
TRANSPORTATION ELEMENT

DATA, INVENTORY AND ANALYSIS

INTRODUCTION

The purpose of the Transportation Element is to plan for an efficient, safe, and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users. This element has been developed in coordination with the St. Lucie Transportation Planning Organization (TPO) and the 2035 Martin/St. Lucie County Regional Long Range Transportation Plan. It 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 887 centerline miles of roadway. Table 2-1 provides a summary of the major traffic arteries 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 four classifications for roadways are- principal arterials, minor arterials, collectors, and local streets. A rural or urban designation is also included in the roadway classification based on the population. The federal functional classification are from FDOT and the City's own functional classification determination. The City is currently coordinating with the FDOT to reconcile the differences in the classification of the City's roadways.

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 provides service that is relatively low in volume and short average trip length or minimal through traffic movements.

Table 2-1 Local Roadway System

Local Name	From	To	Federal Functional Classification System	Port St. Lucie Functional Classification
Airosa Boulevard	St. James Drive	Port St. Lucie Boulevard	Urban Principal Arterial	Urban Principal Arterial
Alcantarra Boulevard	Savona Boulevard	Port St. Lucie Boulevard	NDA	Urban Collector
Bayshore Boulevard	St. James Drive	Port St. Lucie Boulevard	Urban Minor Arterial	Urban Principal Arterial
	Port St. Lucie Boulevard	Oakridge Boulevard	Urban Collector	Urban Minor Arterial
Becker Road	Village Parkway	Savona Blvd	Urban Collector	Urban Principal Arterial
	Savona Boulevard	Port St. Lucie Boulevard	Urban Minor Arterial	Urban Principal Arterial
	Port St. Lucie Boulevard	Florida Turnpike	Urban Principal Arterial	Urban Principal Arterial
	Florida Turnpike	Gilson Road	Urban Minor Arterial	Urban Principal Arterial
Biltmore Street	S. Macedo Boulevard	Thornhill Drive	NDA	Urban Collector
California Boulevard	Del Rio Boulevard	Savona Blvd	Urban Collector	NDA
	Savona Boulevard	St. Lucie West Blvd	Urban Minor Arterial	U-PA south SLW Blvd to Crosstown Pkwy
	St. Lucie West	West Torino Parkway	Urban Minor Arterial	Urban Minor Arterial
Cameo Boulevard	Crosstown Parkway	Port St. Lucie Boulevard	NDA	Urban Collector
Cane Slough Road	U.S. 1	Lennard Road	Urban Minor Arterial	Urban Minor Arterial
Cashmere Boulevard	Del Rio Boulevard	Crosstown Parkway	Urban Collector	Urban Minor Arterial
	Crosstown Parkway	St. Lucie West Blvd	Urban Collector	Urban Principal Arterial
	St. Lucie West Blvd	East Torino Parkway	Urban Collector	Urban Principal Arterial
Commerce Center Parkway	North City Limit	Crosstown Parkway	Urban Minor Arterial	Urban Minor Arterial
Community Boulevard	Westcliffe Lane	Discovery Way	NDA	Urban Principal Arterial
Crosstown Parkway	Village Parkway	Manth Lane	Urban Minor Arterial	Urban Principal Arterial

Local Name	From	To	Federal Functional Classification System	Port St. Lucie Functional Classification
Darwin Boulevard	Becker Road	Port St. Lucie Boulevard	Urban Collector	Urban Principal Arterial
Del Rio Boulevard	Port St. Lucie Boulevard	California Boulevard	Urban Collector	Urban Principal Arterial
	California Boulevard	McKenzie Street	Urban Collector	Urban Minor Arterial
Discovery Way	Community Boulevard	Village Parkway	NDA	Urban Principal Arterial
East Torino Pkwy/Torino Pkwy	California Boulevard	Midway Road	Urban Minor Arterial	Urban Minor Arterial
Floresta Drive	Bayshore Boulevard	Prima Vista Boulevard	Urban Minor Arterial from Prima Vista Boulevard to Airoso Boulevard and Urban Collector from Airoso Boulevard to Bayshore Boulevard	Urban Collector
	Prima Vista Boulevard	Port S. Lucie Blvd	Urban Minor Arterial	Urban Principal Arterial
	Port S. Lucie Blvd	Southbend Boulevard	Urban Minor Arterial	Urban Principal Arterial
Florida Turnpike	South City Limit	North City Limit	FIHS	FIHS
Gatlin Boulevard	I-95	Port St. Lucie Blvd	Urban Principal Arterial	Urban Principal Arterial
Glades Cut-Off Road (SLC)	Range Line Road	Midway Road	Urban Minor Arterial	Urban Minor Arterial
Gowin Drive	Port St. Lucie Boulevard	Westmoreland Blvd	NDA	Urban Collector
Grand Drive	Jennings Road	Walton Road	NDA	Urban Collector
Green River Parkway	Walton Road	Martin County Line	Urban Collector	Urban Minor Arterial
Heatherwood Boulevard	California Boulevard	Cashmere Boulevard	NDA	Urban Collector
Hillmoor Drive	Tiffany Avenue	Lennard Road	NDA	Urban Collector
Import Drive	Salvateirra Boulevard	Gatlin Boulevard	Urban Collector	Urban Collector
Indian River Drive	South City Limit	North City Limit	Urban Minor Arterial	Urban Minor Arterial
Interstate 95	South City Limit	North City Limit	FIHS	FIHS
Jennings Road	U.S. 1	Lennard Road	Urban Collector	Urban Minor Arterial

Local Name	From	To	Federal Functional Classification System	Port St. Lucie Functional Classification
Lennard Road	U.S. 1	Walton Road	Urban Minor Arterial	Urban Principal Arterial
	Walton Road	North City Limit	NDA	Urban Minor Arterial
LTC Parkway	Midway Road	Glades Cut-Off Road	NDA	NDA
Lyngate Drive	Veteran's Memorial Parkway	U.S. 1	Urban Collector	Urban Minor Arterial
Manville Drive	Selvitz Road	St. James Drive	NDA	Urban Collector
Mariposa Avenue	Lennard Road	Calais Street	Urban Collector	Urban Collector
Melaleuca Boulevard	Lennard Road	Green River Parkway	Urban Collector	Urban Principal Arterial
Midway Road ⁽¹⁾	West City Limit	McCarty Road	Rural Principal Arterial	NDA
	McCarty Road	East City Limit	Urban Principal Arterial	NDA
Morningside Boulevard	Lyngate Drive	River Vista Drive	Urban Collector to Westmoreland, Urban Local to end	Urban Collector
North Macedo Blvd	Selvitz Road	Bayshore Boulevard	NDA	Urban Collector
North Torino Parkway	Torino Parkway	West Blanton Road	Urban Collector	Urban Minor Arterial
Oakridge Boulevard	Bayshore Boulevard	Southbend Boulevard	Urban Collector	Urban Minor Arterial
Paar Drive	Rosser Boulevard	Darwin Boulevard	Urban Collector	Urban Principal Arterial
Peacock Boulevard	Cashmere Boulevard	St. Lucie West Boulevard	Urban Collector	Urban Principal Arterial
Port St. Lucie Boulevard	South City Limit	U.S. 1	Urban Principal Arterial	Urban Principal Arterial
Prima Vista Boulevard	Bayshore	U.S. 1	Urban Principal Arterial	Urban Principal Arterial
Range Line Road ⁽¹⁾	South City Limit	Midway Road	Urban Minor Arterial	Urban Minor Arterial
Rosser Boulevard	Gatlin Boulevard	Paar Drive	Urban Collector	Urban Collector
Savage Boulevard	Import Drive	Gatlin Boulevard	Urban Collector	Urban Collector
Savona Boulevard	Becker Road	California Boulevard	Urban Minor Arterial	Urban Principal Arterial

Local Name	From	To	Federal Functional Classification System	Port St. Lucie Functional Classification
Selvitz Road	Midway Road	Bayshore Boulevard	Urban Minor Arterial	Urban Principal Arterial
	Bayshore Boulevard	Floresta Drive	Urban Collector	Urban Principal Arterial
Southbend Boulevard	Becker Road	Floresta Drive	Urban Minor Arterial	Urban Principal Arterial
South Macedo Boulevard	Bayshore Boulevard	Thornhill Drive	NDA	Urban Collector
St. James Drive	Airoso Boulevard	Midway Road	Urban Principal Arterial	Urban Principal Arterial
St. Lucie West Blvd	I-95	Bayshore Boulevard	Urban Principal Arterial	Urban Principal Arterial
Thornhill Drive	Bayshore Boulevard	Floresta Drive	Urban Collector	Urban Minor Arterial
Tiffany Avenue	U.S. 1	Grand Drive	Urban Collector	Urban Collector
Tradition Parkway	Stony Creek Way	I-95	NDA	Urban Principal Arterial
Tulip Boulevard	Port St. Lucie Boulevard	Port St. Lucie Boulevard	Urban Collector	Urban Minor Arterial
U.S. 1	South City Limit	North City Limit	Urban Principal Arterial	Urban Principal Arterial
Veterans Memorial Parkway	U.S. 1	Port St. Lucie Boulevard	Urban Minor Arterial	Urban Principal Arterial
Village Green Drive	U.S. 1	Tiffany Avenue	Urban Collector	Urban Principal Arterial
Village Parkway	Crosstown Parkway	Becker Road	Urban Principal Arterial	Urban Principal Arterial
Walton Road	U.S. 1	Indian River Drive	Urban Minor Arterial	Urban Principal Arterial
Westcliffe Lane	SW Community Boulevard	Village Parkway	NDA	Urban Principal Arterial
Westmoreland Boulevard	U.S. 1	Port St. Lucie Boulevard	Urban Collector	Urban Minor Arterial
West Torino Parkway	West Blanton Road	California Boulevard	Urban Collector	Urban Minor Arterial

Source: FDOT, City of Port St. Lucie, 2012

NDA - No data available

⁽¹⁾ Not maintained by City of Port St. Lucie.

Strategic Intermodal System (SIS) Facilities

In 2003, the Strategic Intermodal System was established through Florida legislation to efficiently serve the mobility needs of Florida's population, visitors, and businesses. The current designated SIS is a network of high-priority facilities that includes the state's most significant and largest roadways, railroads, waterways, and other transportation facilities. The state sets level of service standards for the SIS facilities. It is strongly recommended by the Florida Department of Transportation (FDOT) that local governments involve the FDOT in the development review process at an early stage if the proposed development impacts any SIS facility. It is important that local governments assist the FDOT to ensure that the SIS facilities maintain their established LOS standards.

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

Florida Intrastate Highway System (FIHS)

The Florida Intrastate Highway System (FIHS) was created in 1990 by the Florida Legislature and is composed of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is a statewide transportation network that provides for high-speed and high-volume traffic movement within the state. The primary function of the system is to serve interstate and regional commerce and other long distance trips. The system is intended to accommodate High-Occupancy Vehicles (HOVs), express bus transit and, in some corridors, passenger rail service.

In the City of Port St. Lucie, there are two roadways that are part of the FIHS: 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	Port St. Lucie Blvd	Underpass SR 91/ FL Turnpike	SR 5/ US-1
91	FL 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.

Transit

The Council On Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two modes of transportation are provided: 1) the Treasure Coast Connector which is a fixed route service provides service along specific routes with scheduled arrival times at predetermined bus stop areas. This is the type of system most people refer to when they mention a city bus; and 2) Community Transit, a demand response system which is an origin to destination system where passenger trips are generated by calls from individuals who cannot access the fixed route service due to some disability.

All fixed route/Community Transit services are provided by the Treasure Coast Connector (TCC). This system consists of four fixed bus routes that run through the City of Port St. Lucie. All bus routes are provided Monday through Friday between the hours of 7:00 am and 6:00 pm. The ridership has been constantly increasing since the bus service program started based upon data from the St. Lucie Regional Transit Plan. A general description of existing fixed-route and paratransit services provided in the City of Port St. Lucie are summarized, as follows:

Treasure Coast Connector - Fixed Route Service

Route 1:

Route 1 operates along US 1 and connects Port St. Lucie to Stuart and to downtown Fort Pierce on weekdays, between hours 7:00 am to 6:00 pm with headways of one hour. This route serves all major trip generators and attractors on this corridor.

Route 4:

Route 4 is known as the Port. St Lucie Downtown Trolley, which runs in downtown Port St. Lucie. This route runs from 7:00 am to 6:00 pm with headways of one hour in the vicinity of Morningside Library and connects to the Port St. Lucie Community Center, Walton Road and transfer riders to the US-1 Treasure Coast Connector Route.

Route 5:

Route 5 provides transit service between the Port St. Lucie Community Center and Tradition Landings using Gatlin Boulevard and Port St. Lucie Boulevard. Similar to the other fixed bus routes, Route 5 operates from 7:00 am to 6:00 pm with headways of one hour.

Route 6:

Route 6 operates from the Port St. Lucie Community Center to Prima Vista Crossing, and then to the Shoppes at St. Lucie West Publix Shopping Center and Tradition Field Stadium. Route 6 operates from 7:00 am to 6:00 pm with headways of one hour.

Park and Ride

Park and ride lots are dedicated (joint use or stand-alone) locations for private automobiles for carpooling and, in some cases, transit. There are currently two park and ride lots located in the City of Port St. Lucie. One is located at Bayshore Boulevard just south of Thornhill Drive, near the Florida's Turnpike St. Lucie Boulevard interchange and the second one is located on Oakridge Drive between Southbend Boulevard and Florida's Turnpike.

Demand Response System

COASL also operates a demand response system, which is an origin to destination system where passenger trips are generated by calls from passengers or their agents at least twenty-four (24) hours in advance, to the Transit Reservationist, who then schedules a vehicle to pick up the passenger, with reservations accepted up to two weeks in advance. The demand response system is for individuals who cannot access the fixed route service due to some disability. Eligibility for the system is required.

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 10.5 miles of sidewalk. In addition to the City's funds, the City has applied for and received confirmation of funding for an additional sidewalk project through the American Recovery And Reinvestment Act of 2009 (ARRA) stimulus program. In coordination with St. Lucie County, the City has received grant funding for sidewalks through the Safe Route to Schools Program.

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 the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan in 2008. The Master Plan inventoried all the existing sidewalks, bike paths, missing sidewalks, and provided suggestions to improve the system, many of which were located within the City of Port St. Lucie. These improvements primarily consisted of proposed sidewalks and bike lanes along arterials, proposed greenways and recreational trails, multi-purpose trails and canal trails. The analysis portion of the plan identified US-1, Port St. Lucie Boulevard, and St. Lucie West Boulevard as high bicycle and pedestrian crash corridors.

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 Martin MPO/St. Lucie TPO 2035 Regional Long Range Transportation Plan (RLRTP) outlines plans for the Treasure Coast Loop Trail. 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 ANALYSIS

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.

Table 2-4 shows the non-SIS level of service standards for urban and non-urban roadways in Port St. Lucie. Table 2-5 shows the SIS level of service standards.

**Table 2-4
Non-SIS Minimum Level of Service Standards for
Urban and Non-Urban Roadways in Port St. Lucie**

Roadway Facility Type	LOS Standard
Collector Road	D
Minor Urban Arterial	E*
Major (Principal) Urban Arterial	E*
Major (Principal) Rural Arterial	D
Limited Access Urban Facility	D
Constrained Facility	Maintain*
Backlogged Facility	Maintain & Improve*

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

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

**Table 2-5
SIS Facilities Level of Service Standards**

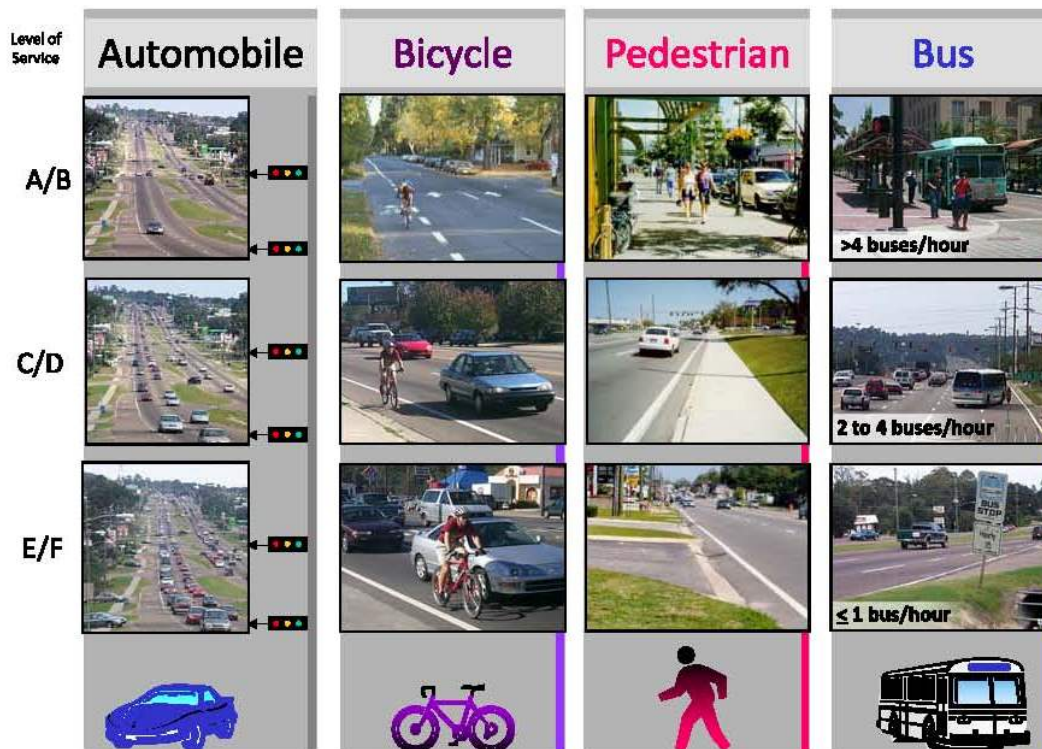
SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	Martin County Line to Gatlin Boulevard	C
I-95	Gatlin Boulevard to St. Lucie Boulevard	C
I-95	St. Lucie Boulevard to Midway Road	C

SIS Roadway Corridors	Roadway Segment	LOS Standard
Florida's Turnpike	Martin County Line to Becker Road	C
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	C
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Rd	C

Source: SIS LOS Standards from FDOT, 2010

Figure 2-1 depicts level of service conditions for different modes of transportation.

**Figure 2-1
LOS Conditions for Different Modes of Transportation**



Source: 2009 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 2009 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 2011 traffic 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
Roadway Existing Conditions Level of Service Analysis**

Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT LOS Capacity	AADT	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS
Airoso Blvd	N. of Prima Vista Blvd	Major City/County Road	4	E	33,000	13,065	B	1,760	672	B
	N. of Crosstown Pkwy		4	E	34,700	11,380	B	1,850	1,160	B
	N. of Floresta Dr		4	E	34,700	20,927	B	1,850	1,195	B
	N. of Port St. Lucie Blvd		4	E	34,700	17,032	B	1,850	1,054	B
Bayshore Blvd	N. of Floresta Dr	Major City/County Road	2	E	14,900	12,000	C	790	637	C
	N. of Prima Vista Blvd		2	E	15,600	15,992	F	830	844	F
	N. of Crosstown Pkwy		4	E	34,700	24,925	B	1,850	1,273	B
	N. of Port St. Lucie Blvd		4	E	33,200	24,731	C	1,770	1,257	C
	N. of Oak Ridge Dr	Other County Road	2	E	11,300	5,300	B	600	327	B
Becker Rd	E. of Darwin Blvd*	Major City/County Road	2	E	14,900	11,000	C	790	649	C
	E. of Port St Lucie Blvd*		4	E	33,000	8,100	B	1,760	425	B
	E. of Savona Blvd*		4	E	33,000	5,700	B	1,760	340	B
	E. of Rosser Blvd*		4	E	33,000	8,900	B	1,760	575	B
California Blvd.	N. of St. Lucie West Blvd	Major City/County Road	2	D	15,600	7,910	B	830	471	B
	N. of Crosstown Pkwy		2	D	14,400	11,880	D	770	660	D
	N. of Del Rio Blvd		2	D	14,400	11,500	D	770	750	D
	N. of Savona Blvd		2	D	15,600	10,000	C	830	682	C
	S. of Savona Blvd		2	D	15,600	10,500	C	830	629	C
Cashmere Blvd	N. of St. Lucie West Blvd	Major City/County Road	2	D	15,600	8,637	B	830	476	B
	N. of Crosstown Pkwy		2	D	14,400	10,328	D	770	616	D
	N. of Del Rio Blvd		2	D	14,400	8,400	C	770	540	D

Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT LOS Capacity	AADT	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS
Crosstown Pkwy	W. of I-95	Major City/County Road	4	E	34,700	5,100	B	1,850	304	B
	W. of California Blvd		6	E	52,300	13,000	B	2,780	956	B
	W. of Cashmere Blvd		6	E	52,300	14,000	B	2,780	856	B
	W. of Cameo Blvd		6	E	52,300	16,500	B	2,780	860	B
	W. of Bayshore Blvd		6	E	50,200	20,000	C	2,670	1,036	C
	W. of Airoso Blvd		6	E	52,300	12,500	B	2,780	695	B
	W. of Sandia Dr		6	E	50,200	7,100	C	2,670	426	C
	W. of Ocean Ln	Other County Road	2	E	11,300	4,800	B	600	262	B
	W. of Floresta Dr		2	E	8,600	3,900	B	460	243	B
Darwin Blvd	N. of Tulip Blvd	Major City/County Road	2	D	15,600	11,500	C	830	706	C
	N. of Paar Dr		2	D	15,600	4,814	B	830	470	B
	N. of Becker Rd		2	D	11,900	4,814	B	630	470	C
Del Rio Blvd	N. of California Blvd	Major City/County Road	2	D	14,900	8,400	B	790	503	C
	N. of Port St Lucie Blvd		2	D	15,600	12,428	C	830	658	C
Floresta Dr	W. of Airoso Blvd	Major City/County Road	2	D	14,900	3,347	B	790	239	B
	N. of Prima Vista Blvd		2	E	15,600	11,383	C	830	677	C
	N. of Crosstown Pkwy		2	E	15,600	14,065	C	830	931	F
	N. of Port St Lucie Blvd		2	D	14,900	16,155	F	790	1,107	F
	N. of Oak Ridge Dr		2	D	15,600	11,876	C	830	891	F
Gatlin Blvd	E. of I-95	Major City/County Road	6	E	50,200	41,426	D	2,670	3,117	F
	E. of Savona Blvd		6	E	52,300	31,516	B	2,780	1,516	B
Gilson Rd	N. of Becker Rd	Major City/County Road	2	D	11,900	11,956	F	630	978	F

Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT LOS Capacity	AADT	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS
Glades Cut-Off Rd ⁽¹⁾	N. of Commerce Center Dr	Major City/County Road	2	D	15,600	2,200	B	830	167	B
	S. of Commerce Center Dr	Uninterrupted Flow	2	D	22,200	2,818	B	1,120	400	B
Green River Pkwy	S. of Walton Rd	Major City/County Road	2	D	22,200	3,141	B	1,140	265	B
Lennard Rd	N. of US-1	Major City/County Road	4	D	31,400	16,217	C	1,670	925	C
	N. of Tiffany Rd		4	D	31,400	4,616	C	1,670	279	C
Lyngate Dr	W. of US 1	Major City/County Road	2	D	15,600	9,314	C	830	695	C
Mariposa Ave	E. of Lennard Rd	Other County Road	2	D	10,700	6,888	D	570	586	F
Midway Rd West ⁽¹⁾	W. of Selvitz Rd	Major City/County Road	2	E	15,600	17,198	F	830	910	F
	W. of Torino Pkwy		4	E	33,200	13,400	C	1,770	788	C
	W. of Glades Cut Off Rd		4	E	33,200	16,027	C	1,770	988	C
	W. of I-95		2	E	10,900	4,970	B	580	365	C
Morningside Blvd	N. of Port St Lucie Blvd	Major City/County Road	2	D	14,900	5,147	B	790	431	B
	S. of Port St Lucie Blvd		2	D	15,600	3,736	B	830	260	B
Paar Drive	E. of Port St Lucie Blvd	Major City/County Road	2	D	11,900	878	B	630	61	B
Port St Lucie Blvd	E. of Morningside Blvd ⁽¹⁾	State Two-Way Arterial	6	D	52,800	40,326	C	2,810	3,062	F
	E. of Veterans Memorial Pkwy ⁽¹⁾		6	D	55,300	43,150	B	2,940	2,597	C
	E. of Floresta Dr ⁽¹⁾		6	D	55,300	60,364	F	2,940	4,326	F
	E. of Airoso Blvd ⁽¹⁾		6	D	55,300	51,243	C	2,940	3,155	F
	E. of Bayshore Blvd ⁽¹⁾		6	D	55,300	53,201	C	2,940	3,362	F
	E. of Del Rio Blvd	Major City/County Road	6	D	47,500	48,256	F	2,530	2,929	F
	W. of Del Rio Blvd		6	E	50,200	37,500	D	2,670	2,517	D
Prima Vista Blvd	W. of US 1 South ⁽¹⁾	Major City/County Road	4	E	33,200	31,187	D	1,770	1,790	F
	W. of Rio Mar Dr ⁽¹⁾		4	E	31,600	36,549	F	1,680	2,233	F
	W. of Floresta Dr ⁽¹⁾		4	E	34,700	27,232	B	1,850	1,465	B
	W. of Airoso Blvd		4	E	34,700	29,309	C	1,850	1,440	B

Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT LOS Capacity	AADT	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS
Range Line Rd ⁽¹⁾	N. of Martin County Line	Uninterrupted Flow	2	D	13,800	1,442	B	740	126	B
Rio Mar Dr	N. of Prima Vista Blvd	Major City/County Road	2	D	14,900	5,083	B	790	316	B
Savage Blvd	N. of Gatlin Blvd	Major City/County Road	2	E	15,600	3,673	B	830	263	B
Savona Blvd	N. of Becker Rd	Major City/County Road	2	D	15,600	3,557	B	830	250	B
Southbend Blvd	S. of Floresta Dr	Major City/County Road	2	D	14,900	9,100	C	790	480	C
St Lucie West Blvd	W. of Bayshore Blvd	Major City/County Road	6	E	50,200	45,960	C	2,670	2,316	D
	W. of Cashmere Blvd		4	E	33,200	38,434	F	1,770	1,850	F
	W. of I-95		2	E	11,700	12,151	F	620	734	F
St. James Dr ⁽¹⁾	S. of Midway Rd	State Two-Way Arterial	4	D	38,500	19,030	B	2,060	1,435	B
	S. of Peachtree Blvd		4	D	34,900	17,750	C	1,860	1,385	C
	S. of St. James Blvd		4	D	38,500	23,550	B	2,060	1,374	B
E. Torino Pkwy	S. of Midway Rd	Major City/County Road	2	D	14,900	9,508	C	790	753	D
W. Torino Pkwy	E. of California Blvd	Major City/County Road	2	D	11,900	1,980	B	630	107	B
Tiffany Ave	W. of Village Green Dr	Major City/County Road	4	D	34,700	7,221	B	1,850	770	B
	W. of Lennard Rd		2	D	14,850	5,158	B	830	377	B
US 1 South ⁽¹⁾	N. of Prima Vista Blvd	State Two-Way Arterial	6	D	58,100	36,972	B	3,090	1,710	B
	S. of Prima Vista Blvd		6	D	52,800	52,773	D	2,810	2,803	D
	S. of Walton Rd		6	D	55,300	36,299	B	2,940	1,850	B
	S. of Port St Lucie Blvd		8	D	67,300	49,599	C	3,590	2,656	C
Veterans Memorial Pkwy	N. of Lyngate Dr	Major City/County Road	4	D	34,700	16,767	B	1,850	988	B
	S. of Lyngate Dr		4	D	34,700	11,243	B	1,850	685	B
Village Pkwy	N. of Westcliffe Ln	Major City/County Road	4	D	34,700	5,400	B	1,850	336	B
	N. of Tradition Pkwy		4	D	34,700	16,000	B	1,850	979	B
	N. of Becker Rd		4	D	31,900	1,800	B	1,700	89	B

Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT LOS Capacity	AADT	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS
Walton Road ⁽¹⁾	E. of Green River Pkwy	Major City/County Road	2	D	11,900	4,775	B	630	372	C
	E. of Lennard Rd		2	D	14,900	7,613	B	790	469	C
	E. of Village Green Dr		4	D	34,700	11,059	B	1,850	642	B
	E. of US 1		4	D	31,400	13,322	C	1,670	727	C
Westmoreland Blvd	S. of Morningside Blvd	Major City/County Road	2	D	15,600	8,633	B	830	573	C
	S. of Port St Lucie Blvd		2	D	15,600	12,157	C	830	689	C

Note:

All traffic volumes from St. Lucie TPO Fall 2011 Traffic Counts unless otherwise noticed

*Data obtained from St. Lucie TPO 2010 Spring Traffic Count Analysis

Source: St. Lucie TPO and City of Port St. Lucie, 2012

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 construction on the existing platted lots. In addition, there were a number of transportation issues which were given less than full emphasis by earlier Comprehensive Plans that are now a focus of the City. These issues include: east – west corridors, north-south corridors through St. Lucie West, connectors to Martin County, access to the Florida Turnpike and I-95, mass transit, bicycle paths, and pedestrian access.

The existing conditions Level of Service Analysis demonstrated that there are several roadways that are currently operating below their acceptable Level of Service threshold during the peak hour including segments from the following roadways:

- Bayshore Boulevard
- Floresta Drive
- Gatlin Boulevard
- Gilson Road
- Mariposa Avenue
- Midway Road
- Port St. Lucie Boulevard
- Prima Vista Boulevard
- St. Lucie West 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 2010 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 eleven temporary emergency shelters including Bayshore Elementary, Mariposa Elementary, Manatee Academy K-8, and Morningside Elementary. The complete list is contained within the Conservation and Coastal Management Element.

The In-County evacuation time for St. Lucie County, under the worst case scenario circumstances, is 25 hours. The primary means, available to the City, to reduce evacuation times would be the implementation of physical improvements to those portions of its local roadways designated as evacuation routes. Other means the City could pursue to reduce

evacuation times include the development of an additional roadway and bridge over the North Fork to provide an additional east-west thoroughfare and reduce evacuating traffic on existing east-west thoroughfares. Currently, there are plans to construct a Crosstown Parkway bridge that would span the North Fork of the St. Lucie River.

The following roadways have been identified as hurricane evacuation routes within the City of Port St. Lucie:

- I-95
- Florida's Turnpike
- Becker Road
- Gatlin Boulevard
- Port St. Lucie Boulevard
- Veteran's Memorial Parkway (formerly Midport Road)
- Walton Road
- Crosstown Parkway
- West Virginia Drive
- St. Lucie West Boulevard
- Prima Vista Boulevard
- Midway Road
- US-1

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 establishment of a mobility fee is only one option for funding alternative modes of transportation. A mobility plan would be required prior to the implementation of the mobility fee.

ROADWAY IMPROVEMENT STRATEGIES

Transportation Regional Incentive Program (TRIP)

The Transportation Regional Incentive Program (TRIP) was enacted by the Florida Statutes 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 in rural areas of

critical economic concern, are subject to local ordinances that establish corridor management techniques, and improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network.

Transportation Demand Management (TDM)

Transportation Demand Management strategies and techniques can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering peak hour travel demand. 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.

A proposed candidate roadway located within the City of Port St. Lucie for TDM/TSM strategies is Floresta Drive from Airoso Boulevard to Southbend Boulevard. For roads on which both road widening and TDM/TSM are proposed, TDM/TSM projects could replace the widening project.

Transportation System Management (TSM)

TSM means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. Intersection improvement, signal timing improvements, and access management are the part of TSM currently used in Port St. Lucie.

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, developed in 2008, utilizes two tiers. The first tier identifies congested roadways while the second tier identifies strategies that can be funded. The City of Port St. Lucie plans to continue working with the St. Lucie TPO and the County on congestion management strategies.

Backlogged Facilities/ Constrained Corridors

The St. Lucie TPO has identified several constrained corridors where additional lanes are not feasible. The County has implemented different CMS strategies to mitigate the failing roadway segments. The US 1 Corridor Retrofit project is a proposed solution to increase travel capacity along sections of US 1 through Port St. Lucie where roadway widening is not a feasible plan.

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.

Strategies such as TDM and TSM can effectively increase the efficiency of the roadways within the City. Congested roadways and the time vehicles spend idling at intersections greatly increase the production of greenhouse gases into the environment. The signal timing optimization of key roadways in the City can provide a great benefit to the reduction of greenhouse gases by minimizing the number of vehicle stops.

The City promotes multi-modal transportation through the means of new sidewalks, bicycle lanes, and greenways. The Treasure Coast Trail which is planned in the 2035 Regional Long Range Transportation Plan (RLRTP) will provide a greenway multi-use trail connecting Martin and St. Lucie Counties. The Treasure Coast Trail will consist of non motorized improvements along the A1A corridor and the Florida East Coast Greenway corridor. 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 lists all roadway projects in the City of Port St. Lucie for the next 5 years as listed in the St. Lucie County TPO Transportation Improvement Program (TIP). Capacity improvements are planned for Midway Road, Crosstown Parkway, Marion Avenue, and Lennard Road.

**Table 2-7
Capital Improvement Plan – State Roadway Projects**

Project #	Project Title	Phase	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
4097312	PORT ST. LUCIE SIGNAL SYSTEM, ENHANCED OPERATIONS, TRAFFIC SIGNAL UPDATE	CST	78,000				
4097313	PORT ST. LUCIE SIGNAL SYSTEM, ENHANCED OPERATIONS, TRAFFIC SIGNAL UPDATE	CST	148,486				
4108441	CROSSTOWN PKWY, FR. MANTH LN TOSR-5/US-1, PD&E STUDY	LAR	1,750,000				
4108444	CROSSTOWN PKWY, FR. MANTH LN TO SR-5/US-1, ROW ACTIVITIES	ROW		19,174,000			
		ROW			1,060,000		
		ROW		826,000			
		ROW		21,955,588			
		ROW			940,000		
		ROW			2,120,993		500,270
		ROW	920,000	2,159,760			
		ROW			579,007	2,000,000	3,854,006
				346,497		4,043,910	
4226813	I-95/SR-9, FR. N. OF GLADES C/O RD TO SR-70, PD& E STUDY	PE				4,500,000	
4231151	SR-5 @ PORT ST. LUCIE BLVD, SAFETY PROJECT	CST CST	58,818 509,784			10,593,000	
4251521	W. MIDWAY RD/RESERVE, FR. S. 25TH ST TO US-1, FUNDING ACTION	CST					1,320,229
		CST					1,320,229
		CST					11,671,921
4252581	SR-716/PORT ST LUCIE, FR. BAYSHORE BLVD TO PETUNIA AVE, LANDSCAPING	CST	19,956				
		CST	100,000				
		CST	997,788				1,444,000
4257141	MARION AVE, FR. BAYSHORE BLVD TO CURTIS ST, SAFETY PROJECT	CST	12,702				
		CST	7,000				
		CST	628,148				
4257741	SR-5/US-1, FR. MARTIN C/L TO PORT ST LUCIE BLVD, SIDEWALK	CST		85,037			
		CST		18,623			
4276121	SAVONA BLVD, FR. GATLIN BLVD TO NORTH OF THE C-24, SAFETY PROJECT	CST		20,000			
		CST		127,633			
		CST		1,641,813			

Project #	Project Title	Phase	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
4276141	MARIPOSA ELEMENTARY SCHOOL, SAFETY PROJECT	CST			5,000		
		CST			456,214		
4276561	MALALEUCA BLVD- PH I, FR. CAMDEN ST TO BERKSHIRE BLVD, SIDEWALK	CST		7,420			
		CST		371,000			
4276562	MALALEUCA BLVD- PH II, FR. BERKSHIRE BLVD TO GREEN RIVER PARKWAY, SIDEWALK	CST		8,120			
		CST		406,000	414,120		
4276563	MALEALEUCA BLVD- PH III, FR. LENNARD RD TO CAMDEN ST, SIDEWALK	CST				306,874	
4278053	JPS SIGNAL MAINTENANCE AND OPERATIONS ON SHS, TRAFFIC SIGNALS	OPS	25,400	26,200	27,000	28,000	
4278056	JPS SIGNAL MAINTENANCE AND OPERATIONS ON SHS, TRAFFIC SIGNALS	OPS					28,900
4278541	WESTMORELAND BLVD, FR. MORNINGSIDE BLVD TO LENNARD RD, OTHER ITS	CST	71,243				
		CST	71,243				
4296311	BAYSHORE/AIROSO BLVD, FR. PRIMA VISTA BLVD TO ST. JAMES BLVD, BIKE	CST				306,000	
			5,398,568	47,173,691	5,909,208	17,427,000	24,183,465

Phase

PE= Design

ROW= Right-of-way Acquisition

CST= Construction

OPS= Traffic Signal Operations

LAR= Local Agency Reimbursement

Source: St. Lucie TPO Transportation Improvement Program FY 2011/12 – 2015/16.

2035 Regional Long Range Transportation Plan

The 2035 St. Lucie/Martin County Regional Long Range Transportation Plan (RLRTP) is a comprehensive, long range outline of all major needed or desired transportation projects through the planning year 2035 in Martin and St. Lucie County. The goal of the RLRTP is to improve general mobility and the quality of life. The plan is put together through a collaborative effort of several local governments and agencies with extensive public outreach and input.

The Greater Treasure Coast Regional Planning Model (GTCRPM) was developed using the Florida Standard Urban Transportation Modeling Structure (FSUTMS) travel demand modeling software. The geographical area encompassed by the GTCRPM includes Indian River, St. Lucie, and Martin Counties. The validation year for the model is 2005 and the planning horizon is the year 2035.

To estimate future travel demand, socioeconomic forecasts were developed by the St. Lucie TPO. The socioeconomic data is divided into Traffic Analysis Zones (TAZs) throughout the region. These zones represent specific geographic units that are coordinated to the existing traffic circulation network. Each TAZ contains existing and future year employment data, population data, school enrollment, and other socioeconomic characteristics. The socioeconomic forecasts are then used to generate trips and are assigned to the existing and future roadway network. The next step in the Regional Long Range Transportation Plan is to evaluate the existing + committed network.

Existing + Committed (E+C) Network

To determine the E+C network, the existing roadway network was updated to include new roadway infrastructure improvements from the following sources:

- 1) Roadway improvements completed since 2005
- 2) St. Lucie County TPO Transportation Improvement Program (TIP)
- 3) Developer funded projects and roadways
- 4) FDOT's 5-Year Work Program

Together, these sources list all transportation projects programmed through the year 2016. Analysis of the model runs indicated that much of the existing or expected congestion lies on the major north-south corridors, such as U.S. Highway 1, Glades Cut-Off Road, and I-95. However, east-west roads connecting to these north-south corridors will also see their share of capacity deficiencies. Roads such as Tradition Parkway, Port St. Lucie Boulevard, and Midway Road can expect to see significant congestion by 2035, if capacity improvements are not made.

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

The next step in the development of the 2035 Long Range Transportation Plan is to identify those projects necessary to relieve, to the greatest extent possible, the levels of existing or projected congestion forecast by the GTCRPM. Table 2-8 documents the roadway needs network for the City of Port St. Lucie by 2035. Lanes were added to the facilities where forecast volumes exceeded the roadways Level of Service capacity threshold. No lanes were added to facilities identified as congested by the St. Lucie TPO or where more than eight lanes were needed.

The City of Port St. Lucie has identified additional projects needs in response to the significant activity associated with the Western Annexation area Development of Regional Impact (DRIs) in addition to the needs assessment. Both the Turnpike interchange and the I-95 interchange have been completed. The most notable projects now include the widening of Becker Road and the construction of the roadway network in the Port St. Lucie Western Annexation Area.

As new development occurs in the Western Annexation area, the roadway network must be able to accommodate the additional vehicle trips. The existing roadway network in the western annexation area is currently limited. Therefore, additional roadways will need to be constructed to serve the residents and to connect the Western Annexation area to I-95 and other parts of Port St. Lucie. Several new roadways and extensions of existing roadways have been identified in the Western Annexation area traffic study. The new annexation area roadway network will provide access and connection to the different areas through a grid network. Roadway improvements are outlined in the DRIs. The anticipated annexation development and proposed roadways have been accounted for in to the 2035 RL RTP.

**Table 2-8
Roadway Needs Assessment**

Facility	From	To	Project	2035 Total Lanes
Arterial A	Glades Cut-Off Rd	Midway Rd	New 4 Lane	4
Bayshore Boulevard	Port St. Lucie Boulevard	Oakridge Boulevard	New 4 Lane	4
Bayshore Boulevard	St. Lucie West Boulevard	Selvitz Road	New 4 Lane	4
Becker Rd (West)	Range Line Rd	Becker Rd	New 4 Lane	4
Becker Road (East)	Via Tesoro	Gilson Road	New 4 Lane	4
Becker Road (West)	Range Line Road	N/S B	New 4 Lane	4
Becker Road (West)	N/S B	I-95 Interchange	New 6 Lane	6
California Blvd	St. Lucie West Blvd	Peacock Blvd	Add 2 Lanes	4
California Blvd	Del Rio Blvd	St. Lucie West Blvd	Add 2 Lanes	4
California Blvd	Savona Blvd	Del Rio Blvd	Add 2 Lanes	4
Cashmere Boulevard	Crosstown Parkway	St. Lucie West Blvd	New 4 Lane	4
Community Blvd (West)	Parr Dr (West)	Community Blvd	New 4 Lane	4
Community Boulevard	E/W 1	Becker Rd	New 4 Lane	4
Crosstown Pkwy	Manth Ln	US 1	New 6 Lane	6
Crosstown Pkwy (West)	Range Line Rd	Exist Crosstown Pkwy	New 4 Lane	4
Darwin Boulevard	Becker Road	Port St. Lucie Blvd	New 4 Lane	4
E/W 1	Rangeline Road	N/S B	New 2 Lane	2
E/W 1	N/S B	Community	New 4 Lane	4
E/W 1 (Discovery Way)	Range Line Rd	Village Pkwy	New 4 Lane	4
E/W 2	N/S A	Village Pkwy	New 4 Lane	4
E/W 3	Range Line Rd	Village Pkwy	New 4 Lane	4
E/W 3	Village Pkwy	Rosser Blvd	New 4 Lane	4

Facility	From	To	Project	2035 Total Lanes
E/W 3	Range Line Rd	N/S A	New 2 Lane	2
E/W 3	Village Pkwy	S.W. Open View Drive	New 6 Lane	6
E/W 3	N/S A	Village Pkwy	New 4 Lane	4
E/W 5	McCarty Rd	Glades Cut-Off Rd	New 4 Lane	4
E/W 6	Shinn Rd	Glades Cut-Off Rd	New 4 Lane	4
Floresta Dr	Oakridge Dr	Thornhill Dr	Add 2 Lanes	4
Floresta Dr	Thornhill Dr	Crosstown Pkwy	Add 2 Lanes	4
Floresta Dr	Crosstown Pkwy	Prima Vista Blvd	Add 2 Lanes	4
Floresta Dr	Port St. Lucie Boulevard	Prima Vista Boulevard	New 4 Lane	4
Glades Cut-Off Rd ⁽¹⁾	Reserve Blvd	Selvitz Rd	Add 2 Lanes	4
Lennard Rd	Walton Rd	Savanna Club Blvd	New 4 Lane	4
McCarty Rd ⁽¹⁾	Glades Cut-Off Rd	Midway Rd	New 4 Lane	4
Midway Rd ⁽¹⁾	Okeechobee Rd	I-95	Add 2 Lanes	4
Midway Rd ⁽¹⁾	Glades Cut Off Rd	Selvitz Rd	Add 2 Lanes	4
Midway Rd ⁽¹⁾	Selvitz Rd	25th St	Add 2 Lanes	4
N/S A	Becker Rd (West)	Crosstown Pkwy (West)	New 4 Lane	4
N/S A (Verano)	Crosstown Parkway	Glades Cut-Off Road	New 2 Lane	2
N/S B	Becker Rd (West)	E/W 1	New 4 Lane	4
Newell Rd ⁽¹⁾	Shinn Rd	Arterial A	New 4 Lane	4
Oakridge Boulevard	Bayshore Blvd	Southbend Blvd	New 4 Lane	4
Paar Drive (East)	Rosser Blvd	Savona Blvd	New 6 Lane	6
Paar Drive (East)	Savona Blvd	Port St. Lucie Blvd	New 4 Lane	4
Paar Drive (West)	Range Line Rd	N/S A	New 2 Lane	2
Paar Drive (West)	N/S A	Rosser Blvd	New 4 Lane	4
Parr Dr (West)	Range Line Rd	Village Pkwy	New 4 Lane	4
Parr Dr (West)	Village Pkwy	Rosser Blvd	New 4 Lane	4
Port St. Lucie Blvd	Becker Rd	Paar Dr	Add 2 Lanes	4
Port St. Lucie Blvd	Paar Dr	Darwin Blvd	Add 2 Lanes	4
Port St. Lucie Blvd	Darwin Blvd	Gatlin Rd	Add 2 Lanes	6
Port St. Lucie Blvd ⁽¹⁾	FL Turnpike	Floresta Dr	Add 2 Lanes	8
Range Line Rd ⁽¹⁾	Glades Cut-Off Rd	Midway Rd	New 4 Lane	4
Range Line Road ⁽¹⁾	Martin County Line	Becker Rd	New 4 Lane	4
Rosser Blvd	Paar Drive	Gatlin Blvd	New 4 Lane	4
Savona Blvd	Gatlin Blvd	California Blvd	Add 2 Lanes	4

Facility	From	To	Project	2035 Total Lanes
Savona Blvd	Becker Road	California Blvd	New 4 Lane	4
Shinn Rd ⁽¹⁾	Glades Cut-Off Rd	Midway Rd	New 4 Lane	4
St. Lucie West Blvd	Commerce Center Parkway	Peacock Boulevard	New 6 Lane Bridge	6
St. Lucie West Blvd	Peacock Boulevard	Cashmere Boulevard	New 6 Lane	6
Tradition Pkwy Loop A	Range Line Rd	Tradition Pkwy	New 4 Lane	4
Tradition Pkwy Loop B	Range Line Rd	Tradition Pkwy	New 4 Lane	4
Village Parkway	Becker Road	Tradition Parkway	New 6 Lane	6
Village Parkway	Tradition Parkway	Crosstown Parkway	New 6 Lane	6
Village Pkwy Extension	Martin Co Line	Becker Rd	New 4 Lane	4
Walton Rd ⁽¹⁾	Lennard Rd	Green River Pkwy	Add 2 Lanes	4
Westcliffe Lane	N/S A	Community Blvd	New 2 Lane	2
Williams Rd ⁽¹⁾	Shinn Rd	McCarty Rd	New 2 Lane	2

Source: St. Lucie County 2035 RL RTP and the City of Port St. Lucie

⁽¹⁾ Roadway is not maintained by the City

Cost Feasible Roadway Projects

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.

**Table 2-9
2035 Cost Feasible Projects
Roadway Needs Assessment (2016-2035)**

Facility	From	To	Project	2035 Total Lanes
Port St. Lucie Blvd ⁽²⁾	FL Turnpike	Floresta Dr	Add 2 Lanes	8
Becker Rd	Range Line Rd	Becker Rd	New 4 Lane	4
Crosstown Pkwy	Range Line Rd	Existing Crosstown	New 4 Lane	4

Facility	From	To	Project	2035 Total Lanes
E/W 1 (Discovery Way)	Range Line Rd	Village Pkwy	New 4 Lane	4
E/W 2	N/S A	Village Pkwy	New 4 Lane	4
E/W 3	Range Line Rd	Village Pkwy	New 4 Lane	4
E/W 3 ⁽²⁾	Village Pkwy	Rosser Blvd	New 4 Lane	4
N/S A	Becker Rd	Crosstown Pkwy	New 4 Lane	4
N/S B	Becker Rd	E/W 1	New 4 Lane	4
Paar Dr	Range Line Rd	Village Pkwy	New 4 Lane	4
Paar Dr ⁽²⁾	Village Pkwy	Rosser Blvd	New 4 Lane	4
Tradition Pkwy Loop A	Range Line Rd	Tradition Pkwy	New 4 Lane	4
Tradition Pkwy Loop B	Range Line Rd	Tradition Pkwy	New 4 Lane	4
California Blvd ⁽²⁾	St. Lucie West Blvd	Peacock Blvd	Add 2 Lanes	4
California Blvd	Del Rio Blvd	St. Lucie West Blvd	Add 2 Lanes	4
California Blvd	Savona Blvd	Del Rio Blvd	Add 2 Lanes	4
Floresta Dr ⁽²⁾	Oakridge Dr	Thornhill Dr	Add 2 Lanes	4
Floresta Dr ⁽²⁾	Thornhill Dr	Crosstown Pkwy	Add 2 Lanes	4
Floresta Dr ⁽²⁾	Crosstown Pkwy	Prima Vista Blvd	Add 2 Lanes	4
Glades Cut-Off Rd ^(1,2)	Reserve Blvd	Selvitz Rd	Add 2 Lanes	4
Port St. Lucie Blvd	Parr Dr	Darwin Blvd	Add 2 Lanes	4
Port St. Lucie Blvd ⁽²⁾	Darwin Blvd	Gatlin Blvd	Add 2 Lanes	6
Savona Blvd	Gatlin Blvd	California Blvd	Add 2 Lanes	4
Walton Rd ⁽¹⁾	Lennard Rd	Green River Pkwy	Add 2 Lanes	4
Crosstown Pkwy	Manth Ln	US 1	New 6 Lane Bridge	6
E/W 5	McCarty Rd	Glades Cut-Off Rd	New 4 Lane	4
E/W 6	Shinn Rd	Glades Cut-Off Rd	New 4 Lane	4

Facility	From	To	Project	2035 Total Lanes
Midway Rd ⁽¹⁾	Glades Cut Off Rd	Selvitz Rd	Add 2 Lanes	4
McCarty Rd ⁽¹⁾	Glades Cut-Off Rd	Midway Rd	New 4 Lane	4
Newell Rd ⁽¹⁾	Shinn Rd	Arterial A	New 4 Lane	4
Range Line Rd ⁽¹⁾	Glades Cut-Off Rd	Midway Rd	New 4 Lane	4
Williams Rd ⁽¹⁾	Shinn Rd	McCarty Rd	New 2 Lane	2
Port St. Lucie Blvd	Becker Rd	Parr Dr	Add 2 Lanes	4
Lennard Rd ⁽²⁾	Walton Rd	Savanna Club Blvd	New 4 Lane	4
Community Blvd (West)	Parr Dr (West)	Community Blvd	New 4 Lane	4
Arterial A	Glades Cut Off Rd	Midway Rd	New 4 Lane	4
Shinn Rd	Glades Cut Off Rd	Midway Rd	New 4 Lane	4
US 1 Corridor Retrofit Project				
Treasure Coast Loop Trail Project				

Source: Information obtained from Cost Feasible Plan contained in the St. Lucie TPO 2035 RL RTP

(1) Roadway is not maintained by the City.

(2) Not currently funded by 2035.

Future Level of Service Analysis

The 2035 Future Level of Service Analysis is provided on Table 2-10. The 2035 AADT determined from the cost feasible roadway network was multiplied by a “K” factor of 0.095 to derive the peak hour roadway volume and LOS.

**TABLE 2-10
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS**

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
Airosa Blvd	Prima Vista Blvd	Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	19,055	B	3,560	1,810	B
	Crosstown Pkwy	Lakehurst Dr		4	4	36,700	22,767	B	3,560	2,163	B
	Lakehurst Dr	Prima Vista Blvd		4	4	36,700	28,285	B	3,560	2,687	B
	Floresta Dr	St. James Dr		4	4	36,700	23,467	B	3,560	2,229	B
	Port St. Lucie Blvd	Thornhill Dr		4	4	36,700	14,004	B	3,560	1,330	B
Bayshore Blvd	Prima Vista Blvd	Selvitz Rd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	13,626	B	3,560	1,294	B
	Crosstown Pkwy	Lakehurst Dr		4	4	36,700	12,069	B	3,560	1,147	B
	Lakehurst Dr	Prima Vista Blvd		4	4	36,700	14,248	B	3,560	1,354	B
	Port St. Lucie Blvd	Thornhill Dr		4	4	36,700	17,739	B	3,560	1,685	B
Becker Rd	Port St. Lucie Blvd	Darwin Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	18,052	B	3,560	1,715	B
	Savona Blvd	Port St. Lucie Blvd		4	4	36,700	27,642	B	3,560	2,626	B
	Rosser Blvd	Savona Blvd		4	4	36,700	30,875	C	3,560	2,933	C
California Blvd.	Peacock Blvd	St. Lucie West Blvd	Major City/County Road	2	4	33,030	15,780	B	3,204	1,499	B
	St. Lucie West Blvd	Crosstown Pkwy		2	4	33,030	24,105	B	3,204	2,290	B
	Crosstown Pkwy	Del Rio Blvd		2	4	33,030	29,669	C	3,204	2,819	C
	Del Rio Blvd	Savona Blvd		2	4	33,030	23,386	B	3,204	2,222	B
Cashmere Blvd	St. Lucie West Blvd	Torino Pkwy	Major City/County Road	2	2	14,850	9,986	C	1,440	949	C
	St. Lucie West Blvd	Heatherwood Blvd		2	2	14,850	9,948	C	1,440	945	C
Crosstown Pkwy	I-95	California Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	38,146	B	5,360	3,624	B
	California Blvd	Cashmere Blvd		6	6	55,300	29,508	B	5,360	2,803	B
	Cashmere Blvd	Bayshore Blvd		6	6	55,300	35,463	B	5,360	3,369	B
	Bayshore Blvd	Airosa Blvd		6	6	55,300	38,702	B	5,360	3,677	B
	Airosa Blvd	Floresta Dr		6	6	55,300	26,931	B	5,360	2,558	B
Darwin Blvd.	Port St. Lucie Blvd	Paar Dr	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	11,288	C	1,600	1,072	C
	Paar Dr	Becker Rd		2	2	16,500	9,386	B	1,600	892	B

**TABLE 2-10
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS**

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
Del Rio Blvd.	Cashmere Blvd	California Blvd	Major City/County Road	2	2	14,850	16,842	F	1,440	1,600	F
	California Blvd	Port St. Lucie Blvd		2	2	14,850	15,245	F	1,440	1,448	F
East Torino Pkwy	Midway Rd	Cashmere Blvd	Major City/County Road	2	2	14,850	13,127	C	1,440	1,247	C
Floresta Dr	Airoso Blvd	Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	13,081	C	1,600	1,243	C
	Prima Vista Blvd	West Virginia Dr		2	4	36,700	18,404	B	3,560	1,748	B
	West Virginia Dr	Port St. Lucie Blvd		2	4	36,700	15,906	B	3,560	1,511	B
	Port St. Lucie Blvd	Oakridge Dr	Major City/County Road	2	4	36,700	16,000	B	3,560	1,520	B
Gatlin Blvd*	I-95	Port St. Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	49,645	C	5,360	4,716	C
Gilson Rd	Martin C/L	Becker Rd	Major City/County Road	2	2	14,850	12,792	C	1,440	1,215	C
Glades Cut-Off Rd ⁽¹⁾	I-95	Midway Rd	State Two-Way Arterial - Interrupted Flow Class I	2	4	36,700	29,614	C	3,560	2,813	B
	Commerce Centre Dr	Reserve Blvd		2	4	36,700	16,401	B	3,560	1,558	B
	Reserve Blvd	Range Line Rd		2	2	16,500	11,377	C	1,600	1,081	C
Green River Pkwy*	Walton Rd	Melaleuca Blvd	Major City/County Road	2	2	14,850	11,279	C	1,440	1,072	C
Lennard Rd	Walton Rd	Mariposa Ave	Major City/County Road	4	4	13,680	13,404	D	2,898	1,273	C
	Mariposa Ave	US 1		4	4	13,680	14,875	F	2,898	1,413	C
Lyngate Dr	Veterans Memorial Pkwy	US 1	Major City/County Road	2	2	14,850	9,042	C	1,440	859	C
Midway Rd West ⁽¹⁾	Florida's Turnpike	Selvitz Rd	State Two-Way Arterial - Interrupted Flow Class I	2	4	36,700	20,558	B	3,560	1,953	B
	Glades Cut Off Rd	I-95		4	4	36,700	19,064	B	3,560	1,811	B
	I-95	McCarty Rd	State Two-Way Arterial - Uninterrupted Flow	2	2	22,200	27,317	F	2,080	2,595	F
Paar Drive	Rosser Blvd	Savona Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	3,622	B	1,600	344	B
	Savona Blvd	Port St. Lucie Blvd		2	2	16,500	7,900	B	1,600	751	B
	Port St. Lucie Blvd	Darwin Blvd		2	2	16,500	1,668	B	1,600	158	B

**TABLE 2-10
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS**

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
Port St Lucie Blvd*	US 1 ⁽¹⁾	Morningside Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	34,710	B	5,360	3,297	B
	Morningside Blvd ⁽¹⁾	Veterans Memorial Pkwy		6	6	55,300	43,693	B	5,360	4,151	B
	Veterans Memorial Pkwy ⁽¹⁾	Floresta Dr		6	6	55,300	66,012	F	5,360	6,271	F
	Floresta Dr ⁽¹⁾	Airoso Blvd		6	8	73,800	51,889	B	7,160	4,929	B
	Airoso Blvd ⁽¹⁾	Bayshore Blvd		6	8	73,800	60,566	B	7,160	5,754	B
	Bayshore Blvd	Del Rio Blvd		6	6	55,300	58,404	F	5,360	5,548	F
	Del Rio Blvd	Gatlin Blvd		6	6	55,300	50,126	C	5,360	4,762	C
	Gatlin Blvd	Darwin Blvd		4	6	55,300	41,684	B	5,360	3,960	B
	Darwin Blvd	Becker Rd		2	4	36,700	33,633	C	3,560	3,195	C
Prima Vista Blvd	US 1 ⁽¹⁾	Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	33,214	C	3,560	3,155	C
	Floresta Dr ⁽¹⁾	Airoso Blvd		4	4	36,700	32,200	C	3,560	3,059	C
	Airoso Blvd	Bayshore Blvd		4	4	36,700	28,474	B	3,560	2,705	B
Range Line Rd ⁽¹⁾	Becker Rd	Tradition Pkwy	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	6,427	B	1,600	611	B
	Tradition Pkwy	Glades Cut Off Rd		2	2	16,500	10,736	C	1,600	1,020	C
Savona Blvd*	California Blvd	Gatlin Blvd	State Two-Way Arterial - I	2	4	36,700	15,868	B	3,560	1,507	B
Southbend Blvd	Oakridge Dr	SE Eagle Dr	Major City/County Road	2	2	14,850	16,060	F	1,440	1,526	F
	SE Eagle Dr	Becker Rd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	7,749	B	1,600	736	B
St Lucie West Blvd	Cashmere Blvd	California Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	35,821	D	3,560	3,403	C
	California Blvd	Peacock Blvd		4	4	36,700	45,329	F	3,560	4,306	F
	Peacock Blvd	I-95		4	4	36,700	28,581	B	3,560	2,715	B
St. James Dr ⁽¹⁾	Peachtree Blvd	Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	27,651	B	3,560	2,627	B
Tiffany Ave	US 1	Village Green Dr	Major City/County Road	2	2	14,850	6,082	B	1,440	578	B
	Village Green Dr	Lennard Rd		2	2	14,850	8,041	B	1,440	764	B

**TABLE 2-10
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS**

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
US 1 South ⁽¹⁾	Riomar Dr	Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	70,498	F	5,360	6,697	F
	Prima Vista Blvd	Tiffany Ave		6	6	55,300	53,900	D	5,360	5,121	C
	Tiffany Ave	Port St. Lucie Blvd		6	6	55,300	53,025	C	5,360	5,037	C
	Port St. Lucie Blvd	Lennard Rd		8	8	73,800	66,500	C	5,360	6,318	F
Village Pkwy	Tradition Pkwy	SW Academic Way	Major City/County Road	4	4	33,030	19,834	B	3,204	1,884	B
	SW Academic Way	Crosstown Pkwy		4	4	33,030	7,222	B	3,204	686	B
Walton Road ⁽¹⁾	Green River Pkwy	Lennard Rd	Major City/County Road	2	4	33,030	16,961	B	3,204	1,611	B
	Lennard Rd	Village Green Dr		2	2	14,850	16,459	F	1,440	1,564	F
	Village Green Dr	US 1		4	4	33,030	5,723	B	3,204	544	B
West Torino Pkwy Rd	California Blvd	East Torino Pkwy	Major City/County Road	2	2	14,850	1,406	B	1,440	134	B
Westmoreland Blvd	Port St. Lucie Blvd	Morningside Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	11,045	C	1,600	1,049	C
	Morningside Blvd	Martin C/L		2	2	16,500	15,332	C	1,600	1,457	B

Note: The 2035 AADT determined from the cost feasible roadway network was multiplied by a "K" factor of 0.095 to derive the peak hour.

(1) Roadway is not maintained by the City

FUTURE TRANSIT NEEDS

It is possible that some of the projects outlined in the Regional Long Range Transportation Plan may not be built due to funding constraints. Therefore, it is important to consider transit alternatives that would provide city residents a viable transportation method. Sufficient transit alternatives, increase of bicycle and pedestrian facilities, and proper land use planning will help alleviate roadway congestion and reduce greenhouse gas emissions within the City.

St. Lucie County and Martin County have recently worked together to complete a Regional Transit Development Plan for the Port St. Lucie Urbanized Area. The final plan was adopted in September 2009. The Regional Transit Development Plan evaluated the existing transit network and prepared future transit alternatives.

A total of 16 new routes were developed for the conceptual transit network in St. Lucie and Martin County. However, several infrastructure improvements will be necessary to accommodate the new conceptual routes including the development of transit transfer centers.

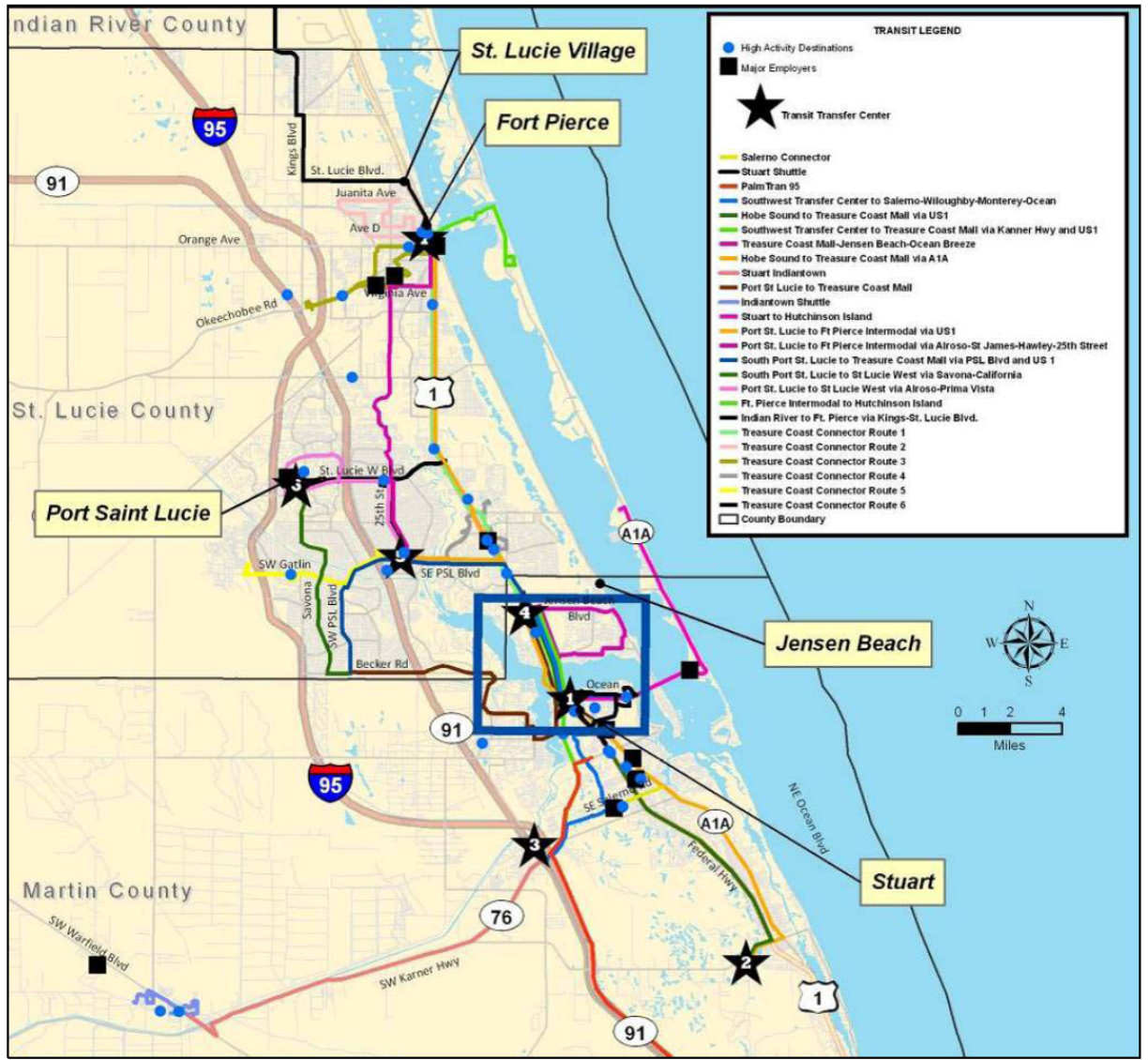
Transit Transfer Centers

Two transfer centers are proposed for the conceptual transit network within the City. The locations are summarized below:

- *St. Lucie West* – The St. Lucie West transit transfer station is proposed to provide regional connections to the western St. Lucie developments such as the Port St. Lucie Annex area and the Tradition DRI.
- *Port St. Lucie Transit Facility* – The Port St. Lucie Transit Facility is located at the intersection of Deacon Avenue and Airoso Boulevard and across from the Port St. Lucie Community Center.

Several of the conceptual 16 new routes developed in the Regional Transit Development Plan are located within the City of Port St. Lucie and will provide better connectivity between transit centers, focus the transit network on US-1, and be accessible to a larger percent of the population than the existing transit network. The City plans to continue giving input and working with the St. Lucie TPO on future bus routes within the City. Additionally, each of the Transit Transfer Centers identified in the Regional Transit Development Plan can be potentially utilized as a park and ride location. Figure 2-2 from the Regional Transit Development Plan depicts the high activity destinations and major employers with the conceptual transit network.

**Figure 2-2
High Activity Destinations and Major Employers with Concept Transit Network**



Source: 2009 Regional Development Plan

POTENTIAL TRANSIT IMPROVEMENT AND EXPANSION

Intercity Passenger Rail Service (Amtrak)

Intercity passenger rail service, operated by Amtrak, could be established on the Florida East Coast corridor from Jacksonville to West Palm Beach, where its service would continue on its current CSX alignment into Miami. The new Florida East Coast service would likely include new stations in downtown Stuart and downtown Fort Pierce, as well as six additional stations between Vero Beach and St. Augustine.

Commuter Rail Service (Tri-Rail)

Another possible transit service could be commuter rail service, likely operated by Tri-Rail. The St. Lucie Transportation Planning Organization has identified such a service as a long-term priority. The Tri-Rail is currently being considered for extension into northern Palm Beach County, likely ending in Jupiter. If the aforementioned Amtrak project achieves funding, it will include the construction of a CSX/Florida East Coast rail interconnection in West Palm Beach. Necessary for the service's northern extension, this rail interconnection would reduce capital costs of a Tri-Rail extension and would in effect improve the likelihood of gaining federal funding for the extension. FDOT estimates the potential timeframe of the northern extension of Tri-Rail into Jupiter to be about seven to ten years. Then, presuming the project is enabled, further extensions northward into the City of Port St. Lucie may be expected between ten and twenty years.

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. The Palm Beach County I-95 express bus service currently runs from West Palm Beach to Martin County with intermediate stops. The City would like to expand this bus route into Port St. Lucie.

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 ~~Metropolitan~~ Transportation Planning Organization (TPO), Florida Department of Community Affairs ~~Economic Development~~ 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 ~~1985~~2010 Highway Capacity Manual city-wide.

Policy 2.1.1.5: Coordinate with the St. Lucie TMPO a regular review of accident data and identify above average accident locations. Prepare ~~an annual~~ 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

<u>Facility Type (Non SIS)</u>	<u>LOS Standard</u>
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. ~~transportation is measured by average annual daily traffic counts: AADT, as the best available information provided by the MPQ)~~

LEVEL OF SERVICE STANDARDS

<u>Facility Type</u>	<u>Standards</u>
Backlogged 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

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

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: Continue to review all development proposals for conformance with the requirements of Chapter 160 Concurrency Management System.

Policy 2.1.2.10: Up to the fiscal year indicated for improvements, operating conditions for backlogged or constrained facilities ~~may~~ shall be maintained or improved through Transportation ~~traffic~~ Systems Mmanagement and Transportation ~~traffic~~ Demand Mmanagement 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 will review development plans, and endeavor to limit such plans for development in right-of-way expansion areas.~~

~~Policy 2.1.2.123: The City shall not be required to stop issuance of final development orders for projects which affect backlogged 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: Tthe City will evaluate and revise the existing Land Development Regulations to be in compliance with Florida Statutes on all transportation related regulations including the establishment of a proportionate fair share calculation for transportation impact fees.

Objective 2.1.3: Acquire the right-of-way needed for the ~~major~~future roadway network based upon the Regional Long Range Transportation Plan~~traffic circulation element~~ and the future land use element of this plan. ~~(See Table 7)~~

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 facilitieslanes.

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. Include review of parking requirements in the 1999 revision of the 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 ~~Participate with the efforts of~~ the St. Lucie County Council on Aging ~~or other designated provider to assess the needs of and~~ the City may continue develop at plan to provide effective service for work, meals, and other necessary trips to the transportation disadvantaged within the City.

~~Policy 2.2.2.2: In coordination with the St. Lucie MTPo to the city will study the feasibility of maintaining and establishing transit services to meet the needs of the general public including those in the Western annexation areas. Such study shall include identification of transit needs by the general public, identification of potential transit demand, and comparison of needs, demand, service costs, and potential funding to determine feasibility.~~

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

~~Policy 2.2.2.4: During the 1999 review of the Land Development Regulations, consideration of standards include reviews of project impacts on potential transit needs and service. The review shall consider multimodal transportation system impacts and the encouragement of transit patronage through physical design of the project.~~

~~Policy 2.2.2.45: 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 TO DEVELOP A SAFE BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM ACCESSIBLE TO ALL MAJOR PUBLIC AND PRIVATE FACILITIES.

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 Include within the land development regulations a 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.~~

~~Policy 2.3.1.4: During the revision of the LDRs in 1999 include appropriate regulations for implementation of the St. Lucie MPO Congestion Management System.~~

Objective 2.3.2: By 2002, a bicycle transportation system shall be developed into a network connecting all major travel destinations to population concentrations. 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 around schools, with emphasis placed upon the area encompassing schools that are not serviced by the school bus system.

Policy 2.3.2.2: Use the County's Bicycle Advisory Committee to develop recommendations for a bicycle and pedestrian transportation plan. The plan should provide access to major public and private facilities including parks, schools, beach accesses and major shopping facilities. 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: Consider off-roadway travel corridors, such as drainage canal, railroad, and utility right-of-way property, as potential corridors in the bicycle facility system.

Policy 2.3.2.45: 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.

GOAL 2.4: COORDINATE TRANSPORTATION-RELATED ISSUES WITH THE FDOT, THE TREASURE COAST REGIONAL PLANNING COUNCIL, ST. LUCIE COUNTY, THE MTPPO, THE ~~DIVISION~~ DEPARTMENT OF COMMUNITY DEVELOPMENT AFFAIRS, 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 should 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~~shall cooperate with St. Lucie County in ~~maintaining~~seeking to designate 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 a candidate for designation~~ [±] 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.

WESTERN ANNEXATION SUB-ELEMENT GOALS, OBJECTIVES, AND POLICIES

The Goals, Objectives, and Policies section for the Transportation Element of the Comprehensive Plan Addendum 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 were received from various sources such as the public, local agencies, and the local government in the City of Port St. Lucie. The Goals listed in this Addendum reiterate the Goals adopted in the Comprehensive Plan. The Objectives and Policies listed in this Addendum are relevant to the Western Study area and are an extension of the Objectives and Policies listed in the Comprehensive Plan.

~~GOAL A.1: TO PROVIDE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS, AT REASONABLE COST, AND MINIMUM DETRIMENT TO THE ENVIRONMENT.~~

~~*Objective A.1.1: Provide a comprehensive transportation system for the Western Study Area with consideration of an east-west connectivity, north-south connectivity, providing an area-wide grid system, providing a sufficient number of arterials and collectors, the need for more interchanges with I-95, and impacts on adjacent jurisdictions. The grid network of roads should include arterial and collector roads spaced approximately one to two miles apart.*~~

~~*Policy A.1.1.1: Adopt the Western Study Area Roadway Network Plan as a thoroughfare plan to be incorporated into the Comprehensive Plan.*~~

~~*Policy A.1.1.2: Request St. Lucie County MPO to identify improvements listed in the Comprehensive Plan Addendum in the next round of the Long Range Transportation Plan.*~~

~~*Policy A.1.1.3: Encourage proposed development 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 A.1.1.4: Table A2 is the adopted 20-year plan for roadways for the Western Study Area. These roadways will be built as development occurs in the study area that would impact these corridors, and will be financed or constructed by developers as part of the development approval process.*~~

~~*Objective A.1.2: Provide local roadway grid networks to compliment the area-wide network.*~~

~~*Policy A.1.2.1: Encourage proposed development 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 A.1.2.2: Approval of Comprehensive Plan amendment requests and rezoning*~~

~~applications should be subject to good planning practices including the provision of local streets that connect to multiple collectors and arterials.~~

~~Policy A.1.2.3: Approval of Comprehensive Plan amendment requests and rezoning applications should be subject to access management guidelines consistent with Florida Department of Transportation standards.~~

~~Objective A.1.3: Adopt a grid network thoroughfare right-of-way protection plan for the City's northwest annexation area to be incorporated into the Comprehensive Plan.~~

~~Policy A.1.3.1: The Northwest Annexation Area Right-of-Way Network Map identifies the proposed roadway network and right-of-way width requirements for the northwest annexation area. The location of each road is a general guide to establish a network of connected roads, not a designation for a specific location.~~

~~Policy A.1.3.2: The city recognizes that road right-of-way must accommodate the travel way, roadway side recovery areas, bicycle and pedestrian facilities, drainage facilities, and utility lines. Accordingly, the City hereby adopts the minimum right-of-way standards depicted on the Northwest Annexation Area Right-of-Way Network Map. Additional width may be necessary as determined by the City Engineer depending upon the approved roadway cross section, design elements, within the right-of-way, and drainage requirements.~~

~~Policy A.1.3.3: 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 A.1.3.4: Right-of-way deficiencies 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 A.1.3.5: The City will continue to coordinate with FDOT on access management issues and other impacts on SIS facilities in or near the Northwest Annexation Area.~~

~~Policy A.1.3.6: The City will continue to coordinate with FDOT on the final alignment for CR-609 Multimodal PACE Study. The City will submit any changes to the Northwest Annexation Area Right-of-Way Network Map as necessary to address the mobility needs of the community.~~

~~GOAL A.2: ESTABLISH AN INTEGRATED TRANSPORTATION SYSTEM CONSISTENT WITH FUTURE DEVELOPMENT IN THE CITY.~~

~~Objective A.2.1: Transportation alternatives should be implemented as appropriate to enhance accessibility and quality of life as the City expands its boundaries and the Western Study Area develops.~~

~~Policy A.2.1.1: Public Transit should be implemented connecting major activity centers within the Western Study Area to activity centers within the current City boundaries.~~

~~Policy A.2.1.2: Adopt appropriate parking requirements for development within the activity centers that will encourage the use of other transportation modes.~~

~~Policy A.2.1.2: All new developments must provide the appropriate infrastructure to facilitate the use of public transportation such as bus stops locations and shelters.~~

~~Policy A.2.1.3: The City will study Transportation Demand Management and Transportation System Management policies to see if they are appropriate for the Western Study Area.~~

~~GOAL A.3: TO DEVELOP A SAFE BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM ACCESSIBLE TO ALL MAJOR PUBLIC AND PRIVATE FACILITIES.~~

~~Objective A.3.1: Regional planning and development opportunities should be used to implement a comprehensive pedestrian and bikeways system throughout the Western Study Area and connecting to the current City system.~~

~~Policy A.3.1.1: Develop a regional Bicycle and Pedestrian Plan that includes the Western Study Area. The plan should include sidewalks, bicycle trails systems, and greenways.~~

~~Policy A.3.1.2: Use the development review process to obtain sidewalks and bicycle trails within and along individual parcels.~~