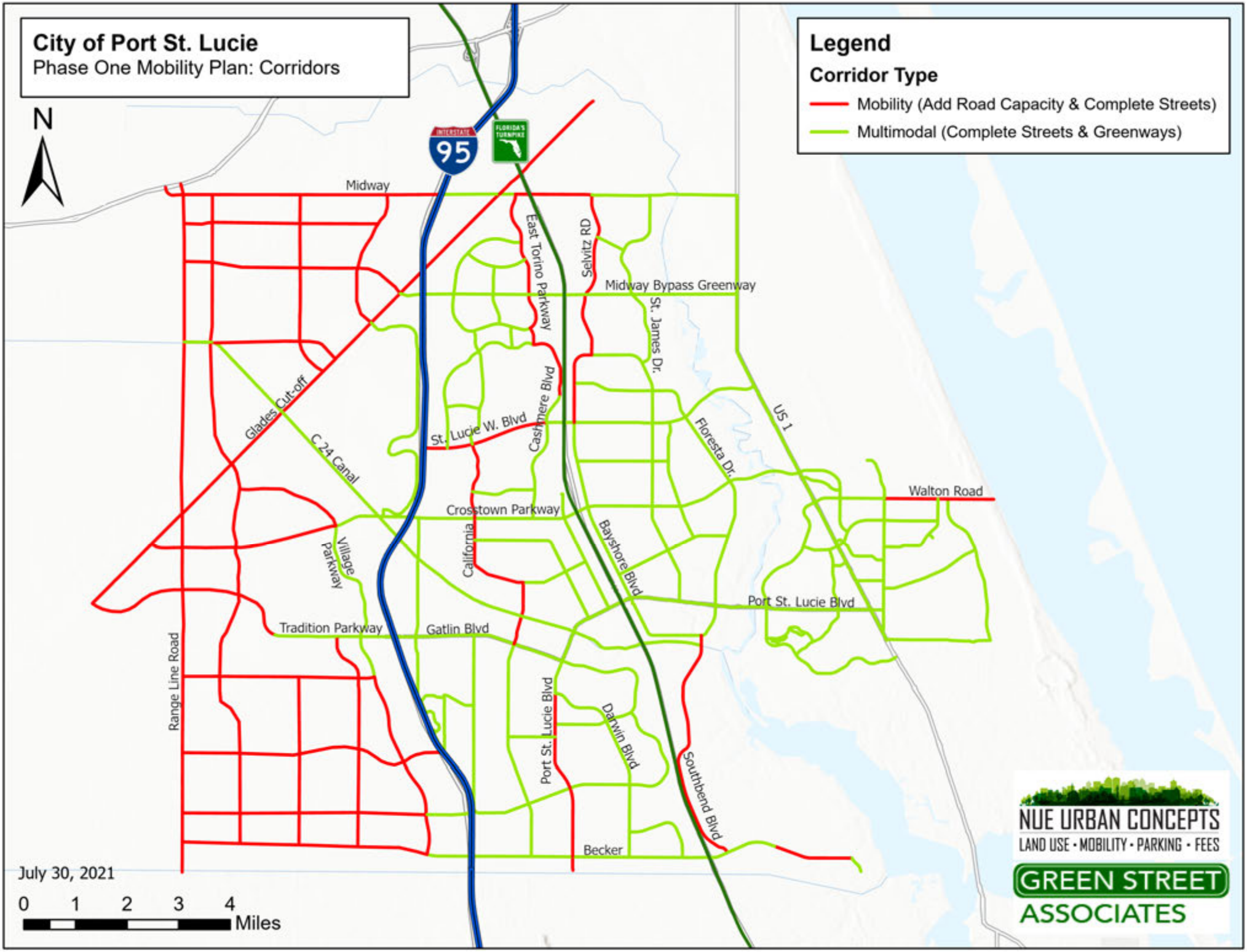
GREEN STREET
ASSOCIATES

MAP C

Phase One
Mobility Plan Corridors


City of Port St. Lucie
Phase One Mobility Plan: Corridors
N
Legend
Corridor Type
Mobility (Add Road Capacity & Complete Streets)
Multimodal (Complete Streets & Greenways)
95
Midway
East Torino Parkway
Selvitz RD
Midway Bypass Greenway
St. James Dr.
Glades Cut-off
C-24 Canal
St. Lucie W. Blvd
Cashmere Blvd
Floresta Dr.
US 1
Walton Road
Crosstown Parkway
California
Village Parkway
Bayshore Blvd
Port St. Lucie Blvd
Tradition Parkway
Gatlin Blvd
Range Line Road
Port St. Lucie Blvd
Darwin Blvd
Southbend Blvd
Becker
July 30, 2021
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Miles
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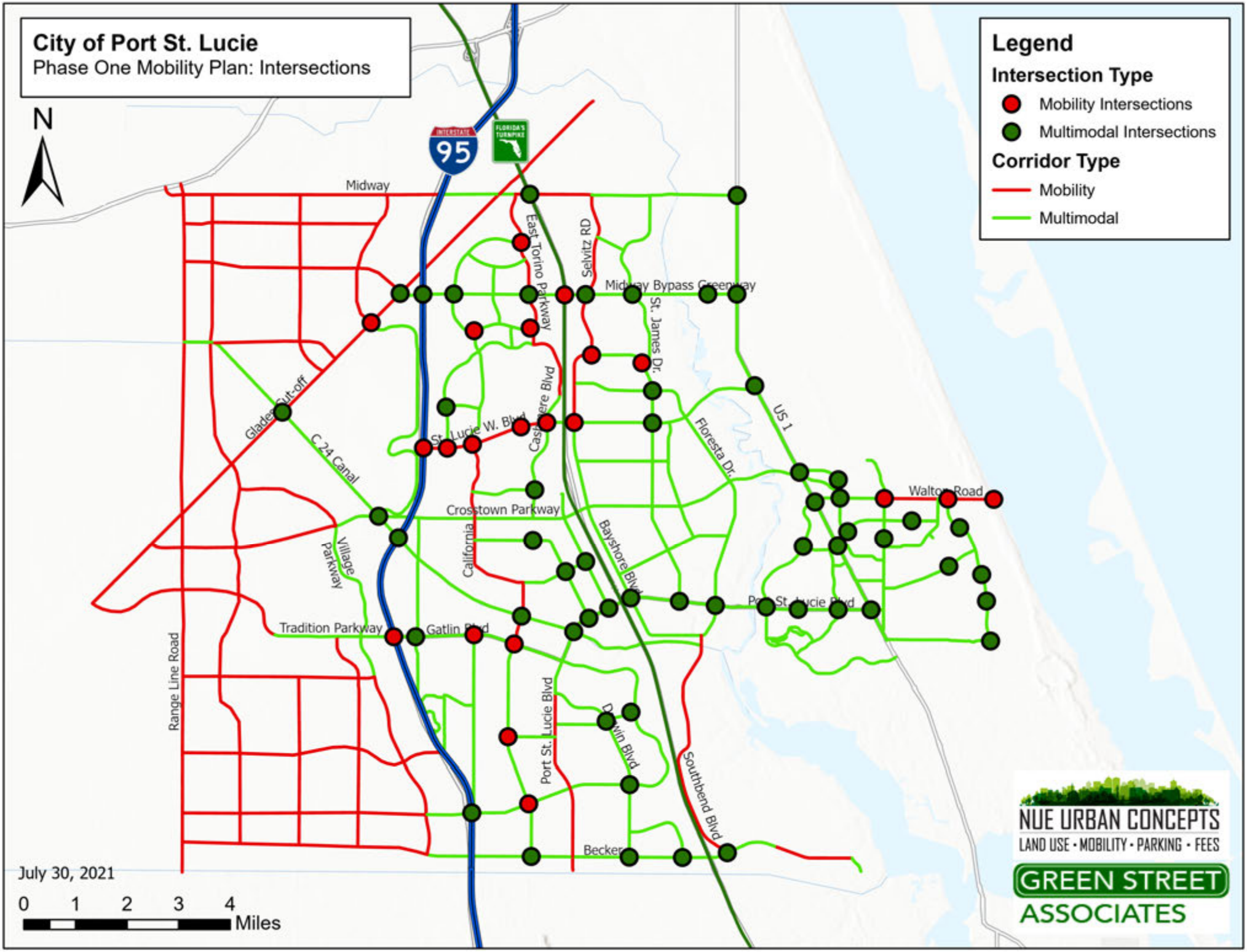
MAP D

Phase One
Mobility Plan Intersections


City of Port St. Lucie
Phase One Mobility Plan: Intersections
N
Legend
Intersection Type
Mobility Intersections
Multimodal Intersections
Corridor Type
Mobility
Multimodal
95
Midway
East Torino Parkway
Selvitz RD
Midway Bypass Greenway
St. James Dr.
Glades Cut-off
C-24 Canal
St. Lucie W. Blvd
Cashmere Blvd
Floresta Dr.
US 1
Walton Road
Crosstown Parkway
California
Bayshore Blvd
Village Parkway
Port St. Lucie Blvd
Tradition Parkway
Gatlin Blvd
Range Line Road
Port St. Lucie Blvd
Darwin Blvd
Southbend Blvd
Becker
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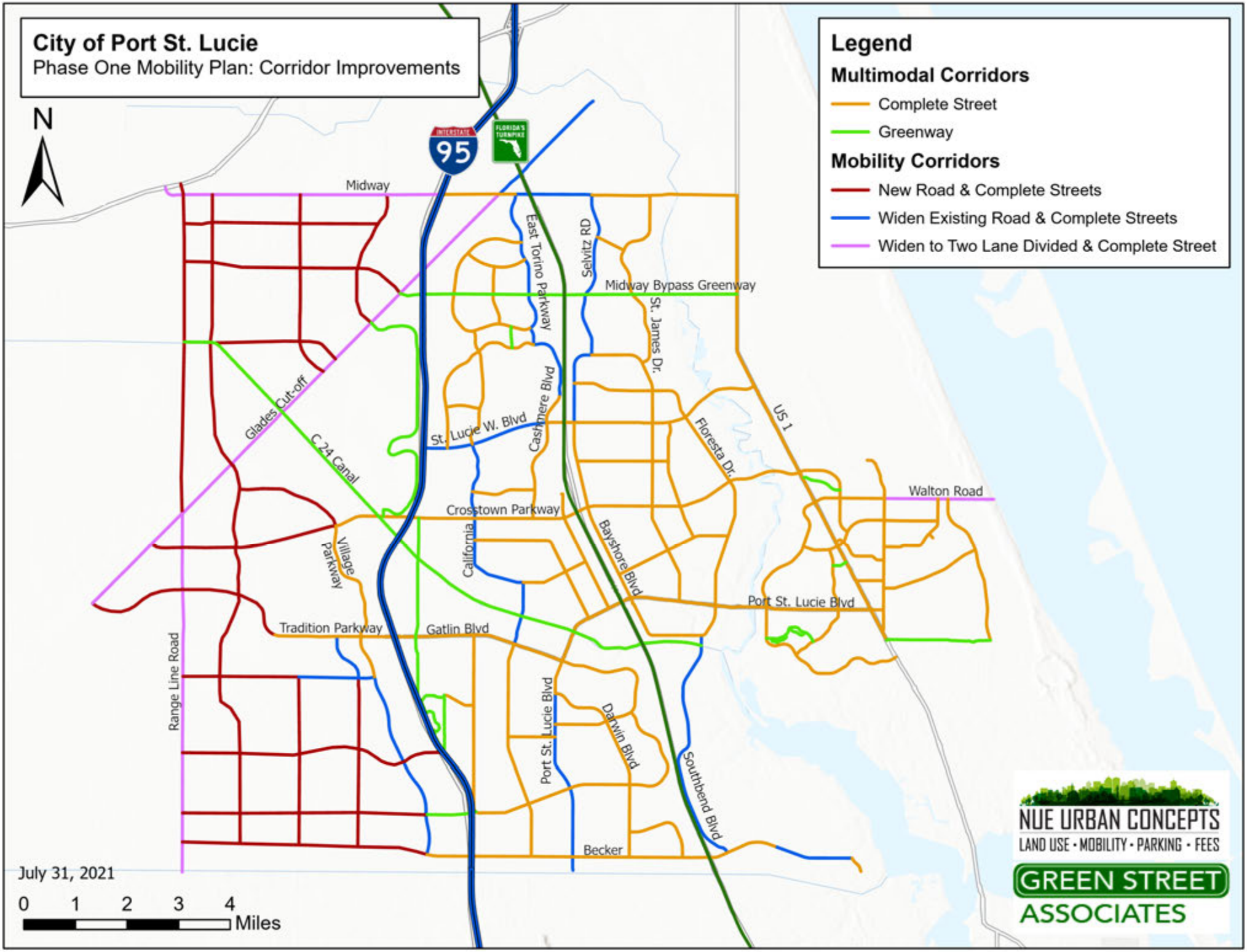
MAP E

Phase One
Mobility Plan
Corridor Improvements


City of Port St. Lucie
Phase One Mobility Plan: Corridor Improvements
N
Legend
Multimodal Corridors
Complete Street
Greenway
Mobility Corridors
New Road & Complete Streets
Widen Existing Road & Complete Streets
Widen to Two Lane Divided & Complete Street
95
Midway
East Torino Parkway
Selvitz RD
Midway Bypass Greenway
St. James Dr.
Glades Cut-off
C-24 Canal
St. Lucie W. Blvd
Cashmere Blvd
Floresta Dr.
US 1
Walton Road
Crosstown Parkway
California
Bayshore Blvd
Village Parkway
Port St. Lucie Blvd
Tradition Parkway
Gatlin Blvd
Range Line Road
Port St. Lucie Blvd
Darwin Blvd
Southbend Blvd
Becker
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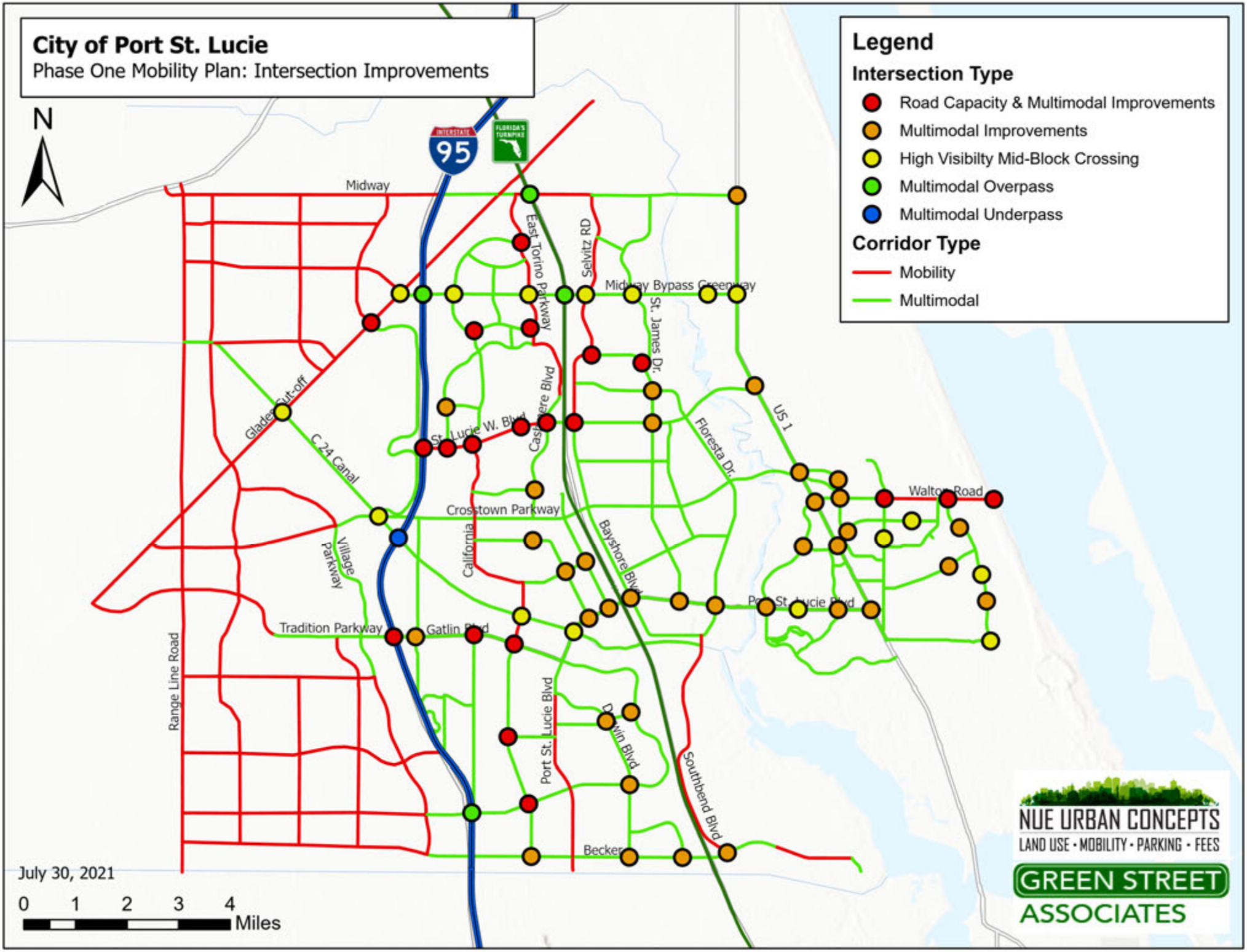
MAP F

Phase One
Mobility Plan
Intersection Improvements


City of Port St. Lucie
Phase One Mobility Plan: Intersection Improvements
N
Legend
Intersection Type
Road Capacity & Multimodal Improvements
Multimodal Improvements
High Visibilty Mid-Block Crossing
Multimodal Overpass
Multimodal Underpass
Corridor Type
Mobility
Multimodal
95
Midway
East Torino Parkway
Selvitz RD
Midway Bypass Greenway
St. James Dr.
Glades Cut-off
C-24 Canal
St. Lucie W. Blvd
Cashmere Blvd
Floresta Dr.
US 1
Walton Road
Crosstown Parkway
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Bayshore Blvd
Village Parkway
Tradition Parkway
Gatlin Blvd
Range Line Road
Port St. Lucie Blvd
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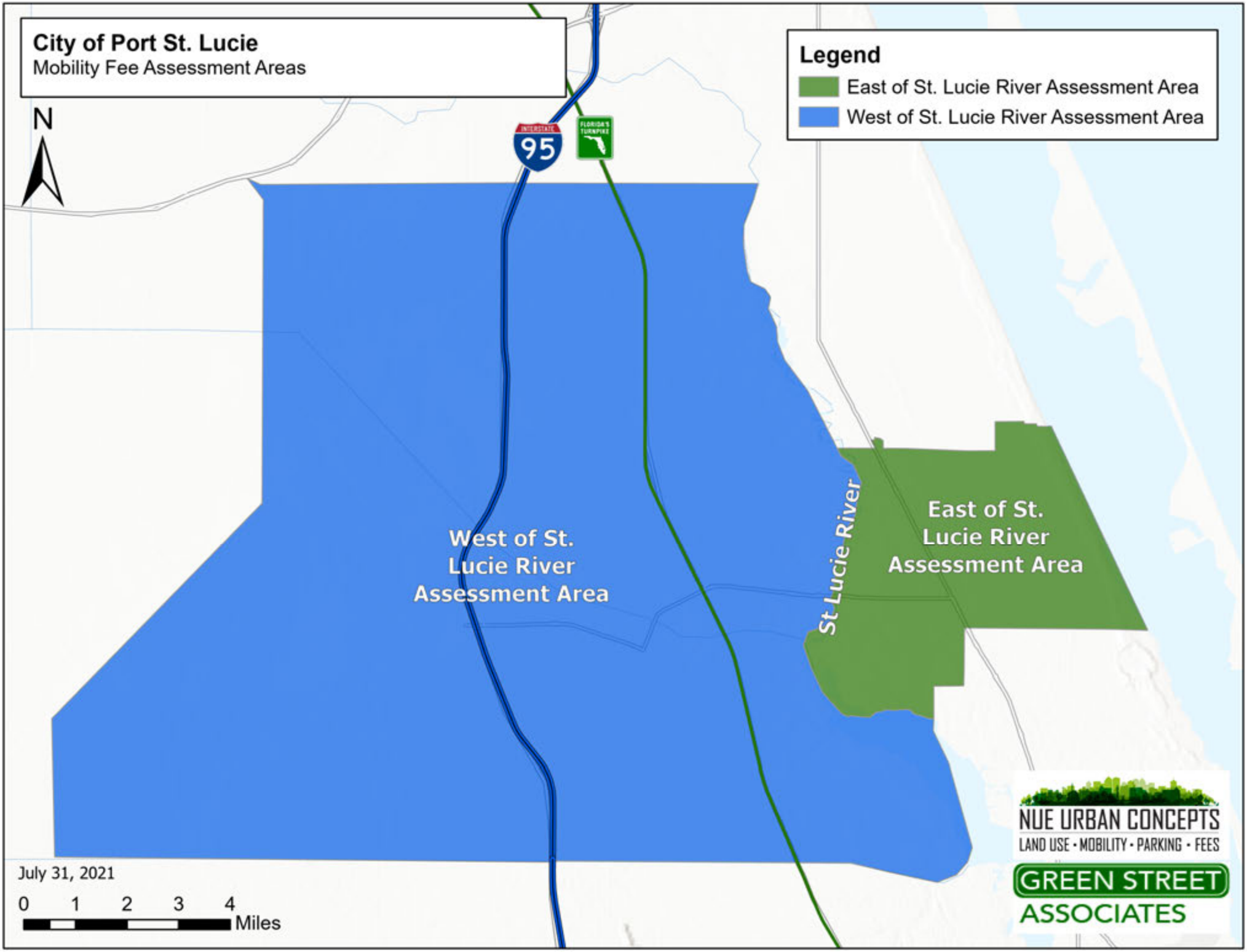
MAP G

Mobility Fee
Assessment Areas


City of Port St. Lucie
Mobility Fee Assessment Areas
N
Legend
East of St. Lucie River Assessment Area
West of St. Lucie River Assessment Area
95
West of St. Lucie River Assessment Area
St Lucie River
East of St. Lucie River Assessment Area
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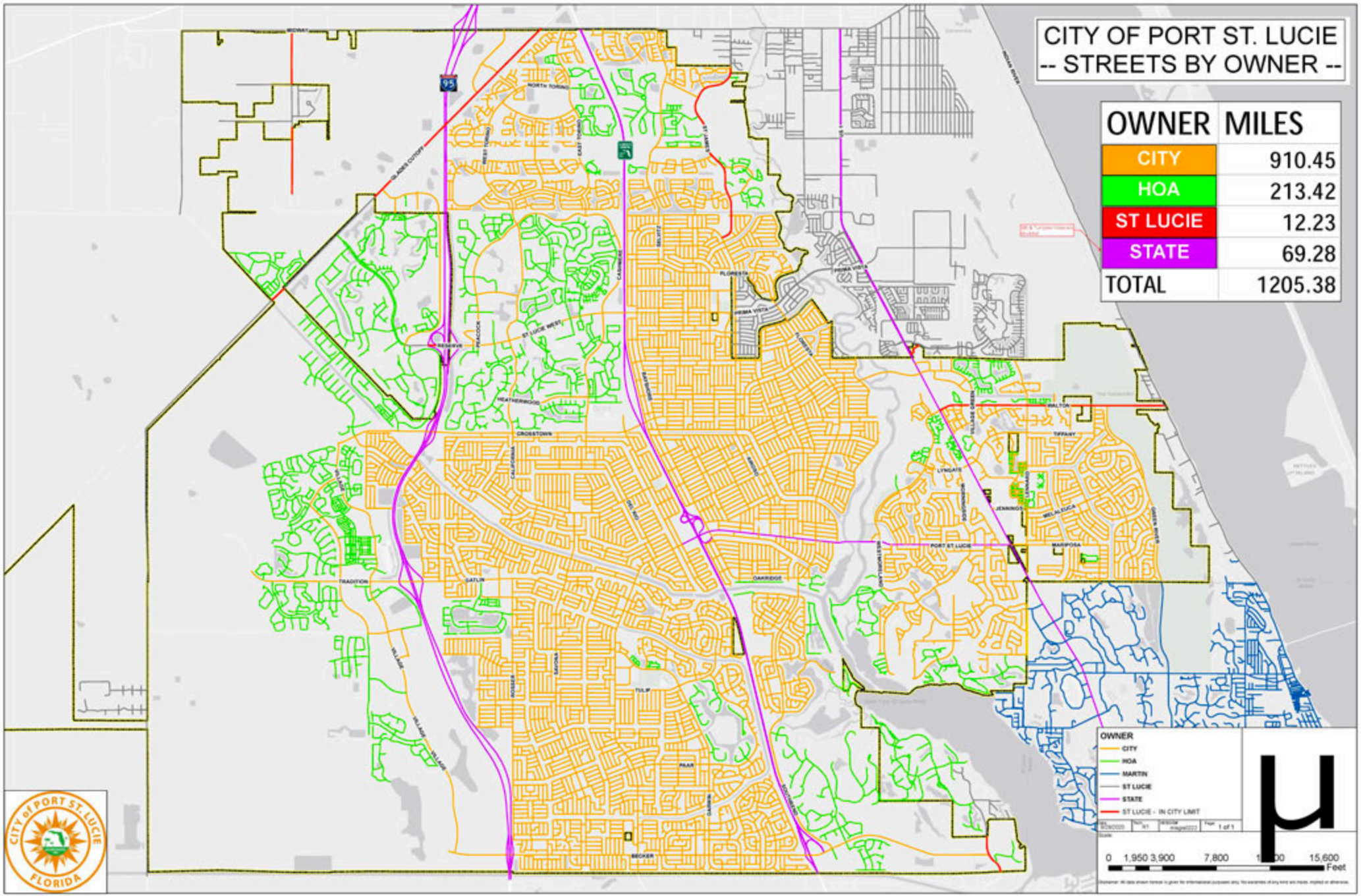
LAND USE • MOBILITY • PARKING • FEES
GREEN STREET
ASSOCIATES

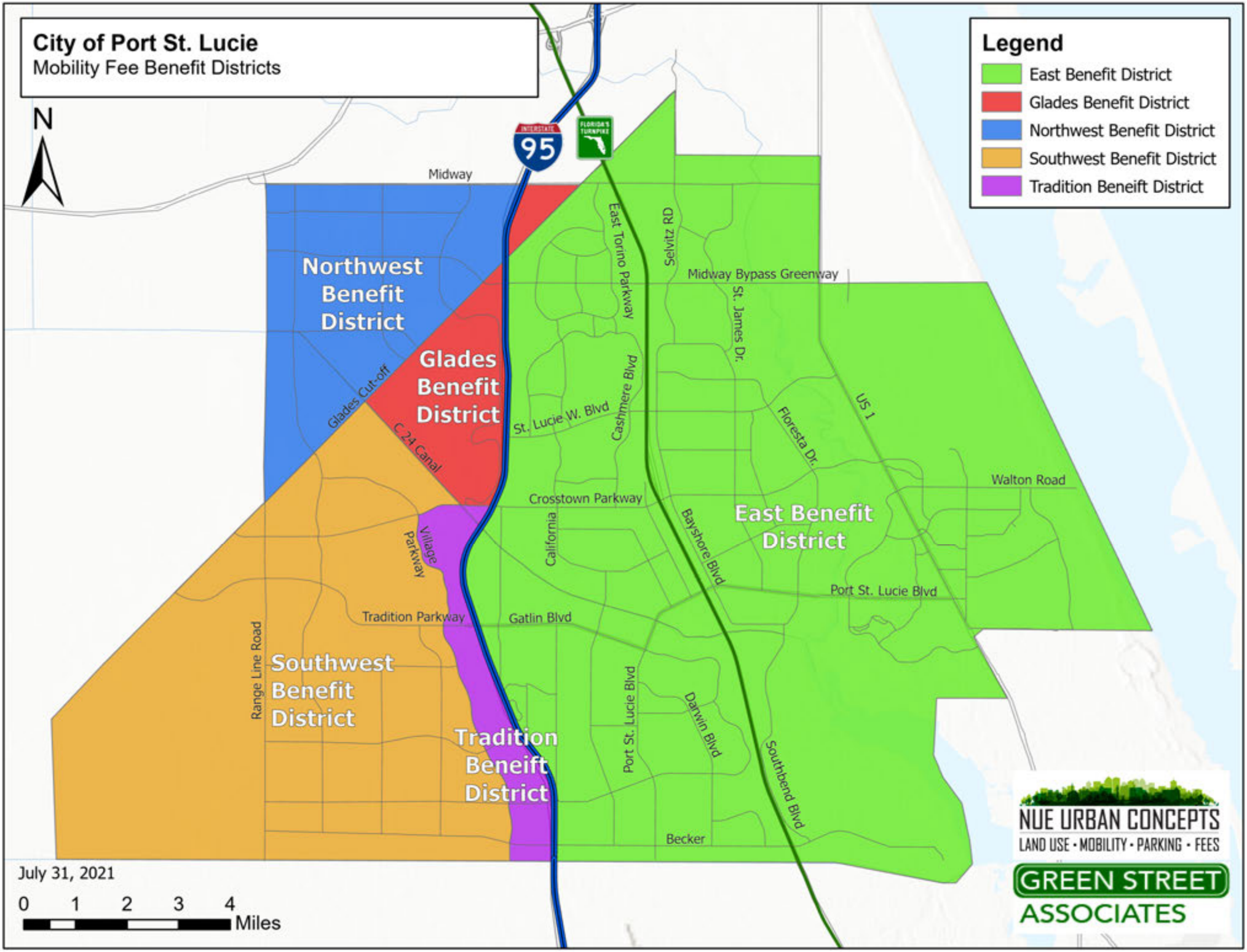
MAP H

Miles of City Roads


CITY OF PORT ST. LUCIE
-- STREETS BY OWNER --
OWNER MILES
CITY 910.45
HOA 213.42
ST LUCIE 12.23
STATE 69.28
TOTAL 1205.38
OWNER
CITY
HOA
MARTIN
ST LUCIE
STATE
ST LUCIE - IN CITY LIMIT
0 1,950 3,900 7,800 15,600
Feet
CITY of PORT ST. LUCIE
FLORIDA

MAP I

Mobility Fee
Benefit District


City of Port St. Lucie
Mobility Fee Benefit Districts
N
Legend
East Benefit District
Glades Benefit District
Northwest Benefit District
Southwest Benefit District
Tradition Beneift District
Midway
95
Northwest Benefit District
Glades Benefit District
Southwest Benefit District
Tradition Beneift District
East Benefit District
Glades Cut-off
C 24 Canal
St. Lucie W. Blvd
Cashmere Blvd
East Torino Parkway
Selvitz RD
Midway Bypass Greenway
St. James Dr.
US 1
Floresta Dr.
Walton Road
Crosstown Parkway
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Tradition Parkway
Gatlin Blvd
Port St. Lucie Blvd
Range Line Road
Port St. Lucie Blvd
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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.

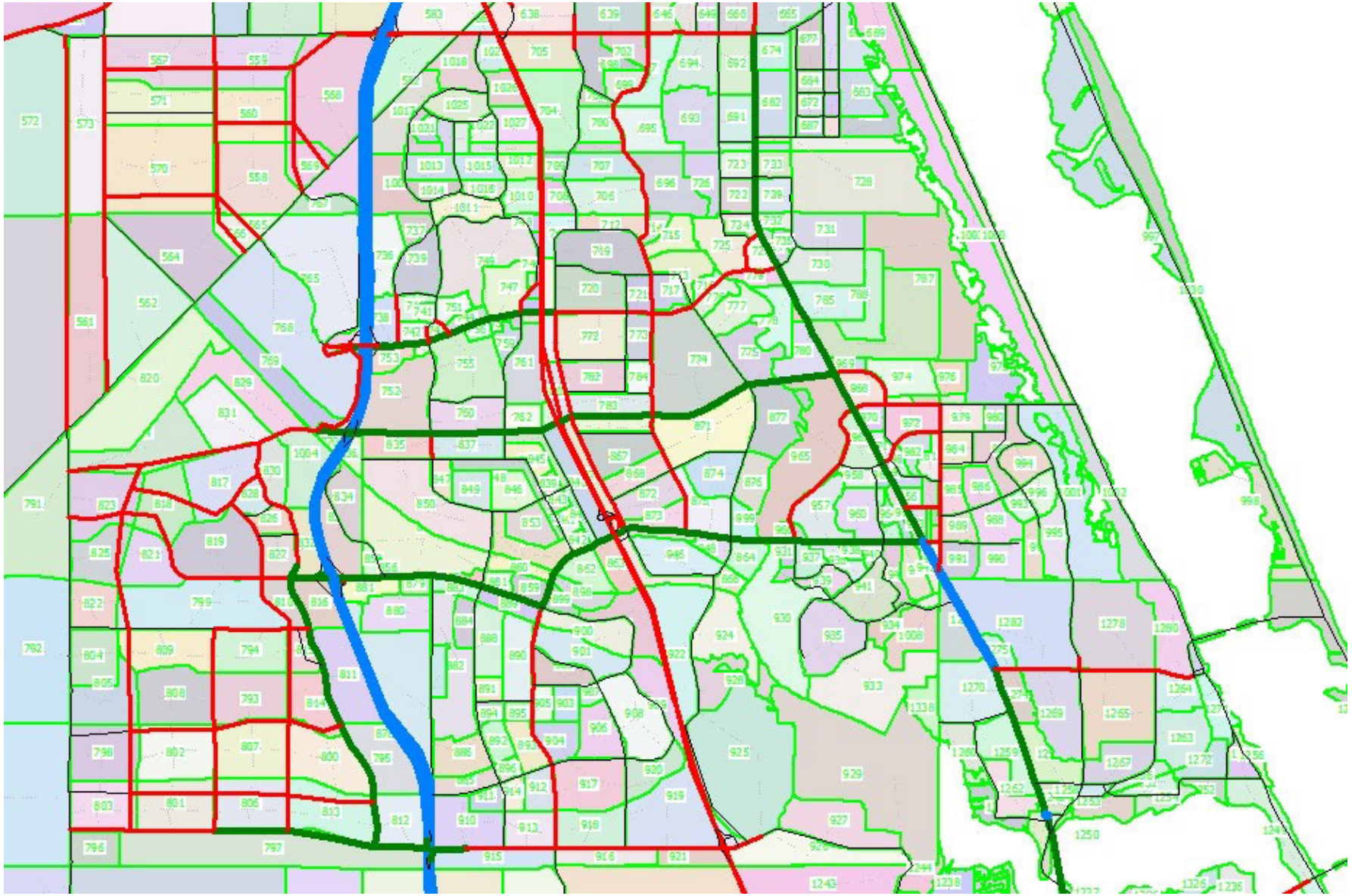
Links

- 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

On The Maps: Employee Flow

OnTheMap

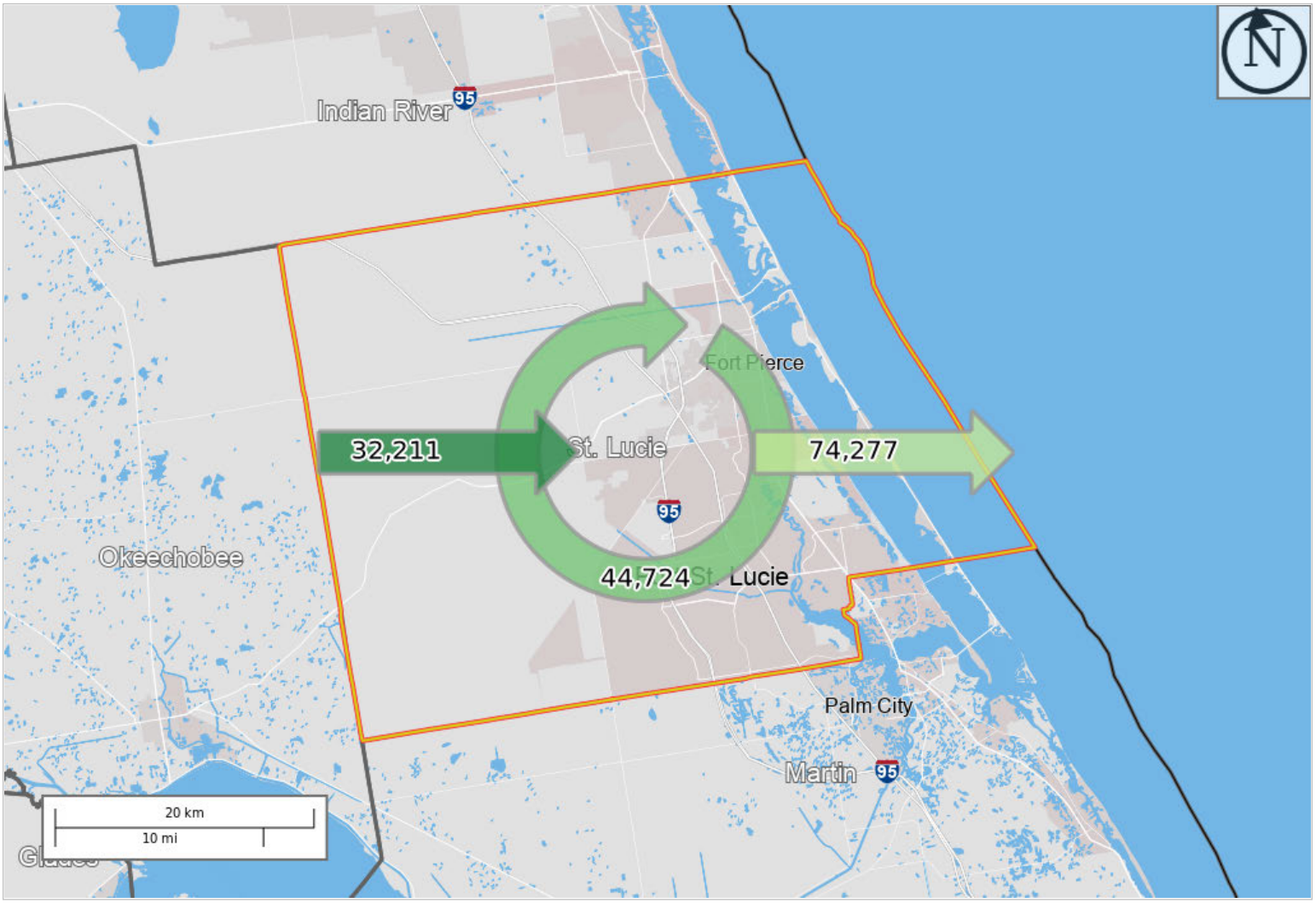
Inflow/Outflow Report

All Jobs for All Workers in 2018

Created by the U.S. Census Bureau's OnTheMap `https://onthemap.ces.census.gov` on 06/30/2021

Inflow/Outflow Counts of All Jobs for Selection Area in 2018

All Workers



Map Legend

Selection Areas

- Analysis Selection

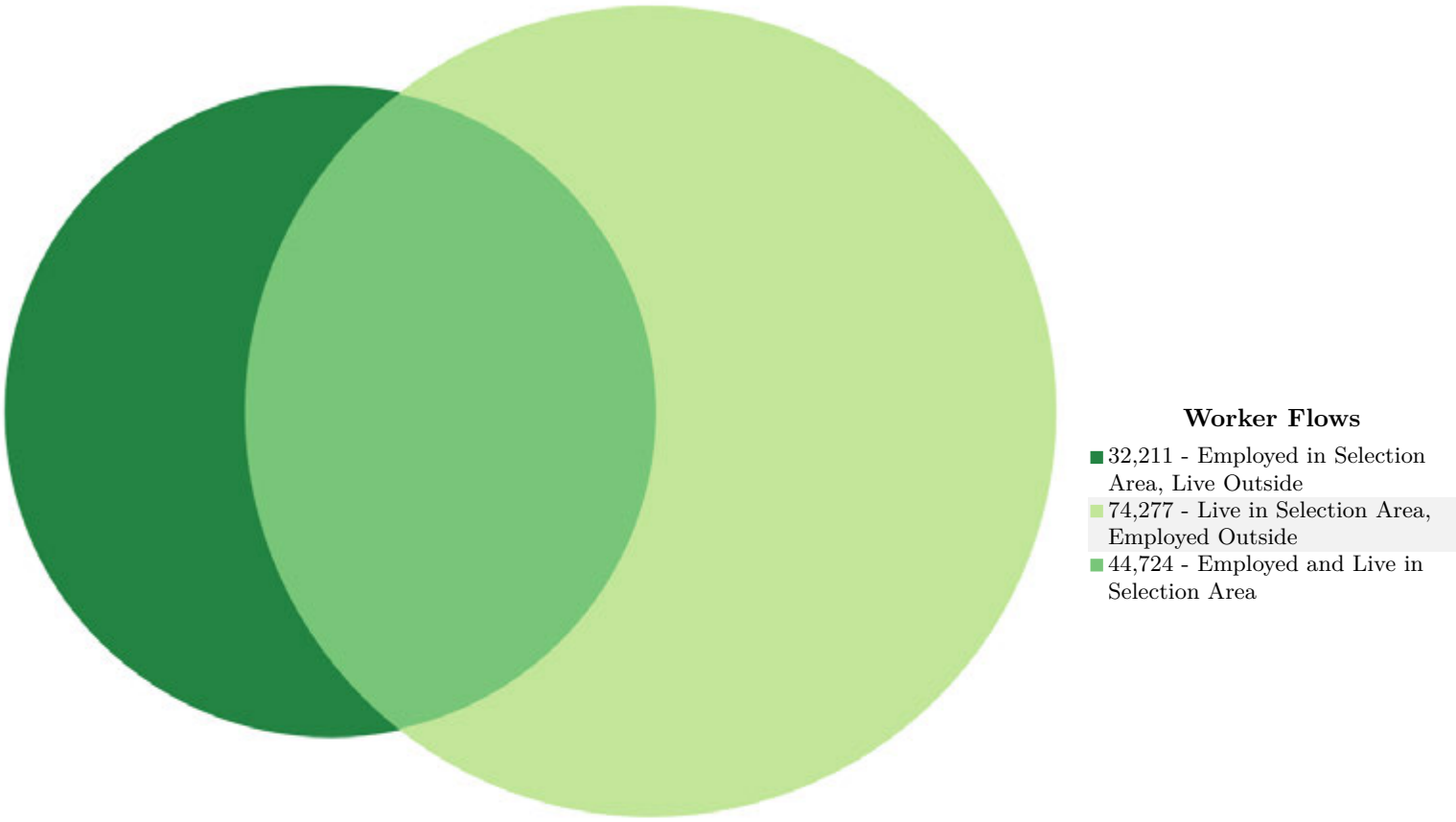
Inflow/Outflow

- Employed and Live in Selection Area
- Employed in Selection Area, Live Outside
- Live in Selection Area, Employed Outside

Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.

Inflow/Outflow Counts of All Jobs for Selection Area in 2018

All Workers



Inflow/Outflow Counts of All Jobs for Selection Area in 2018

All Workers

Worker Totals and Flows	2018 Count	Share
Employed in the Selection Area	76,935	100.0
Employed in the Selection Area but Living Outside	32,211	41.9
Employed and Living in the Selection Area	44,724	58.1
Living in the Selection Area	119,001	100.0
Living in the Selection Area but Employed Outside	74,277	62.4
Living and Employed in the Selection Area	44,724	37.6

Additional Information

Analysis Settings

Analysis Type	Inflow/Outflow
Selection area as	N/A
Year(s)	2018
Job Type	All Jobs
Selection Area	St. Lucie County, FL from Counties
Selected Census Blocks	9,566
Analysis Generation Date	06/30/2021 22:08 - OnTheMap 6.8
Code Revision	5dc8e60ec2609d78ebfa7d4b188db13aacbb1ba6
LODES Data Version	20201117_1559

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2018).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011 and in 2018.

APPENDIX D

On The Maps: Places of Employment

OnTheMap

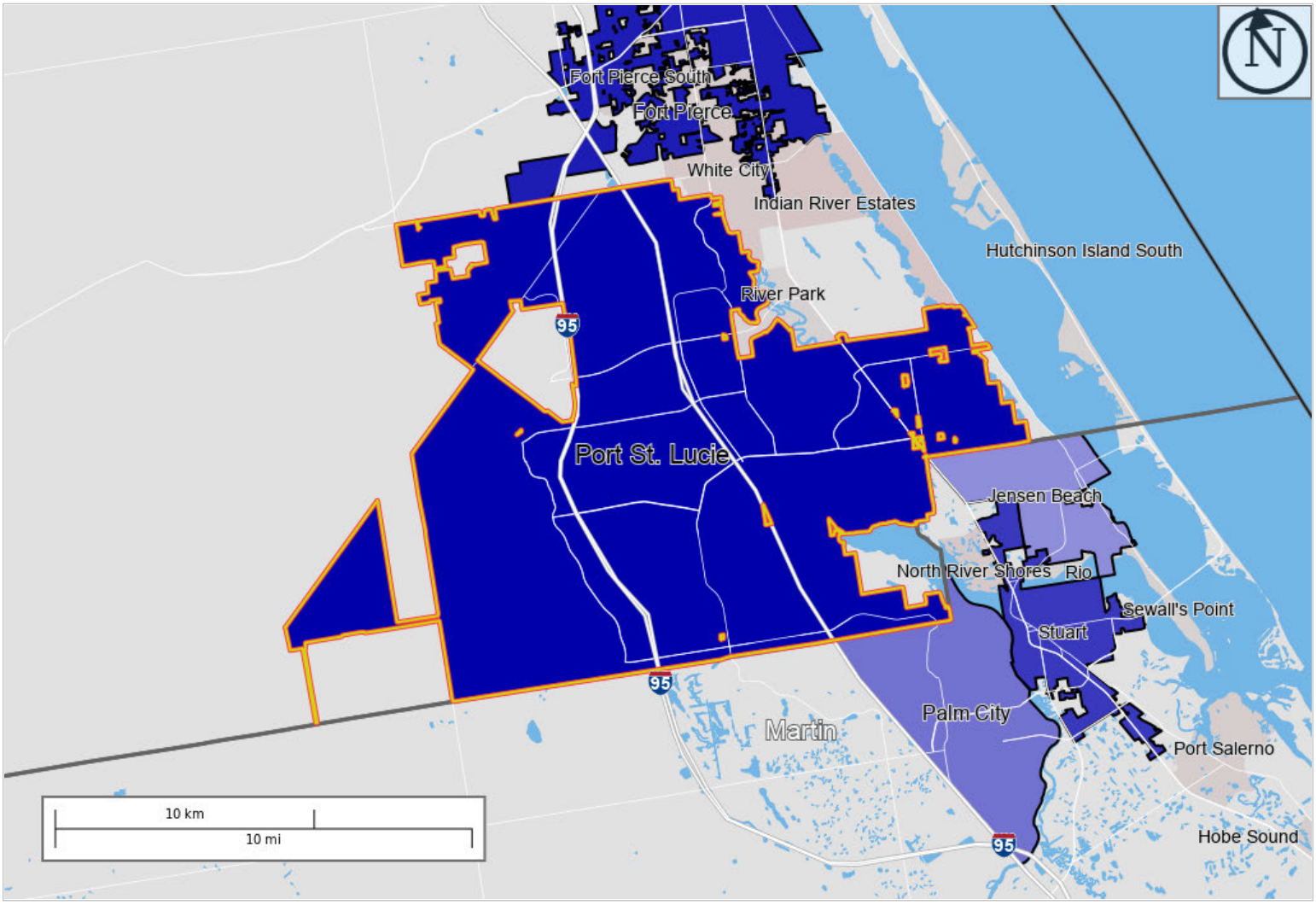
Work Destination Report - Home Selection Area to Work Places (Cities, CDPs, etc.)

All Jobs for All Workers in 2018

Created by the U.S. Census Bureau's OnTheMap `https://onthemap.ces.census.gov` on 06/30/2021

Counts of All Jobs from Home Selection Area to Work Places (Cities, CDPs, etc.) in 2018

All Workers



Map Legend

Job Count

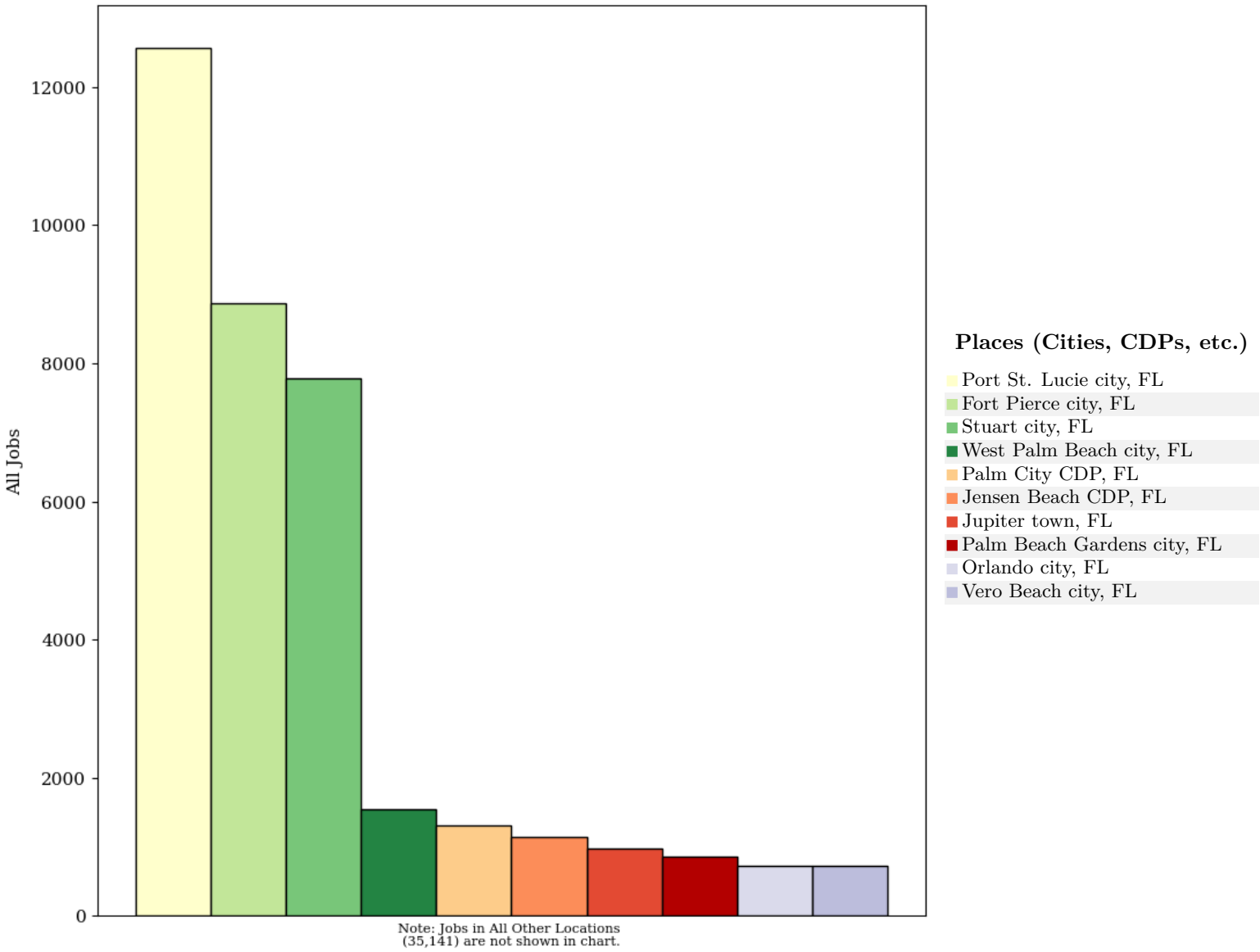
- 12,554
- 8,876
- 7,774
- 1,552
- 1,308
- 1,140
- 985
- 860
- 732

Selection Areas

- Analysis Selection

All Jobs from Home Selection Area to Work Places (Cities, CDPs, etc.) in 2018

All Workers



All Jobs from Home Selection Area to Work Places (Cities, CDPs, etc.) in 2018

All Workers

Places (Cities, CDPs, etc.) as Work Destination Area	2018 Count	2018 Share
All Places (Cities, CDPs, etc.)	71,654	100.0
Port St. Lucie city, FL	12,554	17.5
Fort Pierce city, FL	8,876	12.4
Stuart city, FL	7,774	10.8
West Palm Beach city, FL	1,552	2.2
Palm City CDP, FL	1,308	1.8
Jensen Beach CDP, FL	1,140	1.6
Jupiter town, FL	985	1.4
Palm Beach Gardens city, FL	860	1.2
Orlando city, FL	732	1.0
Vero Beach city, FL	732	1.0
All Other Locations	35,141	49.0

Additional Information

Analysis Settings

Analysis Type	Destination
Destination Type	Places (Cities, CDPs, etc.)
Selection area as	Home
Year(s)	2018
Job Type	All Jobs
Selection Area	Port St. Lucie city, FL from Places (Cities, CDPs, etc.)
Selected Census Blocks	4,410
Analysis Generation Date	06/30/2021 22:04 - OnTheMap 6.8
Code Revision	5dc8e60ec2609d78ebfa7d4b188db13aacbb1ba6
LODES Data Version	20201117_1559

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2018).

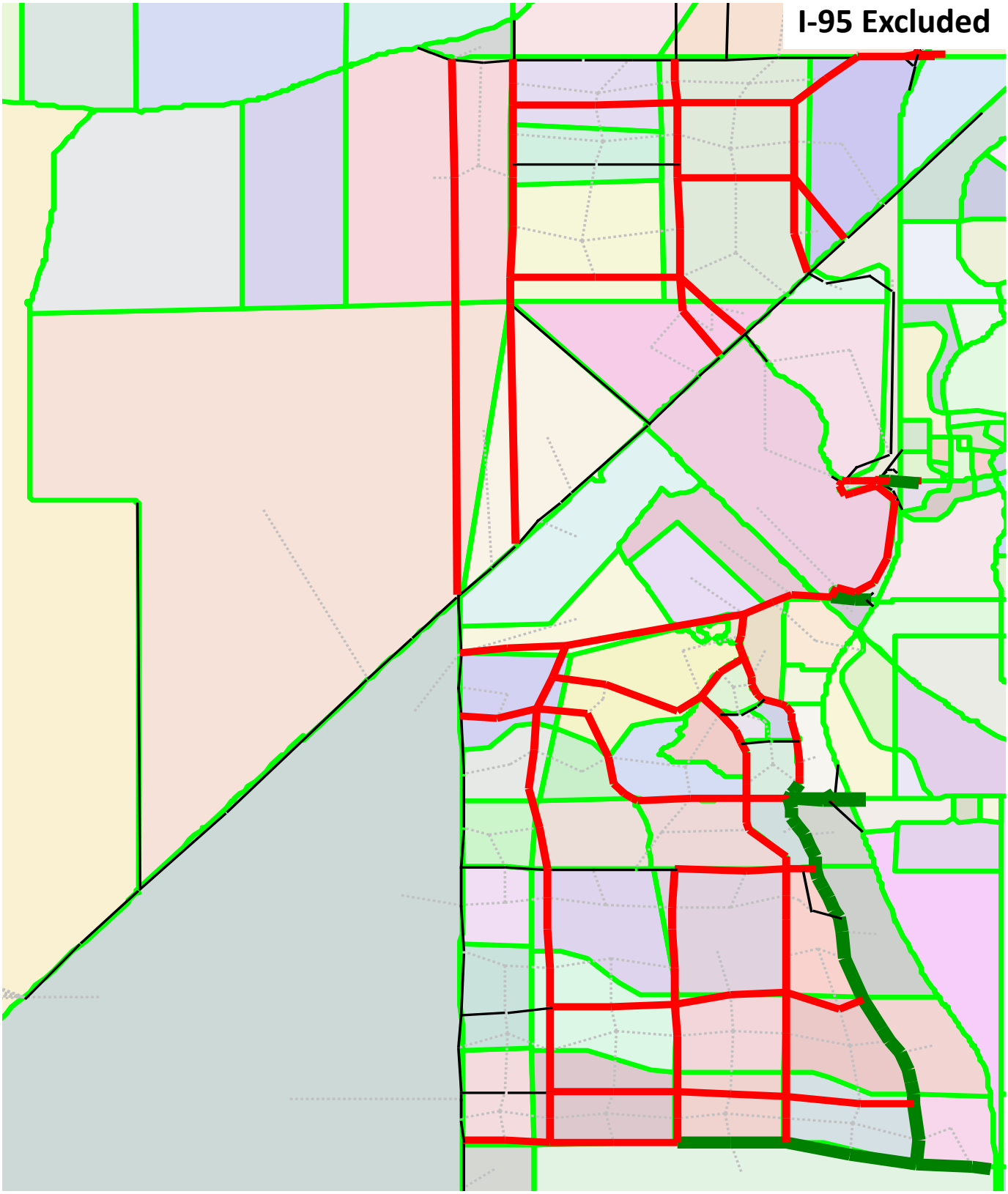
Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011 and in 2018.

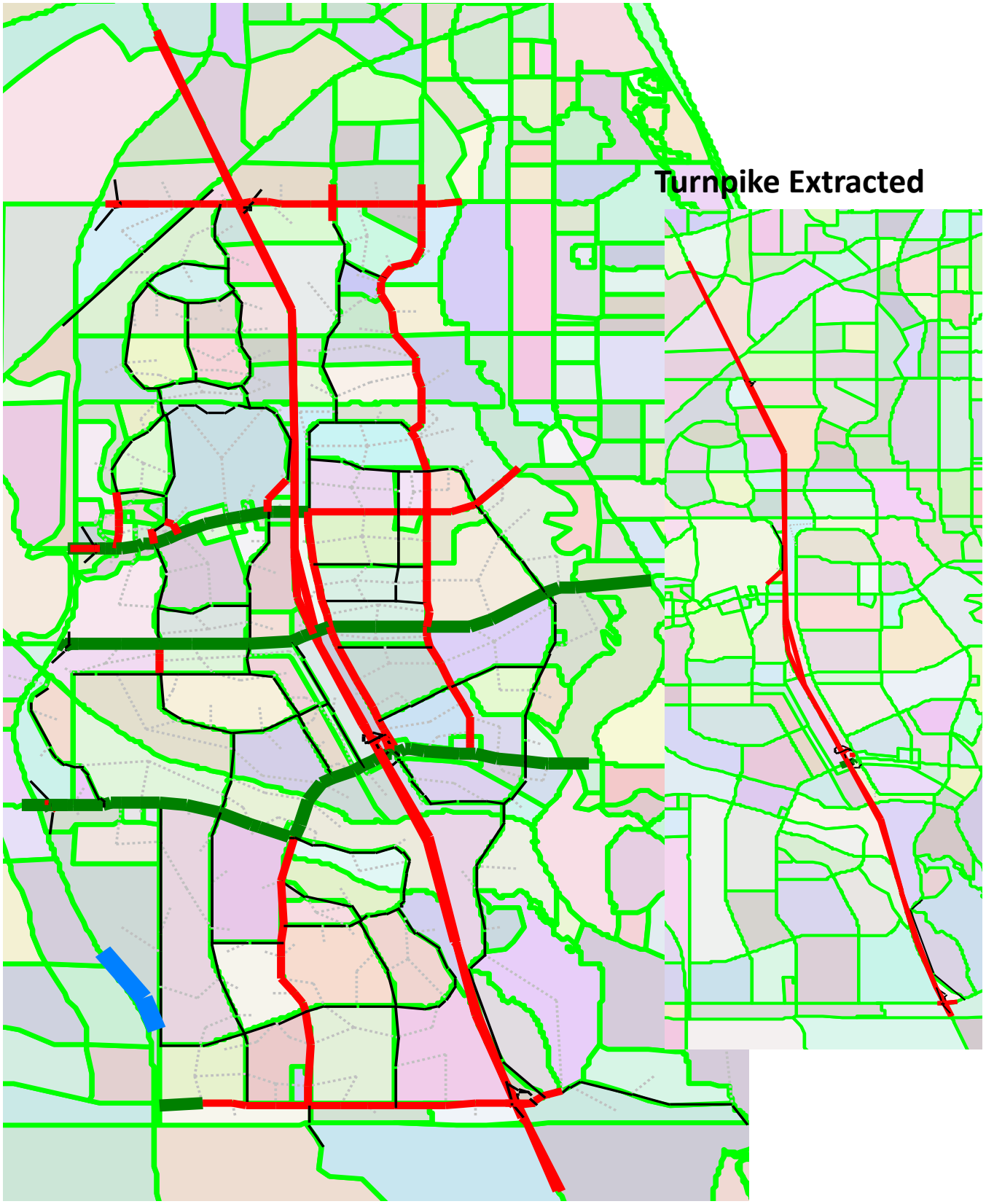
APPENDIX E

Regional Travel Demand Network

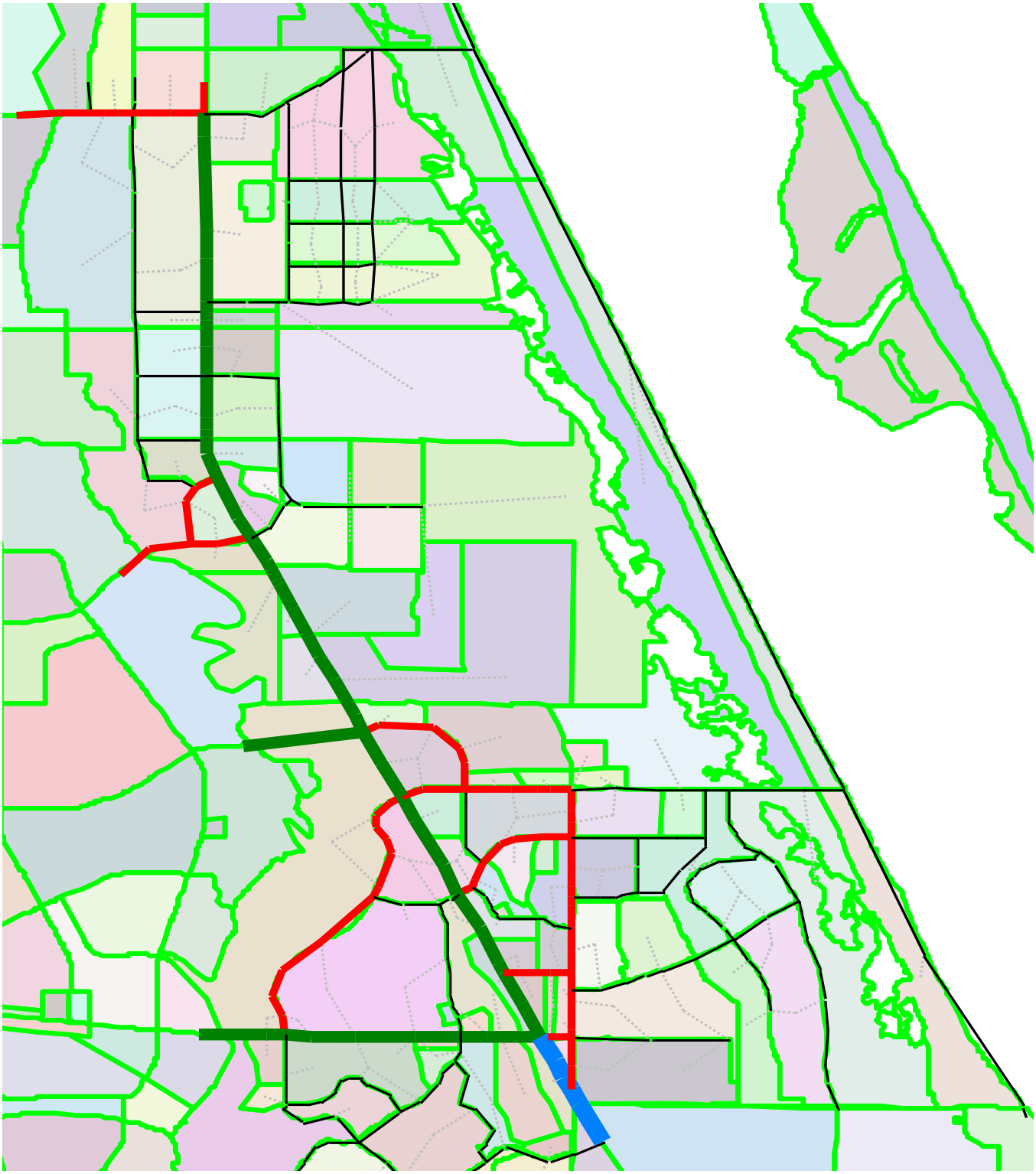
APPENDIX E: WEST OF INTERSTATE 95 MODEL NETWORK



APPENDIX E: WEST OF ST. LUCIE RIVER & EAST OF INTERSTATE 95 MODEL NETWORK



APPENDIX E: EAST OF ST. LUCIE RIVER MODEL NETWORK



APPENDIX F

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

Appendix F: 2017 National Household Travel Survey Data for Florida: 10 Miles or Less												
Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons	PT Rate	PMT	PMT Rate	VMT	Average Trip Length	Number of Vehicles	# of Person per Vehicle	Vehicle Occupancy
Buy Goods	2,874	957	3.00	1,649	1.72	4,951	1.74	2,847	3.11	917	1,603	1.75
Buy Meals	1,640	508	3.23	1,132	2.23	3,752	2.32	1,617	3.55	455	1,000	2.20
Buy Services	482	154	3.13	267	1.73	796	1.65	481	3.19	151	263	1.74
Family Care	27	8	3.39	19	2.38	73	2.85	26	3.67	7	17	2.43
Entertainment	575	175	3.28	405	2.31	1,332	2.42	549	3.90	141	321	2.28
Errand / Library / PO	366	161	2.27	237	1.47	521	1.46	356	2.58	138	211	1.53
Exercise	548	234	2.34	374	1.60	835	1.80	463	3.53	131	203	1.55
Home	6,411	2,067	3.10	3,801	1.84	12,512	2.04	6,135	3.53	1,737	3,334	1.92
Medical	397	97	4.09	148	1.53	624	1.58	396	4.17	95	146	1.54
Religious	501	127	3.95	279	2.20	1,144	2.30	498	4.18	119	268	2.25
School	417	121	3.45	256	2.12	873	2.20	397	3.71	107	242	2.26
Work	2,482	615	4.04	766	1.25	2,959	1.21	2,451	4.24	578	710	1.23
Total	16,719	5,224	3.20	9,333	1.79	30,371	1.87	16,216	3.54	4,576	8,318	1.82
Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 10 miles or less in length												

APPENDIX G

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

APPENDIX G: 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**	**PT Rate**	**PMT**	**PMT Rate**	**VMT**	**Average Trip Length**	**Number of Vehicles**	**# of Person per Vehicle**	**Vehicle Occupancy**
Buy Goods	3,567	1,015	3.51	1,757	1.73	6,283	1.78	3,532	3.63	974	1,710	1.76
Buy Meals	1,904	530	3.59	1,172	2.21	4,227	2.25	1,881	3.94	477	1,040	2.18
Buy Services	635	166	3.82	280	1.69	963	1.52	634	3.89	163	276	1.69
Family Care	39	9	4.38	20	2.22	85	2.33	37	5.22	7	17	2.43
Entertainment	851	197	4.32	450	2.28	1,904	2.31	826	5.07	163	366	2.25
Errand / Library / PO	436	167	2.61	250	1.50	668	1.57	426	2.96	144	224	1.56
Exercise	666	244	2.73	361	1.48	1,044	1.80	580	4.12	141	221	1.57
Home	8,433	2,233	3.78	4,110	1.84	16,296	2.00	8,158	4.29	1,903	3,642	1.91
Medical	625	115	5.44	176	1.53	982	1.58	620	5.54	112	173	1.54
Religious	649	140	4.64	311	2.22	1,507	2.33	646	4.89	132	300	2.27
School	545	132	4.13	281	2.13	1,167	2.22	525	4.45	118	261	2.21
Work	4,260	758	5.62	945	1.25	5,189	1.24	4,200	5.84	719	887	1.23
Total	22,611	5,706	3.96	10,113	1.77	40,316	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.												

APPENDIX H

2045 Long Range Transportation Plan: Volume to Capacity Analysis

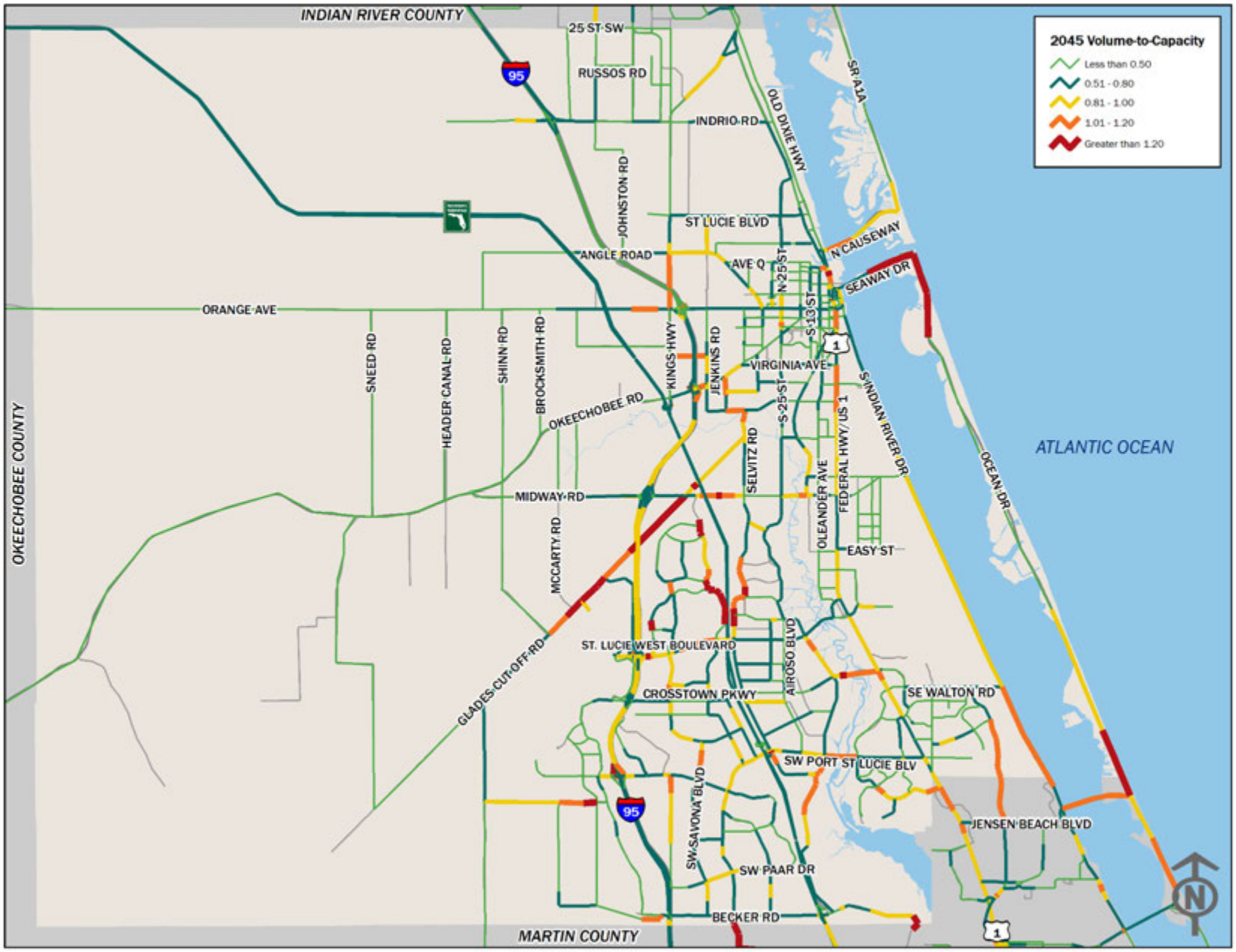


Figure 5-2. 2045 Volume-to-Capacity

APPENDIX I

Traffic Characteristics

APPENDIX I: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS REPORT

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	LOS Standard	AADT	Daily Capacity	Year Count	Growth Factors	2020 AADT	2020 VMT	2020 VMC	2045 AADT	2045 VMT	2045 VMC
AIROSO BLVD	PORT ST LUCIE BLVD	THORNHILL DR	Major Arterial	CITY	4	40	0.93	E	15,500	39,800	2019	0.0183	15,754	14,637	36,909	25,292	23,455	36,909
AIROSO BLVD	THORNHILL DR	CROSSTOWN PKWY	Major Arterial	CITY	4	40	0.82	E	15,500	39,800	2019	0.0183	15,754	12,916	32,568	25,292	20,696	32,568
AIROSO BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	Major Arterial	CITY	4	40	1.42	E	15,827	39,800	2017	0.0183	16,606	23,779	56,684	26,753	38,103	56,684
AIROSO BLVD	PRIMA VISTA BLVD	FLORESTA DR	Major Arterial	CITY	4	40	0.55	E	14,344	39,800	2017	0.0183	15,050	8,352	21,968	24,247	13,383	21,968
AIROSO BLVD	FLORESTA DR	ST JAMES DR	Major Arterial	CITY	4	40	0.51	E	21,000	39,800	2019	0.0183	21,344	11,010	20,492	34,266	17,643	20,492
ALCANTARRA BLVD	SW PARSONS ST	PORT ST LUCIE BLVD	Collector	CITY	2	30	0.81	D	3,600	14,800	2019	0.0183	3,659	2,968	11,983	5,874	4,756	11,983
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	Collector	CITY	2	35	0.80	D	6,000	17,700	2019	0.0183	6,098	4,914	14,235	9,790	7,873	14,235
BAYSHORE BLVD	PORT ST LUCIE BLVD	THORNHILL DR	Arterial	CITY	4	40	0.45	E	28,260	39,800	2018	0.0183	29,187	13,199	17,933	46,941	21,151	17,933
BAYSHORE BLVD	THORNHILL DR	CROSSTOWN PKWY	Arterial	CITY	4	40	1.28	E	22,081	39,800	2017	0.0183	23,167	29,804	50,925	37,325	47,758	50,925
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	Arterial	CITY	4	40	1.48	E	27,000	39,800	2019	0.0183	27,443	40,614	58,792	44,056	65,080	58,792
BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	Arterial	CITY	2	40	0.67	E	17,500	17,700	2019	0.0183	17,787	11,950	11,869	28,555	19,148	11,869
BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	Arterial	CITY	2	40	0.70	E	13,000	17,700	2019	0.0183	13,213	9,279	12,406	21,212	14,868	12,406
BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	Arterial	CITY	2	40	0.92	E	13,000	17,700	2019	0.0183	13,213	12,212	16,328	21,212	19,568	16,328
BECKER BLVD	E SNOW RD	FLORESTA DR	Arterial	CITY	2	40	2.24	E	16,000	17,700	2019	0.0183	16,262	36,526	39,681	26,107	58,529	39,681
BECKER RD	SOUTHBEND BLVD	VIA TESORO	Arterial	CITY	2	40	0.22	E	15,000	17,700	2019	0.0183	15,246	3,360	3,894	24,476	5,385	3,894
BECKER RD	VILLAGE PKWY	I-95	Arterial	CITY	6	45	0.77	E	2,500	59,900	2017	0.0437	2,828	2,182	46,228	8,598	6,636	46,228
BECKER RD	I-95	SAVONA BLVD	Arterial	CITY	4	40	1.03	E	21,000	39,800	2019	0.0183	21,344	22,009	40,963	34,266	35,267	40,963
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD	Arterial	CITY	4	40	0.71	E	18,000	39,800	2019	0.0183	18,295	13,085	28,412	29,371	20,967	28,412
BECKER RD	PORT ST LUCIE BLVD	ALBACORE ST	Arterial	CITY	4	40	0.61	E	13,500	39,800	2019	0.0183	13,721	8,362	24,209	22,028	13,399	24,209
BECKER RD	ALBACORE ST	DARWIN BLVD	Arterial	CITY	4	40	0.37	E	13,500	39,800	2019	0.0183	13,721	5,064	14,661	22,028	8,115	14,661
BECKER RD	DARWIN BLVD	ATHENA DR	Arterial	CITY	4	40	0.71	E	15,000	39,800	2019	0.0183	15,246	10,778	28,084	24,476	17,271	28,084
BECKER RD	ATHENA DR	FLORIDA'S TURNPIKE	Arterial	CITY	4	40	0.68	E	15,000	39,800	2019	0.0183	15,246	10,363	27,004	24,476	16,606	27,004
BECKER RD	FLORIDA'S TURNPIKE	SOUTHBEND BLVD	Arterial	CITY	4	40	0.32	E	20,000	39,800	2019	0.0183	20,328	6,595	12,887	32,634	10,567	12,887
BECKER RD	VIA TESORO	GILSON RD	Arterial	CITY	2	40	2.00	E	15,000	17,700	2019	0.0183	15,246	30,549	35,400	24,476	48,952	35,400
CALIFORNIA BLVD	CAMEO BLVD	DEL RIO BLVD	Collector	CITY	2	40	0.39	D	7,813	17,700	2018	0.0183	8,069	3,121	6,822	12,978	5,002	6,822
CALIFORNIA BLVD	DEL RIO BLVD	SAVONA BLVD	Collector	CITY	2	40	0.77	D	14,000	17,700	2019	0.0183	14,230	11,047	13,715	22,844	17,701	13,715
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	Arterial	CITY	2	40	1.33	E	12,500	17,700	2019	0.0183	12,705	16,915	23,521	20,396	27,104	23,521
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	Arterial	CITY	2	40	0.37	E	15,000	17,700	2019	0.0183	15,246	5,717	6,624	24,476	9,160	6,624
CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	Arterial	CITY	2	40	0.47	E	19,500	17,700	2019	0.0183	19,820	9,236	8,233	31,818	14,799	8,233
CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	Arterial	CITY	2	40	0.85	E	19,500	17,700	2019	0.0183	19,820	16,952	15,110	31,818	27,163	15,110
CALIFORNIA BLVD	ST LUCIE WEST BLVD	COUNTRY CLUB DR	Arterial	CITY	2	40	0.35	E	9,100	17,700	2019	0.0183	9,249	3,234	6,177	14,849	5,182	6,177
CALIFORNIA BLVD	COUNTRY CLUB DR	UNIVERSITY BLVD	Arterial	CITY	2	40	0.34	E	7,800	17,700	2019	0.0183	7,928	2,667	5,943	12,727	4,273	5,943
CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	Arterial	CITY	2	40	1.00	E	7,800	17,700	2019	0.0183	7,928	7,923	17,656	12,727	12,696	17,656
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	Arterial	CITY	2	40	0.37	E	13,000	17,700	2019	0.0183	13,213	4,894	6,544	21,212	7,843	6,544
CAMEO BLVD	PORT ST LUICE BLVD	CALIFORNIA BLVD	Collector	CITY	2	30	0.90	D	4,600	14,800	2019	0.0183	4,675	4,199	13,266	7,506	6,728	13,266
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	Collector	CITY	2	30	0.84	D	9,319	14,800	2018	0.0183	9,625	8,107	12,421	15,479	12,991	12,421
CANE SLOUGH RD	US 1	LENNARD RD	Arterial	CITY	6	35	0.22	E	9,772	59,900	2016	0.013	10,280	2,262	13,180	14,383	3,165	13,180
CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	Collector	CITY	2	40	0.38	D	10,021	17,700	2018	0.0183	10,350	3,920	6,679	16,645	6,281	6,679
CASHMERE BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	Collector	CITY	2	40	0.49	D	13,000	17,700	2019	0.0183	13,213	6,531	8,732	21,212	10,465	8,732
CASHMERE BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	Collector	CITY	2	40	1.24	D	13,000	17,700	2019	0.0183	13,213	16,399	21,926	21,212	26,277	21,926
CASHMERE BLVD	ST LUCIE WEST BLVD	SWAN LAKE CIRCLE	Collector	CITY	2	40	0.51	D	14,000	17,700	2019	0.0183	14,230	7,326	9,095	22,844	11,738	9,095
CASHMERE BLVD	SWAN LAKE CIRCLE	PEACOCK BLVD	Collector	CITY	2	40	1.20	D	14,000	17,700	2019	0.0183	14,230	17,128	21,265	22,844	27,445	21,265
CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	Collector	CITY	2	40	0.30	D	10,159	17,700	2018	0.0183	10,492	3,147	5,290	16,875	5,043	5,290
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	Collector	HOA	4	35	2.13	D	5,819	32,400	2017	0.0437	6,582	14,040	69,114	20,013	42,691	69,114
COMMERCE CENTER DR	ST LUCIE WEST BLVD	CANAL	Arterial	CITY	2	45	2.10	E	7,500	17,700	2019	0.0437	7,828	16,464	37,229	23,802	50,062	37,229
COMMERCE CENTER DR	CANAL	GLADES CUT-OFF RD	Arterial	CITY	2	45	1.03	E	7,500	17,700	2019	0.0437	7,828	8,042	18,185	23,802	24,453	18,185
COMMUNITY BLVD	WESTCLIFFE LN	TRADITION PKWY	Major Arterial	CITY	4	35	1.20	E	5,317	39,800	2017	0.0437	6,014	7,223	47,803	18,287	21,964	47,803
CROSSTOWN PKWY	VILLAGE PKWY	I-95	Major Arterial	CITY	6	45	1.32	E	16,233	59,900	2016	0.0437	19,071	25,243	79,287	57,987	76,755	79,287
CROSSTOWN PKWY	I-95	CALIFORNIA BLVD	Major Arterial	CITY	6	45	1.11	E	24,500	59,900	2020	0.0183	24,500	27,100	66,257	39,259	43,425	66,257
CROSSTOWN PKWY	CALIFORNIA BLVD	CASHMERE BLVD	Major Arterial	CITY	6	45	1.01	E	25,000	59,900	2020	0.0183	25,000	25,158	60,278	40,060	40,313	60,278
CROSSTOWN PKWY	CASHMERE BLVD	CAMEO BLVD	Major Arterial	CITY	6	45	0.54	E	26,500	59,900	2019	0.0183	26,935	14,576	32,355	43,241	23,356	32,355
CROSSTOWN PKWY	CAMEO BLVD	BAYSHORE BLVD	Major Arterial	CITY	6	45	0.45	E	30,500	59,900	2019	0.0183	31,000	13,853	26,718	49,767	22,199	26,718
CROSSTOWN PKWY	BAYSHORE BLVD	AIROSO BLVD	Major Arterial	CITY	6	45	1.11	E	25,000	59,900	2020	0.0183	25,000	27,789	66,583	40,060	44,529	66,583
CROSSTOWN PKWY	AIROSO BLVD	SANDIA DR	Major Arterial	CITY	6	45	0.48	E	5,400	59,900	2016	0.0183	5,754	2,796	28,903	9,286	4,481	28,903
CROSSTOWN PKWY	SANDIA DR	MANTH LN	Major Arterial	CITY	6	45	0.25	E	6,400	59,900	2016	0.0183	6,820	1,703	14,851	11,006	2,729	14,851
CROSSTOWN PKWY	MANTHA LN	SE FLORESTA DR	Major Arterial	CITY	6	45	0.72	E	4,700	59,900	2016	0.0183	5,008	3,624	43,038	8,083	5,807	43,038
CROSSTOWN PKWY	FLORESTA DR	ST LUCIE RIVER	Major Arterial	CITY	6	45	0.66	E	25,500	59,900	2019	0.013	25,832	17,157	39,785	36,141	24,004	39,785
CROSSTOWN PKWY	ST LUCIE RIVER	US 1	Major Arterial	CITY	6	45	0.57	E	25,500	59,900	2019	0.013	25,832	14,789	34,293	36,141	20,690	34,293

APPENDIX I: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS REPORT

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	LOS Standard	AADT	Daily Capacity	Year Count	Growth Factors	2020 AADT	2020 VMT	2020 VMC	2045 AADT	2045 VMT	2045 VMC
DARWIN BLVD	BECKER RD	PAAR DR	Collector	CITY	2	40	1.25	D	7,298	17,700	2018	0.0183	7,537	9,422	22,044	12,122	15,098	22,044
DARWIN BLVD	PAAR DR	TULIP BLVD	Collector	CITY	2	40	1.17	D	7,298	17,700	2018	0.0183	7,537	8,834	20,669	12,122	14,155	20,669
DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	30	1.08	D	13,500	14,800	2019	0.0183	13,721	14,789	15,922	22,028	23,698	15,922
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	Collector	CITY	2	40	0.90	D	8,100	17,700	2019	0.0183	8,233	7,393	15,865	13,217	11,846	15,865
DEL RIO BLVD	CALIFORNIA BLVD	CASHMERE BLVD	Collector	CITY	2	40	0.89	D	8,400	17,700	2019	0.0183	8,538	7,575	15,674	13,706	12,138	15,674
DEL RIO BLVD	CASHMERE BLVD	CALIFORNIA BLVD	Collector	CITY	2	40	1.00	D	4,800	17,700	2017	0.0183	5,036	5,082	17,766	8,114	8,144	17,766
EAST TORINO PKWY	CALIFORNIA BLVD	NW EAST TORINO PKWY	Collector	CITY	2	40	2.61	D	3,000	17,700	2019	0.0183	3,049	7,977	46,218	4,895	12,782	46,218
EAST TORINO PKWY	CASHMERE BLVD	CALIFORNIA BLVD	Arterial	CITY	2	40	1.00	E	7,800	17,700	2018	0.0183	8,056	8,092	17,715	12,956	12,967	17,715
EAST TORINO PKWY	CASHMERE BLVD	TORINO PKWY	Arterial	CITY	2	40	1.56	E	11,500	17,700	2020	0.0183	11,500	17,957	27,638	18,428	28,774	27,638
EAST TORINO PKWY	TORINO PKWY	MIDWAY RD	Arterial	CITY	2	40	0.88	E	14,500	17,700	2020	0.0183	14,500	12,744	15,557	23,235	20,421	15,557
FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	Arterial	CITY	2	35	0.61	E	13,000	15,600	2019	0.0183	13,213	8,063	9,502	21,212	12,920	9,502
FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	Arterial	CITY	2	40	0.67	E	12,500	17,700	2019	0.0183	12,705	8,507	11,830	20,396	13,632	11,830
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	Arterial	CITY	2	40	0.98	E	12,500	17,700	2019	0.0183	12,705	12,422	17,274	20,396	19,906	17,274
FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	Arterial	CITY	2	40	1.34	E	11,000	17,700	2019	0.0183	11,180	15,046	23,776	17,949	24,110	23,776
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	Arterial	CITY	2	40	0.86	E	9,600	17,700	2019	0.0183	9,757	8,375	15,165	15,664	13,421	15,165
FLORESTA DR	AIROSO BLVD	SELVITZ RD	Collector	CITY	2	35	1.07	D	4,467	17,700	2018	0.0183	4,614	4,975	19,018	7,420	7,972	19,018
FLORESTA DR	SELVITZ RD	BAYSHORE BLVD	Collector	CITY	2	35	0.30	D	4,467	17,700	2018	0.0183	4,614	1,377	5,263	7,420	2,206	5,263
GATLIN BLVD	W OF I-95	E OF I-95	Major Arterial	CITY	6	45	0.32	E	40,641	59,900	2017	0.0183	45,969	13,509	18,875	68,698	21,647	18,875
GATLIN BLVD	E OF I-95	SAVAGE BLVD	Major Arterial	CITY	6	45	0.60	E	40,641	59,900	2017	0.0183	42,641	25,779	36,018	68,698	41,308	36,018
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD	Major Arterial	CITY	6	45	0.63	E	40,641	59,900	2017	0.0183	42,641	27,211	38,018	68,698	43,602	38,018
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD	Major Arterial	CITY	6	45	0.72	E	40,641	59,900	2017	0.0183	42,641	30,794	43,024	68,698	49,344	43,024
GATLIN BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	Major Arterial	CITY	6	45	0.88	E	40,641	59,900	2017	0.0183	42,641	37,716	52,696	68,698	60,436	52,696
GILSON RD	MARTIN C.L.	BECKER RD	Arterial	COUNTY	2	30	0.28	E	11,000	15,600	2019	0.0183	11,180	3,166	4,409	17,949	5,073	4,409
GILSON RD	BECKER RD	LAKERIDGE DR	Arterial	COUNTY	2	30	1.24	E	11,000	15,600	2019	0.0183	11,180	13,887	19,340	17,949	22,252	19,340
GLADES CUT-OFF RD	SOUTHERN TERMINUS	CARLTON RD	Collector	COUNTY	2	50	2.03	D	2,833	17,700	2017	0.0437	3,204	6,494	35,871	9,744	19,746	35,871
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD	Collector	COUNTY	2	50	2.19	D	2,833	17,700	2017	0.0437	3,204	7,026	38,808	9,744	21,363	38,808
GLADES CUT-OFF RD	RANGE LINE RD	RESERVE BLVD	Arterial	COUNTY	2	50	3.73	E	2,833	17,700	2017	0.0437	3,204	11,965	66,091	9,744	36,382	66,091
GLADES CUT-OFF RD	RESERVE BLVD	COMMERCE CENTER DR	Arterial	COUNTY	2	50	0.88	E	3,585	17,700	2016	0.0437	4,212	3,688	15,499	12,806	11,214	15,499
GLADES CUT-OFF RD	COMMERCE CENTER DR	I-95	Arterial	COUNTY	2	50	1.26	E	2,770	17,700	2017	0.0437	3,133	3,952	22,326	9,527	12,017	22,326
GLADES CUT-OFF RD	I-95	MIDWAY RD	Arterial	COUNTY	2	50	1.85	E	2,770	17,700	2017	0.0183	2,906	5,414	32,795	4,682	8,675	32,795
GRAND DR	SW WALTON RD	SE TIFFANY AVE	Collector	CITY	2	30	0.38	D	950	14,800	2019	0.013	962	365	5,613	1,346	511	5,613
GRAND DR	SE TIFFANY AVE	SE LENARD RD	Collector	CITY	2	30	1.16	D	950	14,800	2019	0.013	962	1,116	17,165	1,346	1,562	17,165
GREEN RIVER PKWY	MARTIN C.L.	CHARLESTON DR	Collector	CITY	2	40	0.69	D	4,759	17,700	2018	0.013	4,883	3,354	12,158	6,831	4,692	12,158
GREEN RIVER PKWY	CHARLESTON DR	MELALEUCA BLVD	Collector	CITY	2	40	0.90	D	4,759	17,700	2018	0.013	4,883	4,401	15,955	6,831	6,158	15,955
GREEN RIVER PKWY	MELALEUCA BLVD	WALTON RD	Collector	CITY	2	40	1.06	D	4,759	17,700	2018	0.013	4,883	5,180	18,777	6,831	7,247	18,777
HEATHERWOOD BLVD	SW CALIFORNIA BLVD	SW CASHMERE BLVD	Collector	CITY	2	30	1.09	D	3,600	14,800	2019	0.0183	3,659	4,001	16,151	5,874	6,411	16,151
IMPORT DR	SW SAVAGE BLVD	SW GATLIN BLVD	Collector	CITY	2	30	2.21	D	1,800	14,800	2019	0.0183	1,830	4,043	32,644	2,937	6,478	32,644
INDIAN RIVER DR	COUNTY LINE ROAD	WALTON ROAD	Arterial	COUNTY	2	35	2.77	D	7,400	14,800	2019	0.013	7,496	20,751	40,968	10,488	29,032	40,968
INDIAN RIVER DR	WALTON ROAD	WALTON SCRUB PRESERVE	Arterial	COUNTY	2	35	0.82	D	4,270	14,800	2020	0.013	4,270	3,501	12,135	5,974	4,898	12,135
JENNINGS RD	US 1	LENNARD RD	Collector	CITY	4	35	0.48	D	4,600	39,800	2016	0.013	4,839	2,327	19,143	6,770	3,256	19,143
LAKEHURST DR	SW BAYSHORE RD	SW AIROSO BLVD	Collector	CITY	2	35	1.30	D	2,100	17,700	2019	0.0183	2,134	2,776	22,978	3,427	4,448	22,978
LAKEHURST DR	SW AIROSO BLVD	SANDA AVE	Collector	CITY	2	35	0.27	D	2,100	17,700	2019	0.0183	2,134	585	4,841	3,427	937	4,841
LENNARD RD	US 1	MARIPOSA AVE	Arterial	CITY	4	40	0.38	E	18,500	39,800	2019	0.013	18,741	7,173	15,233	26,220	10,035	15,233
LENNARD RD	MARIPOSA AVE	MELALEUCA BLVD	Arterial	CITY	4	40	0.37	E	18,500	39,800	2019	0.013	18,741	7,009	14,885	26,220	9,806	14,885
LENNARD RD	MELALEUCA BLVD	JENNINGS RD	Arterial	CITY	4	40	0.13	E	18,500	39,800	2019	0.013	18,741	2,414	5,126	26,220	3,377	5,126
LENNARD RD	JENNINGS RD	HILLMOOR DR	Arterial	CITY	4	40	0.35	E	18,500	39,800	2019	0.013	18,741	6,636	14,094	26,220	9,285	14,094
LENNARD RD	HILLMOOR DR	TIFFANY AVE	Arterial	CITY	4	40	0.68	E	18,500	39,800	2019	0.013	18,741	12,835	27,258	26,220	17,957	27,258
LENNARD RD	TIFFANY AVE	WALTON RD	Arterial	CITY	4	40	0.37	E	5,765	39,800	2016	0.013	6,065	2,263	14,849	8,485	3,166	14,849
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	Arterial	CITY	2	30	0.79	E	4,455	15,600	2016	0.013	4,687	3,706	12,335	6,557	5,185	12,335
LYNGATE DR	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	Collector	CITY	2	35	0.46	D	9,400	17,700	2020	0.013	9,400	4,329	8,152	13,151	6,057	8,152
LYNGATE DR	MORNINGSIDE BLVD	US 1	Collector	CITY	2	35	0.16	D	9,400	17,700	2020	0.013	9,400	1,462	2,754	13,151	2,046	2,754
MANVILLE DR	NW SELVITZ RD	ST JAMES DR	Collector	CITY	2	30	0.88	D	1,250	14,800	2019	0.0183	1,271	1,123	13,061	2,040	1,800	13,061
MARIPOSA AVE	LENNARD RD	HALLAHAN ST	Collector	CITY	2	30	1.13	D	6,400	14,800	2019	0.013	6,483	7,342	16,761	9,071	10,273	16,761
MCCARTY RD	GLADES CUT OFF ROAD	OKEECHOBEE RD	Collector	COUNTY	2	35	3.19	D	400	14,800	2019	0.0437	417	1,333	47,256	1,269	4,053	47,256
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	Collector	CITY	2	30	1.74	D	9,804	14,800	2018	0.013	10,059	17,510	25,762	14,073	24,497	25,762
MIDWAY RD	OKEECHOBEE RD	SHINN RD	Arterial	COUNTY	4	50	0.88	E	4,600	17,700	2019	0.0437	4,801	4,243	15,644	14,598	12,903	15,644
MIDWAY RD	SHINN RD	MCCARTY RD	Arterial	COUNTY	2	45	1.52	E	5,118	17,700	2017	0.0437	5,789	8,773	26,823	17,602	26,675	26,823
MIDWAY RD	MCCARTY RD	N/S ARTERIAL A	Arterial	COUNTY	2	45	1.49	E	5,118	17,700	2017	0.0437	5,789	8,651	26,452	17,602	26,306	26,452

APPENDIX I: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS REPORT

Name	From Street	To Street	Functional Classification	Maintaining Entity	Travel Lanes	Speed Limit	Length	LOS Standard	AADT	Daily Capacity	Year Count	Growth Factors	2020 AADT	2020 VMT	2020 VMC	2045 AADT	2045 VMT	2045 VMC
MIDWAY RD	N/S ARTERIAL A	I-95	Arterial	COUNTY	2	45	0.93	E	5,118	17,700	2017	0.0437	5,789	5,394	16,493	17,602	16,402	16,493
MIDWAY RD	I-95	GLADES CUT-OFF RD	Arterial	COUNTY	4	45	1.00	E	16,655	39,800	2017	0.0183	17,474	17,534	39,720	28,153	28,096	39,720
MIDWAY RD	GLADES CUT-OFF RD	EAST TORINO PKWY	Arterial	COUNTY	4	45	0.28	E	21,500	39,800	2020	0.0183	21,500	6,041	11,184	34,451	9,681	11,184
MIDWAY RD	EAST TORINO PKWY	MILNER DR	Arterial	COUNTY	2	45	0.56	E	22,500	17,700	2020	0.0183	22,500	12,629	9,935	36,054	20,237	9,935
MIDWAY RD	MILNER DR	W OF SELVITZ RD	Arterial	COUNTY	2	45	0.67	E	22,500	17,700	2020	0.0183	22,500	15,173	11,936	36,054	24,313	11,936
MIDWAY RD	W OF SELVITZ RD	SELVITZ RD	Arterial	COUNTY	2	45	0.08	E	22,500	39,800	2020	0.0183	22,500	1,805	3,193	36,054	2,893	3,193
MIDWAY RD	SELVITZ	S 25TH ST	Arterial	COUNTY	4	45	1.03	E	16,200	39,800	2019	0.0183	16,466	16,961	40,921	26,434	27,178	40,921
MIDWAY RD	S 25TH ST	ST LUCIE RIVER	Arterial	COUNTY	4	35	0.48	E	18,100	39,800	2019	0.013	18,335	8,800	19,102	25,653	12,312	19,102
MORNINGSIDE BLVD	SW WESTCHESTER DR	WESTMORELAND BLVD	Collector	CITY	2	25	1.22	D	3,000	14,800	2019	0.013	3,039	3,703	18,034	4,252	5,181	18,034
MORNINGSIDE BLVD	WESTMORELAND BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	35	1.12	D	2,654	17,700	2017	0.013	2,758	3,098	19,884	3,858	4,334	19,884
MORNINGSIDE BLVD	PORT ST LUCIE BLVD	LYNGATE DR	Collector	CITY	2	25	1.06	D	2,900	14,800	2020	0.013	2,900	3,084	15,741	4,057	4,315	15,741
OAKRIDGE DR	SE OAKLYN ST	SW MOUNTWELL ST	Collector	CITY	2	35	0.81	D	5,000	14,800	2019	0.0183	5,082	4,106	11,934	8,159	6,579	11,934
PARR DR	ROSSER BLVD	SAVONA BLVD	Collector	CITY	2	40	1.03	D	1,108	17,700	2016	0.0183	1,181	1,225	18,240	1,905	1,964	18,240
PARR DR	SAVONA BLVD	PORT ST LUCIE BLVD	Collector	CITY	2	40	0.76	D	1,108	17,700	2016	0.0183	1,181	908	13,514	1,905	1,455	13,514
PARR DR	PORT ST LUCIE BLVD	DARWIN BLVD	Collector	CITY	2	40	1.04	D	1,108	17,700	2016	0.0183	1,181	1,233	18,351	1,905	1,976	18,351
PARR DR	DARWIN BLVD	TULIP BLVD	Collector	CITY	2	40	2.03	D	1,900	17,700	2019	0.0183	1,931	3,929	35,943	3,100	6,296	35,943
PEACHTREE BLVD	ST JAMES DR	NW SELVITZ RD	Collector	CITY	2	30	0.51	D	2,800	14,800	2019	0.0183	2,846	1,463	7,596	4,569	2,345	7,596
PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	Collector	CITY	4	40	0.70	D	15,534	39,800	2017	0.0183	16,298	11,473	27,867	26,258	18,385	27,867
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	Collector	CITY	2	40	1.23	D	10,000	17,700	2019	0.0183	10,164	12,543	21,802	16,317	20,099	21,802
PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	Collector	CITY	2	40	1.04	D	4,717	17,700	2017	0.0183	4,949	5,169	18,387	7,973	8,283	18,387
PORT ST LUCIE BLVD	MARTIN C.L.	BECKER RD	Arterial	CITY	4	40	0.23	E	15,868	39,800	2017	0.0183	16,649	3,906	9,286	26,823	6,258	9,286
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	Arterial	CITY	2	40	1.19	E	15,868	17,700	2017	0.0183	16,649	19,837	20,975	26,823	31,786	20,975
PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	Arterial	CITY	2	40	1.16	E	15,868	17,700	2017	0.0183	16,649	19,452	20,569	26,823	31,170	20,569
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	Arterial	CITY	2	40	0.53	E	15,868	17,700	2017	0.0183	16,649	8,818	9,324	26,823	14,130	9,324
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	Major Arterial	CITY	4	40	0.58	E	32,000	39,800	2019	0.0183	32,525	19,056	23,275	52,215	30,535	23,275
PORT ST LUCIE BLVD	GATLIN BLVD	DEL RIO BLVD	Major Arterial	STATE	6	45	0.90	E	38,000	59,900	2019	0.0183	38,623	34,948	54,100	62,005	56,001	54,100
PORT ST LUCIE BLVD	DEL RIO BLVD	CAMEO BLVD	Major Arterial	STATE	6	45	0.39	E	47,644	59,900	2017	0.0183	49,988	19,365	23,080	80,536	31,031	23,080
PORT ST LUCIE BLVD	CAMEO BLVD	FLORIDA'S TURNPIKE	Major Arterial	STATE	6	45	0.24	E	47,644	59,900	2017	0.0183	49,988	12,201	14,541	80,536	19,550	14,541
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	Major Arterial	STATE	6	45	0.17	E	47,644	59,900	2017	0.0183	49,988	8,758	10,438	80,536	14,033	10,438
PORT ST LUCIE BLVD	BAYSHORE BLVD	AIROSO BLVD	Major Arterial	STATE	6	45	0.84	E	48,955	59,900	2017	0.0183	51,364	43,578	50,546	82,752	69,829	50,546
PORT ST LUCIE BLVD	AIROSO BLVD	FLORESTA DR	Major Arterial	STATE	6	45	0.62	E	49,175	59,900	2017	0.0183	51,594	32,398	37,410	83,124	51,914	37,410
PORT ST LUCIE BLVD	FLORESTA DR	ST LUCIE RIVER	Major Arterial	STATE	6	45	0.61	E	61,616	59,900	2017	0.013	64,019	38,900	36,397	89,568	54,425	36,397
PORT ST LUCIE BLVD	ST LUCIE RIVER	VETERANS MEMORIAL PKWY	Major Arterial	STATE	6	45	0.27	E	61,616	59,900	2017	0.013	64,019	17,435	16,313	89,568	24,393	16,313
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	Major Arterial	STATE	6	45	1.25	E	41,526	59,900	2017	0.013	43,146	53,772	74,653	60,364	75,232	74,653
PORT ST LUCIE BLVD	MORNINGSIDE BLVD	US 1	Major Arterial	STATE	6	45	0.56	E	40,456	59,900	2017	0.013	42,034	23,582	33,605	58,809	32,993	33,605
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	Arterial	CITY	4	40	1.35	E	21,500	39,800	2020	0.013	21,500	29,040	53,757	30,080	40,629	53,757
PRIMA VISTA BLVD	AIROSO BLVD	FLORESTA DR	Arterial	COUNTY	4	40	0.58	E	25,425	39,800	2018	0.013	26,259	15,190	23,176	36,497	21,253	23,176
PRIMA VISTA BLVD	FLORESTA DR	NARANJA AVE	Arterial	COUNTY	4	40	0.40	E	26,500	39,800	2019	0.013	26,935	10,809	16,026	37,558	15,123	16,026
PRIMA VISTA BLVD	NARANJA AVE	ST LUCIE RIVER	Arterial	COUNTY	4	40	0.33	E	26,500	39,800	2019	0.013	26,845	8,811	13,063	37,558	12,327	13,063
PRIMA VISTA BLVD	ST LUCIE RIVER	US HWY 1	Arterial	COUNTY	4	40	0.66	E	26,500	39,800	2019	0.013	26,845	5,730	8,495	37,558	8,017	8,495
RANGE LINE RD	MARTIN COUNTY	BECKER RD	Arterial	COUNTY	2	55	0.40	E	1,780	17,700	2019	0.0437	1,858	743	7,082	5,649	2,260	7,082
RANGE LINE RD	BECKER RD	2 MI S OF GLADES CUT-OFF RD	Arterial	COUNTY	2	55	3.82	E	1,780	17,700	2019	0.0437	1,858	7,094	67,590	5,649	21,571	67,590
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD	GLADES CUT-OFF RD	Arterial	COUNTY	2	55	1.93	E	1,780	17,700	2019	0.0437	1,858	3,593	34,235	5,649	10,926	34,235
ROSSER BLVD	PAAR DR	APRICOT RD	Collector	CITY	2	40	2.17	D	3,425	17,700	2017	0.0183	3,594	7,833	38,371	5,790	12,551	38,371
ROSSER BLVD	APRICOT RD	GATLIN BLVD	Collector	CITY	4	40	0.79	D	3,425	39,800	2017	0.0183	3,594	2,841	31,293	5,790	4,552	31,293
SANDIA DR	NW PRIMA VISTA BLVD	SE LAKEHURST DR	Collector	CITY	2	35	0.68	D	3,000	14,800	2019	0.0183	3,049	2,079	10,073	4,895	3,332	10,073
SANDIA DR	SE LAKEHURST DR	CROSSTOWN PKWY	Collector	CITY	2	35	0.81	D	3,000	14,800	2019	0.0183	3,049	2,461	11,921	4,895	3,943	11,921
SANDIA DR	CROSSTOWN PKWY	SE THORNHILL DR	Collector	CITY	2	35	0.59	D	3,000	14,800	2019	0.0183	3,049	1,790	8,672	4,895	2,868	8,672
SAVAGE BLVD	GATLIN BLVD	GALIANO RD	Collector	CITY	2	35	2.13	D	3,922	17,700	2018	0.0183	4,051	8,659	37,700	6,515	13,876	37,700
SAVONA BLVD	BECKER RD	PAAR DR	Arterial	CITY	2	40	0.91	E	9,800	17,700	2019	0.0183	9,961	9,111	16,160	15,991	14,599	16,160
SAVONA BLVD	PAAR DR	GATLIN BLVD	Arterial	CITY	2	40	2.81	E	9,800	17,700	2019	0.0183	9,961	28,085	49,813	15,991	45,003	49,813
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	Arterial	CITY	2	40	1.08	E	14,500	17,700	2019	0.0183	14,738	15,934	19,101	23,660	25,533	19,101
SELVITZ RD	BAYSHORE BLVD	ST JAMES BLVD	Arterial	CITY	2	30	1.67	E	8,756	15,600	2017	0.0183	9,187	15,388	25,989	14,801	24,657	25,989
SELVITZ RD	ST JAMES BLVD	MIDWAY RD	Arterial	CITY	2	35	1.19	E	8,756	15,600	2017	0.0183	9,187	11,021	18,614	14,801	17,660	18,614
SHINN RD	OKEECHOBEE RD	RESERVE BLVD EXT	Collector	COUNTY	2	30	2.53	D	750	14,800	2017	0.0437	848	2,144	37,413	2,579	6,521	37,413
SOUTHBEND BLVD	SE OAKRIDGE DR	E SNOW RD	Arterial	CITY	2	40	1.94	E	16,000	17,700	2019	0.0183	16,262	31,566	34,292	26,107	50,581	34,292
ST JAMES DR	AIROSO BLVD	ST JAMES BLVD	Major Arterial	COUNTY	4	40	1.87	E	16,500	39,800	2020	0.0183	16,500	30,822	74,347	26,440	49,389	74,347
ST JAMES DR	ST JAMES BLVD	PEACHTREE BLVD	Arterial	COUNTY	4	45	0.27	E	19,000	39,800	2020	0.0183	19,000	5,167	10,823	30,445	8,279	10,823

APPENDIX I: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS REPORT

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

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

APPENDIX J

Florida Department of Transportation (FDOT) Generalized Service Volumes

TABLE 1

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

12/18/12

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 motorized 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 motorized 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	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

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

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

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 Highway Capacity Manual 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 motorized 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 Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 1
(continued)

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

12/18/12

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 (u,lu)	lu	lu	u	u	u	u	u	u	u	u
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 (n, nr, r)			n	r	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)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
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)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	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
Local adjustment factor	0.91	0.91	0.97	0.98						
% 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 K

Phase One
Mobility Plan
Corridor Improvements

APPENDIX K: CITY OF PORT ST. LUCIE PHASE ONE MOBILITY PLAN CORRIDORS

NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	ASSESSMENT AREA	MULTIMODAL PROJECT DESCRIPTION	COST	PERSON MILES OF CAPACITY (PMC)	PRIORITY	FUNDED
COLOR HIGHLIGHTS: GREY = FUNDED PROJECT; GREEN = DEVELOPER PROJECT; ORANGE = HIGH COST PROJECT. BLUE = COUNTY ROAD; NUMBERS IN MULTIMODAL PROJECT DESCRIPTION CORRESPOND TO NUMBERS IN TABLE 11. CAUTION: NO ACTION, APPROVALS, OR VOTES HAVE OCCURRED. PROJECTS, COST, CAPACITY & PRIORITIES SUBJECT TO CHANGE.												
AIROSO BLVD	PORT ST LUCIE BLVD	ST JAMES DR	CITY	4.24	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 3,177,549	15,252	2026-2035	NO
ALCANTARRA BLVD	SW PARSONS ST	PORT ST LUCIE BLVD	CITY	0.81	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 344,101	1,943	FUNDED	CITY / OTHER
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	CITY	0.80	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 341,790	1,930	2036-2045	NO
BAYSHORE BLVD	PORT ST LUCIE BLVD	PRIMA VISTA BLVD	CITY	3.21	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 1,844,186	9,622	2026-2035	NO
BAYSHORE BLVD	PRIMA VISTA BLVD	SELVITZ RD	CITY	1.37	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes: Complex (ROW @ 100% of total cost) (7, 12) - Path & Multimodal Lane capacity only, path and lane cost captured in overall estimate	$ 48,276,536	72,963	HIGH $$$	NO
BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	CITY	0.92	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 691,854	3,321	2026-2035	NO
BECKER RD EXT	RANGE LINE RD	VILLAGE PKWY	TBD / HOA	4.24	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 6,260,015	59,309	DEVELOPER DRIVEN	DEVELOPER
BECKER RD	VILLAGE PKWY	VIA TESORO	CITY	6.06	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 3,485,898	18,187	2036-2045	NO
BECKER RD	VIA TESORO	GILSON RD	CITY	2.00	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes with Complete Street Elements (7, 8, 13)	$ 23,360,000	106,400	HIGH $$$	NO
BLACKWELL DR	SE BERKSHIRE BLVD	SE UNIVERSITY TERR	CITY	0.21	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Add multimodal facility (2)	$ 89,752	507	2036-2045	NO
CALAIS ST	SE IBIS AVE	MARIPOSA AVE	CITY	0.37	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Add multimodal facility (2)	$ 159,041	898	2036-2045	NO
CALIFORNIA BLVD	CAMEO BLVD	SAVONA BLVD	CITY	1.16	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 870,220	4,177	2026-2035	NO
CALIFORNIA BLVD	SAVONA BLVD	CROSSTOWN PKWY	CITY	1.70	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes: Complex (ROW @ 100% of total cost) (7, 12) - Path & Multimodal Lane capacity only, path and lane cost captured in overall estimate	$ 59,949,186	90,605	HIGH $$$	NO
CALIFORNIA BLVD	CROSSTOWN PKWY	ST LUCIE WEST BLVD	CITY	1.32	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes with Complete Street Elements (7, 8, 13) - Actual Cost	$ 10,000,000	70,161	FUNDED	CITY / OTHER
CALIFORNIA BLVD	ST LUCIE WEST BLVD	TORINO PKWY	CITY	2.05	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 1,179,895	6,156	2026-2035	NO
CAMEO BLVD	PORT ST LUCIE BLVD	CROSSTOWN PKWY	CITY	1.74	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 737,631	4,165	2026-2035	NO
CAMEO BLVD	CROSSTOWN PKWY	SW ROCKY BAYOU TERR	CITY	0.43	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 183,045	1,034	2026-2035	NO
CANE SLOUGH RD	US 1	LENNARD RD	CITY	0.22	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 165,022	792	2036-2045	NO
CASHMERE BLVD	DEL RIO BLVD	ST LUCIE WEST BLVD	CITY	2.11	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 1,212,939	6,328	2026-2035	NO
CASHMERE BLVD	ST LUCIE WEST BLVD	SWAN LAKE CIRCLE	CITY	0.51	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 295,466	1,542	2026-2035	NO
CASHMERE BLVD	SWAN LAKE CIRCLE	TORINO PKWY	CITY	1.50	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes with Complete Street Elements (7, 8, 13)	$ 17,523,511	79,816	HIGH $$$	NO

APPENDIX K: CITY OF PORT ST. LUCIE PHASE ONE MOBILITY PLAN CORRIDORS

NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	ASSESSMENT AREA	MULTIMODAL PROJECT DESCRIPTION	COST	PERSON MILES OF CAPACITY (PMC)	PRIORITY	FUNDED
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	HOA	2.13	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 10' path, enhance multimodal quality of service (6)	$ 2,133,141	8,959	2036-2045	NO
COMMERCE CENTER DR	ST LUCIE WEST BLVD	GLADES CUT-OFF RD	CITY	3.13	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 10' path, enhance multimodal quality of service (6)	$ 3,130,704	13,149	2036-2045	NO
COMMUNITY BLVD	TRADITION PKWY	DISCOVERY WAY	CITY	0.87	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes with Complete Street Elements (16, 17, 21)	$ 1,286,822	12,192	DEVELOPER DRIVEN	DEVELOPER
COMMUNITY BLVD	DISCOVERY WAY	BECKER RD EXT	HOA	2.89	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 4,263,791	40,396	DEVELOPER DRIVEN	DEVELOPER
CROSSTOWN PKWY EXT	GLADES CUT OFF ROAD	RANGE LINE RD	TBD / HOA	0.54	MOBILITY	NEW ROAD	OUTSIDE OF AREA	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 804,858	7,625	DEVELOPER DRIVEN	DEVELOPER
CROSSTOWN PKWY EXT	RANGE LINE RD	VILLAGE PKWY	TBD / HOA	2.69	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 3,969,503	37,608	DEVELOPER DRIVEN	DEVELOPER
CROSSTOWN PKWY	VILLAGE PKWY	US 1	CITY	8.22	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 4,726,210	24,658	2036-2045	NO
DARWIN BLVD	BECKER RD	PORT ST LUCIE BLVD	CITY	3.49	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 2,616,734	12,560	2026-2035	NO
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	CITY	2.79	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 2,089,180	10,028	2026-2035	NO
DISCOVERY WY	RANGE LINE RD	SW RIVERLAND BLVD	TBD / HOA	2.00	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 2,954,602	27,992	DEVELOPER DRIVEN	DEVELOPER
DISCOVERY WY	SW RIVERLAND BLVD	VILLAGE PKWY	TBD / HOA	1.31	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes with Complete Street Elements (16, 17, 21)	$ 1,936,743	20,643	DEVELOPER DRIVEN	DEVELOPER
DREYFUSS BLVD	O. L. PEACOCK PARK TRAIL LOOP	ROSSER BLVD	CITY	0.60	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 255,000	1,440	2036-2045	NO
FLORESTA DR	OAKLYN ST	PRIMA VISTA BLVD	CITY	3.60	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 2 Lane Divided with Enhanced Multimodal Elements (10) - Actual Cost	$ 25,000,000	53,590	FUNDED	CITY / OTHER
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	CITY	0.86	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 2 Lane Divided with Enhanced Multimodal Elements (10)	$ 5,354,748	12,766	2026-2035	NO
FLORESTA DR	AIROSO BLVD	BAYSHORE BLVD	CITY	1.37	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 2 Lane Divided with Enhanced Multimodal Elements (10)	$ 8,573,778	20,440	2026-2035	NO
GATLIN BLVD	W OF I-95	PORT ST LUCIE BLVD	CITY	3.15	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 1,810,730	9,447	2026-2035	NO
GILSON RD	MARTIN C.L.	BECKER RD	COUNTY	0.28	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 120,118	509	2036-2045	NO
GLADES CUT-OFF RD	TRADITION PKWY EXT	RANGE LINE RD	COUNTY	2.00	MOBILITY	TWO LANE DIVIDED	OUTSIDE OF AREA	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 9,600,000	19,400	2036-2045	NO
GLADES CUT-OFF RD	RANGE LINE RD	C24 CANAL	COUNTY	2.45	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 11,760,000	23,765	2026-2035	NO
GLADES CUT-OFF RD	C24 CANAL	COMMERCE CENTER DR	COUNTY	2.17	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 10,416,000	21,049	2026-2035	NO
GLADES CUT-OFF RD	COMMERCE CENTER DR	MIDWAY RD	COUNTY	3.15	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 15,120,000	30,555	2026-2035	NO
GLADES CUT-OFF RD	MIDWAY RD	SELVITZ RD	COUNTY	2.27	MOBILITY	WIDEN EXISTING ROAD	OUTSIDE OF AREA	Widen from 2 to 4 Lanes with 10' Path: Complex (7, 12) - Path capacity only	$ 39,935,920	100,294	HIGH $$$	NO
GRAND DR	SW WALTON RD	SE LENARD RD	CITY	1.54	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Add multimodal facility (2)	$ 654,088	3,694	2036-2045	NO
GREEN RIVER PKWY	MARTIN C.L.	WALTON RD	CITY	2.65	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 1,523,274	7,948	2026-2035	NO

APPENDIX K: CITY OF PORT ST. LUCIE PHASE ONE MOBILITY PLAN CORRIDORS

NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	ASSESSMENT AREA	MULTIMODAL PROJECT DESCRIPTION	COST	PERSON MILES OF CAPACITY (PMC)	PRIORITY	FUNDED
HEATHERWOOD BLVD	SW CALIFORNIA BLVD	SW CASHMERE BLVD	CITY	1.09	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 627,498	3,274	2036-2045	NO
HILLMOOR DR	US 1	LENNARD RD	CITY	1.00	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 748,835	3,594	2036-2045	NO
JENNINGS RD	US 1	LENNARD RD	CITY	0.48	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 360,726	1,731	2036-2045	NO
KESTOR DRIVE	DARWIN BLVD	BECKER RD	CITY	1.39	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 592,155	3,344	2036-2045	NO
LAKEHURST DR	SW BAYSHORE RD	SANDA AVE	CITY	1.57	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 667,975	3,772	2036-2045	NO
LENNARD RD	US 1	WALTON RD	CITY	2.30	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 1,321,123	6,893	2036-2045	NO
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	CITY	0.79	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 593,009	2,846	2036-2045	NO
LYNGATE DR	VETERANS MEMORIAL PKWY	US 1	CITY	0.62	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 462,086	2,218	2036-2045	NO
MARSHALL PKWY	RANGE LINE RD	I-95	TBD / HOA	4.62	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 6,831,655	64,724	DEVELOPER DRIVEN	DEVELOPER
MCCARTY RD	GLADES CUT OFF ROAD	OKEECHOBEE RD	TBD / HOA	3.19	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with 10' Path (6, 10)	$ 3,799,672	34,644	DEVELOPER DRIVEN	DEVELOPER
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	CITY	1.74	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 1,305,000	6,264	2026-2035	NO
MIDWAY RD	OKEECHOBEE RD	MCCARTY RD	COUNTY	2.40	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 11,520,000	23,280	2036-2045	NO
MIDWAY RD	MCCARTY RD	N/S ARTERIAL A	COUNTY	1.00	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 4,800,000	9,700	2036-2045	NO
MIDWAY RD	N/S ARTERIAL A	I-95	COUNTY	1.30	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 6,240,000	12,610	2026-2035	NO
MIDWAY RD	I-95	EAST TORINO PKWY	COUNTY	1.28	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 543,569	3,070	2036-2045	NO
MIDWAY RD	EAST TORINO PKWY	SELVITZ RD	COUNTY	1.32	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes with 10' Path: Complex (7, 12) - Path & Multimodal lane capacity only	$ 23,159,585	70,005	HIGH $$$	NO
MIDWAY RD	SELVITZ RD	US 1	COUNTY	2.53	MULTIMODAL	COMPLETE STREET	OUTSIDE OF AREA	Enhance quality of service of existing multimodal facilities (3)	$ 1,457,465	7,604	2036-2045	NO
MORNINGSIDE BLVD	WESTMORELAND BLVD	LYNGATE DR	CITY	2.19	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 1,640,228	15,746	2036-2045	NO
N/S ARTERIAL A	GLADES CUT-OFF ROAD	MIDWAY RD	TBD / HOA	2.42	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 3,576,616	33,886	DEVELOPER DRIVEN	DEVELOPER
N/S ROAD A	BECKER RD EXT	CROSSTOWN PKWY EXT	TBD / HOA	5.29	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 7,812,181	74,014	DEVELOPER DRIVEN	DEVELOPER
N/S ROAD A	CROSSTOWN PKWY EXT	GLADES CUT-OFF RD	TBD / HOA	1.45	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 2,146,909	20,340	DEVELOPER DRIVEN	DEVELOPER
NEWELL RD	RANGE LINE RD EXT	N/S ARTERIAL A	TBD / HOA	3.35	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with 10' Path (6, 10)	$ 3,991,213	36,390	DEVELOPER DRIVEN	DEVELOPER

APPENDIX K: CITY OF PORT ST. LUCIE PHASE ONE MOBILITY PLAN CORRIDORS

NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	ASSESSMENT AREA	MULTIMODAL PROJECT DESCRIPTION	COST	PERSON MILES OF CAPACITY (PMC)	PRIORITY	FUNDED
NW VOLUCIA DRIVE	EAST TORINO PKWY	NW WEST BLANTON BLVD	CITY	1.00	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 427,015	2,411	2036-2045	NO
NW WEST BLANTON BLVD	EAST TORINO PKWY	WEST TORINO PKWY	CITY	1.07	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 456,764	2,579	2036-2045	NO
OAKRIDGE DR	SE OAKLYN ST	SW MOUNTWELL ST	CITY	0.81	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 342,700	1,935	2036-2045	NO
PAAR DR EXT	RANGE LINE RD	VILLAGE PKWY	TBD / HOA	4.22	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 6,239,697	59,116	DEVELOPER DRIVEN	DEVELOPER
PAAR DR EXT	VILLAGE PKWY	ROSSER BLVD	TBD	0.85	MULTIMODAL	GREENWAY	WEST OF RIVER	Add multimodal facility (2)	$ 360,891	2,038	2036-2045	NO
PARR DR	ROSSER BLVD	TULIP BLVD	CITY	4.86	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 3,646,070	17,501	2026-2035	NO
PEACHTREE BLVD	ST JAMES DR	NW SELVITZ RD	CITY	0.51	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 384,926	1,848	2036-2045	NO
PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	CITY	0.70	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 402,595	2,100	2026-2035	NO
PEACOCK BLVD	UNIVERSITY BLVD	CASHMERE BLVD	CITY	2.27	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 1,305,588	6,812	2026-2035	NO
PORT ST LUCIE BLVD	MARTIN C.L.	BECKER RD	CITY	0.23	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes: Complex (ROW @ 100% of total cost) (7, 12) - Path & Multimodal Lane capacity only, path and lane cost captured in overall estimate	$ 4,106,374	12,412	2026-2035	NO
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	CITY	1.19	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes: Complex (ROW @ 100% of total cost) (7, 12) - Path & Multimodal Lane capacity only, path and lane cost captured in overall estimate	$ 20,000,000	63,045	HIGH $$$	NO
PORT ST LUCIE BLVD	PAAR DR	DARWIN BLVD	CITY	1.69	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes with Complete Street Elements (7, 8, 13) - Actual Cost	$ 29,900,000	89,847	FUNDED	CITY / FDOT
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	CITY	0.58	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Reconstruct existing road to closed drainage with enhanced multimodal QOS (7)	$ 8,000,000	2,807	FUNDED	CITY / OTHER
PORT ST LUCIE BLVD	GATLIN BLVD	ST LUCIE RIVER	STATE	3.78	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 2,836,111	13,613	2026-2035	NO
PORT ST LUCIE BLVD	ST LUCIE RIVER	US 1	STATE	2.08	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 1,559,743	7,487	2026-2035	NO
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	CITY	1.35	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 1,013,012	4,862	2026-2035	NO
PRIMA VISTA BLVD	AIROSO BLVD	US 1	COUNTY	1.96	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 1,471,988	7,066	2026-2035	NO
RANGE LINE RD	MARTIN COUNTY	PAAR DR EXT	COUNTY	0.98	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 4,704,000	9,506	2036-2045	NO
RANGE LINE RD	PAAR DR EXT	DISCOVERY WAY	COUNTY	1.00	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 4,800,000	9,700	2036-2045	NO
RANGE LINE RD	DISCOVERY WAY	MARSHALL PKWY	COUNTY	1.30	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 6,240,000	12,610	2036-2045	NO

APPENDIX K: CITY OF PORT ST. LUCIE PHASE ONE MOBILITY PLAN CORRIDORS

NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	ASSESSMENT AREA	MULTIMODAL PROJECT DESCRIPTION	COST	PERSON MILES OF CAPACITY (PMC)	PRIORITY	FUNDED
RANGE LINE RD	MARSHALL PKWY	TRADITION PKWY EXT	COUNTY	1.40	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 6,720,000	13,580	2036-2045	NO
RANGE LINE RD	TRADITION PKWY EXT	GLADES CUT-OFF RD	COUNTY	1.42	MOBILITY	TWO LANE DIVIDED	WEST OF RIVER	Upgrade to 2 Lane Divided Complete Street, Potential (developer driven) 4 Lane (7, 11)	$ 6,816,000	13,774	2036-2045	NO
RANGE LINE RD EXT	GLADES CUT-OFF ROAD	OKEECHOBEE RD	TBD / HOA	5.65	MOBILITY	NEW ROAD	OUTSIDE OF AREA	New 2 Lane Road, Potential 4 Lane Road, with 10' Path (6, 10)	$ 6,727,935	61,343	DEVELOPER DRIVEN	DEVELOPER
RESERVE BLVD EXT	SHINN RD	GLADES CUT-OFF RD	TBD / HOA	2.20	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with 10' Path (6, 10)	$ 3,252,774	23,883	DEVELOPER DRIVEN	DEVELOPER
RIVERLAND BLVD	BECKER RD EXT	DISCOVERY WAY	TBD / HOA	2.88	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 4,248,533	40,251	DEVELOPER DRIVEN	DEVELOPER
ROSSER BLVD	PAAR DR	GATLIN BLVD	CITY	2.95	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 2,215,589	10,635	2026-2035	NO
SANDIA DR	NW PRIMA VISTA BLVD	SE THORNHILL DR	CITY	2.07	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 1,554,049	7,459	2026-2035	NO
SAVONA BLVD	BECKER RD	GATLIN BLVD	CITY	3.73	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 2,795,457	13,418	2026-2035	NO
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	CITY	1.08	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes: Complex (ROW @ 100% of total cost) (7, 12) - Path & Multimodal Lane capacity only, path and lane cost captured in overall estimate	$ 37,986,419	57,411	HIGH $$$	NO
SELVITZ RD	FLORESTA DR	BAYSHORE BLVD	CITY	0.48	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 205,525	1,161	2026-2035	NO
SELVITZ RD	BAYSHORE BLVD	MIDWAY RD	CITY	2.86	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes: Complex (7, 12) - Path & Multimodal Lane capacity only, path and lane cost captured in overall estimate	$ 50,321,048	152,107	HIGH $$$	NO
SHINN RD	OKEECHOBEE RD	RESERVE BLVD EXT	TBD / HOA	2.53	MOBILITY	NEW ROAD	OUTSIDE OF AREA	New 2 Lane Road, Potential 4 Lane Road, with 10' Path (6, 10)	$ 3,008,178	27,428	DEVELOPER DRIVEN	DEVELOPER
SHINN RD EXT	RESERVE BLVD EXT	GLADES CUT-OFF ROAD	TBD / HOA	2.22	MOBILITY	NEW ROAD	OUTSIDE OF AREA	New 2 Lane Road, Potential 4 Lane Road, with 10' Path (6, 10)	$ 2,638,710	24,059	DEVELOPER DRIVEN	DEVELOPER
SOUTHBEND BLVD	SE OAKRIDGE DR	BECKER RD	CITY	4.18	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes with Complete Street Elements (7, 8, 13)	$ 48,813,859	222,337	HIGH $$$	NO
ST JAMES BLVD	SELVITZ RD	ST JAMES DR	HOA	0.55	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 415,481	1,994	2036-2045	NO
ST JAMES DR / 25TH STREET	AIROSO BLVD	ST JAMES BLVD	COUNTY	1.87	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 1,074,110	5,604	2036-2045	NO
ST JAMES DR / 25TH STREET	ST JAMES BLVD	MIDWAY RD	COUNTY	1.47	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 845,739	4,413	2036-2045	NO
ST LUCIE WEST BLVD	COMMERCE CENTER DR	W OF I-95	COUNTY	0.59	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes with Complete Street Elements (7, 8, 13) - Actual Cost	$ 17,000,000	31,397	FUNDED	STATE
ST LUCIE WEST BLVD	I-95	CASHMERE BLVD	CITY	2.19	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Potential Widening from 4 to 6 Lanes with Complete Street Elements (7, 8, 15)	$ 20,313,817	108,793	HIGH $$$	NO
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	CITY	0.47	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 271,225	1,415	2026-2035	NO
TORINO PKWY (NORTH & WEST)	EAST TORINO PKWY	CALIFORNIA BLVD	CITY	2.61	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Add multimodal facility (2)	$ 1,109,744	6,267	2026-2035	NO
TORINO PKWY (EAST)	CALIFORNIA BLVD	CASHMERE BLVD	CITY	1.00	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1) - Actual Cost	$ 750,648	3,603	FUNDED	CITY / OTHER

APPENDIX K: CITY OF PORT ST. LUCIE PHASE ONE MOBILITY PLAN CORRIDORS

NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	ASSESSMENT AREA	MULTIMODAL PROJECT DESCRIPTION	COST	PERSON MILES OF CAPACITY (PMC)	PRIORITY	FUNDED
TORINO PKWY (EAST)	CASHMERE BLVD	MIDWAY RD	CITY	2.44	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Widen from 2 to 4 Lanes: Complex (7, 8, 13) - Path & Multimodal Lane capacity only, path and lane cost captured in overall estimate	$ 42,950,447	129,827	HIGH $$$	NO
THORNHILL DR	SW BAYSHORE BLVD	SE FLORESTA DR	CITY	2.04	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 1,526,780	7,329	2036-2045	NO
TIFFANY AVE	US 1	LENNARD RD	CITY	1.02	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 586,445	3,060	2036-2045	NO
TIFFANY AVE	LENNARD RD	SE GRAND DR	CITY	0.92	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Add multimodal facility (2)	$ 392,024	2,214	2036-2045	NO
TRADITION PKWY EXT	GLADES CUT OFF ROAD	RANGE LINE RD	TBD / HOA	1.69	MOBILITY	NEW ROAD	OUTSIDE OF AREA	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 2,500,182	23,687	DEVELOPER DRIVEN	DEVELOPER
TRADITION PKWY EXT	RANGE LINE RD	STONY CREEK WY	TBD / HOA	1.99	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 2,940,623	27,860	DEVELOPER DRIVEN	DEVELOPER
TRADITION PKWY	STONY CREEK WY	W OF I-95	CITY	1.89	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 1,084,444	5,658	2036-2045	NO
TULIP BLVD	GATLIN BLVD	PORT ST LUCIE BLVD	CITY	3.37	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 2,524,935	12,120	2026-2035	NO
UNIVERSITY BLVD	NW PEACOCK BLVD	NW CALIFORNIA BLVD	CITY	0.58	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 333,333	1,739	2036-2045	NO
US 1	MARTIN C.L.	VILLAGE GREEN DR	STATE	3.23	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Enhance quality of service of existing multimodal facilities (3) - Actual Cost	$ 1,857,366	9,691	FUNDED	FDOT
US 1	VILLAGE GREEN DR	MIDWAY RD	STATE	4.99	MULTIMODAL	COMPLETE STREET	OUTSIDE OF AREA	Enhance quality of service of existing multimodal facilities (3) - Actual Cost	$ 2,869,434	14,971	FUNDED	FDOT
VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	CITY	0.90	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 519,808	2,712	2036-2045	NO
VILLAGE GREEN DR	US 1	WALTON RD	CITY	1.05	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 603,328	3,148	2026-2035	NO
VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	CITY	0.63	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 361,831	1,888	2026-2035	CITY / OTHER
VILLAGE PKWY	BECKER RD	DISCOVERY WAY	CITY	3.25	MOBILITY	WIDEN EXISTING ROAD	WEST OF RIVER	Potential Widening from 4 to 6 Lanes with Complete Street Elements (16, 17, 22)	$ 4,563,632	80,762	DEVELOPER DRIVEN	DEVELOPER
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	CITY	0.75	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 429,700	2,242	2036-2045	NO
VILLAGE PKWY	TRADITION PKWY	CROSSROADS PKWY	CITY	2.16	MULTIMODAL	COMPLETE STREET	WEST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 1,240,613	6,473	2036-2045	NO
VILLAGE PKWY EXT	CROSSROADS PKWY	SHINN RD	TBD / HOA	1.88	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with Complete Street Elements (16, 17, 19)	$ 2,776,325	26,303	DEVELOPER DRIVEN	DEVELOPER
WALTON RD	US 1	LENNARD RD	COUNTY	1.21	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 697,947	3,641	2026-2035	NO
WALTON RD	LENNARD RD	GREEN RIVER PKWY	COUNTY	1.10	MOBILITY	TWO LANE DIVIDED	EAST OF RIVER	Upgrade to 2 Lane Divided with Enhanced Multimodal Elements (10)	$ 6,849,119	16,328	2036-2045	NO
WALTON RD	GREEN RIVER PKWY	INDIAN RIVER DR	COUNTY	0.79	MOBILITY	TWO LANE DIVIDED	EAST OF RIVER	Upgrade to 2 Lane Divided with Enhanced Multimodal Elements (10)	$ 4,937,651	11,771	2036-2045	NO
WESTMORELAND BLVD	US 1	MORNINGSIDE BLVD	CITY	1.98	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Upgrade to 8' shared-use path, enhance multimodal quality of service, fill in network gaps (1)	$ 1,482,410	7,116	2036-2045	NO
WESTMORELAND BLVD	MORNINGSIDE BLVD	PORT ST LUCIE BLVD	CITY	1.21	MULTIMODAL	COMPLETE STREET	EAST OF RIVER	Enhance quality of service of existing multimodal facilities (3)	$ 694,607	3,624	2036-2045	NO

APPENDIX K: CITY OF PORT ST. LUCIE PHASE ONE MOBILITY PLAN CORRIDORS

NAME	FROM STREET	TO STREET	MAINTENANCE	LENGTH	MOBILITY PLAN CORRIDOR	CORRIDOR DESCRIPTION	ASSESSMENT AREA	MULTIMODAL PROJECT DESCRIPTION	COST	PERSON MILES OF CAPACITY (PMC)	PRIORITY	FUNDED
WILLIAMS RD	RANGE LINE RD EXT	MIDWAY BYPASS GREENWAY	TBD / HOA	3.89	MOBILITY	NEW ROAD	WEST OF RIVER	New 2 Lane Road, Potential 4 Lane Road, with 10' Path (6, 10)	$ 4,623,190	42,153	DEVELOPER DRIVEN	DEVELOPER
95 (PEACOCK) GREENWAY	CROSSTOWN PKWY	GATLIN BLVD	TBD	2.05	MULTIMODAL	GREENWAY	WEST OF RIVER	New 12' - 14' shared-use greenway (5)	$ 2,562,500	11,070	PARKS MP	NO
C 24 CANAL GREENWAY	RANGE LINE RD EXT	SOUTHBEND BLVD	TBD	10.93	MULTIMODAL	GREENWAY	WEST OF RIVER	New 12' - 14' shared-use greenway (5)	$ 13,667,583	59,044	PARKS MP	NO
EAST COAST GREENWAY	CITY LIMIT	WALTON RD	TBD	1.05	MULTIMODAL	GREENWAY	EAST OF RIVER	New 12' - 14' shared-use greenway (5) - Actual Cost	$ 1,314,825	5,680	FUNDED	FDOT
GREEN RIVER CONNECTOR	US 1	GREEN RIVER PKWY	TBD	1.80	MULTIMODAL	GREENWAY	EAST OF RIVER	New 12' - 14' shared-use greenway (5)	$ 2,255,737	9,745	PARKS MP	NO
HOG SLOUGH	US 1	VILLAGE GREEN DR	TBD	0.68	MULTIMODAL	GREENWAY	EAST OF RIVER	New 12' - 14' boardwalk (4)	$ 1,707,908	4,099	PARKS MP	NO
MIDWAY BYPASS GREENWAY	GLADES CUT-OFF RD	US 1	TBD	5.81	MULTIMODAL	GREENWAY	WEST OF RIVER	New 12' - 14' shared-use greenway (5)	$ 7,261,030	31,368	PARKS MP	NO
O. L. PEACOCK PARK TRAIL LOOP	PEACOCK GREENWAY	PEACOCK GREENWAY	TBD	2.55	MULTIMODAL	GREENWAY	WEST OF RIVER	New 12' - 14' shared-use greenway (5)	$ 3,187,500	13,770	PARKS MP	NO
PEACOCK GREENWAY	GATLIN BLVD	O. L. PEACOCK PARK TRAIL LOOP	TBD	1.12	MULTIMODAL	GREENWAY	WEST OF RIVER	New 12' - 14' shared-use greenway (5)	$ 1,400,000	6,048	PARKS MP	NO
TORINO GREENWAY	NE TORINO PKWY	NW PEACOCK BLVD	TBD	0.37	MULTIMODAL	GREENWAY	WEST OF RIVER	New 12' - 14' shared-use greenway (5)	$ 457,169	1,975	PARKS MP	NO
US 1 CONNECTOR	SE MORNINGSIDE BVLD	US 1	TBD	0.24	MULTIMODAL	GREENWAY	EAST OF RIVER	New 12' - 14' shared-use greenway (5)	$ 298,374	1,289	PARKS MP	NO
WILDERNESS TRAIL	WESTMORELAND BLVD	MORNINGSIDE BLVD	TBD	1.72	MULTIMODAL	GREENWAY	EAST OF RIVER	New 12' - 14' shared-use greenway (5)	$ 2,150,000	9,288	PARKS MP	NO
Total Cost				288.57	Total Cost: $867,272,192. Total Person Miles of Capacity (PMC): 3,277,086.				$ 867,272,192	3,277,086		
Total Funded Improvements by City, State, or Other				19.49	Total Funded Cost: $97,398,204. Total PMC: 261,516. Net Cost: $867,272,192 minus $97,398,204 = $769,873,987. Net PMC: 3,277,086 minus 261,516 = 2,991,508.				$ 97,398,204	285,578		
Developer Driven Improvements				67.26	Developer driven improvement cost are 35% of the calculated cost. The person miles of capacity reflects 35% additional capacity above that utilized by the development.				$ 93,154,361	906,609		
Total of High Cost Major Road Improvements to be Reviewed Further				45.76	A total of 16% (45.76) of the mobility plan miles (288.57) of improvements represents 67% ($647,292,446) of the overall cost ($971,787,302) and is subject to change, as are all improvements in the draft Phase One Mobility Plan.				$ 538,175,445	1,469,461		
County Roads (Two segments are also included under high cost major road improvements)				36.65	County roads comprise a total of 13.6% (36.65) of the Phase One Mobility Plan net miles (269.08). County road improvementys represents 23.3% ($179,829,210) of the overall net cost ($769,873,987). County roads comprise a total of 14.37% (429,833) of the overall net multimodal capacity (2,991,508).				$ 179,829,210	429,833		

APPENDIX L

Phase One
Mobility Plan
Intersection Improvements

APPENDIX L: CITY OF PORT ST. LUCIE PHASE ONE MOBILITY PLAN INTERSECTIONS

Intersection	Mobility Plan Type	Type of Intersection	Description	Cost	PMC	Priority	Funded
MC = Mobility Corridor, MM = Multimodal Corridor, MCI = Mobility Corridor Intersection, MCI = Multimodal Corridor Intersection, MMMB = Multimodal Mid-Block Crossing, MMOP = Multimodal Overpass, MMUP = Multimodal Underpass.							
Airoso Blvd at St James Dr	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2036-2045	
Bayshore Blvd at Selvitz Rd	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2026-2035	
Becker Rd at Darwin Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
Becker Rd at Kestor Dr	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
Becker Rd at Savon Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
Becker Rd at Southbend Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
C24 Canal Greenway at Crosstown Parkway	MM	MMMB	High Visability Mid-Block Crossing for future C 24 Greenway	$ 350,000	--	2036-2045	
C24 Canal Greenway at Glades Cut-Off Road	MM	MMMB	High Visability Mid-Block Crossing for future C 24 Greenway	$ 350,000	--	2036-2045	
C24 Canal Greenway at Interstate 95	MM	MMUP	Interstate 95 Underpass Improvements for future C 24 Canal Greenway	$ 750,000	5,000	2036-2045	
C24 Canal Greenway at Port St Lucie Blvd	MM	MMMB	High Visability Mid-Block Crossing for future C 24 Greenway	$ 350,000	--	2036-2045	
C24 Canal Greenway at Savona Blvd	MM	MMMB	High Visability Mid-Block Crossing for future C 24 Greenway	$ 350,000	--	2036-2045	
California Blvd at Cameo Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
California Blvd at Del Rio Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
Cashmere Blvd at Del Rio Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
Cashmere Blvd at Heatherwood Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
Darwin Blvd at Tulip Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
East Torino Pkwy at Cashmere Blvd	MC	MCI	Roundabout & Multimodal Intersection Improvements	$ 1,250,000	5,000	2022-2025	CITY
East Torino Pkwy at West Torino Pkwy	MC	MCI	Road Capacity Intersection Improvements / Potential Roundabout	$ 1,250,000	5,000	2026-2035	
Floresta Dr at Airoso Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Gatlin Blvd at Interstate 95	MC	MCI	Add turn lanes on Interstate 95 off-ramps	$ 3,500,000	10,000	2022-2025	STATE
Gatlin Blvd at Interstate 95 Greenway	MM	MMI	High Visibility Crossing at adjacent signalized intersection	$ 500,000	--	2026-2035	
Gatlin Blvd at Rosser Blvd	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2026-2035	
Gatlin Blvd at Savona Blvd	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2026-2035	

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Glades Cut-Off Rd at Commerce Center Dr	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2036-2045	
Green River Parkway at Charleston Drive	MM	MMI	High Visability Crossing to East Coast Greenway / Existing Trail on Green River Pkwy	$ 350,000	--	2026-2035	
Green River Pkwy at Berkshire Blvd	MM	MMI	High Visability Crossing to East Coast Greenway / Existing Trail on Green River Pkwy	$ 350,000	--	2026-2035	
Green River Pkwy at Martin County Line	MM	MMMB	High Visability Mid-Block Crossing to East Coast Greenway / Existing Trail on Green River Pkwy. Connects to future US 1 to Green River Pkwy Greenway	$ 350,000	--	2026-2035	
Green River Pkwy at North Blackwell Dr Pedestrian Access	MM	MMMB	High Visability Mid-Block Crossing & add Pedestrian Connection from N. Blackwell Drive to East Coast Greenway / Existing Trail on Green River Pkwy	$ 425,000	--	2026-2035	
Lennard Rd at Village Green Elementary School	MM	MMMB	High Visibility Mid-Block Crossing to Elementary School	$ 1,250,000	5,000	2026-2035	
Melaleuca Blvd at SE Berkshire Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
Midway Bypass Glades Cut-Off Rd	MM	MMMB	High Visability Mid-Block Crossing for future Midway Bypass Greenway	$ 350,000	--	2036-2045	
Midway Bypass Greenway at East Torino Pkwy	MM	MMMB	High Visability Mid-Block Crossing for future Midway Bypass Greenway	$ 350,000	--	2036-2045	
Midway Bypass Greenway at Florida Turnpike	MM	MMOP	Turnpike Multimodal Overpass for future Midway Bypass Greenway	$ 5,000,000	10,800	2036-2045	90% STATE OR GRANTS
Midway Bypass Greenway at Interstate 95	MM	MMOP	Interstate 95 Multimodal Overpass for future Midway Bypass Greenway	$ 5,000,000	10,800	2036-2045	90% STATE OR GRANTS
Midway Bypass Greenway at Oleander Ave	MM	MMMB	High Visability Mid-Block Crossing for future Midway Bypass Greenway	$ 350,000	--	2036-2045	
Midway Bypass Greenway at Selvitz Rd	MM	MMMB	High Visability Mid-Block Crossing for future Midway Bypass Greenway	$ 350,000	--	2036-2045	
Midway Bypass Greenway at St James Dr	MM	MMMB	High Visability Mid-Block Crossing for future Midway Bypass Greenway	$ 350,000	--	2036-2045	
Midway Bypass Greenway at US 1	MM	MMMB	High Visability Mid-Block Crossing for future Midway Bypass Greenway	$ 350,000	--	2036-2045	
Midway Bypass Greenway at West Torino Pkwy	MM	MMMB	High Visability Mid-Block Crossing for future Midway Bypass Greenway	$ 350,000	--	2036-2045	
Midway Rd at Florida Turnpike	MC	MCI	New Interchange with Florida Turnpike	$ 60,000,000	TBD	2026-2035	TOLLS / STATE
Paar Dr at Darwin Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	

APPENDIX L: CITY OF PORT ST. LUCIE PHASE ONE MOBILITY PLAN INTERSECTIONS

Intersection	Mobility Plan Type	Type of Intersection	Description	Cost	PMC	Priority	Funded
MC = Mobility Corridor, MM = Multimodal Corridor, MCI = Mobility Corridor Intersection, MCI = Multimodal Corridor Intersection, MMMB = Multimodal Mid-Block Crossing, MMOP = Multimodal Overpass, MMUP = Multimodal Underpass.							
Paar Dr at Interstate 95	MM	MMOP	Interstate 95 Multimodal Overpass for Paar Dr Multimodal Extension	$ 5,000,000	10,800	2036-2045	90% STATE OR GRANTS
Paar Dr at Savona Blvd	MC	MCI	Road Capacity Intersection Improvements / Roundabout	$ 1,250,000	5,000	2022-2025	CITY / OTHER
Paar Dr at Tulip Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Peacock Blvd at University Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Port St Lucie Blvd at Airoso Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Port St Lucie Blvd at Bayshore Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Port St Lucie Blvd at Cameo Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Port St Lucie Blvd at Del Rio Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Port St Lucie Blvd at Floresta Dr	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Port St Lucie Blvd at Morning Side Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Port St Lucie Blvd at SE Shipping Blvd	MM	MMMB	High Visability Mid-Block Crossing with High Intensity Activated Crosswalk (HAWK) Signal due to six (6) lane road and one mile spacing between intersections	$ 700,000	--	2026-2035	50% STATE OR GRANTS
Port St Lucie Blvd at Veterans Memorial Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Prima Vista Blvd at Airoso Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
Savona Blvd at Alcantarra Blvd	MC	MCI	Roundabout & Multimodal Intersection Improvements	$ 1,250,000	5,000	2036-2045	
St Lucie West Blvd at Bayshore Blvd	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2022-2025	CITY / OTHER
St Lucie West Blvd at Bethany Dr	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2022-2025	CITY / OTHER
St Lucie West Blvd at California Blvd	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2022-2025	CITY / OTHER
St Lucie West Blvd at Cashmere Blvd	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2022-2025	CITY / OTHER
St Lucie West Blvd at Interstate 95	MC	MCI	Road Capacity & Multimodal Improvements	$ 1,250,000	5,000	2022-2025	CITY / OTHER
St Lucie West Blvd at Peacock Blvd	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2022-2025	CITY / OTHER
Tiffany Ave at Canal	MM	MMMB	High Visability Mid-Block Crossing to sidewalk on north side of Tiffany Avenue between Simmons St and Durango St	$ 350,000	--	2036-2045	
US 1 at Crosstown Parkway	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	

APPENDIX L: CITY OF PORT ST. LUCIE PHASE ONE MOBILITY PLAN INTERSECTIONS

Intersection	Mobility Plan Type	Type of Intersection	Description	Cost	PMC	Priority	Funded
MC = Mobility Corridor, MM = Multimodal Corridor, MCI = Mobility Corridor Intersection, MCI = Multimodal Corridor Intersection, MMMB = Multimodal Mid-Block Crossing, MMOP = Multimodal Overpass, MMUP = Multimodal Underpass.							
US 1 at Midway Rd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
US 1 at Port St. Lucie Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
US 1 at Prima Vista Blvd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
US 1 at Tiffany Ave	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
US 1 at Walton Rd	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Veterans Memorial Blvd at Lyngate Dr	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2036-2045	
Village Green Dr at Tiffany Ave	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Village Green Pkwy at Cam De Entrada	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
Walton Rd at Green River Pkwy	MC	MCI	Road Capacity Intersection Improvements plus High Visability Multimodal Crossing for Future East Coast Greenway	$ 1,500,000	5,000	2026-2035	
Walton Rd at Lennard Rd	MC	MCI	Road Capacity & Multimodal Intersection Improvements	$ 1,250,000	5,000	2026-2035	
Walton Rd at Village Green Dr	MM	MMI	Multimodal Intersection Improvements	$ 500,000	2,500	2026-2035	
West Torino Pkwy at California Blvd	MC	MCI	Roundabout & Multimodal Intersection Improvements	$ 1,250,000	5,000	2026-2035	
Total Cost: $126,125,000. Funded or To Be Funded: $87,350,000. The Mobility Fee will include 10% of the cost of the three Limited Access Overpasses for Future Greenways. The net unfunded cost for intersection improvements is $38,775,000.				$ 126,125,000	222,400		

APPENDIX M

Phase One
Mobility Plan
Corridor Improvement Cost

APPENDIX M: PHASE ONE MOBILITY PLAN CORRIDOR IMPROVEMENT COST

Improvement	Cost	Source
Upgrade Multimodal Facility: Complex	$750,000	City [1]
New Multimodal Facility	$425,000	City [2]
Enhance Multimodal QOS	$575,000	FDOT [3]
Boardwalk (12'+ wide)	$2,500,000	FDOT / State [4]
Greenway (12'+ wide)	$1,250,000	FDOT / State [5]
Shared-Use Path (10' wide)	$1,000,000	FDOT / State [6]
New Shared-Use Path in Conjunction with Road	$400,000	FDOT [7]
New Multimodal Lane	$1,740,000	FDOT [8]
Complete Street (Shared-Use Paths & Multimodal Lanes)	$3,880,000	FDOT [7, 8]
Upgrade to 2 Lane Divided & Enhanced Multimodal Elements	$6,250,000	City [9]
Upgrade to 2 Lane Divided & Complete Street	$4,400,000	FDOT [10]
Widen 2 Lane to 4 Lane & Complete Street: Complex	$17,600,000	City [11]
Widen 2 Lane to 4 Lane	$7,400,000	City / FDOT [12]
Widen 2 Lane to 4 Lane (Rural Area)	$8,500,000	FDOT [12, 13]
Widen 4 Lane to 6 Lane & Resurface	$5,000,000	FDOT [14]
Developer Driven		
New Shared-Use Path in Conjunction with Road	$207,000	FDOT [15]
New Multimodal Lane in Conjunction with Road	$704,000	FDOT [16]
Complete Street (Shared-Use Path & Multimodal Lane x 2)	$1,822,000	FDOT [15, 16]
New 2 Lane Road	$2,40,000	FDOT [17]
New 4 Lane Road	$4,600,000	FDOT [18]
Widen 2 Lane to 4 Lane	$3,065,000	FDOT [19]
Widen 4 Lane to 6 Lane & Resurface	$2,190,000	FDOT [20]

Source: Phase One Mobility Plan Corridor Improvements (Appendix K). Corridor Improvement Cost Detail (Appendix M).

APPENDIX M: PHASE ONE MOBILITY PLAN CORRIDOR IMPROVEMENT COST

Government Funded
Based on complex City sidewalk and shared-use path projects in CIP (E. Torino Pkwy, Paar Dr, Curtis St): City [1]
Based on average City cost from CIP for non-complex sidewalks / shared-use path projects: City [2]
Based on cost estimates from FDOT CIP project for US Hwy 1 enhancements and landscaping: FDOT [3]
Based on projects from local governments and FDOT on roadways and water bodies across state: FDOT / State [4]
Based on SUN Trail network projects and from local governments across state: FDOT / State [5]
Based on SUN Trail network projects and from local governments across state: FDOT / State [6]
FDOT Cost per Mile Model: construction $217,804.23 + 10% PE, 20% ROW, 10% CEI, 10% UTL, 10% Landscape, 10% Hardscape, 10% Stormwater ($174,243.39) = $392,047.62 rounded to $400,000: FDOT [7]
FDOT Cost per Mile Model: construction $984,175.89 based on per foot cost from new 2 lane urban (U-01), 2 to 4 lane urban (U-10), and new 4 lane urban (U-05) + 10% PE, 20% ROW, 10% CEI, 10% UTL, 10% Landscape, 10% Hardscape, 10% Stormwater ($754,534.85) = $1,738,710.74 rounded to $1,7400,000: FDOT [8]
Based on cost for shared-use paths ($400,000 x 2) + multimodal lanes ($1,740,000 x 2) FDOT [7, 8]
Based on $25 million cost for Floresta Dr Complete Street construction: City [9]
FDOT Cost per Mile Model (U-01): construction $5,268,897.30 x 0.5 (one land urban) ($235,500 sidewalk) net cost = $2,399,448.65 + 12.5% PE, 30% ROW, 12.5% CEI, 0.05% UTL, 10% Landscape, 10% Hardscape, 0.05% Stormwater ($1,559,641.62) = $3,959,090.27 + FDOT Cost per Mile Model (R-11): construction $494,562.05 / 32 (per foot cost) net cost = $309,101.28 (20' wide resurface existing lane) + 12.5% PE, 12.5% CEI, 0.05% UTL, 10% Landscape, 10% Hardscape, 0.05% Stormwater ($154,550.64) = $463,651.92. $3,959,090.27 + $463,651.92 = rounded to $4,400,000: FDOT [10] Resurface and convert existing 20' wide rural to 12' lane, 5' micromobility, 3' paved shoulder, provide 12' to 22' median, add 11' to 12' travel lane, 5' multimodal lane, and closed drainage.
Based on cost to widen Midway Rd and Port St. Lucie Blvd from 2 to 4 lanes. For complex widenings where ROW is needed such as portions of Bayshore, California, and Savona, ROW estimated at 100% of construction cost: City [11]
FDOT Cost per Mile Model (U-20): construction $5,520,842.75 ($1,380,210.69 bike lanes) ($117,500 sidewalk) net cost = $4,023,132.06 + 12.5% PE, 30% ROW, 12.5% CEI, 0.05% UTL, 10% Landscape, 10% Hardscape, 0.05% Stormwater ($3,419,662.25) = $7,442,794.32 rounded to $7,400,000: City / FDOT [12] (City CIP for California $7,600,00 / mi)
Same as 2 to 4 above except stormwater 30% ($1,206,939.62) of construction cost versus 0.05% ($201,156.60) to account for extra cost to modify or pipe drainage canals: FDOT [12, 13]
FDOT Cost per Mile Model (S-03): construction $2,892,322.35 ($771,285.96 paved shoulders) ($235,000 sidewalks) net cost = $1,886,036.39 + 12.5% PE, 30% ROW, 12.5% CEI, 0.05% UTL, 10% Landscape, 10% Hardscape, 0.05% Stormwater ($1,603,130.93) = $3,489,167.32 FDOT Cost per Mile Model (U-15): construction $1,211,291.69 (mill & resurface 4 lanes) + 12.5% PE & 12.5% CEI ($302,822.92) = $1,514,114.61 + $3,489,167.32 = $5,003,281.93 rounded to $5,000,000: FDOT [14]
Source: PE = Design / Engineering; ROW = right-of-way; CEI = Construction, Engineering & Inspection; UTL = Utility Relocates.

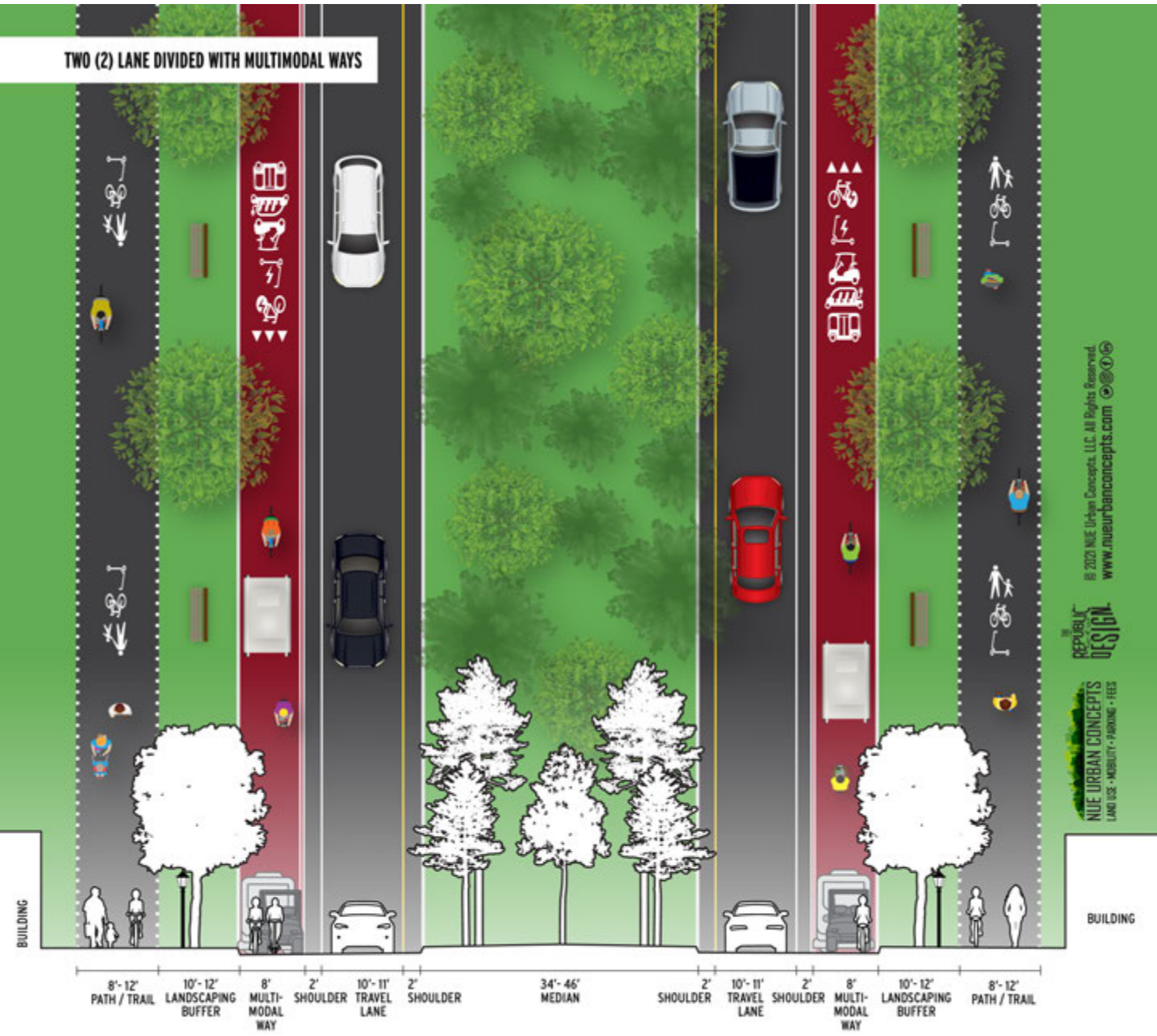
APPENDIX M: PHASE ONE MOBILITY PLAN CORRIDOR IMPROVEMENT COST

Developer Funded
FDOT Cost per Mile Model: construction ((($326,706.35 / 12) x 8) x 0.5) = $108,902.12 + 0.05% PE, 10% ROW, 0.05% CEI, 0.0% UTL, 10% Landscape, 10% Hardscape, 0.05% Stormwater ($98,011.91) = $206,914.02 rounded to $207,000: FDOT [7] ($326,706.35 = cost for 12' Trail; divided cost by trail width of 12' times 8' the width of shared-use path times 50% of cost due to developer economy of scale): FDOT [15]
FDOT Cost per Mile Model: construction $479,342.41 based on bike lane cost ($658,612.16) from new 2 lane urban (U-01) and bike lane cost ($619634.27) from new 4 lane urban (U-05). The bike lane cost already reduced 50% + 0.05% PE, 10% ROW, 0.05% CEI, 0.0% UTL, 10% Landscape, 10% Hardscape, 0.05% Stormwater ($224,542.83) = $703,885.24 rounded to $704,000: FDOT [16]
Based on cost for shared-use paths ($207,000 x 2) + multimodal lanes ($704,000 x 2): FDOT [15, 16]
FDOT Cost per Mile Model (U- 01): construction $5,268,897.3 x 0.5% = $2,634,448.65 ($658,612.16 bike lanes) ($235,000 sidewalks) net cost = $1,740,836.49 + 0.05% PE, 10% ROW, 0.05% CEI, 0.0% UTL, 10% Landscape, 10% Hardscape, 0.0% Stormwater ($696,334.60) = $2,437,171.08 rounded to $2,400,000: FDOT [17]
FDOT Cost per Mile Model (U- 05): construction $8.055,245.51 x 0.5% = $4,027,622.76 ($619,634.27 bike lanes) ($235,000 sidewalks) net cost = $3,172,988.49 + 0.05% PE, 10% ROW, 0.05% CEI, 0.0% UTL, 10% Landscape, 10% Hardscape, 0.05% Stormwater ($1,427,844.82) = $4,600,833.30 rounded to $4,600,000: FDOT [18]
FDOT Cost per Mile Model (U-10): construction $4,224,629.12 x 0.5% = $2,112,314.56 ($0.0 bike lanes) ($0.0 sidewalks) net cost = $4,023,132.06 0.05% PE, 10% ROW, 0.05% CEI, 0.0% UTL, 10% Landscape, 10% Hardscape, 0.05% Stormwater ($950,541.55) = $3,0622,856.11 rounded to $3,600,000: FDOT [19]
FDOT Cost per Mile Model (S-03): construction $2,892,322.35 x 0.5% = $1,446,161.18 ($385,642.98 paved shoulders) ($117,500 sidewalk) net cost = $943,018.20 0.05% PE, 10% ROW, 0.05% CEI, 0.0% UTL, 10% Landscape, 10% Hardscape, 0.05% Stormwater ($495,084.55) = $1,438,102.75 rounded to $1,400,000 FDOT Cost per Mile Model (R-01): construction $1,211,291.69 x 0.05 = $605,645.85 (mill & resurface 4 lanes) + 0.05% PE, 0.05% CEI, 10% Landscape, 10% hardscape ($181,693.75) = $787,339.60 rounded to $790,000 + $1,400,000 = $2,190,000: FDOT [20]
Source: PE = Design / Engineering; ROW = right-of-way; CEI = Construction, Engineering & Inspection; UTL = Utility Relocates.

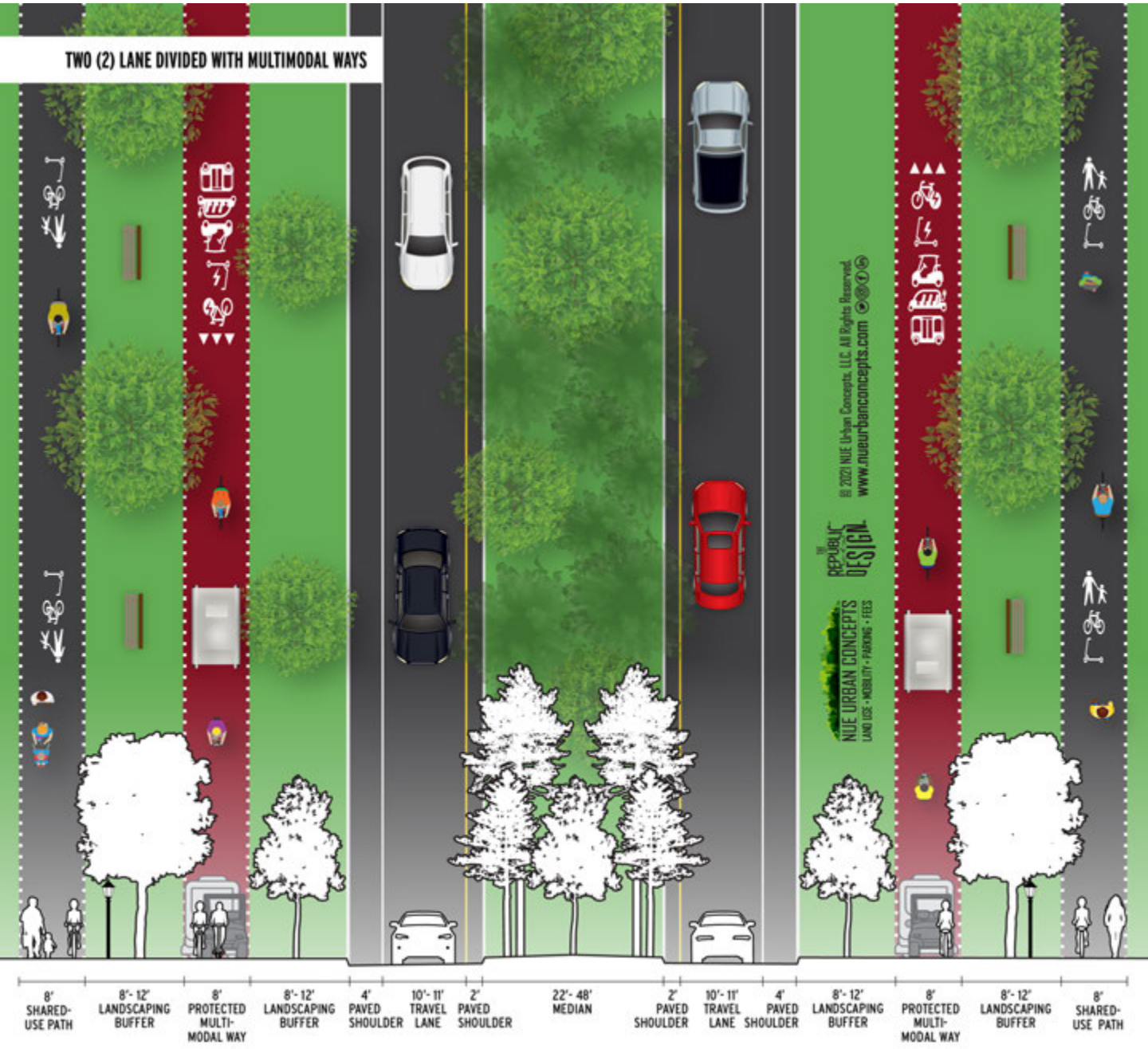
APPENDIX N

Roadway Cross-Sections

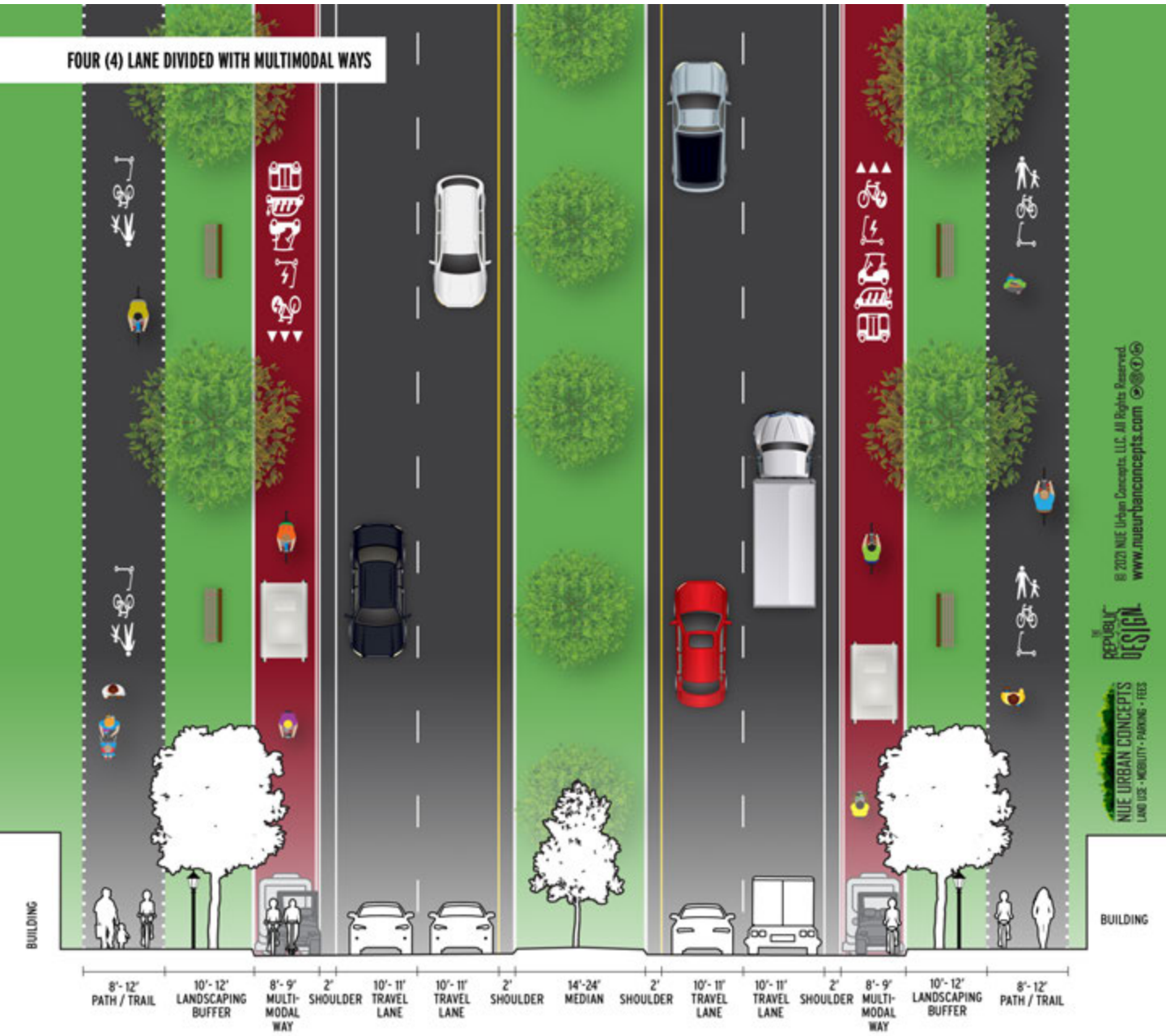
APPENDIX N: ROADWAY CROSS-SECTION



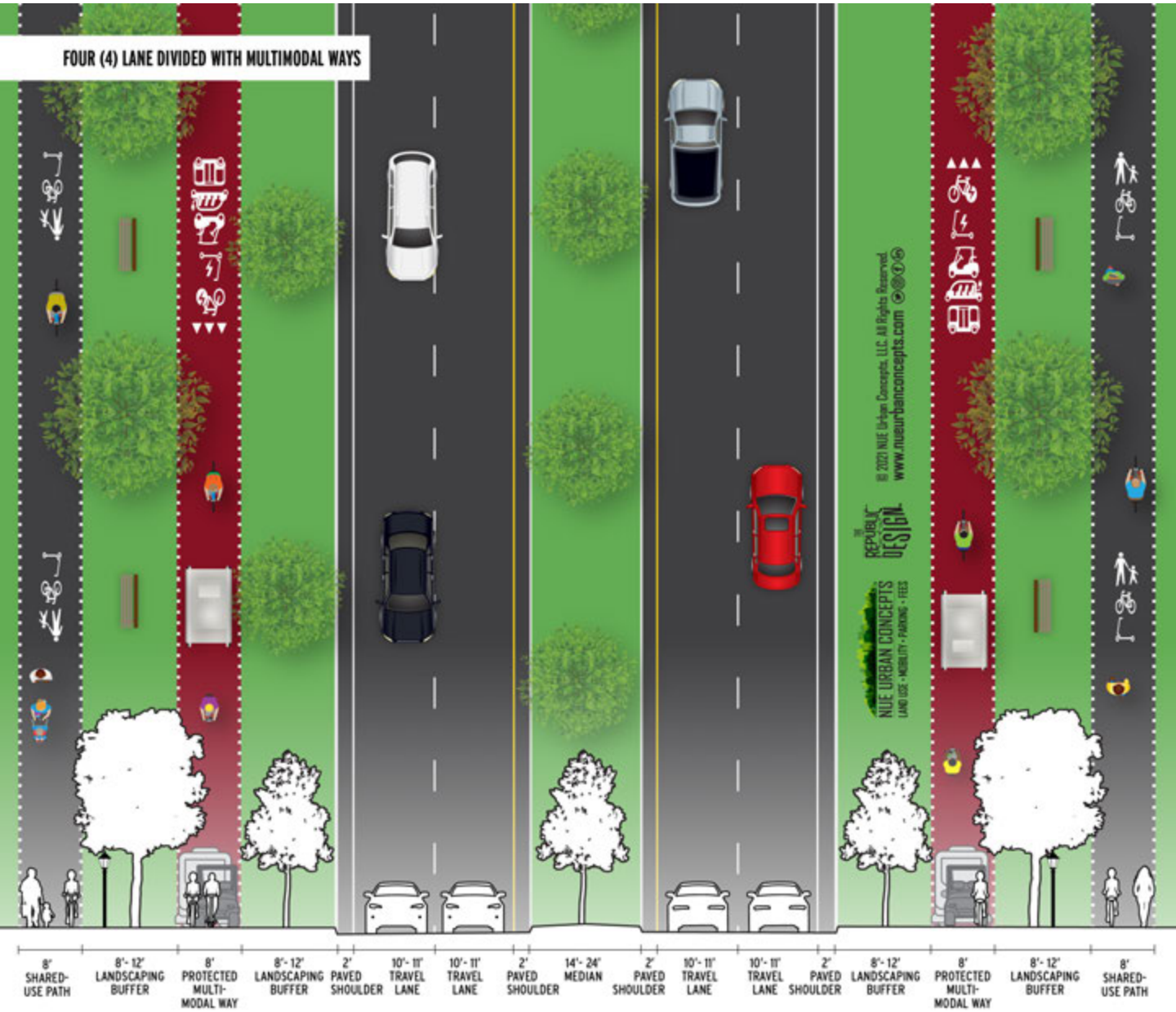
APPENDIX N: ROADWAY CROSS-SECTION



APPENDIX N: ROADWAY CROSS-SECTION



APPENDIX N: ROADWAY CROSS-SECTION



APPENDIX O

Trip Generation per Land Use

APPENDIX O: TRIP GENERATION SOURCE

Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Trip Generation [1]	% New Trips	ITE Land Use Codes
Residential & Lodging Uses				
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	4.09	1.00	210 [2]
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	3.59	1.00	251, 252 [2]
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	6.52	1.00	220, 221 [2]
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	5.05	1.00	310, 311, 312, 320
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	4.15	1.00	240, 416 [3]
Institutional Uses				
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	8.65	0.50	495, 560, 580 [4]
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	5.42	0.80	254, 620
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	12.46	0.50	534, 536, 565 [5]
Industrial Uses				
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	3.31	0.80	110, 130, 140, 160
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	3.27	0.80	1,30, 150, 151, 155
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	2.67	0.80	130, 154, 155, 156, 157
Recreational Uses				
Marina (Including dry storage) per berth	per berth	2.41	0.50	420
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)	per acre	14.32	0.50	432, 488, 491 [3]
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	20.55	0.50	434, 435, 436, 437, 465, 492, 493 [6]
Office Uses				
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	9.74	0.90	710
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	23.22	0.70	640, 650
Commercial Services & Retail Uses				
Local Retail [Non-Chain or Franchisee] [7](Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	18.88	0.40	820
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	37.75	0.40	820
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	45.20	0.40	812, 813, 814, 815, 816, 820, 840, 841, 843, 848, 849, 850, 854, 857, 862, 869, 875, 881
Furniture or Mattress Store	per 1,000 sq. ft.	6.30	1.00	890
Quick Service Restaurant (Fast Casual or Food / Ghost Kitchen / Container) [8]	per 1,000 sq. ft.	330.70	0.30	930, 933, 934, 935, 937
Additive Fees for Commercial Services & Retail Uses				
Bank Drive-Thru Lane or Free-Standing ATM [9]	per lane / ATM	115.02	0.60	912
Motor Vehicle Quick Lube	per service bay	40.00	0.80	941
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	132.10	0.50	947, 949
Motor Vehicle Charging or Fueling [10]	per charging or fueling position	220.31	0.20	853, 944, 945, 960
Pharmacy Drive-Thru [11]	per lane	89.04	0.40	881
Quick Service Restaurant Drive-Thru Lane [12]	per lane	252.81	0.30	934, 935, 937

[1] The Trip Generation Rates are based on average trip generation rates for all referenced land uses under the ITE Land Use Codes columns.

[2] 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. (typical industry standard) by type of unit per the 10th Edition of the ITE Trip Generation Manual: (210) single-family detached (2,275 sq. ft.); (220) one or two story multi-family (1,150); (221) multi-family (925 sq. ft.); (251) senior adult detached (1,500 sq. ft.); (252) senior adult attached (1,000 sq. ft.). The assigned square footage of each unit type was divided by 1,000: (210) single family detached (2,275 / 1,000 = 2.275); (220) one or two story multi-family (1,150 / 1,000 = 1.15); (221) multi-family (925 / 1,00 = 0.925); (251) senior adult detached (1,500 / 1,000 sq. ft. = 1.5); (252) senior adult attached (100 / 1000 = 1.0). The trip generation rates are based on occupied units per the ITE Trip Generation Manual. To obtain an occupied trip generation rate for single-family, the rate (9.44) way multiplied by 0.986 to account for the 1.4% owner occupied vacancy rate for owner occupied dwellings per the 2019 American Community Survey (ACS) for the City of Port St. Lucie Prepared by the U.S. Census Bureau **(Appendix U)**. To properly account for trips from occupied multi-family units, the trip generation (6.31) for one or two story multi-family was multiplied by 1.17% (1+ ((3.17 - 2.72) / 2.72)) to adjust for the difference between the ITE occupancy rate of 2.72 residents per unit versus the rate of 3.17 residents per rental unit based on the 2019 ACS Survey **(Appendix U)**. To properly account for trips from occupied multi-family units, the trip generation (4.75) for multi-family was multiplied by 1.29% (1+ ((3.17 - 2.46) / 2.46)) to adjust for the difference between the ITE occupancy rate of 2.46 residents per unit versus the rate of 3.17 residents per rental unit based on the 2019 ACS Survey **(Appendix U)**. The following are the calculations for the residential uses, for active adult and multi-family, the net trip generation rate in the table above is the average of the two uses: (210) single-family detached (9.44 x 0.986 = 9.31; 9.31 / 2.275 = 4.09); (220) one or two story multi-family (6.31 x 1.17 = 7.38; 7.38 / 1.15 = 6.42); (221) multi-family (4.75 x 1.29 = 6.13; 6.13 / 0.925 = 6.62); (251) senior adult detached (5.6 / 1.5 = 3.73); (252) senior adult attached (3.44 / 1.0 = 3.4). All percentages and rates are rounded to the 100th place for illustration purposes. Any minor deviation is due to rounding based on calculated percentages versus illustration of rounding to the 100th place.

[3] Converted AM and PM Peak Hour Periods and applied a Peak to Daily Conversion of .1 (10% of daily traffic occurs during peak hours).

[4] Community Recreation Center trip generation divided by 2 passenger per vehicle. The trip generation of a museum was converted from AM and PM peak hour periods and a peak-to-daily conversion factor of 0.1 was applied (10% of daily traffic occurs during peak hours).

[5] Trip generation based on the average of the AM and PM peaks for Private K-12 Schools. Day care divided by 2 to account for vehicle occupancy. The average trip generation for K-12 was then used to calculate the daily rate.

[6] 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 3 persons per vehicle.

APPENDIX O: TRIP GENERATION SOURCE				
Use Categories, Use Classifications, and Representative Uses	**Unit of Measure**	**Trip Generation [1]**	**% New Trips**	**ITE Land Use Codes**
[7] Local retail trips are based on 50% of ITE Land Use 820 to reflect the ancillary nature of local business within existing and future retail centers. ITE trip generation rates for retail uses are primarily based on national chains.				
[8] Quick service restaurant trip generation is based on the average rates per the identified ITE Land Use Codes, minus the trips associated with drive-thru lanes.				
[9] The trip generation is based on the trip rate per drive-thru lane (124.76) minus the trips associated with office uses (9.74), since the bank square footage, which may or may not contain office space beyond that for tellers falls under the office land use category.				
[10] 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 trip generation for convenience stores or gas stations is calculated based on the 820 land use rate of trips (37.75). The following are the number of fuel positions for each ITE Land Use Code: (853) 4 positions; (944) 12 positions; (945) 16 positions; and (960) 18 positions. The following are the sq. ft. used to calculate a retail trip generation for each ITE Land Use Code: (853) 3,000 sq. ft.; (944) 1,000 sq. ft.; (945) 3,500 sq. ft.; and (960) 4,500 sq. ft. The trip generation associated with the 820 land use is subtracted from the trip generation per fuel position. 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 223.43 is the net average rate per fuel position for the four ITE land use codes used in the analysis.				
[11] The trip generation is based on the difference in trip generation with and without drive-thru, times the standard size of a pharmacy (14,000 sq. ft.) divided by three to account for typical number of drive-thru lanes in free standing pharmacies.				
[12] The trip generation rate is derived by subtracting the average trip generation rate for fast casual and fast food restaurants without drive-thru lanes from the average trip generation of fast food uses with drive-thru lanes.				

APPENDIX P

2017 National Household Travel Survey Data: East of St. Lucie River

APPENDIX P: EAST OF ST. LUCIE RIVER ASSESSMENT AREA: 2017 NATIONAL HOUSEHOLD TRAVEL SURVEY DATA FOR FLORIDA												
Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons	Person Trip Rate	Person Miles of Travel (PMT)	PMT Rate	Vehicle Miles of Travel (VMT)	Average Trip Length	Number of Vehicles	# of Person per Vehicle	Vehicle Occupancy
Buy Goods	2,873.55	957.00	3.00	1,649	1.72	4,951.40	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	2.32	1617.02	3.55	455	1000	2.20
Buy Services	481.82	154.00	3.13	267	1.73	795.87	1.65	480.95	3.19	151	263	1.74
Entertainment	574.78	175.00	3.28	405	2.31	1,331.73	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	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	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	2.07	2,454	3.30	744	1,474	1.98
Errands, Buy Services	848	315	2.69	504	1.60	1,317	1.57	837	2.90	289	474	1.64
Entertainment, Exercise, Errands	1,489	570	2.61	1,016	1.78	2,688	1.96	1,368	3.34	410	735	1.79
Entertainment, Religious, Errands	1,442	463	3.11	921	1.99	2,997	2.14	1,403	3.53	398	800	2.01
Family Care / School / Errands	810	290	2.79	512	1.77	1,467	1.88	778	3.09	252	470	1.87
Medical, Errands	763	258	2.96	385	1.49	1,145	1.52	752	3.23	233	357	1.53
Work, Errands	2,847	776	3.67	1,003	1.29	3,480	1.24	2,807	3.92	716	921	1.29
Home	6,411	2,067	3.10	3,801	1.84	12,512	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												

APPENDIX Q

2017 National Household Travel Survey Data: West of St. Lucie River

APPENDIX Q: WEST OF ST. LUCIE RIVER ASSESSMENT AREA: 2017 NATIONAL HOUSEHOLD TRAVEL SURVEY DATA FOR FLORIDA												
Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons	Person Trip Rate	Person Miles of Travel (PMT)	PMT Rate	Vehicle Miles of Travel (VMT)	Average Trip Length	Number of Vehicles	# of Person per Vehicle	Vehicle Occupancy
Buy Goods	3,567	1,015	3.51	1,757	1.73	6,283.00	1.78	3,532.26	3.63	974	1,710	1.76
Buy Meals	1,904	530	3.59	1,172	2.21	4,226.82	2.25	1,880.60	3.94	477	1,040	2.18
Buy Services	635	166	3.82	280	1.69	963.24	1.52	633.92	3.89	163	276	1.69
Entertainment	851	197	4.32	450	2.28	1,904.40	2.31	825.82	5.07	163	366	2.25
Entertainment, Errands, Buy Goods, Services & Meals	7,393	2,075	3.56	3,909	1.88	14,045.69	1.92	7,299.03	3.80	1,921	3,616	1.88
Errands, Buy Goods	4,003	1,182	3.39	2,007	1.70	6,951.23	1.76	3,958.69	3.54	1,118	1,934	1.73
Errands, Buy Meals & Services	2,975	863	3.45	1,702	1.97	5,858.29	1.99	2,940.95	3.75	784	1,540	1.96
Errands, Buy Services	1,071	333	3.22	530	1.59	1,631.47	1.54	1,060.35	3.45	307	500	1.63
Entertainment, Exercise, Errands	1,953	608	3.21	1,061	1.75	3,617.05	1.97	1,832.63	4.09	448	811	1.81
Entertainment, Religious, Errands	1,937	504	3.84	1,011	2.01	4,079.25	2.15	1,898.14	4.32	439	890	2.03
Family Care / School / Errands	1,021	308	3.32	551	1.79	1,920.14	1.94	988.03	3.67	269	502	1.87
Medical, Errands	1,062	282	3.76	426	1.51	1,650.55	1.58	1,046.78	4.09	256	397	1.55
Work, Errands	4,696	925	5.08	1,195	1.29	5,857.60	1.27	4,625.95	5.36	863	1,111	1.29
Home	8,433	2,233	3.78	4,110	1.84	16,296.00	2.00	8,157.87	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.												

APPENDIX R

Person Travel Demand per Use (PTDu)

APPENDIX R: PERSON TRAVEL DEMAND BY USE (PTDu)							
		East of St. Lucie River			West of St. Lucie River		
Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Person Trip Factor	Person Trip Length	Person Travel Demand	Person Trip Factor	Person Trip Length	Person Travel Demand
Residential & Lodging Uses							
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	1.84	3.10	7.82	1.84	3.78	9.53
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	1.84	3.10	6.86	1.84	3.78	8.36
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	1.84	3.10	12.46	1.84	3.78	15.19
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	1.84	3.10	9.65	1.84	3.78	11.77
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	1.84	3.10	7.93	1.84	3.78	9.67
Institutional Uses							
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	1.99	3.11	8.97	2.01	3.84	11.18
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	1.77	2.79	7.17	1.79	3.22	8.37
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	1.77	2.79	10.31	1.79	3.22	12.03
Industrial Uses							
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	1.29	3.67	4.20	1.29	5.08	5.81
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	1.60	2.69	3.77	1.59	3.22	4.49
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	1.60	2.69	3.08	1.59	3.22	3.66
Recreation Uses							
Marina (Including dry storage) per berth	per berth	2.31	3.28	3.06	2.28	4.32	3.98
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)	per acre	1.78	2.61	11.14	1.75	3.21	13.47
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	1.78	2.61	15.99	1.75	3.21	19.34
Office Uses							
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	1.29	3.67	13.90	1.29	5.08	19.24
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	1.49	2.96	24.02	1.51	3.76	30.92
Commercial Services & Retail Uses							
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	1.89	3.04	14.54	1.88	3.56	16.93
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	1.89	3.04	29.06	1.88	3.56	33.86
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	1.89	3.04	34.80	1.88	3.56	40.54
Furniture / Mattress Store	per 1,000 sq. ft.	1.73	3.00	10.95	1.73	3.51	12.82
Quick Service Restaurant (Container, Fast Casual, Fast Food, Ghost Kitchen)	per 1,000 sq. ft.	2.23	3.23	239.39	2.21	3.59	263.69
Additive Fees for Commercial Services & Retail Uses							
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	1.60	2.69	99.50	1.59	3.22	118.36
Motor Vehicle Quick Lube	per service bay	1.60	2.69	46.14	1.59	3.22	54.88
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	1.60	2.69	95.23	1.59	3.22	113.28
Motor Vehicle Charging or Fueling	per charging or fueling position	1.99	3.02	88.71	1.97	3.45	100.32
Pharmacy Drive-Thru	per lane	1.69	2.90	58.48	1.70	3.39	68.76
Quick Service Restaurant Drive-Thru Lane	per lane	2.23	3.23	183.01	2.21	3.59	201.58

APPENDIX S

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

Appendix S: Mobility Fee Schedule per 1,000 sq. ft. or unit of measure		
Use Categories, Use Classifications, and Representative Uses	**East Of St. Lucie River**	**West Of St. Lucie River**
Residential or Lodging Uses per 1,000 sq. ft., or per applicable unit of measure		
Single-Family Residential ***per 1,000 sq. ft. (Maximum 3,500 sq. ft.)***	$1,456	$1,775
Active Adult (55+) Residential ***per 1,000 sq. ft. (Maximum 3,500 sq. ft.)***	$1,278	$1,558
Multi-Family Residential ***per 1,000 sq. ft. (Maximum 2,500 sq. ft.)***	$2,321	$2,830
Overnight Lodging (Hotel, Inn, Motel, Resort) ***per room***	$1,797	$2,192
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) ***per space or lot***	$1,477	$1,801
Institutional Uses per 1,000 sq. ft.		
Community Serving (Civic, Place of Assembly, Museum, Gallery)	$1,670	$2,083
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	$1,336	$1,560
Private Education (Child Care, Day Care, Private School K-12, Pre-K)	$1,920	$2,241
Industrial Uses per 1,000 sq. ft.		
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	$782	$1,083
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	$703	$836
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	$574	$682
Recreational Uses per 1,000 sq. ft., unless otherwise indicated		
Marina (Including dry storage) ***per berth***	$570	$741
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	$2,076	$2,510
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	$2,979	$3,602
Office Uses per 1,000 sq. ft.		
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	$2,590	$3,585
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	$4,473	$5,759
Commercial Services & Retail Uses per 1,000 sq. ft.		
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	$2,708	$3,154
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	$5,414	$6,306
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	$6,482	$7,551
Furniture / Mattress Store	$2,040	$2,387
Quick Service Restaurant (Container, Fast Casual, Fast Food, Ghost Kitchen)	$44,591	$49,117

Appendix S: Mobility Fee Schedule per 1,000 sq. ft. or unit of measure		
Use Categories, Land Uses Classifications, and Representative Land Uses	**East Of St. Lucie River**	**West Of St. Lucie River**
Additive Fees for Commercial Services & Retail Uses per applicable unit of measure		
Bank Drive-Thru Lane or Free-Standing ATM ***per lane or per ATM***	$18,535	$22,048
Motor Vehicle Quick Lube ***per service-bay***	$8,594	$10,223
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) ***per lane or stall***	$17,739	$21,102
Motor Vehicle Charging or Fueling ***per charging or fueling position***	$16,524	$18,687
Pharmacy drive-thru ***per lane***	$10,892	$12,808
Quick Service Restaurant Drive-Thru Lane ***per lane***	$34,089	$37,548

APPENDIX T

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

APPENDIX T: COMPARISON BETWEEN PROPOSED CITY OF PORT ST. LUCIE MOBILITY FEE AND ST. LUCIE COUNTY ROAD IMPACT FEE

DISCLAIMER: THE METHODOLOGIES ARE DIFFERENT BETWEEN A ROAD IMPACT FEE (RIF) AND A MOBILITY FEE (MF). ST. LUCIE COUNTY'S RIF IS EFFECTIVE AS OF 10/1/2020. PORT ST. LUCIE'S MOBILITY FEE IS A DRAFT AS OF AUGUST 2021. THE COUNTY RIF IS A CONSUMPTION BASED FEE AND IS NOT BASED ON A SPECIFIC LIST OF PROJECTS. THE PROPOSED MOBILITY FEE IS BASED ON A DRAFT LIST OF SPECIFIC PROJECTS. THE COUNTY RIF ASSESSES RESIDENTIAL PER UNIT. THE PROPOSED PSL MOBILITY FEE IS ASSESSED PER LIVABLE SQ. FT. THE COMPARISONS IS BASED ON THE MOST COMPARABLE LAND USES BETWEEN THE TWO FEES. BOTH FEES HAVE DIFFERENT SCHEDULES OF LAND USES AND THE COMPARISONS ARE NOT A STRAIGHT APPLES TO APPLES COMPARISONS. THIS COMPARISON IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND REFLECTS WHAT MOBILITY FEE A USE WOULD BE PROJECTED TO PAY IN THE CITY AND THE COUNTY. NOTHING IN THIS COMPARISON IS INTENDED TO IMPLY THERE IS ANYTHING WRONG WITH THE COUNTY'S RIF. CONTACT THE COUNTY FOR MORE INFORMATION ON HOW THE COUNTY'S RIF WAS CALCULATED. THE COUNTY'S RIF IS ADOPTED. THE CITY'S MOBILITY FEE IS AN INITIAL DRAFT AND IS SUBJECT TO CHANGES AND REVISIONS. THE CITY COUNCIL HAS TAKEN NO FORMAL ACTION OR VOTE ON THE PROPOSED MOBILITY FEE.

ST. LUCIE COUNTY ROAD IMPACT FEE			PROPOSED CITY OF PORT ST. LUCIE (PSL) MOBILITY FEE			
RESIDENTIAL/UNIT	**UNIT OF MEASURE**	**MAINLAND**	**EXAMPLE**	**PSL MOBILITY FEE**		**PSL LOWER**
			UNIT OF MEASURE	**EAST OF**	**WEST OF**	**YES OR NO**
SINGLE FAMILY (COUNTY)				**RIVER**	**RIVER**	
			SQ. FT.			
SINGLE FAMILY (< 2000 SF) VERY LOW INCOME #	PER UNIT	$3,056	1,250	$1,820	$2,219	YES
SINGLE FAMILY (< 2000 SF) LOW INCOME #	PER UNIT	$3,724	1,500	$2,184	$2,663	YES
SINGLE FAMILY (< 2400 SF)	PER UNIT	$5,130	2,000	$2,912	$3,550	YES
SINGLE FAMILY (2400 – 3499 SF)	PER UNIT	$6,270	3,499	$5,095	$6,211	YES
SINGLE FAMILY (>3500 SF)	PER UNIT	$6,365	3,500	$5,096	$6,213	YES
MULTI-FAMILY 1 AND 2 FLOORS (COUNTY)						
			SQ. FT.			
MULTI-FAMILY, VERY LOW INCOME #	PER UNIT	$2,413	500	$1,161	$1,415	YES
MULTI-FAMILY, LOW INCOME #	PER UNIT	$2,940	750	$1,741	$2,123	YES
MULTI-FAMILY, LESS THAN 750 SF	PER UNIT	$3,261	750	$1,741	$2,123	YES
MULTI-FAMILY, 750 – 1499 SF	PER UNIT	$3,964	1,250	$2,901	$3,538	YES
MULTI-FAMILY, 1500 SF OR MORE	PER UNIT	$4,556	1,500	$3,482	$4,245	YES
MULTI-FAMILY 3+ FLOORS (COUNTY)						
			SQ. FT.			
MULTI-FAMILY, VERY LOW INCOME #	PER UNIT	$1,791	500	$1,161	$1,415	YES
MULTI-FAMILY, LOW INCOME #	PER UNIT	$2,195	750	$1,741	$2,123	YES
MULTI-FAMILY, LESS THAN 750 SF	PER UNIT	$2,421	750	$1,741	$2,123	YES
MULTI-FAMILY, 750 – 1499 SF	PER UNIT	$2,940	1,000	$2,321	$2,830	YES
MULTI-FAMILY, 1500 SF OR MORE	PER UNIT	$3,387	1,500	$3,482	$4,245	NO
MOBILE HOME/RV UNIT (PARK ONLY)	PER UNIT	$2,035	PER UNIT	$1,477	$1,801	YES
HOTEL/MOTEL	PER ROOM	$2,222	PER ROOM	$1,797	$2,192	YES
BED & BREAKFAST RESIDENCE (GUEST ROOMS)	PER ROOM	$1,833	N/A	N/A	N/A	N/A
ALL OTHER RESIDENTIAL	PER UNIT	$5,531	N/A	N/A	N/A	N/A

APPENDIX T: COMPARISON BETWEEN PROPOSED CITY OF PORT ST. LUCIE MOBILITY FEE AND ST. LUCIE COUNTY ROAD IMPACT FEE

DISCLAIMER: THE METHODOLOGIES ARE DIFFERENT BETWEEN A ROAD IMPACT FEE (RIF) AND A MOBILITY FEE (MF). ST. LUCIE COUNTY'S RIF IS EFFECTIVE AS OF 10/1/2020. PORT ST. LUCIE'S MOBILITY FEE IS A DRAFT AS OF AUGUST 2021. THE COUNTY RIF IS A CONSUMPTION BASED FEE AND IS NOT BASED ON A SPECIFIC LIST OF PROJECTS. THE PROPOSED MOBILITY FEE IS BASED ON A DRAFT LIST OF SPECIFIC PROJECTS. THE COUNTY RIF ASSESSES RESIDENTIAL PER UNIT. THE PROPOSED PSL MOBILITY FEE IS ASSESSED PER LIVABLE SQ. FT. THE COMPARISONS IS BASED ON THE MOST COMPARABLE LAND USES BETWEEN THE TWO FEES. BOTH FEES HAVE DIFFERENT SCHEDULES OF LAND USES AND THE COMPARISONS ARE NOT A STRAIGHT APPLES TO APPLES COMPARISONS. THIS COMPARISON IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND REFLECTS WHAT MOBILITY FEE A USE WOULD BE PROJECTED TO PAY IN THE CITY AND THE COUNTY. NOTHING IN THIS COMPARISON IS INTENDED TO IMPLY THERE IS ANYTHING WRONG WITH THE COUNTY'S RIF. CONTACT THE COUNTY FOR MORE INFORMATION ON HOW THE COUNTY'S RIF WAS CALCULATED. THE COUNTY'S RIF IS ADOPTED. THE CITY'S MOBILITY FEE IS AN INITIAL DRAFT AND IS SUBJECT TO CHANGES AND REVISIONS. THE CITY COUNCIL HAS TAKEN NO FORMAL ACTION OR VOTE ON THE PROPOSED MOBILITY FEE.

ST. LUCIE COUNTY ROAD IMPACT FEE			PROPOSED CITY OF PORT ST. LUCIE (PSL) MOBILITY FEE			
NON-RESIDENTIAL USES (COUNTY)	**UNIT OF MEASURE**	**MAINLAND**	**EXAMPLE UNIT OF MEASURE**	**PSL MOBILITY FEE EOR**	**WOR**	**PSL LOWER YES OR NO**
OFFICE (COUNTY)						
			PER 1,000 SQ. FT.			
OFFICE	PER 1,000 SF	$3,718	1,000	$2,590	$3,585	YES
RETAIL TRADE (COUNTY)						
0 TO 8000 SQ FT	PER 1,000 SF	$3,489	1,000	$2,708	$3,154	YES
8001 TO 30000 SQ FT	PER 1,000 SF	$6,341	1,000	$5,414	$6,306	YES
30001 TO 100000 SQ FT	PER 1,000 SF	$6,341	1,000	$5,414	$6,306	YES
100001 TO 499999 SQ FT	PER 1,000 SF	$7,727	1,000	$6,482	$7,551	YES
500000 OR MORE SQ FT	PER 1,000 SF	$7,727	1,000	$6,482	$7,551	YES
GASOLINE SERVICES PER PUMP SERVICE POSITION	**(COUNTY)**					
GAS STATION W/CONVENIENCE MKT <2,000 SF	PER PUMP SERVICE	$7,522	PER PUMP SERVICE	$21,287	$25,322	NO
GAS STATION W/CONVENIENCE MKT 2000 – 2999	PER PUMP SERVICE	$8,975	PER PUMP SERVICE	$21,287	$25,322	NO
GAS STATION W/CONVENIENCE MKT 3000+ SF	PER PUMP SERVICE	$10,079	PER PUMP SERVICE	$21,287	$25,322	NO
INDUSTRIAL (COUNTY)						
			PER 1,000 SQ. FT.			
WAREHOUSE	PER 1,000 SF	$875	1,000	$703	$836	YES
INTERMODAL DISTRIBUTION CENTER / HIGH-CUBE WAREHOUSE	PER 1,000 SF	$702	1,000	$574	$682	YES
GENERAL INDUSTRIAL	PER 1,000 SF	$1,103	1,000	$782	$1,083	YES
INSTITUTIONAL (COUNTY)						
			PER 1,000 SQ. FT.			
SCHOOL - ELEM	PER 1,000 SF	$7,080	1,000	$1,920	$2,241	YES
SCHOOL – MIDDLE /HIGH	PER 1,000 SF	$6,623	1,000	$1,920	$2,241	YES
DAY CARE CENTER	PER 1,000 SF	$2,232	1,000	$1,920	$2,241	YES
FRATERNAL ORG	PER 1,000 SF	$2,467	1,000	$1,920	$2,241	YES
HOSPITAL	PER 1,000 SF	$5,923	1,000	$4,473	$5,759	YES
NURSING HOME	PER 1,000 SF	$1,576	1,000	$1,336	$1,560	YES
RECREATIONAL (COUNTY)						
REC FACILITY -ALL TYPES	PER 1000 SF	$1,261	PER ACRE	$2,076	$2,510	N/A
MOVIE THEATERS	PER SEAT	$346	1,000	$5,414	$6,306	N/A

APPENDIX U

2019 American Community Survey

APPENDIX U: CITY OF PORT ST. LUCIE SELECTED HOUSING CHARACTERISTICS	
Label	**Estimate**
HOUSING OCCUPANCY	73,180
Total housing units	65,060
Occupied housing units	8,120
Vacant housing units	1.4
Homeowner vacancy rate	7.6
Rental vacancy rate	
UNITS IN STRUCTURE	73,180
Total housing units	63,426
1-unit, detached	2,437
1-unit, attached	339
2 units	1,262
3 or 4 units	1,417
5 to 9 units	1,252
10 to 19 units	1,718
20 or more units	1,329
Mobile home	0
Boat, RV, van, etc.	
ROOMS	
Total housing units	73,180
1 room	493
2 rooms	340
3 rooms	2,133
4 rooms	9,641
5 rooms	16,023
6 rooms	18,204
7 rooms	10,881
8 rooms	8,594
9 rooms or more	6,871
Median rooms	5.9
BEDROOMS	
Total housing units	73,180
No bedroom	621
1 bedroom	982
2 bedrooms	13,878
3 bedrooms	42,392
4 bedrooms	13,397
5 or more bedrooms	1,910
HOUSING TENURE	
Occupied housing units	65,060
Owner-occupied	50,039
Renter-occupied	15,021
Average household size of owner-occupied unit	2.82

Average household size of renter-occupied unit	3.17
VEHICLES AVAILABLE	
Occupied housing units	65,060
No vehicles available	1,358
1 vehicle available	23,587
2 vehicles available	27,711
3 or more vehicles available	12,404
2019 American Community Survey, U.S. Census Bureau. Table DP04. Dataset: ACSDP5Y2019	

END OF TECHNICAL REPORT