TRANSPORTATION ELEMENT

DATA, INVENTORY AND ANALYSIS

INTRODUCTION

The purpose of the Transportation Element is to plan for a safe, convenient multimodal transportation system that places emphasis on public transportation systems, where feasible. The City of Port St. Lucie will address mobility for pedestrians, bicyclists, transit users, and motorized vehicle users. This element has been developed in coordination with the St. Lucie Transportation Planning Organization's (TPO) Go2040 Long Range Transportation Plan (LRTP), the 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) and the City of Port St. Lucie Multimodal Plan. The review of these plans and collaboration with these agencies provides for the coordination between the Future Land Use Element of the County's Comprehensive Plan and both the short and long term transportation needs for the City of Port St. Lucie.

EXISTING ROADWAY CONDITIONS

The City of Port St. Lucie maintains approximately 917 centerline miles of roadway. Table 2-1 provides a summary of the major roadways in the City and their functional classification. The roadway information identified in Table 2-1 is not intended to be inclusive of all roadways in the community. Table 2-2 provides a summary of the roadways on the State Roadway System in the City of Port St. Lucie.

Functional Classification

Roadways are classified according to their purpose in the network, speed of travel in the roadway, and several other characteristics. The City has four roadway classifications, and Florida Department of Transportation (FDOT) has seven roadway classifications. They are as follows:

FDOT (Rural /Urban)	City of Port St. Lucie
Principal Arterial – Interstate Principal Arterial – Freeways & Expressways Principal Arterial – Other Minor Arterial Major Collector Minor Collector Local	Principal Arterial Minor Arterial Collector Local

The functional classifications are defined as follows:

Principal Arterial Road – primarily focuses on carrying through traffic. Principal arterials usually provide service that is relatively continuous, long in trip length, and high operative speeds.

Minor Arterial Road – provides service for through traffic movement similar to a principal arterial but provides greater land access and distributes traffic to smaller geographical areas than the principal arterial.

Collector Street – provides both land access and traffic circulation between local roads and/or arterial roads. A collector provides service that is relatively moderate in volume, of moderate trip length, and moderate speed.

Local Street – permits direct access to abutting property and connections to a higher order roadway. A local street proves service that is relatively low in volume and short average trip length or minimal through traffic movements.

Table 2-1 Roadway System Classifications

Road Name	From	To	Road Classification (Urban)	
			Federal Highway Administration Adjusted Urban Area 2010	City
AIROSO BLVD	PRIMA VISTA BLVD	ST JAMES DR	Principal Arterial - Other	Principal Arterial
AIROSO BLVD	PORT ST LUCIE BLVD	PRIMA VISTA BLVD	Minor Arterial	Minor Arterial
ALCANTARRA BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	Major Collector	Collector
ALEDO LN	ROSSER BLVD	BRIGINTINE PL	NDA	Collector
BAYSHORE BLVD	PRIMA VISTA BLVD	ST JAMES DR	Minor Arterial	Minor Arterial
BAYSHORE BLVD	OAKRIDGE BLVD	PORT ST LUCIE BLVD	Minor Collector	Collector
BAYSHORE BLVD	PORT ST LUCIE BLVD	PRIMA VISTA BLVD	Principal Arterial - Other	Principal Arterial
BECKER RD	WESTERN END	GILSON RD	Minor Arterial	Minor Arterial
BILTMORE ST	MACEDO BLVD	THORNHILL DR	NDA	Collector
CALIFORNIA BLVD	W TORINO BLVD	DEL RIO BLVD	Minor Arterial	Minor Arterial
CAMEO BLVD	PORT ST LUCIE BLVD	CROSSTOWN PKWY	Minor Collector	Collector
CANE SLOUGH RD	US-1/SR-5	LENNARD RD	Minor Arterial	Minor Arterial
CASHMERE BLVD	RAB @ PEACOCK BLVD	DEL RIO BLVD	Major Collector	Collector
CASHMERE BLVD	E TORINO PKWY	RAB @ PEACOCK BLVD	Minor Collector	Collector
COMMERCE CENTRE DR	CROSSTOWN PKWY	RANGE LINE RD	Major Collector	Collector
COMMUNITY BLVD	DISCOVERY WAY	WESTCLIFFE LN	Minor Collector	Collector
CROSSTOWN PKWY	BAYSHORE DR	US-1	Minor Arterial	Principal Arterial
CROSSTOWN PKWY	VILLAGE PKWY	I-95	Minor Arterial	Principal Arterial
CROSSTOWN PKWY	VILLAGE PKWY	US-1/SR-5	NDA	Principal Arterial
CROSSTOWN PKWY	I-95	BAYSHORE BLVD	Principal Arterial - Other	Principal Arterial
DARWIN BLVD	BECKER RD	PORT ST LUCIE BLVD	Major Collector	Collector
DEL RIO BLVD	PORT ST LUCIE BLVD	MACKENZIE ST	Major Collector	Collector
E TORINO PKWY	CALIFORNIA BLVD	MIDWAY DR	Minor Arterial	Minor Arterial
FLORESTA DR	AIROSO BLVD	BAYSHORE BLVD	Major Collector	Collector
FLORESTA DR	OAKRIDGE BLVD	AIROSO BLVD	Minor Arterial	Minor Arterial
FLORIDA'S TURNPIKE	SOUTH CITY LIMITS	NORTH CITY LIMITS	Major Arterial – F&E	NDA
GATLIN BLVD	I-95	PORT ST LUCIE BLVD	Principal Arterial - Other	Principal Arterial

Road Name	From	To	Road Classification (Urban)	
			Federal Highway Administration Adjusted Urban Area 2010	City
GLADES CUT-OFF ROAD	CARLTON RD	RANGE LINE RD	Major Collector	Collector
GLADES CUT-OFF ROAD	RANGE LINE RD	MIDWAY RD	Minor Arterial	Minor Arterial
GOWIN DR	PORT ST LUCIE BLVD	WESTMORELAND BLVD	NDA	Collector
GRAND DR	LENNARD RD	WALTON RD	Minor Collector	Collector
GREEN RIVER PKWY	MARTIN CO LINE	WALTON RD	Minor Arterial	Minor Arterial
HEATHERWOOD BLVD	CALIFORNIA BLVD	CASHMERE BLVD	Minor Collector	Collector
HILLMOOR DR	LENNARD RD	TIFFANY AVE	Minor Collector	Collector
I-95	SOUTH CITY LIMITS	NORTH CITY LIMITS	Major Arterial - Interstate	NDA
IMPORT DR	SAVAGE BLVD	GATLIN BLVD	Major Collector	Collector
IMPORT DR	GATLIN BLVD	ALEDO LN	NDA	Collector
INDIAN RIVER DR	NORTH CITY LIMIT	SOUTH CITY LIMIT	Major Collector	Collector
JENNINGS RD	US-1/SR-5	LENNARD RD	Major Collector	Collector
LAKEHURST DR	BAYSHORE BLVD	SANDIA DR	Major Collector	Collector
LENNARD RD	US-1/SR-5	WALTON RD	Minor Arterial	Minor Arterial
LENNARD RD	PRIMA VISTA BLVD	KITTERMAN RD	Minor Collector	Collector
LTC PARKWAY	MIDWAY RD	GLADES CUT OFF RD	NDA	Collector
LYNGATE DR	MIDPORT RD	US-1/SR-5	Major Collector	Collector
MANVILLE DR	SELVITZ RD	ST JAMES DR	Major Collector	Collector
MARIPOSA AVE	LENNARD RD	CALAIS ST	Minor Collector	Collector
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	Minor Collector	Collector
MIDWAY RD	WESTERN CITY LIMITS	EASTERN CITY LIMITS	Principal Arterial - Other	Principal Arterial
MORNINGSIDE BLVD	WESTMORELAND RAB	LYNGATE DR	Major Collector	Collector
MORNINGSIDE BLVD	RIVER VISTA DR	WESTMORELAND RAB	NDA	Collector
N MACEDO BLD	SELVITZ RD	BAYSHORE BLVD	NDA	Collector
N TORINO PKWY	BLANTON BLVD	E TORINO PKWY	Major Collector	Collector
OAKRIDGE BLVD	BAYSHORE BLVD	SOUTHBEND BLVD	Minor Collector	Collector
PAAR DR	BAMBERG ST	DARWIN BLVD	Minor Collector	Collector
PEACHTREE BLVD	SELVITZ RD	ST JAMES BLVD	Major Collector	Collector
PEACOCK BLVD	CALIFORNIA BLVD RAD	ST LUCIE WEST BLVD	Major Collector	Collector

Road Name	From	To	Road Classification (Urban)	
			Federal Highway Administration Adjusted Urban Area 2010	City
PORT ST LUCIE BLVD	MARTIN COUNTY LINE	BECKER RD	Minor Arterial	Minor Arterial
PORT ST LUCIE BLVD	BECKER RD	US 1/SR 5	Principal Arterial - Other	Principal Arterial
PRIMA VISTA BLVD	BAYSHORE BLVD	US 1/SR 5	Principal Arterial - Other	Principal Arterial
RANGE LINE ROAD	GLADES CUT-OFF ROAD	SOUTHERN CITY LIMITS	Minor Arterial	Minor Arterial
RESERVE BLVD	COMMERCE CENTRE DR RAB	I-95 SB OFF-RAMP	Major Collector	Collector
ROSSER BLVD	BAMBERG ST	GATLIN BLVD	Major Collector	Collector
S MACEDO BLVD	BAYSHORE BLVD	THORNHILL DR	NDA	Collector
SANDIA DR	THORNHILL DR	PRIMA VISTA BLVD	Major Collector	Collector
SAVAGE BLVD	SR 9/I-95	GATLIN BLVD	Major Collector	Collector
SAVONA BLVD	BECKER RD	CALIFORNIA BLVD	Minor Arterial	Minor Arterial
SELVITZ RD	BAYSHORE BLVD	MIDWAY RD	Minor Arterial	Minor Arterial
SELVITZ RD	FLORESTA DR	BAYSHORE BLVD	Minor Collector	Collector
SOUTHBEND BLVD	BECKER RD	OAKRIDGE DR	Minor Arterial	Minor Arterial
ST JAMES DR	AIROSO BLVD	MIDWAY RD	Principal Arterial - Other	Principal Arterial
ST LUCIE WEST BLVD	I-95 SB OFF-RAMP	BAYSHORE BLVD	Principal Arterial - Other	Principal Arterial
THORNHILL DR	BAYSHORE BLVD	FLORESTA DR	Major Collector	Collector
TIFFANY AVE	US-1/SR-5	LENNARD RD	Major Collector	Collector
TRADITION PKWY	ABINGDON RAB	I-95 SB OFF-RAMP	Minor Arterial	Minor Arterial
TULIP BLVD	PORT ST LUCIE BLVD	PORT ST LUCIE BLVD	Major Collector	Collector
UNIVERSITY BLVD	PEACOCK BLVD	CALIFORNIA BLVD	Minor Collector	Collector
US-1/SR-5	SOUTH CITY LIMITS	NORTH CITY LIMITS	Principal Arterial - Other	Principal Arterial
VETERANS MEM PKWY	PORT ST LUCIE BLVD	US-1/SR-5	Minor Arterial	Minor Arterial
VILLAGE GREEN DR	TIFFANY AVE	US-1/SR-5	Major Collector	Collector
VILLAGE PKWY	BECKER RD	CROSSTOWN PKWY	Minor Arterial	Minor Arterial
W TORINO PKWY	CALIFORNIA BLVD	BLANTON BLVD	Major Collector	Collector
WALTON RD	US-1/SR-5	INDIAN RIVER DR	Minor Arterial	Minor Arterial
WESTCLIFFE LN	VILLAGE PARKWAY	COMMUNITY BLVD	Minor Collector	Collector
WESTMORELAND BLVD	US-1/SR-5	PORT ST LUCIE BLVD	Major Collector	Collector
WHITMORE DR	BAYSHORE BLVD	CUL-DE-SAC	Major Collector	Collector

F&E = Freeways & Expressways
NDA = No designation available
RAB = Roundabout

Strategic Intermodal System (SIS) Facilities

In 2003, the Florida Legislature and Governor established the Strategic Intermodal System (SIS) to enhance Florida's transportation mobility and economic competitiveness. The SIS is a statewide network of high-priority transportation facilities, including the State's largest and most significant airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities represent the state's primary means for moving people and freight between Florida's diverse regions, as well as between Florida and other states and nations. All SIS facilities are eligible for state transportation funding, regardless of mode or ownership, with state funding covering varying shares of the project costs. The SIS is the primary focus of FDOT capacity improvement funds; however, it is not the single source of funds for all projects.

A list of all designated and emerging SIS facilities in the City of Port St. Lucie are shown in Table 2-2.

Table 2-2
SIS Facilities in The City of Port St. Lucie

Facility	Designated SIS	Emerging SIS
Roadways	I-95	
	Turnpike	
Railroad	Florida East Coast Railroad (FEC)	South Central Florida Express Railroad
Waterways	Atlantic Intracoastal Waterway	

Source: FDOT, 2010

In the City of Port St. Lucie, there are two roadways that are part of the SIS: the Florida Turnpike and I-95. Table 2-3 lists all the State Highway System roadways in the City.

Table 2-3
State Highway System within Port St. Lucie

State Road Number	Local Name	From	To
9	I-95	Martin County Line	Port St. Lucie Northern Boundary
5	US #1	Martin County Line	Port St. Lucie Northern Boundary
716	PSL Blvd.	Underpass SR 91/Florida Turnpike	SR 5/US #1
91	Florida Turnpike	Martin County Line	Port St. Lucie Northern Boundary

Source: FDOT, 2010

Regional Freight and Goods Movement

Heavy rail freight service in St. Lucie County is provided by the *Florida East Coast* (FEC) Railroad which serves the east coast of Florida from Jacksonville to Miami. The Florida East Coast (FEC) Railroad runs through the eastern part of Port St. Lucie parallel to US 1, and ties into another track which runs across the western portion of the City. The Florida East Coast (FEC) is a SIS-Designated facility in St. Lucie County.

The South Central Florida Express (SCFE) is an independent short line railroad, owned and operated by US Sugar, along Glades Cutoff Road. The SCFE provides the service from the southwest to northeast portions of St. Lucie County running partially through Port St. Lucie.

A critical highway that crosses St Lucie County is I-95, which represents the transportation backbone, not just of Florida, but of the eastern U.S. In Florida, this highway links the south, central, and northern parts of the state, passing through the most populated areas. It also connects several of the state's most critical seaports, airports, and railroads, providing accessibility throughout the U.S. freight network. Another important highway passing through St. Lucie County is Florida's Turnpike, which connects South Florida to Central Florida. Both the Turnpike and I-95 are designated as SIS Corridors.

The efficiency and effectiveness of freight movement, connecting producers to consumers, and providing access to domestic and international markets are factors that could enhance the economic competitiveness of the TPO area. Creating and sustaining a freight transportation system is an important component of the Go2040 Long Range Transportation Plan (LRTP). Below are the goals and objectives of the LRTP which relate to and support the movement of freight:

Economic Prosperity and Growth

- Enable people and goods to move around efficiently
- Increase transportation options and improve access to destinations that support prosperity and growth

Existing Assets and Services

- Maintain conditions of existing transportation assets
- Improve efficiency of existing transportation services

Safety and Security

- Improve safety of transportation systems that may include incorporation of infrastructure in support of automated vehicles.

(Source: LRTP Go2040 St. Lucie TPO Long Range Transportation Plan)

Transit

MV Transportation, Inc. is the public transit operator for Port St. Lucie. The Countywide Transit system is coordinated and managed by the St. Lucie County Board of County Commissioners and offers traditional fixed-route public transit service through the Treasure Coast Connector (TCC). Additionally, the County provides paratransit services available to qualified residents that meet certain mobility needs and eligibility requirements as Transportation Disadvantaged (TD) and/or meet the criteria of the Americans with Disabilities Act (ADA). The Countywide Transit System also offers the following two non-traditional public transportation services.

- Direct Connect: Mid-2017, St. Lucie County Department of Community Services began operating a demand response TD service pilot program, known as Direct Connect, providing essential and life sustaining trips during hours that regular public transit and paratransit is not in operation. Direct Connect fills evening and weekend service gaps enabling the City's TD population to have access to public transportation services twenty-four hours per day, seven days per week.

- Microtransit: In December 2019, the Countywide Transit system introduced the first microtransit service in the City of Port St. Lucie. Branded as Treasure Coast Connector 'On-Demand', the service is strategically located in the southwest area of Port St. Lucie to support the first/last mile connection to the fixed-route bus service and functions as a 'public Uber', allowing the public to hail a ride from the TransLoc smartphone application.

Treasure Coast Connector

The TCC bus service consists of seven fixed-routes. Two TCC routes provide regional transit connections with Martin and Indian River Counties' transit systems. Routes 1,2,3,4,5 and 6 operate from 6 am to 8 pm Monday through Friday, and Saturday from 8am to 12pm and 1pm to 4pm. Route 7 operates from 7am to 6pm Monday through Friday only. There is no fixed-route bus service on Sundays.

•Route 1 was initiated in 2002. In 2019, services were increased to every 30 minutes along Route 1 which begins near Downtown Fort Pierce at the Ft. Pierce Intermodal Facility located at North 8th Street and Avenue D. This route terminates at the Treasure Coast Mall in the Jensen Beach section of Martin County. Route 1 is the systems most heavily used bus route and it connects with every TCC bus route except Route 5.

•Route 2 began service in 2005. Route 2 connects commercial and residential areas in North Fort Pierce with the route commencing and ending at the Ft. Pierce Intermodal Facility providing immediate connections to Routes 1, 3 and 7.

•Route 3 was implemented concurrently with Route 2, serving South Fort Pierce. Route 3 connects densely developed suburban-urban residential areas with important community shopping and governmental service centers including Walmart and the Florida Department of Health. Route 3 commences and terminates at the Ft. Pierce Intermodal providing immediate connections to Route 1,2 and 7.

•Route 4 (City of Port St. Lucie Trolley) began operating in 2006 serving the downtown St. Lucie Boulevard and City Center areas. Route 4 serves as a transit connector for many important Port St. Lucie destinations, including the County Annex Building, Town Center, PSL Community Center and City Hall complex. Accordingly, the Port St. Lucie Trolley has its own unique bus stop signage and bus façades demonstrating the importance of this bus route to the City. Route 4 connects with Routes 1, 5 and 6.

•Route 5 commenced operations in 2009 adding fixed route bus service along SW Gatlin and SW Port St. Lucie Boulevards. Route 5 is designed to connect the rapidly developing Tradition Planned Unit Development with the Port St. Lucie City Hall and Community Center serving residential, municipal government, and community shopping destinations. Route 5 connects with Routes 4 and 6 at the Port St. Lucie Intermodal Facility.

•Route 6 also began operating in 2009. Route 6 connects important major activity centers along the Prima Vista Boulevard/St. Lucie West Boulevard corridor including community shopping centers, recreational areas, library and community resources, and medical services. Route 6 connects with Routes 1,4 and 5.

•Route 7 is the newest TCC bus route and is a pilot service established through the Florida Department Service Development funding program. Route 7 begins and ends at the Ft. Pierce

Intermodal Facility and extends into adjacent Indian River County providing an immediate connection to their GoLine transit system. Route 7 connects with Route 1,2 and 3.

Route 8 - The Port St. Lucie/Fort Pierce Express Bus along 25th Street. The Treasure Coast Connector, in collaboration with the Florida Department of Transportation and Council of Aging of St. Lucie, Inc./Community Transit, will provide commuter bus service from the Port St. Lucie Intermodal Facility located on Deacon Avenue to the Beth Ryder Intermodal Facility located on Avenue D in Fort Pierce. Route 8 provides a direct connection to both of the county's intermodal facilities and with all of the existing fixed routes within the county's transit network, providing for regional connectivity to Martin and Indian River counties.

Seaport/Airport/Waterway

There are no current or planned airports or deep water ports located within the City of Port St. Lucie. However, the St. Lucie County International Airport is situated north of Fort Pierce in unincorporated St. Lucie County. The region's only deep water port is located in the City of Fort Pierce. The Port of Fort Pierce is one of 14 deep water ports in Florida. It is bounded by State Road A1A on the north and south, on the west by US 1 and the Florida East Coast (FEC) Railroad, and on the east by the Indian River Lagoon. St. Lucie County is the port authority for the Port of Fort Pierce. The Atlantic Intracoastal Waterway passes through the eastern part of the city via the Indian River Lagoon.

Parking

Generally, Port St. Lucie has sufficient capacity of public and private parking facilities. Both City Hall and the Civic Center have a large amount of parking spaces that serve the public facilities within the City of Port St. Lucie.

Bicycle and Pedestrian Facilities

The City of Port St. Lucie recognizes the need for pedestrian and bicycle accommodations as an integral component of a Citywide transportation system. The development of bicycle and pedestrian facilities and the encouragement of their use serve several important purposes which benefit all of the citizens of Port St. Lucie including:

1) Health and physical benefits
2) Environmental benefits
3) Transportation benefits
4) Recreational benefits
5) Quality of life benefits

Sidewalk Program

Through the sidewalk program alone, the City has installed approximately 40.8miles of sidewalk with an additional 31.3 planned over the next ten years. Funding for the sidewalks are from the City's Road and Bridge Fund and from Transportation Alternative Program (TAP) grants through the St Lucie Transportation Planning Organization. The City has successfully constructed almost $8.5M of sidewalks with TAP grants. The next TAP grant sidewalks, Alcantarra from Savona to Port St Lucie Boulevard and Curtis between Prima Vista and Floresta, will be constructed in FY 2022. Since January 2019, the 10-year voter approved ½ Cent Sales Tax has funded the design of the Torino sidewalks from Viscaya Falls to Dellwood, Dellwood to Winterlakes, and California to Cashmere. Construction of this sidewalk as well as the segment from California to Topaz and the sidewalk on Selvitz from Milner to Peachtree is scheduled for construction later this year.

The City currently requires that pedestrian and bicycle accommodations be incorporated into all development projects and urban roadway projects. Federal, State, and County guidelines also address the provision of bicycle and pedestrian facilities in conjunction with roadway improvement projects.

The St. Lucie TPO recently completed a Bicycle/Pedestrian Corridor Study in 2010, followed by the St. Lucie Bicycle/Pedestrian Corridor Study Area of Interest Analysis in 2012. The 2010 Bicycle/Pedestrian Corridor study identified a specific implementation plan for a priority corridor identified in the St. Lucie County's Greenways and Trails Bicycle/Pedestrian Master Plan. A priority corridor was identified that connects all jurisdictions, is located in a populated area likely to attract trail users, provides a potential link to the Florida East Coast Greenway and represents a potential "early win" project for greenways implementation in St. Lucie County. The corridor presents a safe, constructible route that captures the most users by connecting neighborhoods, schools, places of employment and local attractions. The study identified a specific preferred alignment, alternative considerations, a list of opportunities and constraints for the corridor and, following stakeholder input, a list of action steps to guide the implementation process. This Study identified a designated area of interest in a portion of the corridor section known as Section 4, Buchanan/Walton Road Trail. The area of interest is located between Walton Road and Midway Road and encompasses the Savannas Preserve State Park and the Savannas residential community. This area was analyzed to identify the most feasible route. Conceptual plans and cross-sections of the proposed pathways were prepared and vetted with the public.

The City would like to continue to work towards the implementation of the St. Lucie TPO Bicycle and Pedestrian Plan. In addition, the plan calls for the establishment of sidewalks on both sides of arterial and collector streets, where they do not currently exist.

The City has developed a process for reviewing and prioritizing sidewalk locations for construction with the assistance of the Engineering Department, Planning and Zoning Department, Parks Department, members of the School Board, and the Police Department. Many factors are considered when selecting the locations including the proximity to a school, number of bus stops, existing sidewalks in the area, number of users, the speed limit on adjacent roads, existing drainage conditions, obstacles, right-of-way width, safety hazards, and estimated costs. Ultimately, the priority locations are approved by City Council and constructed as funding permits.

The Treasure Coast Regional Long Range Transportation Plan 2040 (RLRTP) includes the Treasure Coast Loop Trail Corridor. The project, which will be built to multi-use trail standards, is planned to be a greenway trail connecting Martin and St. Lucie Counties. The Treasure Coast

Trail will also serve to improve non-motorized access to areas within the eastern core of the Counties, as well as access to and from Hutchinson Island. The Trail is projected to extend along Green River Parkway through the City.

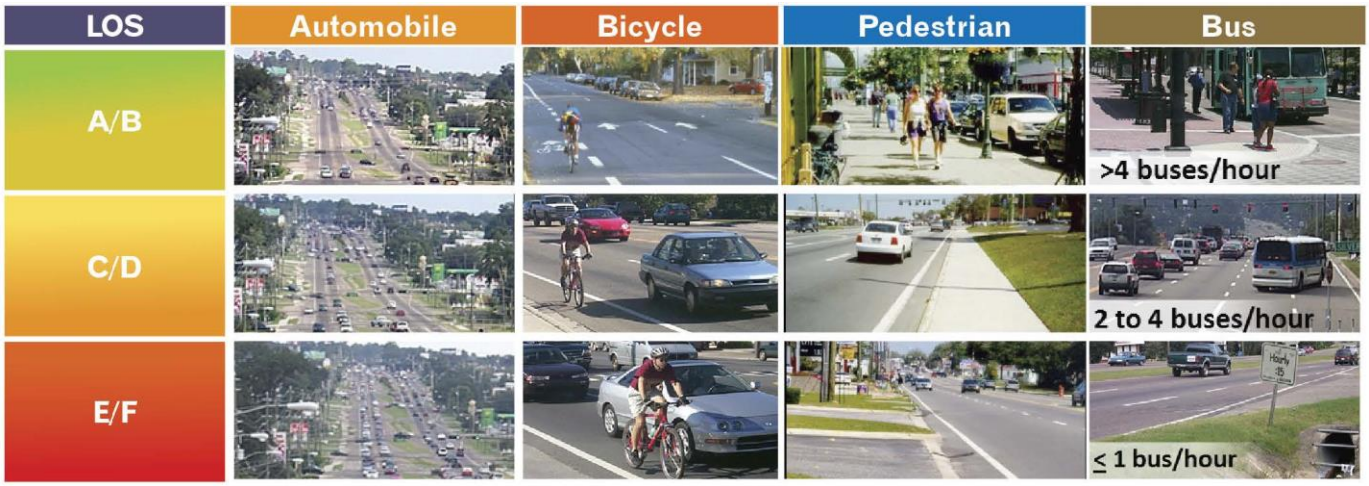
EXISTING TRANSPORTATION ANALYISIS

Adopted Level of Service Analysis

Level of Service is a method of describing the operating condition of a roadway in relation to the volume of traffic using that roadway. Factors which influence level of service include the number of vehicle lanes, the number of vehicles on the roadway, speed of these vehicles, traffic interruptions, ability to maneuver freely and safely as well as the driving comfort and convenience of the public. Level of Service Standards are to be used as a guide for transportation planning purposes to identify roadway needs and to provide a measure for determining time and type of roadway improvement. Level of service is not limited to the motorized vehicle. In recognizing the importance of each component in the transportation network, FDOT evaluates a roadway in terms of all travel modes: automobile, pedestrian, bicycle, and transit, all of which make up the roadway network. The FDOT is working with local governments to establish an appropriate level of service target for the multimodal mobility and system design making the targets responsive to all users of the roadway system recognizing context, roadway function, network design and user safety.

FDOT switched from LOS standards to LOS targets in 2017. The LOS policy establishing these LOS targets focuses on the State Highway System (SHS). The FDOT's target for the automobile LOS (during peak travel hours) is D in urbanized areas and C outside of urbanized areas. Strategic Intermodal System (SIS) highway corridors, such as I-95 and SR 70, are on the State Highway System. SIS highway connectors between SIS hubs and SIS corridors or between SIS hubs may be on state roads, local roads, or a combination of the two. The only SIS highway connector in St. Lucie County is between the Port of Fort Pierce and I-95 in Fort Pierce.

Figure 2-1
LOS Conditions by Mode for Urban Roadways



Source: FDOT Quality/Level of Service Handbook

Existing Level of Service Analysis

The St. Lucie County TPO and FDOT collect the traffic counts on the state and major roadways within the City. Table 2-6, shows the most recent generalized peak hour traffic volumes and level of service conditions for the City's roadway network based on the minimum levels of service standards identified in Tables 2-4 and 2-5. For the purpose of this plan, the 2013 Quality/Level of Service Handbook has been used to establish Levels of Service for all roads on the roadway network in Port St. Lucie. The existing Level of Service Analysis is based on 2019traffic volumes unless otherwise noted. The FDOT generalized planning tables are just one form of capacity analysis that can be utilized. Additional forms of roadway capacity analysis may take into account more variables including turn percentages, heavy vehicle percentages, signal timing, and additional vehicle flow parameters.

Table 2-6
TRAFFIC COUNTS AND LEVEL OF SERVICE REPORT
FALL/WINTER 2019/2020

Roadway Name	Location	AADT	Last Count Year	C	Morning PHPD V	Morning PHPD LOS	Morning PHPD V/C	Evening PHPD V	Evening PHPD LOS	Evening PHPD V/C
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	15,500	2019	2,100	1,011	C	0.503	851	C	0.423
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	15,500	2019	2,100	1,011	C	0.503	851	C	0.423
AIROSO BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	15,827	2017	2,100	789	C	0.393	807	C	0.401
AIROSO BLVD	PRIMA VISTA BLVD to FLORESTA DR	14,344	2017	2,000	751	C	0.393	760	C	0.398
AIROSO BLVD	FLORESTA DR to ST JAMES DR	21,000	2019	2,100	1,114	C	0.554	1,130	C	0.562
BAYSHORE BLVD	MOUNTWELL ST to PORT ST LUCIE BLVD	6,000	2019	830	373	C	0.478	324	C	0.415
BAYSHORE BLVD	PORT ST LUCIE BLVD to THORNHILL DR	28,260	2018	2,100	1,335	C	0.664	1,297	C	0.645
BAYSHORE BLVD	THORNHILL DR to CROSSTOWN PKWY	22,081	2017	2,100	1,019	C	0.534	1,019	C	0.534
BAYSHORE BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	27,000	2019	2,100	1,394	C	0.694	1,356	C	0.675
BAYSHORE BLVD	PRIMA VISTA BLVD to FLORESTA DR	17,500	2019	920	829	C	0.953	858	C	0.986
BAYSHORE BLVD	FLORESTA DR to SELVITZ RD	13,000	2019	790	707	C	0.943	623	C	0.831
BAYSHORE BLVD	SELVITZ RD to 25TH ST	13,000	2019	750	707	D	0.943	623	D	0.831
BECKER RD	VILLAGE PKWY to I-95	2,500	2017	3,170	196	C	0.063	178	C	0.058
BECKER RD	I-95 to SAVONA BLVD	21,000	2019	2,000	1,809	C	0.947	1,616	C	0.846
BECKER RD	SAVONA BLVD to PORT ST LUCIE BLVD	18,000	2019	2,100	1,142	C	0.568	1,083	C	0.539
BECKER RD	ALBACORE ST to DARWIN BLVD	13,500	2019	1,500	863	C	0.603	842	C	0.589
BECKER RD	PORT ST LUCIE BLVD to ALBACORE ST	13,500	2019	2,100	863	C	0.429	842	C	0.419
BECKER RD	ATHENA DR to FLORIDA'S TURNPIKE	15,000	2019	1,500	1,320	C	0.923	1,244	C	0.870
BECKER RD	DARWIN BLVD to ATHENA DR	15,000	2019	2,000	1,320	C	0.691	1,244	C	0.651
BECKER RD	TURNPIKE to SOUTHBEND BLVD	20,000	2019	2,100	1,333	C	0.663	1,657	C	0.824
BECKER RD	SOUTHBEND BLVD to GILSON RD	15,000	2019	920	956	F	1.039	1,182	F	1.285
CASHMERE BLVD	PEACOCK BLVD to TORINO PKWY	10,159	2018	630	714	F	1.133	589	C	0.982
CALIFORNIA BLVD	CAMEO BLVD to DEL RIO BLVD	7,813	2018	750	503	D	0.671	429	D	0.572
CALIFORNIA BLVD	DEL RIO BLVD to SAVONA BLVD	14,000	2019	920	774	C	0.890	771	C	0.886

Roadway Name	Location	AADT	Last Count Year	C	Morning PHPD V	Morning PHPD LOS	Morning PHPD V/C	Evening PHPD V	Evening PHPD LOS	Evening PHPD V/C
CALIFORNIA BLVD	SAVONA BLVD to DEL RIO BLVD	12,500	2019	920	800	C	0.920	788	C	0.906
CALIFORNIA BLVD	DEL RIO BLVD to CROSSTOWN PKWY	15,000	2019	920	946	F	1.028	952	F	1.035
CALIFORNIA BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	19,500	2019	920	962	F	1.046	1,085	F	1.179
CALIFORNIA BLVD	HEATHERWOOD BLVD to SLW BLVD	19,500	2019	920	962	F	1.046	1,085	F	1.179
CALIFORNIA BLVD	ST LUCIE WEST BLVD to COUNTRY CLUB DR	9,100	2019	920	488	C	0.561	484	C	0.556
CALIFORNIA BLVD	COUNTRY CLUB DR to UNIVERSITY BLVD	7,800	2019	790	531	C	0.708	466	C	0.621
CALIFORNIA BLVD	UNIVERSITY BLVD to PEACOCK BLVD	7,800	2019	630	531	C	0.885	466	C	0.777
CALIFORNIA BLVD	PEACOCK BLVD to TORINO PKWY	13,000	2019	630	968	F	1.537	821	F	1.303
CASHMERE BLVD	DEL RIO BLVD to CROSSTOWN PKWY	10,021	2018	920	698	C	0.802	627	C	0.721
CASHMERE BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	13,000	2019	920	749	C	0.861	666	C	0.766
CASHMERE BLVD	HEATHERWOOD BLVD to SLW BLVD	13,000	2019	920	749	C	0.861	666	C	0.766
CASHMERE BLVD	ST LUCIE WEST BLVD to PEACOCK BLVD	14,000	2019	920	1,141	F	1.240	1,099	F	1.195
CAMEO BLVD	PORT ST LUICE BLVD to CALIFORNIA BLVD	4,600	2019	750	376	D	0.501	281	C	0.759
CAMEO BLVD	CALIFORNIA BLVD to CROSSTOWN PKWY	9,319	2018	790	673	D	0.852	536	D	0.678
CANE SLOUGH RD	US 1 to LENNARD RD	9,772	2016	1,710	535	C	0.695	545	C	0.708
COMMUNITY BLVD	WESTCLIFFE LN to TRADITION PKWY	5,317	2017	1,470	362	C	0.548	336	C	0.509
COMMERCE CENTER DR	CROSSTOWN PKWY to ST LUCIE WEST BLVD	5,819	2017	1,710	363	C	0.471	390	C	0.506
COMMERCE CENTER DR	SLW BLVD to GLADES CUT-OFF RD	7,500	2019	540	400	D	0.741	460	D	0.852
COUNTRY CLUB DR	ST LUCIE WEST BLVD to CALIFORNIA BLVD	8,300	2019	1,710	535	C	0.695	489	C	0.635
CROSSTOWN PKWY	COMMERCE CENTER DR to I-95	16,233	2016	3,170	1,008	C	0.326	865	C	0.280
CROSSTOWN PKWY	I-95 to CALIFORNIA BLVD	24,500	2020	3,170	1,290	C	0.417	1,244	C	0.403
CROSSTOWN PKWY	CALIFORNIA BLVD to CASHMERE BLVD	25,000	2020	3,170	1,299	C	0.420	1,395	C	0.451
CROSSTOWN PKWY	CASHMERE BLVD to CAMEO BLVD	26,500	2019	3,170	1,256	C	0.406	1,307	C	0.423
CROSSTOWN PKWY	CAMEO BLVD to BAYSHORE BLVD	30,500	2019	3,170	1,502	C	0.486	1,556	C	0.504
CROSSTOWN PKWY	BAYSHORE BLVD to AIROSO BLVD	25,000	2020	3,170	1,320	C	0.427	1,384	C	0.448
CROSSTOWN PKWY	AIROSO BLVD to SANDIA DR	5,400	2016	3,170	348	C	0.118	297	C	0.101
CROSSTOWN PKWY	SANDIA DR to MANTH LN	6,400	2016	3,170	344	C	0.117	360	C	0.122
CROSSTOWN PKWY	FLORESTA DR to US 1	25,500	2019	3,170	1,967	C	0.637	1,723	C	0.558

Roadway Name	Location	AADT	Last Count Year	Morning PHPD				Evening PHPD		
				C	V	LOS	V/C	V	LOS	V/C
DARWIN BLVD	BECKER RD to PAAR DR	7,298	2018	630	728	F	1.156	642	F	1.019
DARWIN BLVD	PAAR DR to TULIP BLVD	7,298	2018	920	728	C	0.837	642	C	0.738
DARWIN BLVD	TULIP BLVD to PORT ST LUCIE BLVD	13,500	2019	920	673	C	0.774	708	C	0.814
DEL RIO BLVD	PORT ST LUCIE BLVD to CALIFORNIA BLVD	8,100	2019	920	633	C	0.728	570	C	0.655
DEL RIO BLVD	CALIFORNIA BLVD to CASHMERE BLVD	8,400	2019	880	512	C	0.617	508	C	0.612
DEL RIO BLVD	CASHMERE BLVD to CALIFORNIA BLVD	4,800	2017	880	281	C	0.339	294	C	0.354
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	11,500	2020	830	716	C	0.918	653	C	0.837
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	14,500	2020	880	1,030	F	1.170	978	F	1.111
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	13,000	2019	920	900	D	0.978	687	C	0.790
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	12,500	2019	880	810	C	0.976	738	C	0.889
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	12,500	2019	880	810	C	0.976	738	C	0.889
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	11,000	2019	920	671	C	0.771	576	C	0.662
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	9,600	2019	920	559	C	0.643	601	C	0.691
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	4,467	2018	630	349	C	0.582	365	C	0.608
FLORESTA DR	AIROSO BLVD to SELVITZ RD	4,467	2018	880	349	C	0.420	365	C	0.440
GATLIN BLVD	W OF I-95 to E OF I-95	40,641	2017	3,170	3,058	C	0.990	2,493	C	0.807
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	40,641	2017	3,170	3,058	C	0.990	2,493	C	0.807
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	40,641	2017	3,170	3,058	C	0.990	2,493	C	0.807
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	40,641	2017	3,170	3,058	C	0.990	2,493	C	0.807
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	40,641	2017	3,170	3,058	C	0.990	2,493	C	0.807
GILSON RD	MARTIN C.L. to BECKER RD	11,000	2019	710	949	F	1.249	954	F	1.255
GILSON RD	BECKER RD to LAKERIDGE DR	11,000	2019	540	949	F	1.636	954	F	1.645
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	2,833	2017	1,070	200	B	0.526	252	B	0.663
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	3,585	2016	1,070	332	B	0.874	332	B	0.874
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	2,833	2017	390	200	B	0.909	252	C	0.646
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	2,770	2017	920	210	C	0.241	192	C	0.221
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	4,759	2018	1,070	337	B	0.887	332	B	0.874
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	4,759	2018	1,070	337	B	0.887	332	B	0.874

Roadway Name	Location	AADT	Last Count Year	C	Morning PHPD V	LOS	V/C	Evening PHPD V	LOS	V/C
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	4,759	2018	1,070	337	B	0.887	332	B	0.874
HILLMOOR DR	US 1 to LENNARD RD	5,900	2019	790	306	C	0.785	389	C	0.997
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	79,065	2017	4,580	4,048	C	0.884	3,657	C	0.798
I-95	ST LUCIE WEST BLVD to MIDWAY RD	63,486	2017	4,580	3,571	C	0.780	3,079	B	0.916
I-95	MIDWAY RD to OKEECHOBEE RD	75,846	2017	4,580	4,578	C	10	3,717	C	0.812
INDIAN RIVER DR	AVENUE D to SEAWAY DR	5,971	2017	790	349	C	0.895	411	D	0.520
INDIAN RIVER DR	AVENUE A to AVENUE D	5,971	2017	540	349	D	0.646	411	D	0.761
JENNINGS RD	US 1 to LENNARD RD	4,600	2016	2,100	304	C	0.151	248	C	0.123
LENNARD RD	US 1 to MARIPOSA AVE	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	18,500	2019	1,630	953	D	0.585	984	D	0.604
LENNARD RD	JENNINGS RD to HILLMOOR DR	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	HILLMOOR DR to TIFFANY AVE	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	TIFFANY AVE to WALTON RD	5,765	2016	1,710	301	C	0.391	305	C	0.396
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	4,455	2016	790	390	C	10	381	C	0.977
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	9,400	2020	920	588	C	0.676	626	C	0.720
LYNGATE DR	MORNINGSIDE BLVD to US 1	9,400	2020	920	588	C	0.676	626	C	0.720
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	6,400	2019	880	485	C	0.584	686	C	0.827
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	400	2020	540	34	C	0.126	35	C	0.130
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	9,804	2018	920	648	C	0.745	584	C	0.671
MIDWAY RD	EAST TORINO PKWY to MILNER DR	22,500	2020	880	1,216	F	1.382	1,304	F	1.482
MIDWAY RD	MILNER DR to W OF SELVITZ RD	22,500	2020	790	1,216	F	1.539	1,304	F	1.651
MIDWAY RD	OKEECHOBEE RD to SHINN RD	5,118	2017	760	295	C	0.440	376	C	0.561
MIDWAY RD	SHINN RD to MCCARTY RD	5,118	2017	630	295	C	0.492	376	C	0.627
MIDWAY RD	MCCARTY RD to I-95	5,118	2017	700	295	C	0.447	376	C	0.570
MIDWAY RD	I-95 to GLADES CUT-OFF RD	16,655	2017	2,100	926	C	0.461	1,027	C	0.511
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	21,500	2020	2,100	1,226	C	0.610	1,281	C	0.637
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	22,500	2020	920	1,216	F	1.322	1,304	F	1.417

Roadway Name	Location	AADT	Last Count Year	C	Morning PHPD V	LOS	V/C	Evening PHPD V	LOS	V/C
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	18,500	2020	920	973	F	1.058	940	F	1.022
MIDWAY RD	CHRISTENSEN RD to 25TH ST	18,500	2020	790	973	F	1.158	940	F	1.119
MIDWAY RD	25TH ST to SUNRISE BLVD	18,791	2016	790	1,025	F	1.220	942	F	1.121
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	18,791	2016	790	1,025	F	1.220	942	F	1.121
MIDWAY RD	OLEANDER AVE to US 1	15,309	2016	790	808	E	0.962	800	E	0.952
MIDWAY RD	US 1 to WALLACE ST	3,709	2017	790	287	C	0.736	317	C	0.813
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	2,654	2017	920	159	C	0.183	152	C	0.175
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	2,900	2020	880	230	C	0.277	244	C	0.294
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	6,000	2019	700	373	C	0.565	324	C	0.491
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	1,108	2016	700	81	C	0.123	71	C	0.108
PARR DR	DARWIN BLVD to TULIP BLVD	1,900	2019	540	167	C	0.619	126	C	0.467
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	1,108	2016	700	81	C	0.123	71	C	0.108
PARR DR	ROSSER BLVD to SAVONA BLVD	1,108	2016	630	81	C	0.135	71	C	0.118
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	4,717	2017	630	408	C	0.680	340	C	0.567
PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	10,000	2019	920	746	C	0.857	634	C	0.729
PEACOCK BLVD	ST LUCIE WEST BLVD to UNIVERSITY BLVD	15,534	2017	2,100	717	C	0.375	717	C	0.375
PORT ST LUCIE BLVD	MARTIN C.L. to BECKER RD	15,868	2017	920	732	C	0.882	732	C	0.882
PORT ST LUCIE BLVD	BECKER RD to PAAR DR	15,868	2017	920	732	C	0.882	732	C	0.882
PORT ST LUCIE BLVD	PAAR DR to TULIP BLVD	15,868	2017	700	732	C	0.882	732	C	0.882
PORT ST LUCIE BLVD	TULIP BLVD to DARWIN BLVD	15,868	2017	920	732	C	0.882	732	C	0.882
PORT ST LUCIE BLVD	DARWIN BLVD to GATLIN BLVD	32,000	2019	3,020	1,720	C	0.585	1,731	C	0.589
PORT ST LUCIE BLVD	GATLIN BLVD to DEL RIO BLVD	38,000	2019	3,170	2,215	C	0.717	1,957	C	0.633
PORT ST LUCIE BLVD	DEL RIO BLVD to CAMEO BLVD	47,644	2017	3,170	3,186	F	1.01	2,892	C	0.936
PORT ST LUCIE BLVD	CAMEO BLVD to FLORIDA'S TURNPIKE	47,644	2017	3,020	3,186	F	1.055	2,892	C	0.984
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE to BAYSHORE BLVD	47,644	2017	3,170	3,186	F	1.01	2,892	C	0.936
PORT ST LUCIE BLVD	BAYSHORE BLVD to AIROSO BLVD	48,955	2017	3,020	3,094	F	1.025	3,065	F	1.015
PORT ST LUCIE BLVD	AIROSO BLVD to FLORESTA DR	49,175	2017	3,020	3,027	F	1	2,653	C	0.902
PORT ST LUCIE BLVD	FLORESTA DR to VETERANS MEMORIAL PKWY	61,616	2017	3,020	4,415	F	1.462	3,293	F	1.090

Roadway Name	Location	AADT	Last Count Year	C	Morning PHPD V	Morning PHPD LOS	Morning PHPD V/C	Evening PHPD V	Evening PHPD LOS	Evening PHPD V/C
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	41,526	2017	3,020	2,499	C	0.850	2,217	C	0.754
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	40,456	2017	3,170	3,072	C	0.994	1,916	C	0.620
PRIMA VISTA BLVD	BAYSHORE BLVD to AIROSO BLVD	21,500	2020	2,100	944	C	0.470	1,005	C	0.500
PRIMA VISTA BLVD	AIROSO BLVD to FLORESTA DR	25,425	2018	2,100	1,171	C	0.583	1,097	C	0.546
PRIMA VISTA BLVD	FLORESTA DR to NARANJA AVE	26,500	2019	2,100	1,514	C	0.753	1,408	C	0.700
PRIMA VISTA BLVD	NARANJA AVE to RIO MAR DR	26,500	2019	2,000	1,514	C	0.793	1,408	C	0.737
PRIMA VISTA BLVD	RIO MAR DR to US 1	26,283	2018	2,100	1,278	C	0.636	1,165	C	0.580
PRIMA VISTA BLVD	US 1 to LENNARD RD	7,400	2017	1,710	449	C	0.583	452	C	0.587
RANGE LINE RD	MARTIN C.L. to BECKER RD	1,780	2019	1,080	119	B	0.290	119	B	0.290
RANGE LINE RD	BECKER RD to 2 MI S OF GLADES CUT-OFF RD	1,780	2019	1,080	119	B	0.290	119	B	0.290
RANGE LINE RD	GLADES CUT-OFF RD TO S 2 MI	1,780	2019	1,080	119	B	0.290	119	B	0.290
RIO MAR DR	PRIMA VISTA BLVD to BEACH AVE	6,600	2020	750	408	D	0.544	429	D	0.572
RIO MAR DR	BEACH AVE to US 1	6,600	2020	790	408	D	0.516	429	D	0.543
ROSSER BLVD	APRICOT RD to GATLIN BLVD	3,425	2017	920	158	C	0.19	158	C	0.19
ROSSER BLVD	PAAR DR to APRICOT RD	3,425	2017	1,070	158	B	0.376	158	B	0.376
SAVONA BLVD	BECKER RD to PAAR DR	9,800	2019	790	893	F	1.063	796	E	0.948
SAVONA BLVD	PAAR DR to GATLIN BLVD	9,800	2019	750	893	F	1.116	796	E	0.995
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	14,500	2019	790	787	D	0.996	732	D	0.927
SAVAGE BLVD	GATLIN BLVD to GALIANO RD	3,922	2018	920	258	C	0.297	208	C	0.239
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	8,756	2017	750	426	D	0.568	426	D	0.568
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	8,756	2017	750	426	D	0.568	426	D	0.568
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	10,400	2019	700	696	D	0.994	644	C	0.976
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	14,000	2020	790	787	D	0.996	752	D	0.952
SHINN RD	MIDWAY RD to OKEECHOBEE RD	775	2017	580	51	C	0.100	49	C	0.096
SHINN RD	OKEECHOBEE RD to ORANGE AVE	819	2019	1,080	62	B	0.151	62	B	0.151
SOUTHBEND BLVD	BECKER RD to FLORESTA DR	16,000	2019	790	931	F	1.108	971	F	1.156
ST JAMES DR	AIROSO BLVD to ST JAMES BLVD	16,500	2020	2,100	1,129	C	0.562	1,088	C	0.541
ST JAMES DR	ST JAMES BLVD to PEACHTREE BLVD	19,000	2020	2,100	1,345	C	0.669	1,301	C	0.647

Roadway Name	Location	AADT	Last Count Year	C	Morning PHPD V	Morning PHPD LOS	Morning PHPD V/C	Evening PHPD V	Evening PHPD LOS	Evening PHPD V/C
ST JAMES DR	PEACHTREE BLVD to TELFORD AVE	16,500	2020	1,800	1,129	C	0.656	1,088	C	0.633
ST JAMES DR	TELFORD AVE to MIDWAY RD	19,500	2020	2,100	1,188	C	0.591	1,173	C	0.584
ST JAMES BLVD	SELVITZ RD to ST JAMES DR	4,750	2017	790	279	C	0.715	275	C	0.705
ST LUCIE BLVD	KINGS HWY to KEEN RD	5,710	2019	880	310	C	0.373	407	C	0.490
ST LUCIE BLVD	KEEN RD to 25TH ST	5,710	2019	880	310	C	0.373	407	C	0.490
ST LUCIE BLVD	25TH ST to SENECA AVE	3,819	2017	750	195	C	0.527	199	C	0.538
ST LUCIE BLVD	SENECA AVE to US 1	3,819	2017	790	195	C	0.500	199	C	0.510
ST LUCIE WEST BLVD	COMMERCE CENTER DR to W OF I-95	13,500	2019	700	662	D	0.946	683	D	0.976
ST LUCIE WEST BLVD	I-95 to CALIFORNIA BLVD	36,000	2019	2,100	1,722	C	0.857	1,670	C	0.831
ST LUCIE WEST BLVD	CALIFORNIA BLVD to COUNTRY CLUB DR	36,000	2019	2,100	1,722	C	0.857	1,670	C	0.831
ST LUCIE WEST BLVD	COUNTRY CLUB DR to CASHMERE BLVD	36,000	2019	2,100	1,722	C	0.857	1,670	C	0.831
ST LUCIE WEST BLVD	CASHMERE BLVD to BAYSHORE BLVD	46,000	2019	3,170	2,446	C	0.792	2,308	C	0.747
TIFFANY AVE	US 1 to HILLMOOR DR	15,000	2019	2,100	855	C	0.425	862	C	0.429
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	15,000	2019	2,100	855	C	0.425	862	C	0.429
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	4,666	2017	2,100	242	C	0.120	261	C	0.130
TORINO PKWY	CASHMERE BLVD to CALIFORNIA BLVD	7,800	2018	630	404	C	0.673	443	C	0.738
TORINO PKWY	CALIFORNIA BLVD to EAST TORINO PKWY	4,314	2018	630	255	C	0.425	223	C	0.372
TRADITION PKWY	COMMUNITY BLVD to VILLAGE PKWY	8,367	2018	1,710	996	D	0.582	1,144	D	0.669
TRADITION PKWY	VILLAGE PKWY to W OF I-95	36,500	2019	3,170	2,021	C	0.654	1,924	C	0.623
TULIP BLVD	DARWIN BLVD to PORT ST LUCIE BLVD	8,200	2019	790	524	D	0.663	456	D	0.577
TULIP BLVD	PORT ST LUCIE BLVD to PAAR DR	9,133	2018	790	639	D	0.809	493	D	0.624
TULIP BLVD	PAAR DR to DARWIN BLVD	9,133	2018	790	639	D	0.809	493	D	0.624
US 1	MARTIN C.L. to LENNARD RD	41,817	2017	4,240	1,904	C	0.457	2,239	C	0.537
US 1	LENNARD RD to PORT ST LUCIE BLVD	41,817	2017	4,040	1,904	C	0.480	2,239	C	0.564
US 1	PORT ST LUCIE BLVD to JENNINGS RD	31,458	2017	3,020	1,510	C	0.514	1,603	C	0.545
US 1	JENNINGS RD to TIFFANY AVE	31,458	2017	3,020	1,510	C	0.514	1,603	C	0.545
US 1	TIFFANY AVE to WALTON RD	31,458	2017	3,020	1,510	C	0.514	1,603	C	0.545
US 1	WALTON RD to VILLAGE GREEN DR	43,634	2017	3,020	2,364	C	0.804	2,119	C	0.721

Roadway Name	Location	AADT	Last Count Year	C	Morning PHPD V	Morning PHPD LOS	Morning PHPD V/C	Evening PHPD V	Evening PHPD LOS	Evening PHPD V/C
US 1	VILLAGE GREEN DR to SPANISH LAKES BLVD	47,369	2017	3,170	2,516	C	0.814	2,356	C	0.762
US 1	SPANISH LAKES BLVD to PRIMA VISTA BLVD	47,369	2017	3,170	2,516	C	0.814	2,356	C	0.762
US 1	PRIMA VISTA BLVD to RIO MAR DR	36,624	2017	3,170	1,694	C	0.548	1,667	C	0.539
VETERANS MEMORIAL	PORT ST LUCIE BLVD to LYNGATE DR	14,500	2019	2,100	779	C	0.388	817	C	0.406
VETERANS MEMORIAL	LYNGATE DR to US 1	14,911	2017	2,100	756	C	0.376	804	C	0.400
VILLAGE GREEN DR	US 1 to WALTON RD	9,600	2017	2,100	619	C	0.308	575	C	0.286
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	4,633	2017	920	249	C	0.286	235	C	0.270
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	14,000	2019	2,650	732	C	0.595	797	C	0.648
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	14,000	2019	1,710	732	C	0.951	797	D	0.466
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	23,000	2019	1,710	1,208	D	0.706	1,265	D	0.740
VILLAGE PKWY	WESTCLIFFE LN to CROSSROADS PKWY	12,000	2019	1,540	640	C	0.928	634	C	0.919
WALTON RD	US 1 to VILLAGE GREEN DR	15,156	2019	1,710	915	D	0.535	841	D	0.492
WALTON RD	VILLAGE GREEN DR to LENNARD RD	13,000	2019	1,710	690	C	0.896	684	C	0.888
WALTON RD	LENNARD RD to GREEN RIVER PKWY	9,382	2018	880	569	C	0.686	627	C	0.755
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	5,402	2018	630	416	C	0.693	430	C	0.717
WESTCLIFFE LN	TREMONTE AVE to VILLAGE PKWY	6,267	2018	1,470	439	C	0.665	338	C	0.512
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	13,000	2019	920	685	C	0.787	729	C	0.838
WESTMORELAND BLVD	MARTIN C.L. to MORNINGSIDE BLVD	9,700	2019	920	540	C	0.621	598	C	0.687

Source: St Lucie TPO
AADT - Average Annual Daily Trips
C – Peak Hour Service Capacity
V – Volume
LOS – Level of Service
V/C – Volume/Capacity
PHPD – Peak Hour Peak Direction

Existing Roadway Needs

Most of the existing roads within the City were constructed by the developer, General Development Corporation. There were few arterial and collector roads and few specific plans for expansion of capacity to meet the potential demand generated by future development of the existing platted lots. In addition, transportation issues were given less than full emphasis by earlier Comprehensive Plans that are now a focus of the City.

The TPO 2019 Traffic Counts and Level of Service Report demonstrates that the following roadway segments are operating below their acceptable level of service during at least one peak hour:

- Becker Road – Southbend Boulevard to Gilson Road (Developers are responsible for making phased improvements to this section of roadway and this work is ongoing)
- California Boulevard – Del Rio Boulevard to St Lucie West Boulevard (The City has programed widening of the section between Crosstown Parkway to St Lucie West Boulevard in FY 2027 as part of the 10-year voter approved ½ Cent Sales Tax Projects)
- California Boulevard – Peacock Boulevard to Torino Parkway (Completion of a roundabout at the California / Torino intersection will be in FY 2020 and this will improve the flow of traffic in this area.)
- Cashmere Boulevard – Torino Parkway to St Lucie West Boulevard (Completion of a roundabout at the Cashmere / Torino intersection will be in FY 2020 and this will improve the flow of traffic in this area.)
- Darwin Boulevard – Becker Road to Paar Drive
- E. Torino Parkway – N Torino Parkway to Midway Road
- Gilson Parkway – Martin County Line to Lakeridge Drive (St Lucie County road)
- Midway Road – E Torino Parkway to Oleander Avenue (St Lucie County road. Design of segment from Milner to Glades Cut-Off on hold until resolution on a turnpike interchange is reached)
- Port St Lucie Boulevard – Del Rio to Cameo Boulevard (Constrained roadway section. Adaptive signalization as well as the FY 2026 programed improvements to the Cameo Boulevard Intersection should help reduce congestion)
- Port St Lucie Boulevard – Cameo Boulevard to Veterans Memorial Parkway (FDOT road, constrained. FDOTs use of adaptive signalization may help reduce congestion)
- Savona Boulevard – Becker Road to Gatlin Boulevard (Intersection improvements for Savona/Paar are planned for FY 2025 and Savona/Gatlin in FY 2027)
- Southbend Boulevard – Becker Road to Floresta Boulevard

Roadway widening to increase roadway capacity is not always a feasible option due to funding constraints, right-of-way limitations, and adverse environmental impacts. Therefore, other roadway improvement strategies will be considered when roadway widening is not practical. Additional roadway improvement strategies may include alternate corridors, increased transit options, Transportation Demand Management, Transportation System Management, and Congestion Management.

HURRICANE EVACUATION

The Florida Division of Emergency Management, Division of Community Planning and Development, and Department of Transportation, in coordination with the Regional Planning

Councils developed a Statewide Regional Evacuation Study Program. The 2016 Update to the Statewide Regional Evacuation Study for the Treasure Coast Region updates the region's evacuation population estimates, evacuation clearance times and public shelter demand.

Within the City of Port St. Lucie, there are twelve (12) general population shelters (one of which serves as a pet friendly shelter) and one (1) special needs shelter:

General Population Shelters

Primary Shelters
Lakewood Park Elementary
Oak Hammock K-8 School
Treasure Coast High School
Westwood High School (pet friendly shelter)
West Gate K-8
Fort Pierce Central High School

Secondary Shelters
Parkway Elementary
Chester A. Moore Elementary
Floresta Elementary
Bayshore Elementary
Morningside Elementary
Samuel Gaines Academy

Special Needs Shelter
Havert L. Fenn Center

MOBILITY Because of the City's interest in the development of multi-modal options particularly pedestrian and bicycle facilities, efficient roadways and transit (when and where available), the City may consider implementing a mobility fee that provides for capital improvements on the entire transportation system. The City will consider reviewing mobility fees or other fee structures in the future to determine the practicality and applicability to planned development and capital improvements. The City may consider available options such as development agreements to allow for public/private partnerships, fee in lieu for a dedicated infrastructure improvement and/or an updated interlocal agreement with St. Lucie County for the Transit Municipal Services Taxing District which serves as the required local match for all state and federal transportation investments.

ROADWAY IMPROVEMENT STRATEGIES

Ten-Year Repaving Master Plan 2019 UPDATE

The repaving plan was developed using a need-based approach ("worst first") while providing an equitable distribution of resources annually amongst the four (4) City Council Districts. The program focuses predominately on local streets but will also occasionally encompass two-lane collector and arterial roadways. Roadways with more than two lanes will be prioritized and included in the capital improvement program (CIP) and are budgeted independently. Many of the City's streets were constructed in the 1980's and 1990's. With the typical life span of asphalt being

15-20 years, many of the City's streets are approaching their second repaving cycle. Currently, the City has approximately 917 centerline miles of roads with 765 of those miles being local streets. Considering an optimistic 20-year life span, the City needs to resurface a little over 38 miles per year. The repaving program attempts to leverage all available funding to optimize the benefits to all City residents while providing equitable distribution amongst all Council Districts and includes the budget for this program from 2019-2029.

Transportation Regional Incentive Program (TRIP)

The Transportation Regional Incentive Program (TRIP) was enacted by the Florida Statues through Senate Bill 360 in 2005. To encourage regional planning and improvements of regional facilities, the State matches funds with regional partners. The City plans to continue working with the St. Lucie TPO to secure TRIP funds when available to aid in transportation infrastructure improvements.

TRIP funds are to be used to match local funds on a 50/50 split. There are eligibility requirements for TRIP projects that include supporting facilities that serve regional functions and function as an integrated transportation system, be consistent with local comprehensive plans, be consistent with the SIS, be in compliance with local management policies, and have commitment of local, regional, or private matching funds.

The FDOT also gives priority to certain types of projects including those that provide connectivity to the SIS, support economic development and goods movement

Congestion Management System (CMS)

Congestion Management Processes are required by all MPOs in the state of Florida. The objective of a CMP is to develop processes for short and long term solutions for congested corridors utilizing a wide range of strategies. The most recent St. Lucie CMS was developed by the TPO in June 2018.

The first tier identifies congested roadways and evaluating them for congestion and safety issues. The second tier consists of a more in-depth analysis, developing congestion mitigation strategies and a priority ranking system for implementation. The City of Port St. Lucie plans to continue working with the St. Lucie TPO and the County on congestion management strategies.

Transportation Deficient Facilities/ Constrained Corridors

The St. Lucie TPO has identified several constrained corridors where additional lanes are not feasible. The US 1 Retrofit project made intersection improvements such as extending turn lanes, reassign a right turn only lane to create triple turn lanes at Port St. Ludie Boulevard, and signal timing improvements which have improved the operation and efficiency of the corridor. Additionally, the City has implemented adaptive traffic control systems along the St Lucie West and Crosstown Parkway corridors. These systems allocate traffic signal time in the most efficient manner for the current conditions by consistently collecting data about approaching vehicles. The consistent reprogramming and coordination between intersections allows traffic to flow with fewer stops. Adaptive systems are planned for Gatlin Boulevard and Port St Lucie Boulevard.

Road Impact Fee

As of October 1, 2005, any person that seeks to make improvements to land which can generate additional traffic and which requires the issuance of a building permit or certificate of occupancy or other development permit, or who seeks to change the use of land to a use which can produce or attract additional traffic, shall be required to pay a City road impact fee. The City and St. Lucie County are parties to a road impact fee agreement that provides for the City to collect road impact fees within the City pursuant to a County ordinance.

ENERGY CONSERVATION AND REDUCTION OF GREENHOUSE GAS EMISSIONS

Decreasing the number of vehicles and time spent on the roadways can reduce greenhouse gas emissions. Effective strategies to reduce greenhouse gas emissions include increased transit ridership, more efficient roadways, and promoting transportation by walking and bicycling.

The City of Port St. Lucie will continue to cooperate with the County on plans to increase the number of future transit routes and ridership numbers. It is also important that all new development and redevelopment promote the City transit goals. The City of Port St. Lucie will coordinate with the County with these efforts. The South Florida Commuter Services ride sharing program also promotes energy conservation by reducing the number of vehicles on the roadway network.

Transportation Strategies toward reduction of Greenhouse Gas Emissions

Strategies such as Transportation Demand Management (TDM), Transportation System Management (TSM) and use of alternative travel modes can effectively increase the efficiency of the roadways within the City. Congested roadways and the time motorized vehicles spend idling at intersections greatly increase the production of greenhouse gases into the environment.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) strategies can be used to increase the efficiency of the transportation system. Demand management focuses on ways to reduce the travel demand by encouraging alternatives to the single-occupant automobile. These strategies and techniques include ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. TDM also is effective at lower residential densities than are required for most public transit and pedestrian and bicycle programs.

The South Florida Commuter Services (SFCS) is an FDOT program that promotes ways to reduce vehicle miles traveled (VMT). Promoting and facilitating ride sharing is one such program. The Guaranteed Ride Home (GRH) program supports rides shares by providing commuters who carpool, vanpool, ride transit, bike, or walk, three or more days a week with six (6) free Lyft or taxicab rides per year to use in the event of unexpected emergencies or unscheduled overtime

Transportation System Management (TSM)

Transportation System Management (TSM) improves the efficiency of the transportation system by improving roads, intersections and other related facilities. By optimizing the signal timing of key roadways, the City can minimize the number of vehicle stops and thereby reduce greenhouse gases.

Multi-Modal Transportation Needs

The City promotes multi-modal transportation through the means of new sidewalks, bicycle lanes, and greenways. In October 2020, the City Council adopted a Multimodal Plan to improve mobility throughout the City. The City of Port St. Lucie Planning and Zoning Department in partnership with the St. Lucie County TPO and other key stakeholders developed the Plan to reflect the latest information on travel and growth trends, goals and objectives, safety and security, infrastructure conditions, future deficiencies, as well as prioritization of multimodal improvements. The Multimodal Plan aims to address the deficiencies in mobility by providing a vision for improving future conditions, performance, and accessibility of transportation infrastructure and services that enhance the mobility and economic competitiveness of Port St. Lucie.

The 2040 Treasure Coast RLRTP includes regionally significant non-motorized needs. The Florida Greenways and Trails System (FGTS) maintained by Florida Department of Environmental Protection (FDEP) are included as part of the 2040 Regional Non-Motorized Needs. The East Coast Greenway continues to be a priority. The Florida Shared-Use Nonmotorized (SUN) Trail is a funding program to develop a statewide system of paved non-motorized trails as a component of the FGTS. Funding comes from the redistribution of new vehicle tag revenues, which provides $25 million annually to SUN Trail projects. In order to be eligible for funding, the individual trails must meet the four eligibility criteria:

1. Project is a paved component of the FGTS Priority Land Trail Network.
2. Project is identified as a priority by the applicable jurisdiction.
3. Project has an entity formally committed to operation and maintenance.
4. Project is consistent with the applicable comprehensive plan or the long-term management plan.

The City will continue to coordinate with St. Lucie County, St. Lucie TPO, and other agencies to ensure that multi-modal improvements, including transit, bicycle and pedestrian facilities, are prioritized in future road improvement projects.

FUTURE CONDITIONS

Capital Improvement Projects

The Capital Improvement Element identifies funded projects for the City of Port St. Lucie for the next 5 years. Table 2-7 provides a list of the projects on the St. Lucie TPO List of Priority Projects and Transportation Alternative Projects which are included in the FDOT Adopted Work Program. It is important to note that the funding amounts and project scheduling are in current plan which is subject to change based upon Legislative appropriations.

Table 2-7
Capital Improvement Plan – State Roadway Projects

Project #	Project Title	Phase	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
2314403	MIDWAY ROAD FROM GLADES CT OFF RD TO SELVITZ RD - RESERVE *FUNDING ACTION*	CST	0	0	0	0	1,000,000
		CST	0	0	0	0	1,000,000
4226814	GATLIN BLVD BETWEEN BRESCIA ST AND EDGARCE ST (JOBS EXPRESS TERMINAL) *PARK AND RIDE LOTS*	ROW	813,000	537,956	1,752,641	0	0
		CST	3,360,883	0	0	0	0
		CST	131,513	0	0	0	0
		ENV	200,000	0	0	0	0
4317522	PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD *ADD LANES & RECONSTRUCT*	ROW	0	97,469	0	0	0
4317523	PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE *ADD LANES & RECONSTRUCT*	PE	2,010,000	0	0	0	0
		ROW	0	0	0	2,657,773	0
		ENV	0	50,000	10,000	0	0
4317524	PORT ST. LUCIE BLVD FROM DARWIN BLVD TO GATLIN BLVD *ADD LEFT TURN LANE(S)*	CST	0	2,300,000	0	0	0
		CST	0	1,006,345	0	0	0
		CST	0	1,323,655	0	0	0
4317536	PORT ST. LUCIE BLVD FROM SOUT OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD *ADD LANES & RECONSTRUCT*	RRU	0	0	0	41,811	0
		CST	0	0	0	0	413,097
		CST	0	0	0	0	4,121,132
		CST	0	0	0	0	3,242,078
		CST	0	0	0	0	693,281
4553371	I-95 @ ST. LUCIE WEST BLVD *INTERCHANGE-ADD LANES*	RRU	0	400,000	0	0	0
		CST	0	0	3,100,000	0	0
		CST	0	0	10,153,103	0	0
		CST	0	0	108,786	0	0
		CST	0	0	21,133,636	0	0
		CST	0	0	565,884	0	0
		INC	0	0	150,000	0	0
		ENV	30,000	0	0	0	0

Project #	Project Title	Phase	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
4397541	I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT MIDWAY ROAD *INTERCHANGE- ADD LANES*	PE	20,000	0	0	0	0
		PE	230,000	0	0	0	0
		RRU	10,000	0	0	0	0
		CST	0	0	57,472	0	0
		CST	0	0	1,468,717	0	0
		ENV	10,000	30,000	0	0	0
4397611	I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD *INTERCHANGE- ADD LANES*	RRU	0	20,000	0	0	0
		CST	0	0	3,709,879	0	0
		ENV	0	20,000	0	0	0
4398471	US HIGHWAY 1 FROM S. OF PORT ST LUCIE BLVD TO NE RIOMAR DRIVE *RESURFACING*	RRU	2,500	0	0	0	0
		CST	740,246	0	0	0	0
		CST	2,038,383	0	0	0	0
		CST	2,196,330	0	0	0	0
		CST	120,673	0	0	0	0
		CST	4,080,467	0	0	0	0
4399991	SAVANNAS PRESERVE STATE PARK GAP WALTON ROAD TO SAVANNAS RECREATION AREA *BIKE PATH/TRAIL*	ENV	75,000	0	0	0	0
4400181	MACEDO BLVD ROM SELVITZ RD TO ST JAMES DR *BIKE PATH/TRAIL*	CST	343,309	0	0	0	0
		CST	298,437	0	0	0	0
		CST	152,683	0	0	0	0
4405681	PORT ST. LUCIE BLVD @ FLORESTA DR *TRAFFIC ENGINEERING STUDY*	PE	0	500,000	0	0	0
		PE	0	500,000	0	0	0
		PE	0	10,000	0	0	0
4438471	1-95 FROM NORTH OF GATLIN BLVD TO SOUTH OF ST. LUCIE WEST BLVD *SKID HAZARD OVERLAY*	PE	0	1,199,788	0	0	0
		PE	0	10,000	0	0	0
		CST	0	0	0	10,263,824	0
		CST	0	0	0	11,110	0
		ENV	0	10,000	10,000	0	0
4443481	CURTIS STREET FROM NW PRIMA VISTA BLVD TO NW FLORESTA DRIVE *SIDEWALK*	PE	5,000	0	0	0	0
		CST	0	0	344,112	0	0
		CST	0	0	223,261	0	0

Project #	Project Title	Phase	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
4443491	ALCANTARRA BLVD FROM SW SAVONA BLVD TO SW PORT ST. LUCIE BLVD *SIDEWALK*	PE	5,000	0	0	0	0
		CST	0	0	325,398	0	0
		CST	0	0	22,376	0	0
		CST	0	0	253,791	0	0
4447071	GATLIN BLVD FROM WEST OF I-95 TO PORT ST LUCIE BLVD *TRAFFIC CONTROL DEVICES/ SYSTEM*	PE	0	0	5,000	0	0
		CST	0	0	0	0	293,400
4413141	1-95 @ BECKER ROAD INTERCHANGE *LANDSCAPING*	CST	0	0	762,207	0	0
		CST	0	0	51,242	0	0
4435951	PORT ST. LUCIE BLVD OVER LONG CREEK & N FORK ST LUCIE RIVER BRDG *BRIDGE REPAIR-REHABILITATION*	PE	200,000	0	0	0	0
		PE	10,000	0	0	0	0
		CST	0	0	806,169	0	0
		CST	0	0	54,196	0	0
		ENV	10,000	5,000	0	0	0
4447061	PRIMA VISTA BLVD @ AIROSO BLVD *INTERSECTION IMPROVEMENT*	PE	0	5,000	0	0	0
		CST	0	0	0	262,000	0
			17,093,424	**8,025,213**	**45,067,870**	**13,236,518**	**10,762,988**

Phase

PE= Design

ROW= Right-of-way Acquisition

CST= Construction

OPS= Traffic Signal Operations

LAR= Local Agency Reimbursement

ENV = Environmental

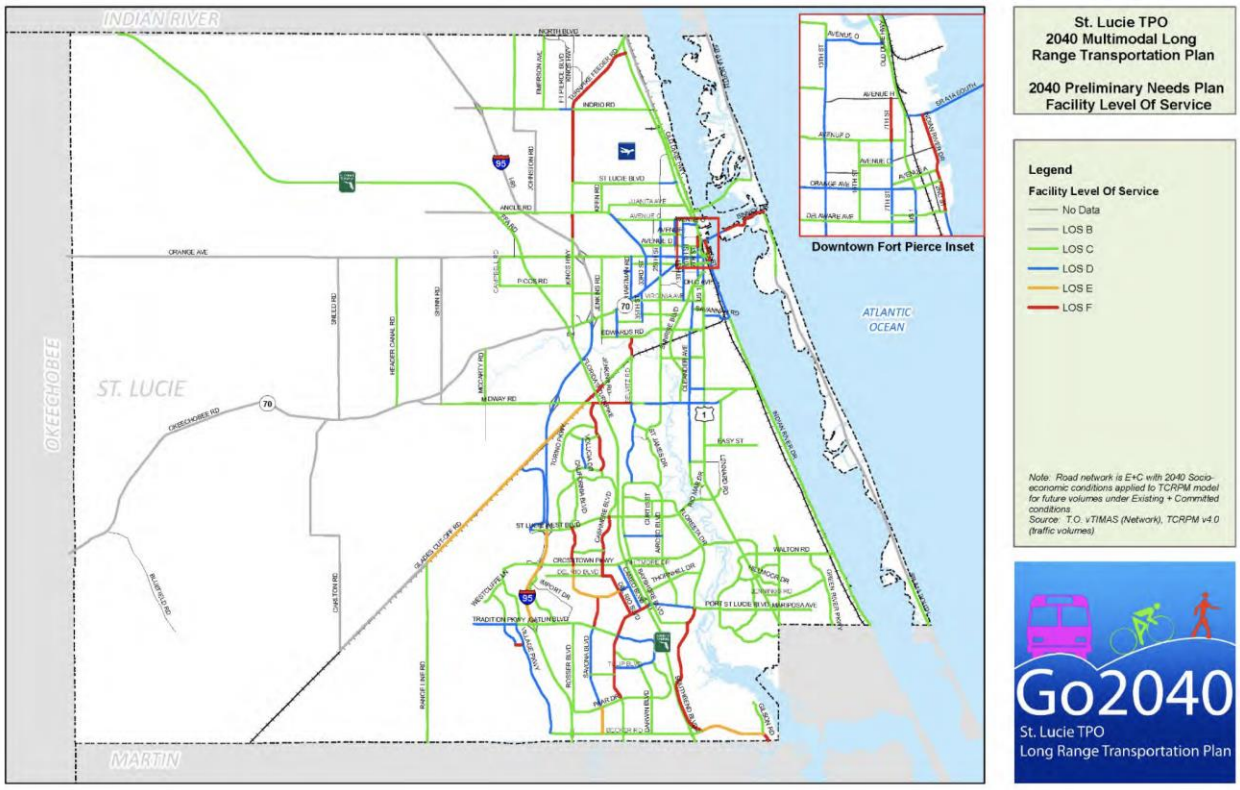
2040 Regional Long Range Transportation Plan (RLRTP)

The 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network. The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The RLRTP provides a focus for regional planning and decision-making, gives residents more options for how to move around, advances public transportation, and makes the pedestrian and bicycle experience safer.

The Urban Land Use Allocation Model (ULAM) provides the Treasure Coast area a systematic approach that uses the most current land use information to generate the future year (2040) socioeconomic data needed as input into the travel demand forecasting model. The quality of the future year land use data will ensure that the travel projections used in the development of the long range plan will accurately reflect the future transportation needs of the area and will help determine what are the most critical and cost effective improvements to address those needs.

Existing + Committed (E+C) Network

The E+C Roadway Network was developed by adding to the roadway network that existed at the end of 2014. The projects in the FY15/16 adopted Transportation Improvement Program (TIP) that are expected to be completed by FY 19/20. These projects comprise the first five years (2016 to 2020) of the Cost Feasible Plan. The 2040 growth projections for population and employment, other demographic variables and the E+C roadway network were imported into the TCRPM Version 4.0. The TCRPM produced model volumes that represent the 2040 traffic volumes on the E+C roadway network, also known as the 2020 roadway network. Roads projected to operate at failing levels of services are shown in orange and red.



Continuing development, particularly in the southwest part of the City, is expected to put additional strain on roads serving certain areas. This is particularly true of roads such as Glades Cut-Off Road, Tradition Parkway, Village Parkway, and Range Line Road, all of which provide access to developing residential areas.

Roadway Needs Assessment

Needs Plan Network

Using the LOS deficiencies resulting from the E+C Network loaded with the growth projections an initial 2040 Needs Plan network was developed that increased the number of lanes on deficient roadway segments. These improvements to the initial 2040 Needs Plan Network resolved these LOS deficiencies. However, Floresta Drive from Port St. Lucie Blvd. to Crosstown Parkway was identified through the congestion management screening process as a congested corridor. An operational study should be completed to evaluate the corridor operations in order to develop a set of potential safety, operational, or multimodal improvements.

Table 2-8
Roadway Needs Assessment

Facility	From	To	Project Description	Length (mi)	Status
I-95	N of Becker Rd	N of Glades Cut-Off Rd	Add 2 auxiliary lanes	10.0	FDOT Work Program – Ongoing PD&E
California Blvd.	Savona Blvd	St Lucie W Blvd	Add 2 lanes, bike lanes, sidewalks	3.0	City of PSL – Sales Tax Project Construction FY '27
East Torino Pkwy.	Cashmere Blvd	Midway Rd	Add 2 lanes, bike lanes, sidewalks	2.4	RLRP – Needs Project
Port St Lucie Blvd	Becker Rd	Paar Dr	Add 2 lanes, bike lanes, sidewalks	1.2	FDOT Work Program – Under Design
Port St Lucie Blvd	Paar Dr	Darwin Rd	Add 2 lanes, bike lanes, sidewalks	1.7	FDOT Work Program – Construction Darwin to Alcantarra – FY '22 Alcantarra to Paar – '25
St Lucie W Blvd	E of I-95	Cashmere Blvd	Add 2 lanes, bike lanes, sidewalks	1.9	RLRP – Needs Project
Floresta Dr	Oaklyn St	Port St Lucie Blvd	Add 2 lanes, bike lanes, sidewalks	0.6	City of PSL- Sales Tax Project Construction Underway
Southbend Blvd	Becker Rd	Floresta Dr	Add 2 lanes, bike lanes, sidewalks	4.2	RLRP – Needs Project
Savona Blvd	Gatlin Blvd	California Blvd	Add 2 lanes, bike lanes, sidewalks	1.1	RLRP – Needs Project
Floresta Dr	Port St Lucie Blvd	Crosstown Pkwy	Operational Improvement	3.5	City of PSL Sales Tax Project, Construction FY '21

Source: LRTP Go2040 St. Lucie TPO Long Range Transportation Plan and City of PSL Public Works.

It is not reasonable to expect funding to be made available for all capacity deficits identified in the Roadway Needs Assessment. Therefore, certain projects have been identified as cost feasible and it is expected that funding will be made available for these projects by 2035. If additional funding beyond the cost feasible projects becomes available, then the funding may go to the remaining unfunded projects identified in the Roadways Needs Assessment.

Major capacity improvements are planned for several corridors in the City of Port St. Lucie, as listed in Table 2-9.

FUTURE TRANSIT NEEDS

The planning document for transit needs is the St. Lucie Transit Development Plan completed in June 2019. This major update of St. Lucie County's 10-Year Transit Development Plan (TDP), branded Bus Plus, was initiated by St. Lucie County in cooperation with the St. Lucie Transportation Planning Organization (TPO). The Bus Plus plan represents the community's vision and goals for public transportation and is to be used as a strategic guide for the Fiscal Year 2020–2029 planning horizon. The resulting implementation plan outlines the actions to be taken in the next 10 years. The resulting goals and objectives that are outlined in the plan:

1. A high-quality transit service that provides a high level of service and convenience.
    - Increase the number of one-way, fixed-route passenger trips by an average of five percent annually.
    - Maintain service reliability and on-time performance.
    - Develop a system-wide performance monitoring program.
    - Form partnerships with public and private entities to develop innovative services, technology programs, and pilot projects.
    - Improve accessibility to transit services and facilities.
2. A financially-efficient and affordable transit service.
    - Maintain cost efficiencies and financial stability.
    - Identify and evaluate additional opportunities to enhance revenues.
3. Widespread knowledge and awareness of the transit system through marketing and education efforts.
    - Achieve regional and local support of transit initiatives.
    - Implement a marketing plan.
4. Transit-supportive land use and policies.
    - Widespread
    - Review/update local development codes to enhance the ability to fund and develop new transit options in growing areas

Regional Bus Connections

The City will continue working with other local jurisdictions to expand existing programs such as park and ride lots, South Florida commuter services, and carpool and vanpool programs. The City will also explore more regional transit alternatives that connect Port St. Lucie to Martin County and Palm Beach County.

GOALS, OBJECTIVES, AND POLICIES

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

GOAL 2.1: 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 2.1.1.1: Develop an annual report on the level of service provided on the City roadway system and identify improvement needs and costs to provide the levels of service.

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

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

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

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

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

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

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

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

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

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

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

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

MINIMUM LEVEL OF SERVICE STANDARDS

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

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

LEVEL OF SERVICE STANDARDS

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

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

SIS Facilities Level of Service Standards

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 2.1.4.3: The City should continue working with the St. Lucie TPO and the County in establishing new transit facilities and routes that meets the demand of the residents and the future

land use map to reduce traffic congestion. The City should also seek to construct new bus stops and transit amenities such as benches and bus shelters on new and existing bus routes.

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

Objective 2.2.1: Motorized and non-motorized needs shall be addressed and met for each new development approved.

Policy 2.2.1.1: Review development projects to require improvements for pedestrian and bicycle facilities.

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

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

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

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

Objective 2.2.2: In cooperation with the county, review and revise as needed plans to provide transportation services to the transportation disadvantaged.

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

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

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

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

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

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

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

Policy 2.3.1.4: 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.

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

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

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

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

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

Policy 2.3.3.4: 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.

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

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

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

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

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

GOAL 2.4: 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 2.4.1.1: Review the existing Goals, Objectives, and Policies of other agencies when revising or altering Goals, Objectives, and Policies for the City.

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

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

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

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.

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

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

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

GOAL 2.5 – COOPERATE WITH ST. LUCIE COUNTY TO ESTABLISH AND ENCOURAGE THE PROTECTION OF SCENIC FEATURES, NATURAL RESOURCES AND HISTORIC SITES ALONG THE DESIGNATED ROADWAY.

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

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

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

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

GOAL 2.6 – 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.

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

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

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

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

a. Where right-of-way must be dedicated for site related improvements, all such dedicated right-of-way shall come from the development project side of the roadway.

b. Where a drainage district canal right-of-way, a railroad right-of-way, a high voltage power line, or similar impediment abuts one (1) side of a deficient road right-of-way, the entire right-of-way deficiency shall be made up from the property on the opposite side.

c. Where at least one-half (1/2) of the required road right-of-way has been provided from the property on one (1) side of a deficient road right-of-way, the remaining right-of-way deficiency shall be made up from the property on the opposite side.

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

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

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