

TRANSPORTATION

2

CHARTING
PORT ST. LUCIE

DATA & ANALYSIS

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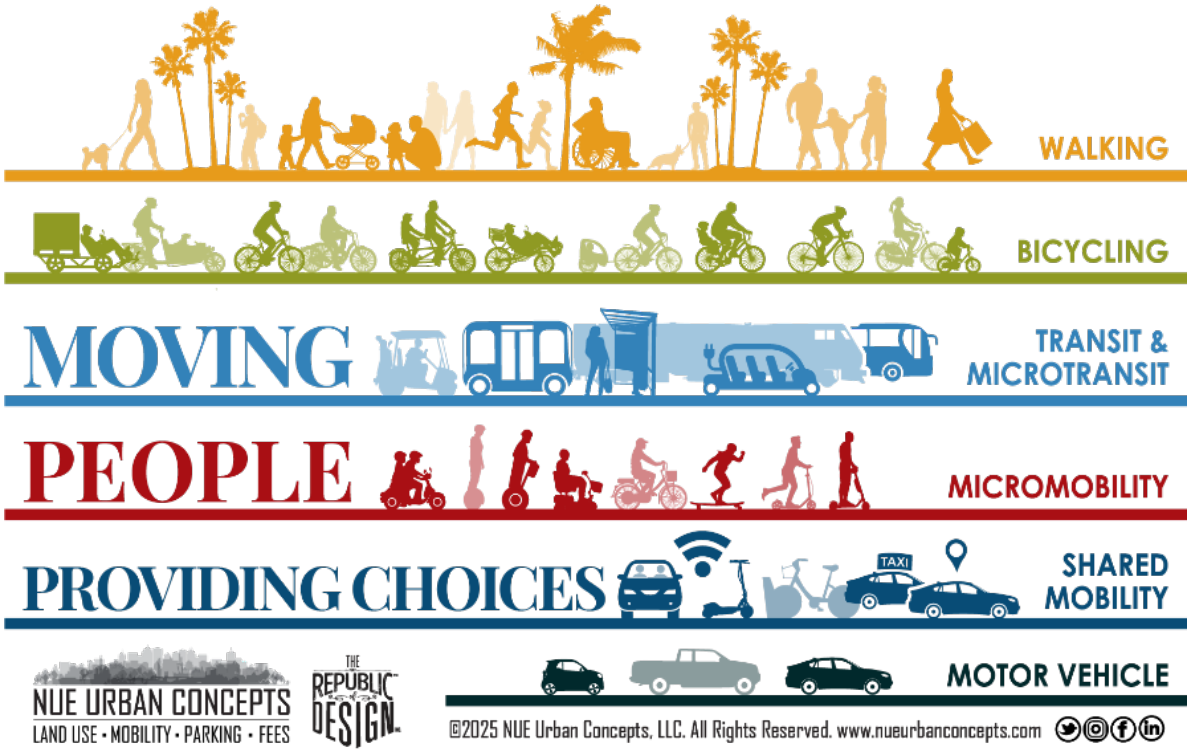
CHAPTER 1. CHAPTER 2 – TRANSPORTATION ELEMENT

I. Introduction

This element expands on the City's multimodal transportation system with an emphasis on safely and efficiently moving people, whether they choose to continue driving their cars, or decide to walk, bicycle, ride transit, or use new mobility technology **(Figure 2 - 1)**. The goals, objectives, and policies reflect the City's continued transition from a transportation concurrency and road impact fee framework - one that accepted congestion and primarily managed road capacity - to a comprehensive multimodal system centered on safety, accessibility, and mobility choice. This shift builds on the direction established with the adoption of the City's first Mobility Plan and Mobility Fee in 2021 and continues the City's commitment to a more balanced and sustainable transportation network. This element outlines important issues to address livability, safety, and balancing the need to accommodate both infill redevelopment east of I-95 and new development and future annexations west of I-95, while providing adequate accessibility and mobility throughout the City.

Figure 2 - 1. Moving People Providing Choices



II. Existing Multimodal Transportation System

The Existing Number of Lanes map is based on the Traffic Characteristics Data **(Map 2 - 1)**. The Traffic Characteristics Data which provides the existing limits of all major roads, the length, roadway classification, speed limit, number of lanes, daily capacities, traffic volumes, and volume-to-capacity ratios **(Appendix A)**. The following is a summary of the total existing mileage by road type based on number of lanes and by maintenance entity **(Table 2 - 1)**.

Table 2 - 1. Existing Number of Lanes and Total Miles by Governmental Entity

Number of Lanes (miles)	Total	HOA	City	County	State	Total
Two (2) Lane	146.43	0.00	110.83	35.60	0.00	146.43
Four (4) Lane	50.53	2.13	40.28	8.11	0.00	50.53
Six (6) Lane	21.89	0.00	14.09	0.00	7.80	21.89
Total	**218.85**	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Note: Analysis shows the total miles by type of road by governmental entity. Number of lanes illustrated as part of the Existing Number of Lanes Map **(Map 2 - 1)**. The total milage does not include limited access roads. Ownership data by number of lanes is not mapped.						

Source: Port St. Lucie Traffic Characteristics Data (Appendix A).

The City of Port St. Lucie is unique within the State of Florida. The only City that owns and maintains more arterial and collector roads is the City of Jacksonville and that is because it is merged with Duval County. The City of Port St. Lucie maintains almost four times the milage of arterial and collector roads than St. Lucie County within and around the City.

The City of Port St. Lucie is the only large municipality in the State of Florida where neither a County nor State Road runs through the entire City. The majority of County Roads are on the periphery of the City **(Map 2 - 2)**. A portion of Port St. Lucie Blvd and US Hwy 1 are the only two State Roads, that are not limited access, within Port St. Lucie **(Map 2 - 2).** Interstate 95 and the Florida Turnpike are both State Roads that are limited access by bi-sect the City, limiting east-west connectivity within the City **(Map 2 - 2).**

The existing Functional Classification Map is based on the Traffic Characteristics Data **(Map 2 - 3)**. The Traffic Characteristics Data provides the functional classification for each roadway, along with the length of the roads and ownership **(Appendix A)**. There are a few major local roads included in the analysis that will eventually be reclassified as collector roads **(Table 2 - 2)**. The data for functional classification includes collector roads, arterials, major and principal arterials, ad limited access roads **(Table 2 - 2)**. The City of Port St. Lucie maintains 165.20 miles of functionally classified roads, which represents roughly 68% of all functionally classified roads **(Table 2 - 2)**.

Table 2 - 2. Functional Classification and Total Lanes by Governmental Entity

Functional Classification (miles)	HOA	City	County	State	Total
Major Local	0.00	0.00	5.72	0.00	5.72
Collector	2.13	75.90	4.81	0.00	82.84
Arterial	0.00	59.58	31.31	0.00	90.89
Major Arterial	0.00	29.72	1.87	0.00	31.59
Principal Arterial	0.00	0.00	0.00	7.80	7.80
Limited Access	0.00	0.00	0.00	24.51	24.51
Total	**2.13**	**165.20**	**43.71**	**32.31**	**243.36**
Note: Analysis shows the total miles by functional classification. Functional Classification Map **(Map 2 - 3)**. Functional Classification by number of lanes is not mapped.					

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

The next map in the map series illustrates existing Volume to Capacity ratios on the current transportation network **(Map 2 - 4)**. Overall, the majority of roadway miles (199.86) are at a V/C ratio less than .85%, meaning the majority of the system currently has adequate road capacity (**Table 2 - 3**). Roughly 16 miles of the network consist of roadways where available capacity is less than 15% (V/C > 0.85 < 1.0) of the available capacity,

meaning these roads will likely be over capacity in the near future **(Table 2 - 3)**. There are a few segments of roadways that are operating over capacity today, the majority of which are currently programmed to be widened in the next five (5) years **(Appendix A)**.

Table 2 - 3. Existing Volume to Capacity Evaluation by Governmental Entity

Maintaining Entity (miles)	V/C < 0.85	V/C > 0.85 < 1.0	V/C > 1.0	Total
HOA	3.10	0.00	0.00	3.10
City	148.77	14.25	3.56	166.58
County	42.48	0.00	1.24	43.71
State	5.52	1.40	0.88	7.80
Total	**199.86**	**15.66**	**5.68**	**221.19**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffc Characteristics Data **(Appendix A)***

Overall, the majority of roadway miles (90.36%) are at a V/C ratio less than .85%, meaning the majority of the system currently has adequate road capacity **(Table 2 - 4).** Roughly seven (7%) of the network consist of roadways where available capacity is more than 85% but less than the maximum road capacity at the adopted level of service (LOS) standard **(Table 2 - 4).** Over capacity segments along St. Lucie Blvd, California Blvd, and Port St. Lucie Blvd are under construction or are planned for widening over the next five years **(Map 2 - 4).**

Table 2 - 4. Existing Volume to Capacity Percentage by Governmental Entity

Maintaining Entity (percentage)	V/C < 0.85	V/C < 0.85 - 1	V/C > 1.0	Total
HOA	100.00%	0.00%	0.00%	100.00%
City	89.31%	8.56%	2.14%	100.00%
County	97.17%	0.00%	2.83%	100.00%
State	70.73%	18.00%	11.28%	100.00%
Total	**90.36%**	**7.08%**	**2.57%**	**100.00%**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. Source is the Port St. Lucie Traffc Characteristics Data **(Appendix A)**. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffc Characteristics Data **(Appendix A)**.*

III. Quality of Service (QOS) Standards: Street QOS

Florida Statute 163.3180 5(f) allows for establishing alternative standards for measuring mobility. Since the intent of alternative mobility funding systems, such as mobility fees, is to replace transportation concurrency, the establishment of a Street QOS, based on posted speed limits, provides an opportunity to prioritize safe travel for all modes of travel versus the level of capacity provided for vehicles. **Roadway Level of Service (LOS) Standards are utilized to regulate road capacity and require developments to meet transportation concurrency. Quality of Service (QOS) Standards are intended to be used for mobility planning and performance measures.**

In 2020, the City of St. Augustine successfully replaced roadway level of service (LOS) standards with multimodal quality of service (QOS) in its Comprehensive Plan through amendments that established the

legislative intent to develop a mobility plan and a mobility fee. The City was the first local government in Florida to completely move beyond transportation concurrency and roadway LOS.

The basis for the amendment occurred due to a question by a City Planning Commissioner who asked the simple question, "If we want to adopt a mobility plan and a mobility fee to replace transportation concurrency and we have no plans over the next 20 plus years to widen roads, why do we still have roadway LOS standards in the proposed comprehensive plan amendment?" The initial response from the City's mobility consultant, NUE Urban Concepts, was that Florida Statute requires local governments to have measurable standards in the transportation element of the comprehensive plan. The reply from the City Planning Commissioner was, "well can't we measure something else?"

From that response came the concept of Street QOS standards based on posted speed limits. It is something everyone can understand without being a transportation planner or traffic engineer, it is easy and cost effective to collect, it is something that can be easily quantified, and it can serve as a performance measure that can be evaluated over time. It is something that was recognized by both the Department of Economic Opportunity and FDOT District 2 as an innovative approach to encourage and plan for multimodal transportation.

Street QOS standards are intended to enhance mobility and move towards Vision Zero by allowing for the design of safer streets for all modes of travel by prioritizing slower speeds for cars. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speeds increase, so does the probability that a crash involving people walking, bicycling, or driving will result in one or more fatalities.

Given the size of current SUVs and trucks, even crashes at relatively slow speeds are fatal. The proposed Street QOS standards are the inverse of roadway LOS standards in that as speed limits go down, Street QOS goes up and provides the City with increased flexibility to design safer streets for all users. Whereas, for roadway LOS, as speed limits go down, road LOS also goes down, requiring the City to look at ways to add road capacity.

What most people don't know, without being a transportation planner or traffic engineer, is there is often a complete disconnect from the posted speed limit of a roadway and the design speed of a roadway. Most roads are designed to meet the 85th percentile speeds and can often accommodate speeds 10, 15, or 20 MPH above posted speed limits.

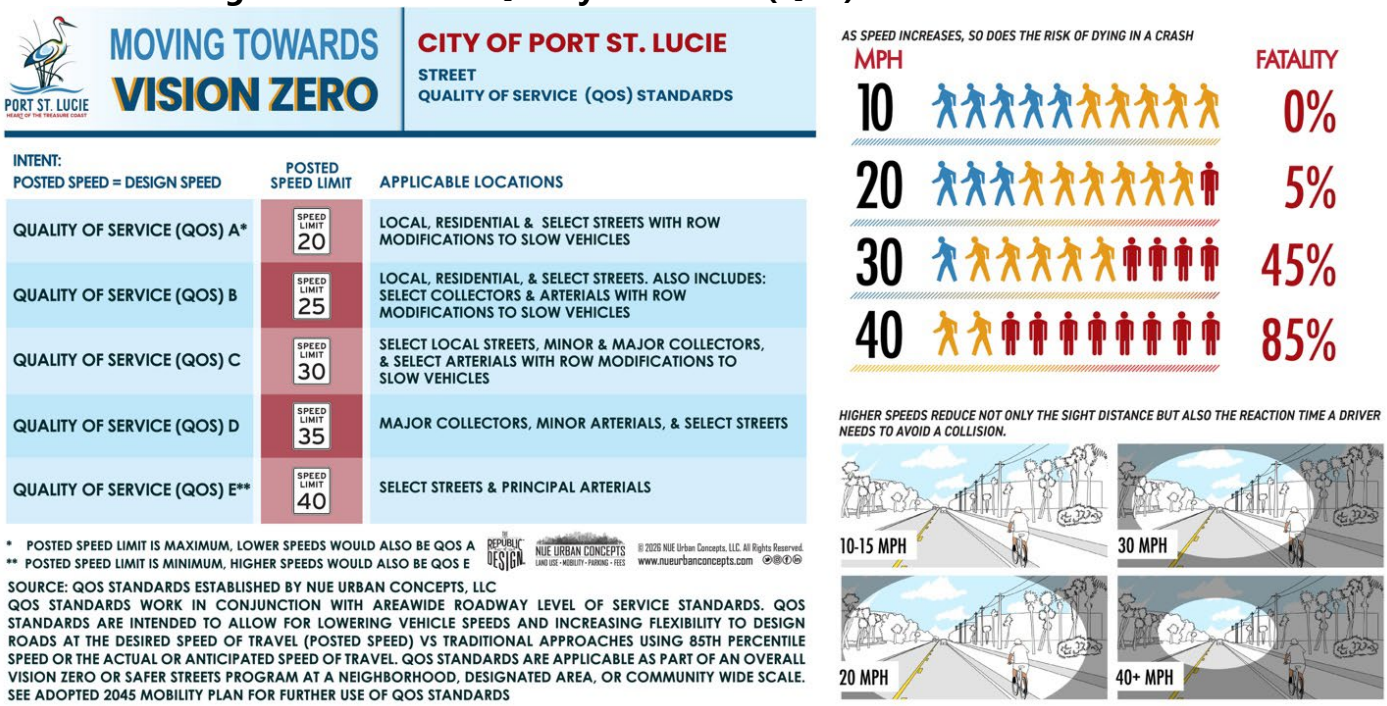
The other component of Street QOS Standards is that roads should be designed for their desired posted speed limit, not the speed vehicles are traveling at or the expected speed of vehicles. The concept is simple: ***Design Speed equals Posted Speed.*** Policies have been added to this element to provide the City Engineer with flexibility to design roads and streets that are safe for all users.

Street QOS standards that promote slower speeds provide planners and engineers with greater flexibility to implement innovative street designs, such as low-speed streets, shared streets, complete streets, narrower travel lanes, and locating buildings and trees closer to travel lanes.

However, just because a lower speed limit is posted, does not mean cars will slow down. Slowing down cars requires physical changes to the street right-of-way that result in people driving slower and people feeling more comfortable bicycling and walking.

Research from cities that have implemented Vision Zero polices has shown that reduction in speed limits to 25 MPH on arterials and collectors and 20 MPH on local streets has resulted in a reduction in crashes and injuries **(Appendix B)**. The adoption of Street QOS standards is the first step in allowing flexible street design to move towards Vision Zero **(Figure 2 - 2)** and to implement proven safety countermeasures **(Appendix C)**.

Figure 2 - 2. Street Quality Of Service (QOS) Standards



Street QOS standards allow the City of Port St. Lucie to establish a Street QOS of "A" for a given street or area to make it safer for all people to use the street; rather than continuing to have adopted standards in its Comprehensive Plan that accept a LOS of "E" or "F" and the associated congestion that results from being unable to widen roads or having community opposition to the widening of roads. It is more palatable and actionable to support and strive for a QOS "A" or "B" than being resigned to accepting failure and a LOS of "F".

An inventory of posted speed limits has been mapped for use in the analysis of Street QOS for the functionally classified roads in the City **(Map 2 - 5).** The data is included in the Traffic Characteristics Data and the Quality-of-Service Evaluation **(Appendix D).** The following summary of posted speed limits is summarized by the Street QOS standards **(Table 2 - 5)**.

Table 2 - 5. Miles of Roadway by Posted Speed Limit

Posted Speed Limit (Miles)	HOA	City	County	State	Total
20 MPH or Less	0.00	0.00	0.00	0.00	0.00
25 MPH	0.00	3.08	0.00	0.00	3.08
30 MPH	0.00	24.30	3.26	0.00	27.56
35 MPH	2.13	27.59	8.13	0.00	37.86
40 MPH or More	0.00	110.22	32.32	7.80	150.34
Total	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Posted Speed Limit (Percentage)	**HOA**	**City**	**County**	**State**	**Total**
20 MPH or Less	0.00%	0.00%	0.00%	0.00%	0.00%
25 MPH	0.00%	100.00%	0.00%	0.00%	100.00%
30 MPH	0.00%	88.17%	11.83%	0.00%	100.00%
35 MPH	5.63%	72.88%	21.49%	0.00%	100.00%
40 MPH or More	0.00%	73.32%	21.49%	5.19%	100.00%

Total	**0.97%**	**75.49%**	**19.97%**	**3.57%**	**100.00%**
Note: Analysis shows the total miles by posted speed limit by governmental entity by ownership of the roadways. Posted speed limits illustrated are those used to establish Street QOS standards **(Figure 2 - 2)**.					

*Source is the Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

To illustrate that QOS standards can meet the statutory requirement for measurable standards and can serve as performance measures, a detailed evaluation of all arterials, collectors, and major local roads was developed **(Appendix D)**. The current Street QOS for the major roadway system within the City is summarized in **Table 2 - 6**. The current Street QOS for the major roadway system is further illustrated on **Map 2 - 6**.

There are 165.20 miles of City maintained roads and 43.71 miles of County maintained roads, respectively, within the City of Port St. Lucie. Of those roads, 16.02% of City and 18.61% of County roads result in a Street QOS of D based on a posted speed limit of 35 MPH **(Table 2 - 6)**. All 7.80 miles of State Roads within the City have a posted speed limit of 40 MPH (Street QOS E) or higher. Only 1.41% of the major roads in the City have posted speed limits of 25 MPH (QOS B), while 98.59% of major roads have posted speed limits of 30 MPH or higher **(Table 2 - 6)**. With research showing posted speed limits of 25 MPH have been shown to make roads safer, the City has the ability to make a significant impact on safety through re-evaluating posted speed limits and considering Street QOS Standards of "B" and "C". This analysis represents a benchmark to measure performance and changes in speed limits between updates of Mobility Plans.

Table 2 - 6. Street Quality of Service (QOS) Analysis by Governmental Entity

Maintaining Entity	A	B	C	D	E	Total
HOA Streets (miles)	0.00	0.00	0.00	2.13	0.00	2.13
HOA Streets (percentage)	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
City Streets (miles)	0.00	3.08	25.42	26.47	110.22	165.20
City Streets (percentage)	0.00%	1.87%	15.39%	16.02%	66.72%	100.00%
County Roads (miles)	0.00	0.00	3.26	8.13	32.32	43.71
County Roads (percentage)	0.00%	0.00%	7.46%	18.61%	73.93%	100.00%
State Roads (miles)	0.00	0.00	0.00	0.00	7.80	7.80
State Roads (percentage)	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Total (miles)	**0.00**	**3.08**	**28.68**	**36.74**	**150.34**	**218.85**
Total (percentage)	**0.00%**	**1.41%**	**13.11%**	**16.79%**	**68.70%**	**100.00%**
Note: Analysis shows the total miles for each street quality of service (QOS) grade by governmental entity with maintenance responsibility for roadways. Street QOS based on posted speed limit **(Map 2 - 5)**. Analysis excludes limited access roads.						

*Source is the Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

The QOS Analysis of the City's multimodal transportation system serves as a benchmark that will allow the City to track changes in posted speed limits overtime. An analysis of the Street QOS by roadway classification has also been undertaken **(Table 2 - 7)**. The major local and collector roads provide the best opportunity for the City to make ROW changes to achieve slower speed limits and reduce posted speeds to 25 MPH (Street QOS "B") or 30 MPH (Street QOS "C").

Major collectors would be the next opportunity for the City to further evaluate ROW changes and lower posted speeds. Changes in speed limits and the resulting changes in Street QOS will likely occur over time as part of: (1)

designing new mobility projects; (2) reimagining and repurposing existing right-of-way to emphasize the safe movement of people; and (3) as part of traffic calming projects. There will not be speed limit reductions on limited access roads or State Roads as their function is regional travel.

Table 2 - 7. Street Quality of Service (QOS) Analysis by Roadway Classification

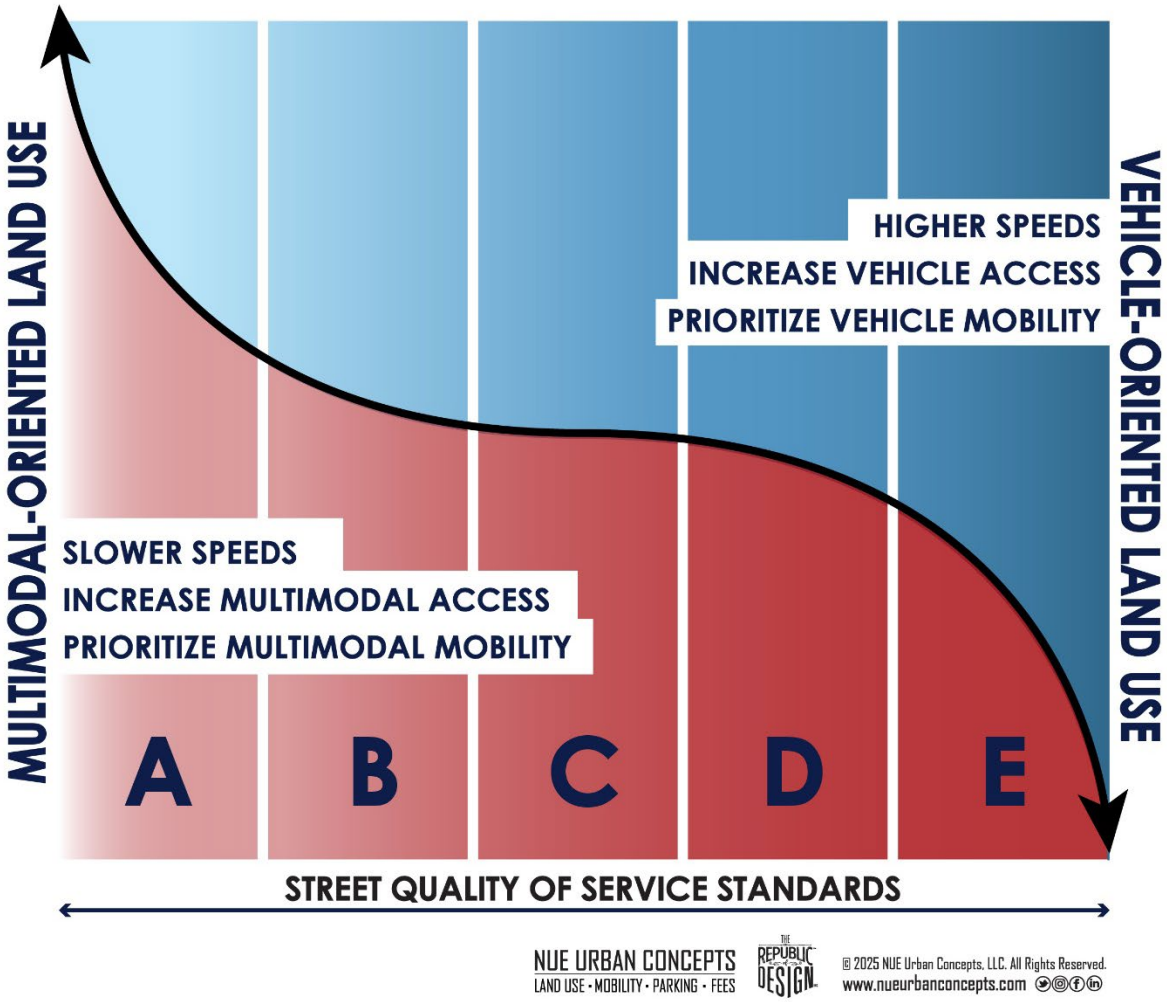
Functional Classification (miles)	A	B	C	D	E	Total
Major Local	0.00	0.00	2.53	3.19	0.00	5.72
Collector	0.00	3.08	23.76	19.45	36.55	82.84
Arterial	0.00	0.00	2.40	11.53	76.97	90.90
Major Arterial	0.00	0.00	0.00	2.57	29.02	31.59
Principal Arterial	0.00	0.00	0.00	0.00	7.80	7.80
Total	**0.00**	**3.08**	**28.68**	**36.74**	**150.34**	**218.85**
Functional Classification (percentage)	**A**	**B**	**C**	**D**	**E**	**Total**
Major Local	0.00%	0.00%	44.19%	55.81%	0.00%	100.00%
Collector	0.00%	3.72%	28.68%	23.48%	44.12%	100.00%
Arterial	0.00%	0.00%	2.64%	12.68%	84.68%	100.00%
Minor Arterial	0.00%	0.00%	0.00%	8.13%	91.87%	100.00%
Principal Arterial	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Total	**0.00%**	**1.41%**	**13.11%**	**16.79%**	**68.70%**	**100.00%**

Note: Analysis shows the total miles for each street quality of service (QOS) grade by roadway classification. Street QOS based on posted speed limit **(Figure 2 - 2)**. Analysis excludes limited access roads.

*Source is the Port St. Lucie Quality of Service (QOS) Analysis **(Appendix D).***

Establishing Street QOS standards based on posted speed limits more accurately reflects: (1) the intended purpose of a street; (2) the desired level of people walking and bicycling; and (3) the type of access to adjacent land uses. The lower the speed, the greater the accessibility to adjacent land uses by people walking and bicycling. The higher the speed limit, access to adjacent land uses becomes more restrictive, with a greater emphasis on the movement of vehicles and access via driving, versus walking and bicycling **(Figure 2 - 3).**

Figure 2 - 3. Accessibility & Mobility



A Street QOS standard of "B" prioritizes slower vehicle speeds, accessibility, and mobility for people. These streets not only help people reach their destinations; they can be destinations in and of themselves that offer a high level of social interaction. The adoption of Street QOS into the Comprehensive Plan will provide the City Engineer greater flexibility to allow for innovate street designs that will result in slower vehicle speeds and enhanced safety for all roadway users.

Florida Statute 163.3180 also allows for establishing quality of service (QOS) standards for multiple modes of transportation. Since transportation concurrency is intended to be replaced by a mobility fee, the establishment of a street QOS, based on posted speed limits, provides an opportunity to prioritize safe travel of all modes of travel versus the level of capacity provided by roads. Establishing street QOS standards allow for an eventual transition beyond roadway LOS. Street QOS standards are intended to be phased in over time in conjunction with physical geometric changes to street cross-sections that would result in lower motor vehicle speeds.

IV. Quality of Service (QOS) Standards: Multimodal QOS

Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal service standards as part of an alternative to transportation concurrency. The Multimodal QOS standards are currently used to establish multimodal capacities for the mobility fee calculations. The intent of Multimodal QOS is to provide a framework

for expansion of the multimodal transportation system over time. While the current QOS provided by the transportation network in the City may have room for improvement, the current conditions will serve as a baseline to evaluate improvements over the time frame of the 2050 Mobility Plan (aka performance measures).

Port St. Lucie is investing hundreds of millions of dollars in on-street bicycle lanes and off-street sidewalks, shared use paths and multi-use trails. There are several existing paths within the city that are part of a city-wide network of paths that provide connectivity across Port St. Lucie. Yet many of these paths are located on streets with posted speed limits of 35 MPH or higher. Given the significant financial commitment to funding for expanding paths and trails, it makes sense to ensure that people walking and bicycling along or around those trails are safe.

The higher the Multimodal QOS for a sidewalk or bike lane, **the higher the likelihood that people will actually bicycle or walk**, thus utilizing more of the person capacity provided by a sidewalk or bike lane. Multimodal Quality of Service for people walking and bicycling are influenced by three factors: (1) the type and width of the facility provided (e.g., 5-foot sidewalk, 4-foot bike lane); (2) the separation between the facility and cars (e.g., back of curb, barrier or set back from curb); and (3) the posted speed limit.

Port St. Lucie has built at least one off-street multimodal facility along most major roads and all State Roads that are not limited access have off-street multimodal facilities on both sides of the ROW **(Map 2 - 7)**. The vast majority of County Roads do not provide any type of off-street multimodal facility and account for most of the gaps in the current major road system. There are at least 80 miles of eight (8) foot or wider sidewalks or shared use paths along functionally classified roads **(Table 2 - 8)**. The City has strived to provide at least six (6) foot wide sidewalks along most collector roads and strives to provide eight (8) and ten (10) foot wide shared-use paths.

Table 2 - 8. Off-Street Multimodal Facilities by Governmental Entity

Facility for People Bicycling & Walking (miles)	HOA	City	County	State	Total
10'+ Wide (Boardwalk, Greenway, Multi-Use Trail, Shared Use Path, or Sidewalk)	0.00	17.22	1.79	0.00	19.02
8'-9' Wide (Sidewalk or Shared Use Path)	2.13	54.58	3.87	0.42	61.00
6'-7' Wide (Sidewalk)	0.00	48.90	0.87	5.29	55.06
4'-5' Wide (Sidewalk)	0.00	29.30	0.58	2.10	31.98
No Off-Street Facility	0.00	15.20	36.60	0.00	51.80
Total	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Note: Analysis shows the total miles by type of off-street multimodal facilities by governmental entity. Analysis excludes limited access roads.					

*Source is the Port St. Lucie Quality of Service Analysis **(Appendix D).***

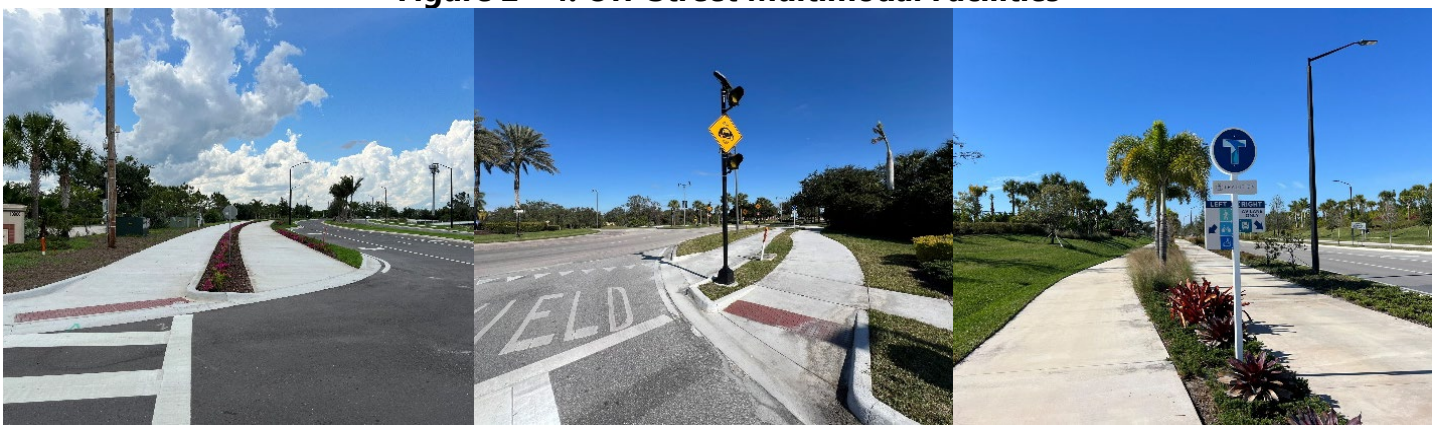
The Multimodal Quality of Service is meant to evaluate how the street is performing for people "bicycling" or "walking", rather than "cyclists" or "pedestrians". These engineering terms tend to dehumanize a child riding a bicycle or an older adult walking along a sidewalk or a mobility impaired person using a motorized wheelchair to cross a street. Users of the multimodal transportation system are people who bicycle, walk, jog, run, ride a scooter, walk to a bus, ride a train, or drive a car.

The common factor is they are people choosing this type of mobility and they are residents, employees, students, and visitors of Port St. Lucie. Most of the people who do choose to bicycle or walk prefer to do so on

off-street sidewalks, shared-use paths, and multi-use trails that are separated from travel lanes and from people driving by a curb or barrier. The most comfortable separation includes on-street parking with landscaping and street trees.

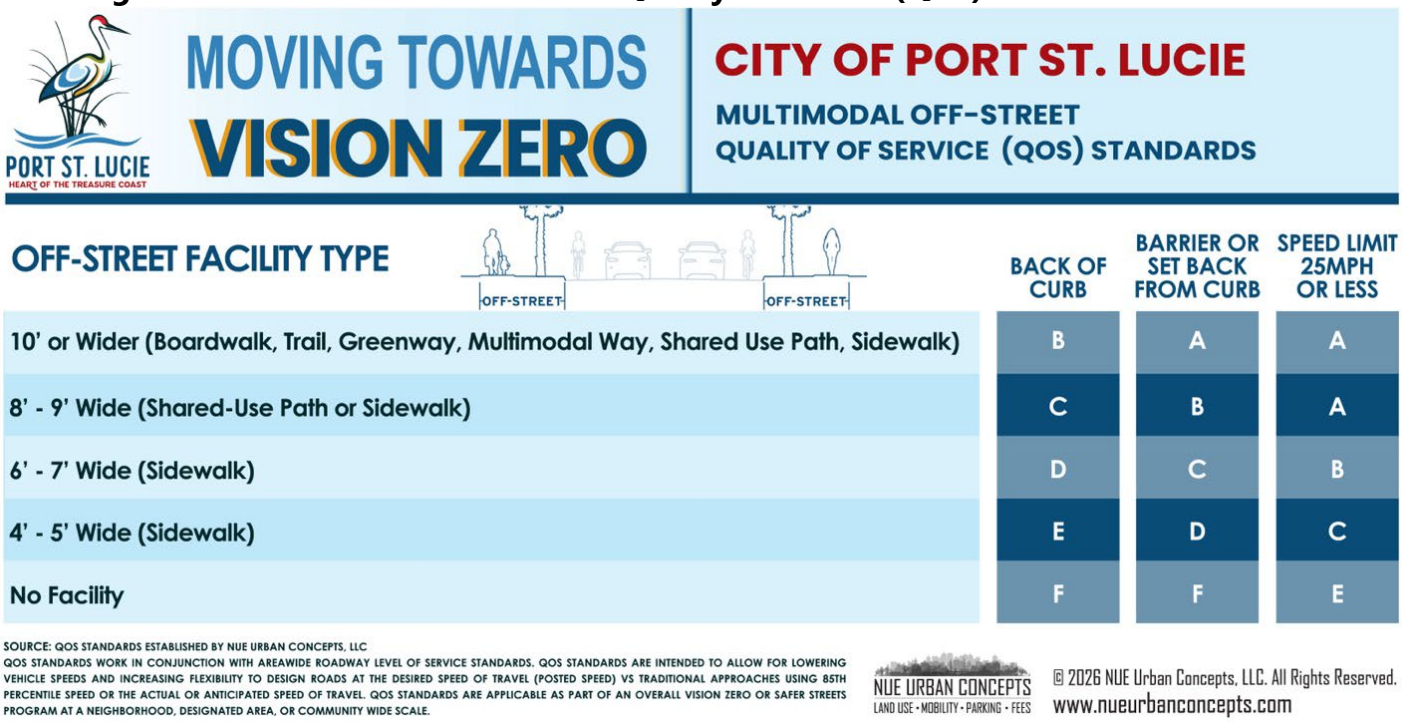
The City and the Mobility Plan emphasize the construction of off-street multimodal facilities for people bicycling and walking. The standard facility for major collectors is an 8' wide sidewalk or path along at least one side of the roadway where ROW is available. The standard facility for arterials is a 10' to 12' wide sidewalk, path, or trail along at least one side of the roadway where ROW is available. Some arterials and collectors only have room for five (5) foot wide sidewalks along both sides of the ROW. Where ROW exists, such as along Floresta Dr, wide sidewalks are being constructed or have been recently completed, as well as along portions of new roadways like Tradition Parkway and Marshall Parkway, where 12' wide sidewalks and paths are being constructed or have already been constructed **(Figure 2 - 4)**.

Figure 2 - 4. Off-Street Multimodal Facilities



The following are the Multimodal QOS standards for off-street facilities consisting of sidewalks, shared-use paths, trails, boardwalks, multimodal ways, and greenways that accommodate non-motorized travel demand for people bicycling, walking, jogging, running, or skating **(Figure 2 - 5)**. Some off-street multimodal facilities may also be used by electric micromobility devices such as bikes, scooters, segways or microtransit vehicles such as neighborhood electric vehicles or autonomous transit shuttles that serve as transit circulators.

Figure 2 - 5. Off-Street Multimodal Quality of Service (QOS) Standards



The QOS evaluation of off-street multimodal facilities on the City's multimodal transportation system serves as a benchmark that will allow the City to track changes in improvements overtime. The current Multimodal QOS for off-street facilities within the City is summarized in **Table 2 - 9.** The current Multimodal QOS for off-street facilities is further illustrated on **Map 2 - 8**.

Table 2 - 9. Off-Street Multimodal Quality of Service (QOS) Analysis by Governmental Entity

Maintaining Entity (miles)	A	B	C	D	E	F	Total
HOA	0.00	2.13	0.00	0.00	0.00	0.00	2.13
City	13.10	55.91	50.37	30.61	0.00	15.20	165.20
County	1.79	3.87	0.87	0.58	0.00	36.60	43.71
State	0.00	0.00	1.82	5.98	0.00	0.00	7.80
Total	**14.89**	**61.92**	**53.07**	**37.18**	**0.00**	**51.80**	**218.85**
Maintaining Entity (percentage)	**A**	**B**	**C**	**D**	**E**	**F**	**Total**
HOA	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%
City	7.93%	33.85%	30.49%	18.53%	0.00%	9.20%	100.00%
County	4.10%	8.85%	1.99%	1.33%	0.00%	83.72%	100.00%
State	0.00%	0.00%	23.34%	76.66%	0.00%	0.00%	100.00%
Total	**6.80%**	**28.29%**	**24.25%**	**16.99%**	**0.00%**	**23.67%**	**100.00%**

Note: Analysis shows the total miles for each multimodal off-street QOS grade by governmental entity with maintenance responsibility for roadways. Off-Street QOS based on the predominant presence of off-street multimodal facilities and ROW features **(Figure 2 - 5)**. Analysis excludes limited access roads.

*Source is the Port St. Lucie Quality of Service Evaluation **(Appendix D)**.*

Overall, Port St. Lucie has a positive Multimodal QOS for off-street facilities, with 59.34% of the major roads featuring a QOS of "C" or better. Furthermore, City-owned streets perform extremely well with over 41% of facilities with a QOS "A" or "B". The greatest opportunity for improvements to QOS is along those City streets (roughly 9%) where facilities currently do not exist. County roads have a high percentage of QOS "F" facilities (83.72%) because of roadways such as Glades Cut-Off Road and Range Line Road. State facilities also perform well with 100% of facilities earning QOS grades "C" or "D"; however, there is potential to improve QOS at these locations. **(Table 2 - 9)**.

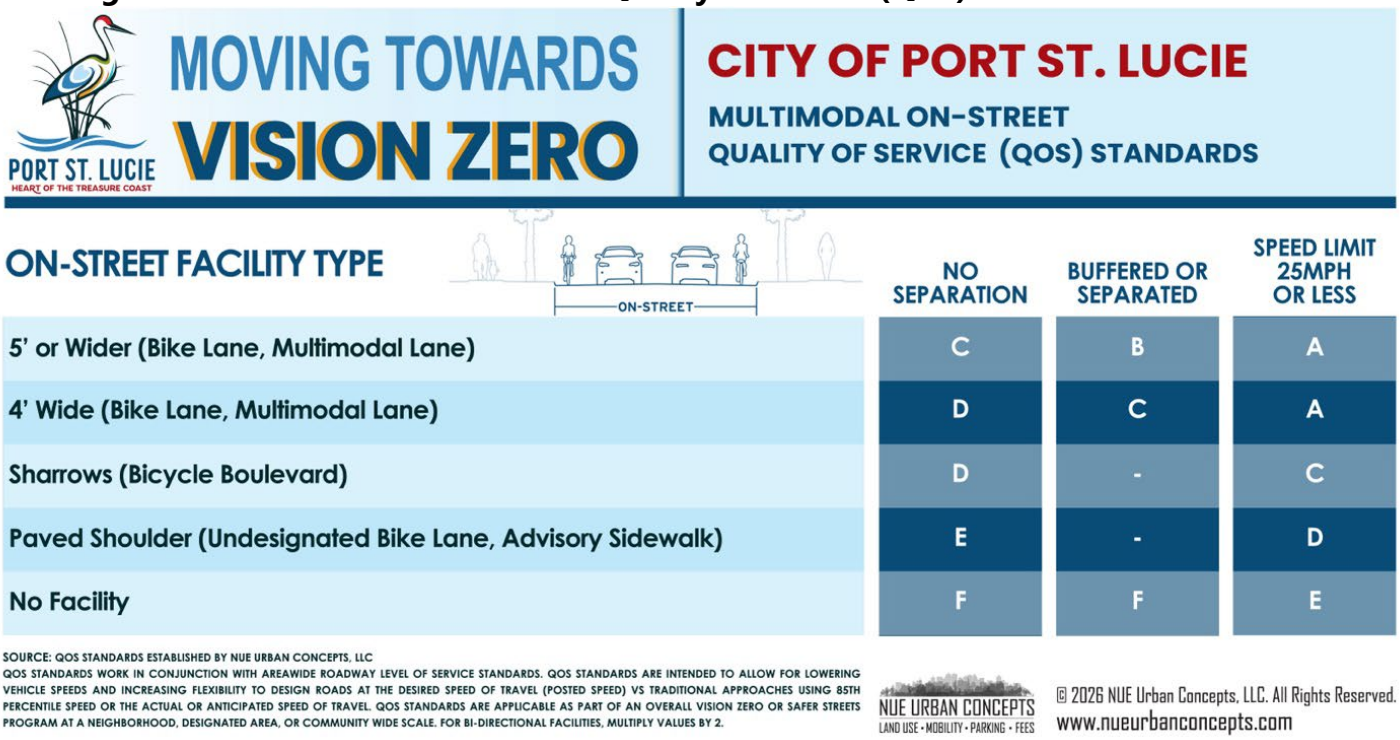
The Transportation Element map series includes a map that illustrates the existing On-Street Multimodal Facilities **(Map 2 - 9)**. Since the City excels at its multimodal off-street infrastructure, the need for on-street facilities is not as needed or desirable for people walking and biking. Most people prefer to walk and bicycle on separated facilities. The existing network reflects this as less than 35 miles of roadway currently include a dedicated on-street multimodal facility. Most bike lanes are 5' or wider and run along City-owned streets. **(Table 2 - 10)**. QOS standards for On-Street Multimodal Facilities that accommodate travel demand for people skating, riding a bicycle, scooter, skateboard, or riding a micromobility device or microtransit vehicle **(Figure 2 - 6)**.

Table 2 - 10. On-Street Multimodal Quality of Service (QOS) Facilities by Governmental Entity

Facility for People Bicycling & Walking (miles)	HOA	City	County	State	Total
5'+ Wide (Bike Lane, Multimodal Lane)	0.00	28.19	2.83	3.23	34.25
4' Wide (Bike Lane, Multimodal Lane)	0.00	6.53	0.68	0.27	7.49
Sharrows (Bicycle Boulevard)	0.00	0.00	0.00	0.00	0.00
Paved Shoulder (Undesign. Bike Lane, Advisory Sidewalk)	0.00	5.63	1.95	0.00	7.58
No On-Street Facility	2.13	124.85	38.25	4.30	169.53
Total	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Note: Analysis shows the total miles by type of on-street multimodal facilities by governmental entity. Analysis excludes limited access roads.					

*Source: Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

Figure 2 - 6. On-Street Multimodal Quality of Service (QOS) Standards



The current QOS for on-street multimodal facilities within the City is summarized in **Table 2 - 11**. The current QOS for on-street multimodal facilities is further illustrated on **Map 2 - 10**. Overall, the Multimodal QOS for on-street facilities has ample room for improvement, with 80.9% of the major roads featuring a QOS of "E" or "F". In addition, no major roads scored a QOS of "A".

City and County owned streets feature 75% and 87% of facilities with a QOS "F", respectively. State roads perform somewhat better because of the buffered bike lanes along US 1, which account for the 34% of State Roads that score a QOS B. Approximately 55% of State roads in Port St. Lucie do not accommodate people bicycling through on-street multimodal facilities. The lower QOS for on-street multimodal facilities is not a surprise as the City has prioritized providing at least a sidewalk along all functionally classified roads, which it is very close to achieving. The data below serves as a benchmark and there is great opportunity for improvement.

Table 2 - 11. On-Street Multimodal Quality of Service (QOS) Analysis by Governmental Entity

Maintaining Entity (miles)	A	B	C	D	E	F	Total
HOA	0.00	0.00	0.00	0.00	0.00	2.13	2.13
City	0.00	4.54	23.65	6.53	6.43	124.05	165.20
County	0.00	0.59	2.24	0.68	1.95	38.25	43.71
State	0.00	2.66	0.57	0.27	0.00	4.30	7.80
Total	**0.00**	**7.79**	**26.46**	**7.48**	**8.38**	**168.73**	**218.85**
Maintaining Entity (percentage)	**A**	**B**	**C**	**D**	**E**	**F**	**Total**
HOA	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
City	0.00%	2.75%	14.32%	3.95%	3.89%	75.09%	100.00%

County	0.00%	1.35%	5.13%	1.56%	4.46%	87.51%	100.00%
State	0.00%	34.10%	7.30%	3.49%	0.00%	55.11%	100.00%
Total	**0.00%**	**3.56%**	**12.09%**	**3.42%**	**3.83%**	**77.10%**	**100.00%**
Note: Analysis shows the total miles for each multimodal on-street QOS grade by governmental entity with maintenance responsibility for roadways. On-Street QOS based on predominant presence of on-street multimodal facilities and ROW features **(Figure 2 - 6)**. Analysis excludes limited access roads.							

*Source: Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

The Comprehensive Plan policies include a provision to recognize the benefit of shared-use paths in achieving a higher QOS. Accounting for shared-use paths does greatly improve the overall level of mobility for people riding bicycles. Further, as the City continues to improve roadways, there will be opportunities to include additional on-street multimodal facilities and shared-use paths.

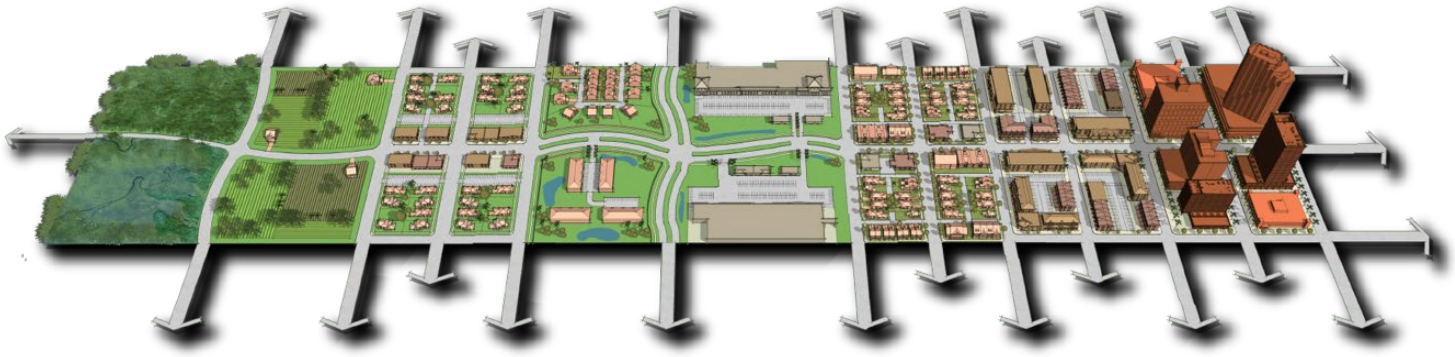
Florida Statute allows local governments to designate facilities to also accommodate microtransit vehicles (e.g., golf carts and low speed vehicles) as well as micromobility devices. The City has added a network of multimodal ways by working with developers in Tradition. Similar practices can be implemented along other major roadways within the City to improve the quality of multimodal infrastructure for low-speed vehicles.

The adoption of QOS Standards into the Comprehensive Plan is the next step in the City's transition away from roadway LOS and traditional transportation concurrency towards a multimodal system that emphasizes providing a safe, convenient, and interconnected transportation system that provides the City's residents, employees, students, and visitors with the choice to bicycle, walk, ride transit, or drive a vehicle. This transition will occur over time as the City continues to expand its multimodal transportation network.

V. FDOT Context Classification

In 2021, FDOT released its context classification system to better match the function of roadways with surrounding adjacent land uses (**Figure 2 - 7**). In more urbanized areas and in the core of small towns and cities, FDOT has recognized the need for roadway designs that increase safety for all users, especially those walking, bicycling, and accessing transit. In 2023, FDOT integrated the context classification into the 2023 FDOT Quality and Level of Service Handbook. As part of the Technical Data for determining volume to capacity ratio's, FDOT's content classification has been applied to each arterial and collector roadway **(Appendix A)**. This was a recommendation for implementation of the City's Mobility Plan and Mobility Fee in 2022. The context classifications and various QOS standards will help guide future design and apply appropriate context classification solutions based on existing and future land uses.

Figure 2 - 7. FDOT Context Classification



VI. Future Volume to Capacity Evaluation (2036)

The next map in the map series illustrates 2036 Volume to Capacity ratios based on the projected transportation network in 2036 (**Map 2 - 11**). The projected network includes roads currently programmed for widening and future roadway improvements per the Mid Term Plan of the 2050 Mobility Plan. Overall, the majority of roadway miles (230.33) would continue to operate at a V/C ratio less than .85%, meaning the majority of the 2036 system, with planned improvements, will have adequate road capacity (**Table 2 - 12**).

The share of the network where available capacity is projected to be less than 15% of the maximum road capacity increases from roughly 16 miles in 2025 to 17 miles in 2036 (**Table 2 -12**). The total miles of roadways projected to be over capacity increases from 5.68 miles to 14.25 miles (**Table 2 - 12**).

Table 2 - 12. 2036 Volume to Capacity Evaluation by Governmental Entity

Maintaining Entity (miles)	V/C < 0.85	V/C > 0.85 < 1.0	V/C > 1.0	Total
HOA	4.46	0.00	0.00	4.46
City	184.50	9.18	11.93	205.60
County	38.30	4.61	0.88	43.79
State	3.07	3.29	1.44	7.80
Total	**230.33**	**17.08**	**14.25**	**261.66**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

Overall, the majority of roadway miles (88.03%) are at a V/C ratio less than .85%, meaning the majority of the system currently has adequate road capacity (**Table 2 - 13**). Roughly seven percent (7%) of the network consists of roadways where available capacity is more than 85% but less than the maximum road capacity at the adopted level of service (LOS) standard (**Table 2 - 13**). The share of roadways over capacity is projected to increase from roughly 2.57% in 2025 to 5.44% in 2036 (**Table 2 - 13**).

Table 2 - 13. 2036 Volume to Capacity Percentage by Governmental Entity

Maintaining Entity (percentage)	V/C < 0.85	V/C < 0.85 - 1	V/C > 1.0	Total
HOA	100.00%	0.00%	0.00%	100.00%
City	89.73%	4.46%	5.80%	100.00%

County	87.46%	10.54%	2.00%	100.00%
State	39.38%	42.16%	18.46%	100.00%
Total	**88.03%**	**6.53%**	**5.44%**	**100.00%**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.				

VII. Future Number of Lanes (2036)

The Future Number of Lanes map, consistent with the Mid Term Plan of the 2050 Mobility Plan, illustrates a number of programmed and projected roadway improvements (**Map 2- 12**). The Future Number of Lanes map is based on the Traffic Characteristics Data (Appendix A). The total miles of roadways for the multimodal transportation system are projected to increase from 218.85 in 2025 to 261.66 miles by 2036 (**Table 2 - 14**).

The vast majority of roadway improvements will be widening or constructing four lane roads, with a projected increase from just over 40 miles of City roads in 2025 to just over 69 miles in 2036 (**Table 2 - 14**). The City also plans on widening several roadways to six miles with the total miles increasing from just over 14 miles in 2025 to almost 18 miles in 2036 (**Table 2 - 14**). Widening to six (6) lanes is proposed along portions of St. Lucie West Blvd, Becker Rd, and Village Pkwy among others. The following summarizes the total future mileage by road type based on number of lanes and maintenance entity (**Table 2 - 14**).

Table 2 - 14. 2036 Future Number of Lanes and Total Miles by Governmental Entity

Number of Lanes (miles)	Total	HOA	City	County	State	Total
Two (2) Lane	91.50	0.00	118.54	31.67	0.00	150.21
Four (4) Lane	113.01	4.46	69.53	12.12	0.00	86.11
Six (6) Lane	28.93	0.00	17.53	0.00	7.80	25.33
Total	**233.34**	**4.46**	**205.60**	**43.79**	**7.80**	**261.66**
Note: Analysis shows the total miles by type of road by governmental entity. Number of lanes illustrated as part of the Future Number of Lanes Map **(Map 2 - 12)**. The total milage does not include limited access roads. Ownership data by number of lanes is not mapped.						

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

VIII. Future Volume to Capacity Evaluation (2050)

The next map in the map series illustrates 2050 Volume to Capacity ratios based on the projected transportation network in 2050 **(Map 2 - 13)**. The projected network includes roads currently programmed for widening and future roadway improvements per the 2050 Mobility Plan. Overall, the majority of roadway miles (197.21) would continue to operate at a V/C ratio less than .85%, meaning the majority of the 2050 system, with planned improvements, will have adequate road capacity **(Table 2 - 15)**.

The share of the network where available capacity is projected to be less than 15% of the maximum road capacity increases from roughly 17 miles in 2036 to 29 miles in 2050 (**Table 2 - 15**). Even with planned improvements, roadways that will be operating above the maximum road capacity at current LOS standards increase from 14.25 miles in 2036 to 35.39 miles (**Table 2 - 15**).

Table 2 - 15. 2050 Volume to Capacity Evaluation by Governmental Entity

Maintaining Entity (miles)	V/C < 0.85	V/C > 0.85 < 1.0	V/C > 1.0	Total

HOA	4.46	0.00	0.00	4.46
City	164.55	13.38	27.67	205.60
County	28.20	12.50	3.09	43.79
State	0.00	3.07	4.73	7.80
Total	197.21	28.95	35.49	261.66
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

Overall, the majority of roadway miles (75.37%) are at a V/C ratio less than .85%, meaning the majority of the system currently has adequate road capacity (**Table 2 - 16**). Roughly eleven (11%) of the network consists of roadways where available capacity is more than 85% but less than the maximum road capacity at the adopted level of service (LOS) standard (**Table 2 - 16)**. The share of roadways over capacity is projected to increase from roughly 5.44% to almost 14% **(Table 2 - 16)**.

Table 2 - 16. 2050 Volume to Capacity Percentage by Governmental Entity

Maintaining Entity (percentage)	V/C < 0.85	V/C < 0.85 - 1	V/C > 1.0	Total
HOA	100.00%	0.00%	0.00%	100.00%
City	80.03%	6.51%	13.46%	100.00%
County	64.39%	28.55%	7.06%	100.00%
State	0.00%	39.38%	60.62%	100.00%
Total	75.37%	11.07%	13.56%	**100.00%**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

IX. Future Number of Lanes (2050)

The Future Number of Lanes map, consistent with the 2050 Mobility Plan, illustrates a number of programmed and projected roadway improvements **(Map 2 - 14)**. The Future Number of Lanes map is based on the Traffic Characteristics Data **(Appendix A)**. The total miles of roadways for the multimodal transportation system are projected to increase from 218.85 in 2025 to 261.66 miles by 2050 **(Table 2 - 14)**. Most of these new roadways are projected to be built within the northwest and southwest annexation areas, west of Interstate 95 **(Map 2 - 13).** Additionally, the City will continue to implement the Northwest Annexation Area Right-of-Way Network Map **(Map 2-15)** to guide the development of the planned roadway network within the northwest annexation area**.**

The vast majority of roadway improvements will be widening or constructing four lane roads, with a projected increase from just over 69 miles in 20205 to 100 miles in 2050 **(Table 2 - 17)**. The City also plans on widening several roadways to six miles with the total miles increasing from just over 17 miles in 2025 to 21 miles in 2050 **(Table 2 - 17)**. Widening to six (6) lanes is proposed along portions of St. Lucie Blvd, Crosstown Parkway and Village Parkway. The following summarizes the total future mileage by road type based on number of lanes and maintenance entity **(Table 2 - 17)**.

Table 2 - 17. 2050 Future Number of Lanes and Total Miles by Governmental Entity

Number of Lanes (miles)	Total	HOA	City	County	State	Total
Two (2) Lane	99.10	0.00	84.42	14.68	0.00	99.10
Four (4) Lane	133.62	4.46	100.05	29.11	0.00	133.62
Six (6) Lane	28.93	0.00	21.13	0.00	7.80	28.93
Total	**261.66**	**4.46**	**205.60**	**43.79**	**7.80**	**261.66**

Note: Analysis shows the total miles by type of road by governmental entity. Number of lanes illustrated as part of the Future Number of Lanes Map **(Map 2 - 12)**. The total milage does not include limited access roads. Ownership data by number of lanes is not mapped.

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

X. Mobility Plan Overview

The City of Port St. Lucie has an adopted mobility plan based on 2045 traffic projections. An updated Mobility Plan has been prepared based on 2050 traffic projections. The mobility plan has a series of maps that accompany project specific descriptions. Roadway Corridors consist of a series of three (3) plans based on projected time frames of improvements:

1) Short-Term plan (2025 to 2030)
2) Mid-Term plan (2030 to 2040)
3) Long-Term Plan (2040 to 2050)

The short-term plan primarily consists of funded and programmed improvements or improvements likely to be programmed for construction by 2030. The mid-term plan consists of roadways corridors where some preliminary planning or traffic studies have occurred or are occurring and are the corridors most likely to be under design and construction between 2030 and 2040. The long-term plan and projected needed improvements that will be monitored over the next ten years to determine if they need to be advanced before the 2040-time frame.

The 2050 Mobility Plan identifies a number of corridors for future study. Several corridors are intended to serve as parallel capacity to major east-west roads such as Port St. Lucie and Gatlin Blvd, the Crosstown Expressway, and Midway Road. Other corridor studies involve the introduction to improvements that have not been undertaken before in Port St. Lucie. These studies involve conversion of roadways into one-way pairs or use of existing canal right-of-way to also serve as roadway with appropriate stormwater infrastructure. Due to the number of platted lots within Port St. Lucie, many arterial and collector roads allow for one or two driveways per platted lot to connect to these higher volume roadways. These driveways impact utilities, stormwater, curbing, landscape, shared-use paths and capacity, all of which increase cost.

Some corridors, due to the frequency of driveways, are resulting in roadway construction cost approaching $30 million a mile. That is roughly three times the average cost per mile for traditional arterial and collector roadways. At this cost, pursuing use of drainage canals, even with the increased cost of stormwater structures, may be a viable alternative to trying to widen existing roadways along corridors with a substantial number of platted lots. The biggest downside to use canal right-of-way is not necessarily the cost, it is the reality that most of these canal ROW run adjacent to the back yards of existing residents. Even though these are platted ROW, it is recognized that there is a big difference between a canal in someone's back yard versus a roadway.

The three (3) roadway corridor plans largely identify improvements along corridors where ROW is available or attainable. The Corridor Studies identified the parallel corridors along arterials and collectors that are projected to be over capacity where ROW is not readily available to make parallel improvements. These corridors, such as Port St. Lucie Blvd between US 1 and Gatlin, and Gatlin between Port St. Lucie Blvd and Interstate 95 are going to require innovative solution to accommodate the projected traffic volumes along both corridors. The same will hold true for the Crosstown Parkway and Midway Road between US 1 and Interstate 95 in the future. The City will need to coordinate with FDOT and the TPO to advance studies for parallel improvements along these corridors, consistent with the 2050 Mobility Plan.

The 2050 Mobility Plan also identifies a preliminary network of developer access roads for areas west of current city limits where there are few planned corridors. These will need to be coordinated with St. Lucie County and future development. Most of these areas are currently unincorporated. However, several will likely become incorporated in the future and become part of Port St. Lucie. These developer access roads are intended to serve as a guide to ensuring connectivity and continuity. These corridors will need to be further defined over time.

The 2050 Mobility Plan includes an intersection plan that identified capacity and safety improvements at intersections throughout the City. The current intersection plan in the currently adopted mobility plan has been used extensively by the City to plan and prioritize current programmed intersection projects. The intersection plan project list is a testament to the number of intersection projects that are already programmed within the City or are already under construction. The Intersection Plan will continue to function as a tool to be used by the City to identify and prioritize needed improvements.

The Multimodal Plan component of the 2050 Mobility Plan has been streamlined to better illustrate the overall existing and planned network of multimodal improvements. The Multimodal Plan consists of current multimodal corridors, planned shared-use paths, and future shared-use paths that would be outside road ROW in the form of boardwalks, greenways, or multi-use trails. The City is rapidly closing gaps in its multimodal network with a goal of a multimodal facility on at least one side of all City maintained functionally classified arterial and collector roadways.

The 2050 Mobility Plan also includes a multimodal network map that classifies multimodal corridors into four categories: (1) principal; (2) major; (3) minor; and (4) corridor studies. The objective of this map is similar to a functional classification map for roadways.

The principal multimodal corridors are the ones likely to experience the greatest level of multimodal use and connect schools, parks, neighborhoods, and major destinations. These are the top priority corridors for multimodal improvements and represent the foundation for an interconnected multimodal network. The principal multimodal corridors are the ones likely to experience the greatest level of multimodal use and connect schools, parks, neighborhoods, and major destinations. The next tier are major multimodal corridors, and these are intended to connect principal multimodal corridors and largely serve existing and future residential neighborhoods. The final tier are minor multimodal corridors, and these are intended to fill in gaps between principal and multimodal corridors and to serve parks and schools that are not located along a principal or multimodal corridor.

There is also a corridor study planned for Port St. Lucie Blvd from US 1 to Gatlin Blvd. This segment, which is mostly a State Road, does not have adequate right-of-way for on-street multimodal facilities such as bike lanes, nor does it have adequate ROW to widen existing sidewalks to shared-use paths. Parallel multimodal improvements are needed along this corridor given the land use patterns which can support multimodal trips.

The Transit Circulator Plan is the last of the 2050 Mobility Plan map series. The plan consists of microtransit routes using low speed vehicles and the potential for water taxi service in the future. While the Transit Circulator Plan identifies corridors throughout the City, each with key destinations that are intended to be served, the proposed project for funding in the next five years are more targeted pilot projects top initiate services, rather than try to provide services in areas where there is not yet demand.

The City has used its currently adopted Mobility Plan as the basis for funding studies, design, right-of-way and construction of existing road, multimodal and intersection projects. The prioritization process is done as part of the annual update of the Capital Improvements Program. The most recent version of the City's Mobility Plan is intended to serve as implementing the Capital Improvements Element of the Comprehensive Plan related to multimodal improvements. The latest version of the City's Mobility Plan is available upon request from the City's Planning and Zoning Department. Should the City Council adopt the 2050 Mobility Plan, the document will be made available upon request from the City's Planning and Zoning Department.

XI. Rationale for Transportation Element Amendments

The changes to the goals, objectives, and policies of this element had very specific reasons, outlined below.

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

Rationale: The Highway Capacity Manual has been updated twice since the 2010 version. It is currently at 7th edition of the Highway Capacity Manual last updated in 2022 and will likely be updated to the 8th edition in 2027. This change reflects that the latest document will be utilized. This amendment is not more restrictive on development.

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~~ mobility fees.

Rationale: This change reflects that the City stopped collecting road impact fees in 2021 and replaced its road impact fee with a Mobility Fee in 2021. This amendment is not more restrictive on development.

~~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.~~

Rationale: This policy is being replaced by Objective 2.1.5 and subsequent policies. This amendment is not more restrictive on development.

Objective 2.1.5: The City shall evaluate the quality of service for streets, on-street and off-street multimodal facilities as part of updates to its mobility plan to measure improvements over time and to plan and design for safer streets for all.

Rationale: This Objective replaces existing Policy 2.1.2.13 and implements the City's current mobility plan which was adopted in 2023. This amendment is not more restrictive on development.

Policy 2.1.5.1: The City may adopt, in addition to existing roadway level of service (LOS) standards, the following street quality of service (QOS) standards based on posted speed limits:

Quality of Service (QOS) Standard	Posted Speed Limit	Applicable Locations
A	20 MPH or lower	Local, residential and select streets with ROW modifications to slow vehicles to achieve posted speed limit
B	25 MPH	Local, residential and select streets, also includes select arterials and collectors with ROW modifications to slow vehicles to achieve posted speed limit
C	30 MPH	Local, residential and select streets, minor and major collectors and select arterials with ROW modifications to slow vehicles to achieve posted speed limit
D	35 MPH	Major collectors, minor arterials and select streets
E	40 MPH or higher	Major collectors, arterials and select streets

Policy 2.1.5.2: The City Engineer shall have the flexibility to design roads where design speed is equal to posted speed. It shall be the City Engineer's discretion when to utilize this policy.

Policy 2.1.5.3: The City shall have flexibility in the implementation of street quality of service over time and may initially permit slower speeds after right-of-way modifications have been constructed that slow down motor vehicles.

Policy 2.1.5.4: The City may elect to replace roadway level of service standards with street quality of service standards in areas of the City in which the City or the community no longer desires to see additional roadway capacity added due to policy, physical, environmental, or neighborhood constraints.

Rationale: The City may elect to adopt Street QOS standards to allow the City Engineer greater flexibility in street design standards. These are not a regulatory standard. They reflect the subsequent Street QOS at a given posted speed limit. Florida Statute requires a measurable standard should the City ever elect to move away from roadway level of service standards for built-out areas of the City in the future. The Data, Inventory and Analysis demonstrate how Street QOS functions as a measurable standard. This amendment is not more restrictive on development.

Policy 2.1.5.5: The City may adopt the following on-street multimodal quality of service standards based on the presence and width of on-street multimodal facilities, physical separation and posted speed limits of 25 MPH or lower:

On-Street Multimodal Facility	No Separation	Buffered or Separated	25 MPH or lower
5' or wider (bike lane or multimodal lane)	C	B	A
4' wide (bike lane or multimodal lane)	D	C	A
Sharrows (Bicycle Boulevard)	D	--	C
Paved Shoulder (Undesignated Bike Lane, Advisory Sidewalk)	E	--	D
No facility	F	F	E
* On-street means a multimodal facility located between curbs or the edge of pavement using the same asphalt pavement or other surface as motor vehicles.			
** For bi-directional multimodal facilitates, the width would be multiplied by two.			

*** An off-street shared-use path on the back of curb would result in a QOS B, and an off-street path separated at least five (5) foot from the back of curb or edge of pavement would be a QOS of A.

Rationale: The City may elect to adopt QOS standards for On-Street multimodal facilities. The table above in Policy 2.1.5.5 assigns a QOS based on the type of on-street multimodal facility present. These are not a regulatory standard. These standards allow for performance to be measured over time. The Data, Inventory and Analysis demonstrate how this QOS functions as a measurable standard. This amendment is not more restrictive on development.

Policy 2.1.5.6: To the maximum extent feasible on-street multimodal facilities without physical separation should be limited to roads with a posted speed limit of 30 MPH or lower. Roads with a posted speed limit of 35 to 40 MPH should be designed with a buffer, physical separation or off-street shared use path. On-street multimodal facilities on roadways with a posted speed of 45 MPH or greater should either be physically separated or feature an off-street shared-use path.

Rationale: This Policy provides guidance on the most appropriate type of bicycle facility given the posted speed limit. The State has implemented similar guidance. It is becoming recognized that higher speed roads require different on-street multimodal facilities where feasible. This amendment is not more restrictive on development.

Policy 2.1.5.7: On-street multimodal facilities should primarily be used by people on bicycles. Unless pre-empted by the State, the City can regulate the use of e-bikes, scooters, golf carts, low speed vehicles, motor bikes, delivery robots, and other motorized forms of personal mobility on on-street multimodal lanes.

Rationale: This Policy allows the City to regulate use of on-street multimodal facilities, unless pre-empted by the State. This addresses use of e-bike, golf carts, delivery robots and other forms of motorized transportation. This amendment is not more restrictive on development.

Policy 2.1.5.8: The City may adopt the following off-street multimodal quality of service standards based on the presence and width of off-street multimodal facilities, physical separation and posted speed limits of 25 MPH or lower:

Off-Street Multimodal Facility	Back of curb	Barrier or setback from curb	25 MPH or lower
10’ or wider (boardwalk, trail, multimodal way, shared-use path, sidewalk)	B	A	A
8’ to 9’ wide (shared-use path or sidewalk)	C	B	A
6’ to 7’ wide (sidewalk)	D	C	B
4’ to 5’ wide (sidewalk)	E	D	C
No facility	F	F	E
* Off-street means a multimodal facility located outside of the travel lanes for motor vehicles. When adjacent to travel lanes, most sidewalks feature a vertical curb. Setbacks can also be from the edge of pavement where a vertical curb is not present.			
** A paved shoulder on a 30 MPH roadway could accommodate people walking and would be a QOS E.			
*** A designated walking areas (aka paved shoulder) on a 25 MPH or slower roadway could accommodate people walking and would be a QOS D.			

Rationale: The City may elect to adopt QOS standards for Off-Street multimodal facilities. The table above in Policy 2.1.5.8 assigns a QOS based on the type of off-street multimodal facility present. These are not a regulatory standard. These standards allow for performance to be measured over time. The Data, Inventory and Analysis demonstrate how this QOS functions as a measurable standard. This amendment is not more restrictive on development.

Policy 2.1.5.9: Off-street multimodal facilities should primarily be used by people walking, jogging, running, biking, pushing a stroller, or using a mobility assistance device. Unless pre-empted by the State, the City can regulate the use of e-bikes, bicycles, scooters, golf carts, low speed vehicles, motor bikes, delivery robots, and other motorized forms of personal mobility on off-street multimodal facilities.

Rationale: This Policy allows the City to regulate use of off-street multimodal facilities, unless pre-empted by the State. This addresses use of bicycles, e-bike, golf carts, delivery robots and other forms of motorized transportation. This amendment is not more restrictive on development.

Policy 2.1.5.10: The City may elect to establish quality of service standards for transit at a future date as part of an update to its mobility plan.

Rationale: This Policy allows the City to establish QOS standards for measuring transit performance as part of updates to its mobility plan in the future. This amendment is not more restrictive on development.

Policy 2.2.1.1: Review development projects to require improvements for pedestrian (on-street multimodal) and bicycle (off-street multimodal) facilities.

Rationale: This Policy provides consistency with QOS standards for on and off-street multimodal facilities. This amendment is not more restrictive on development.

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 multimodal ~~multi-modal~~ approaches to transportation planning and implementation of concurrency or mobility.

Rationale: This Policy provides for consistent spelling of the term multimodal. This amendment is not more restrictive on development.

Policy 2.6.1.5: The latest edition of the roadway plan for the Western Annexation Area, maintained by the City, ~~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.

Rationale: This Map has been updated and is updated as new development occurs within the City and County. This update is in conjunction with new Objective 2.7.3 to make the City's maps and data more accessible to the public to reflect the rapid growth occurring in the City of Port St. Lucie. The City is making a concentrated effort to move mapping data to its online Geographic Information Systems where it can provide for the latest available data and to reflect the changes occurring within the City. This amendment is not more restrictive on development.

Policy 2.7.1.5: Development shall be required to construct roadway ~~mobility~~ and multimodal corridors shown on the Mobility Plan that are internal to the development or that are adjacent to an external property boundary to ensure connectivity, the dispersal or trips, and adequate access for first responders.

Rationale: This change reflects the mobility plan corridor types. Previously mobility corridors were where road capacity was to be added either as new roads or wider roads, but neither was defined. The mobility plan description of roadways and number of lanes is now more defined to distinguish between new roads and wider roads. This amendment is not more restrictive on development.

Policy 2.7.1.6: The City shall continue to pursue strategic acquisition of parcels to enhance connectivity between existing roadways and provide enhanced access to existing intersections with functionally classified roadways.

Rationale: The City has been utilizing this approach as part of implementing the mobility plan and being proactive to increase connectivity. This policy amendment reflects that this is a specific approach the City should continue to utilize to implement the mobility plan and improve connectivity and potentially reduce the need to utilize eminent domain. This amendment is not more restrictive on development.

Policy 2.7.1.7: The City shall evaluate concepts unique to Port St. Lucie such as one-way roads, use of canal right-of-way, elevated roads in medians, canal crossings, and limited access over and underpasses to address existing and future congestion.

Rationale: The City has available right-of-way in newer parts of the City. In the traditional platted areas of the City, right-of-way is more restrictive. This policy reflects the need of the City to consider unique options for addressing congested areas where right-of-way is less available. This amendment is not more restrictive on development.

Policy 2.7.1.8: The City shall evaluate concepts unique to Port St. Lucie such as shared driveways, frontage roads, and alleyways and restricting direct access from platted lots to functionally classified roadways.

Rationale: The platted lots within the City have the ability to directly access a collector or arterial road. These access connections make improvements and multimodal facilities more difficult to provide. This policy allows the City to explore different approaches to potentially limit the number of direct access connection. This amendment is seeking to strike a balance of still providing access to an individual lot while maintaining existing traffic flows or improving traffic on functionally classified roads.

Policy 2.7.1.9: The City shall evaluate concepts unique to Port St. Lucie such as designated walking areas, physical right-of-way modifications, low speed streets, and bicycle boulevards on residential streets where there is support from adjacent residents to address the lack of on-street and off-street multimodal facilities in the historic platted portions of the City.

Rationale: This policy allows the City to be creative in addressing the numerous local residential roads without sidewalks or bicycle lanes. The City is primarily focused on ensuring all functionally. Classified roads have a sidewalk on at least one side of the street and that roads with access to schools and parks also have sidewalks. This still leaves hundreds of miles of local residential roads without sidewalks. There are innovative approaches using pavement markings and existing pavement to provide designated areas for people to walk and bicycle. This amendment is not more restrictive on development.

Policy 2.7.2.1: The City shall implement the vision of the Mobility Plan through the planning, design, funding, and construction of multimodal projects that strengthen mobility, accessibility, safety, and connectivity and result in:

1. A complete and connected primary multimodal network of greenways, shared-use ~~multi-use~~ paths, multimodal ways, and multimodal lanes that connect neighborhoods with schools, parks, places of assembly, civic uses, employment and retail centers;

Rationale: This policy amendment recognizes use of the more common term "shared-use path" versus "multi-use" path. The State also uses the term "shared-use path". This amendment is not more restrictive on development.

Objective 2.7.3: Develop and periodically update a transportation map series for transportation planning through updates to the level of service report, the Mobility Plan, and the Multimodal Program of the Capital Improvements Program.

Rationale: This new objective seeks to make the City's maps and data more accessible to the public to reflect the rapid growth occurring in the City of Port St. Lucie. The City is making a concentrated effort to move mapping data to its online Geographic Information Systems where it can provide for the latest available data and to reflect the changes occurring within the City. This objective also identifies times when these maps should be updated in conjunction with updated LOS reports, the mobility plan and the capital improvements program. This amendment is not more restrictive on development.

Policy 2.7.3.1: The City will update the current functional classification map as needed to reflect the construction of new functionally classified roads and updates to the existing functional classification of roadways. The City will also evaluate the need for a future functional classification map or address future functional classification through area specific corridor plans.

Rationale: The Data, Inventory, and Analysis includes a detailed appendix with all functionally classified roads, a map of the functional classification, and a summary of the total miles by functional classification. This data will be updated periodically as new roads are built, widened, or improved to change functional classification. This amendment is not more restrictive on development.

Policy 2.7.3.2: The City will update volume to capacity maps as needed to reflect the latest traffic counts and capacity of the existing roadway network.

Rationale: The Data, Inventory, and Analysis includes existing volume to capacity for all major roads in the appendix, a map of the existing volume to capacity, and a summary of the volume to capacity-by-capacity thresholds. This data will be updated periodically as LOS reports and the mobility plan are updated. This amendment is not more restrictive on development.

Policy 2.7.3.3: The City will develop and maintain an existing and future number of lanes map to reflect existing conditions and planned improvements identified through the Mobility Plan and Multimodal Program of the Capital Improvements Program.

Rationale: The Data, Inventory, and Analysis includes existing number of lanes for all major roads in the appendix, a map of the existing number of lanes, and a summary of the number of lanes by functional classification. This data will be updated periodically as the mobility plan and capital improvement program are updated. This amendment is not more restrictive on development.

Policy 2.7.3.4: The City will develop and maintain roadway and multimodal corridor plans through the Mobility Plan and Multimodal Program of the Capital Improvements Program. These documents shall serve as the latest source of information for transportation projects that would implement and serve as the Capital Improvements Element of the Comprehensive Plan.

Rationale: These maps are in the current mobility plan and will be included in future updates. This amendment is not more restrictive on development.

Policy 2.7.3.5: The City will develop and maintain a future corridor study map through the Mobility Plan that identifies roadway and multimodal corridors that require additional evaluation due to physical, environmental, and neighborhood constraints or that propose unique configurations such as one-way corridors or the use of canal right-of-way to enhance connectivity.

Rationale: This map will be included in future updates of the mobility plan. This amendment is not more restrictive on development.

Policy 2.7.3.6: The City will develop and maintain projected developer access road corridors through the Mobility Plan that may be further defined into area specific maps such as the Northwest Annexation Area Right-of-Way Network Map.

Rationale: This map will be included in future updates of the mobility plan. This amendment is not more restrictive on development.

Policy 2.7.3.7: The City will maintain and periodically update a posted speed limits maps and update the street quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Rationale: The Data, Inventory, and Analysis includes existing posted speed limits for all major roads in the appendix, a map of the posted speed limits, and a summary of the posted speed limits by functional classification. The Data, Inventory, and Analysis also includes the same for Street QOS. This amendment is not more restrictive on development.

Policy 2.7.3.8: The City will maintain and periodically update existing on-street multimodal facilities map and update the on-street multimodal quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Rationale: The Data, Inventory, and Analysis includes existing on-street multimodal facilities for all major roads in the appendix, a map of the existing on-street multimodal facilities, and a summary of the existing on-street multimodal facilities by functional classification. The Data, Inventory, and Analysis also includes the same for On-Street Multimodal QOS. This amendment is not more restrictive on development.

Policy 2.7.3.9: The City will maintain and periodically update existing off-street multimodal facilities map and update the off-street multimodal quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Rationale: The Data, Inventory, and Analysis includes existing off-street multimodal facilities for all major roads in the appendix, a map of the existing off-street multimodal facilities, and a summary of the existing off-street multimodal facilities by functional classification. The Data, Inventory, and Analysis also includes the same for Off-Street Multimodal QOS. This amendment is not more restrictive on development.

Policy 2.7.3.10: The City will maintain and periodically update planned micro-transit and proposed water-taxi transit routes maps as part of updates of the Mobility Plan.

Rationale: These maps are in the current mobility plan and will be included in future updates. This amendment is not more restrictive on development.

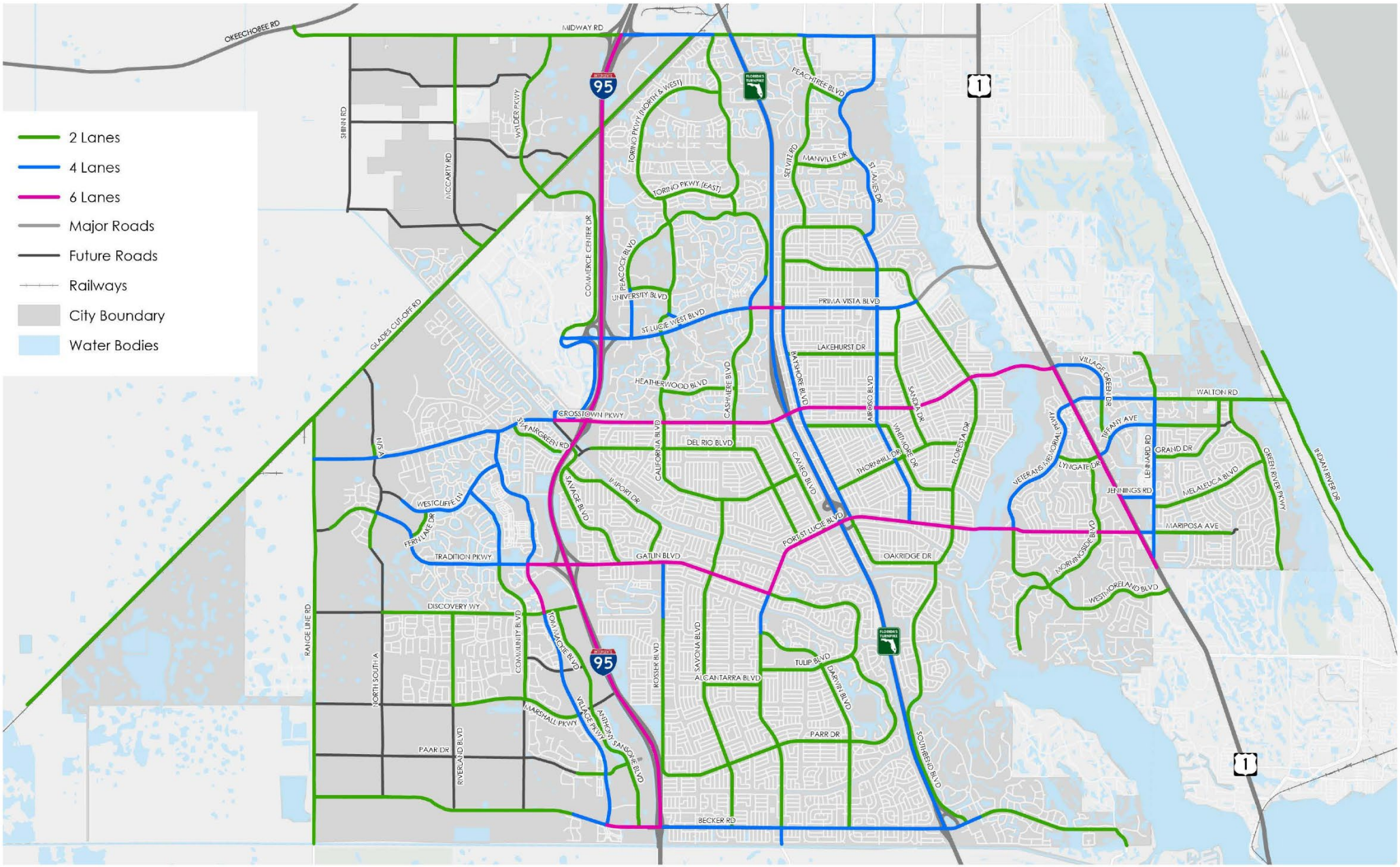
Policy 2.7.3.11: The City will maintain and periodically update planned intersection improvements as part of updates of the Mobility Plan and Multimodal Program of the Capital Improvements Program.

Rationale: These maps are in the current mobility plan and will be included in future updates. This amendment is not more restrictive on development.

EXISTING NUMBER OF LANES

COMPREHENSIVE PLAN 2050

MAP 2-1



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N

0 0.75 1.5 3 Miles

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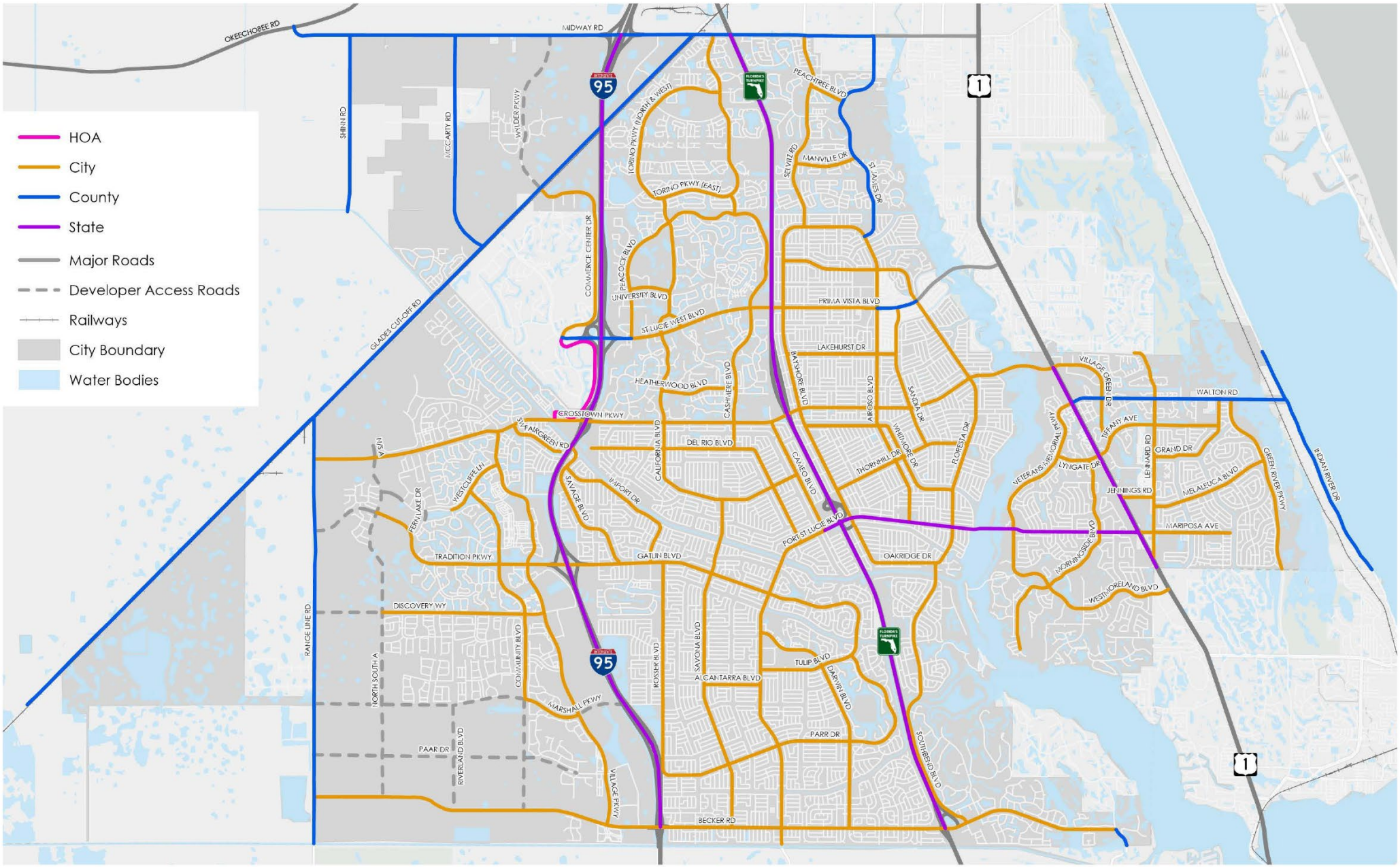
ROADWAY MAINTENANCE

COMPREHENSIVE PLAN 2050

MAP 2-2



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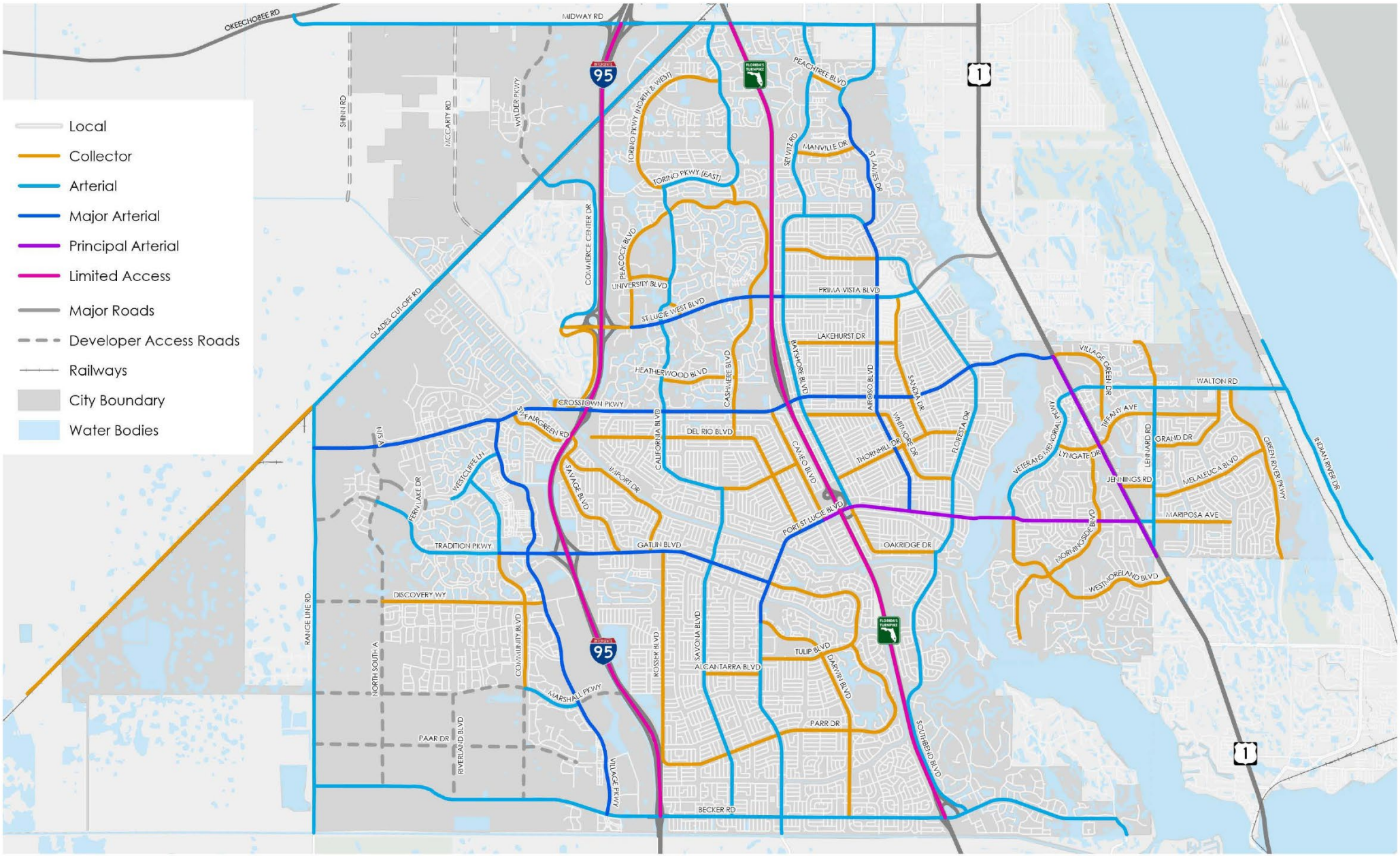
ROADWAY CLASSIFICATION

COMPREHENSIVE PLAN 2050

MAP 2-3



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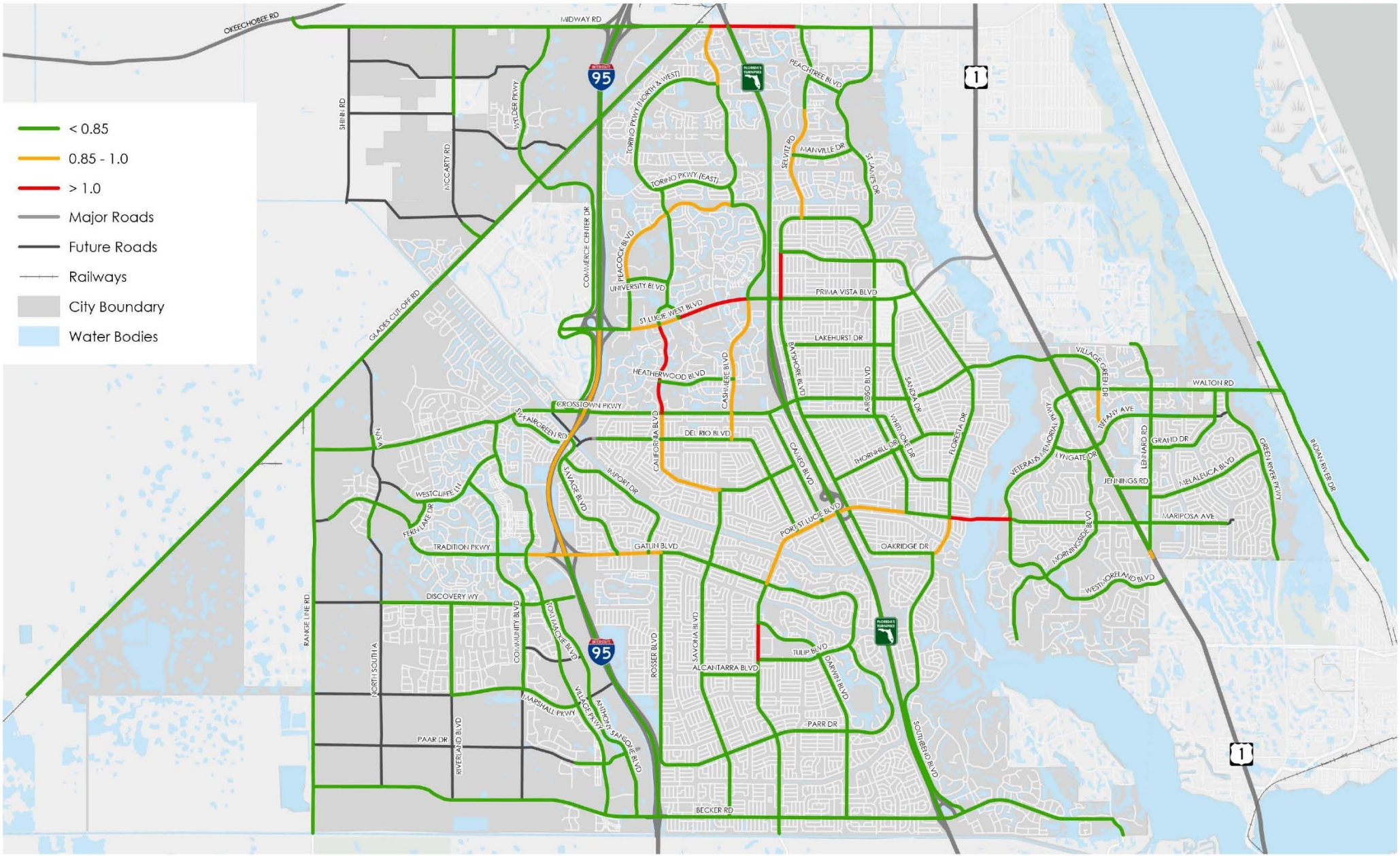
2025 VOLUME TO CAPACITY RATIOS

COMPREHENSIVE PLAN 2050

MAP 2-4



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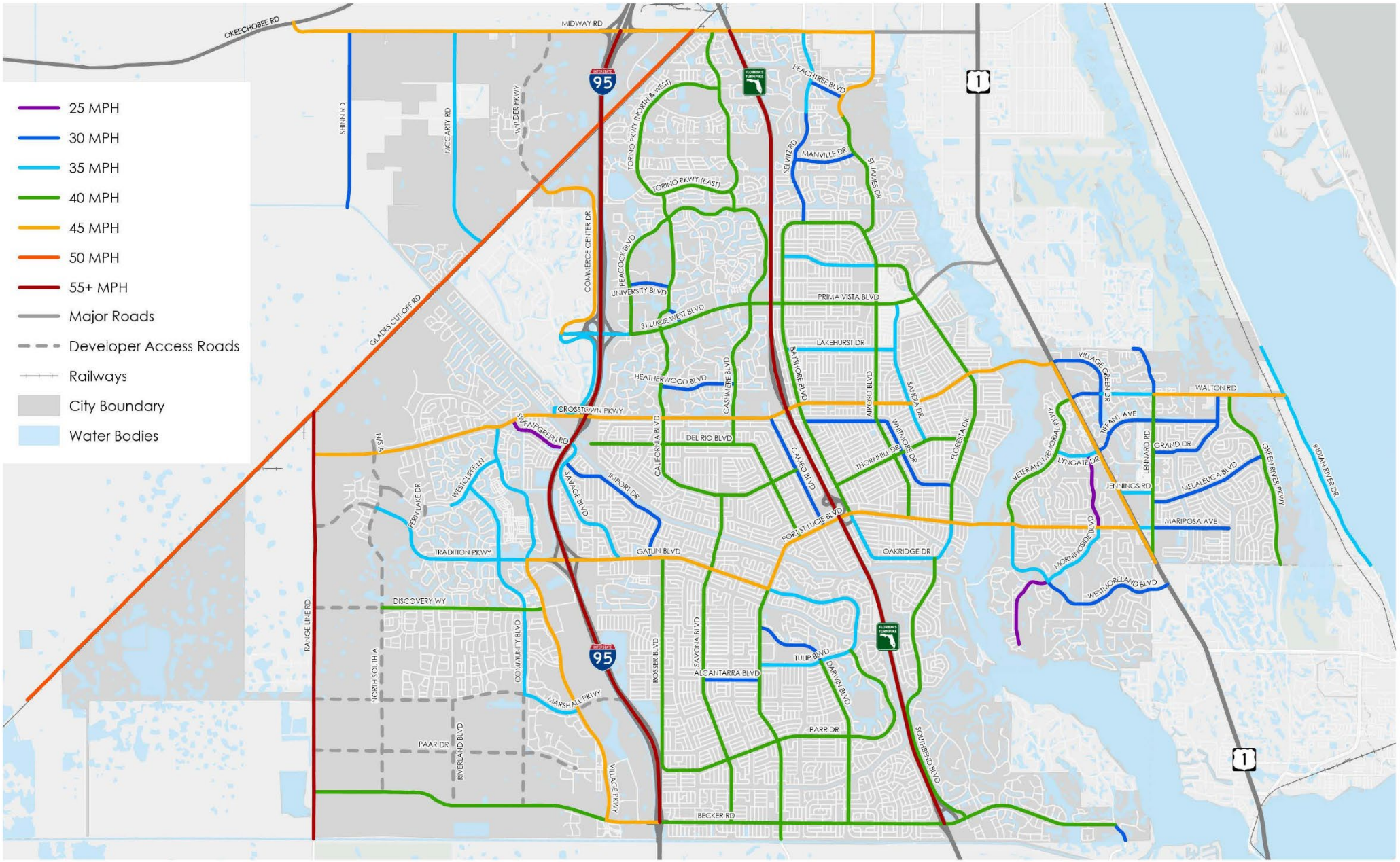
POSTED SPEED LIMIT

COMPREHENSIVE PLAN 2050

MAP 2-5



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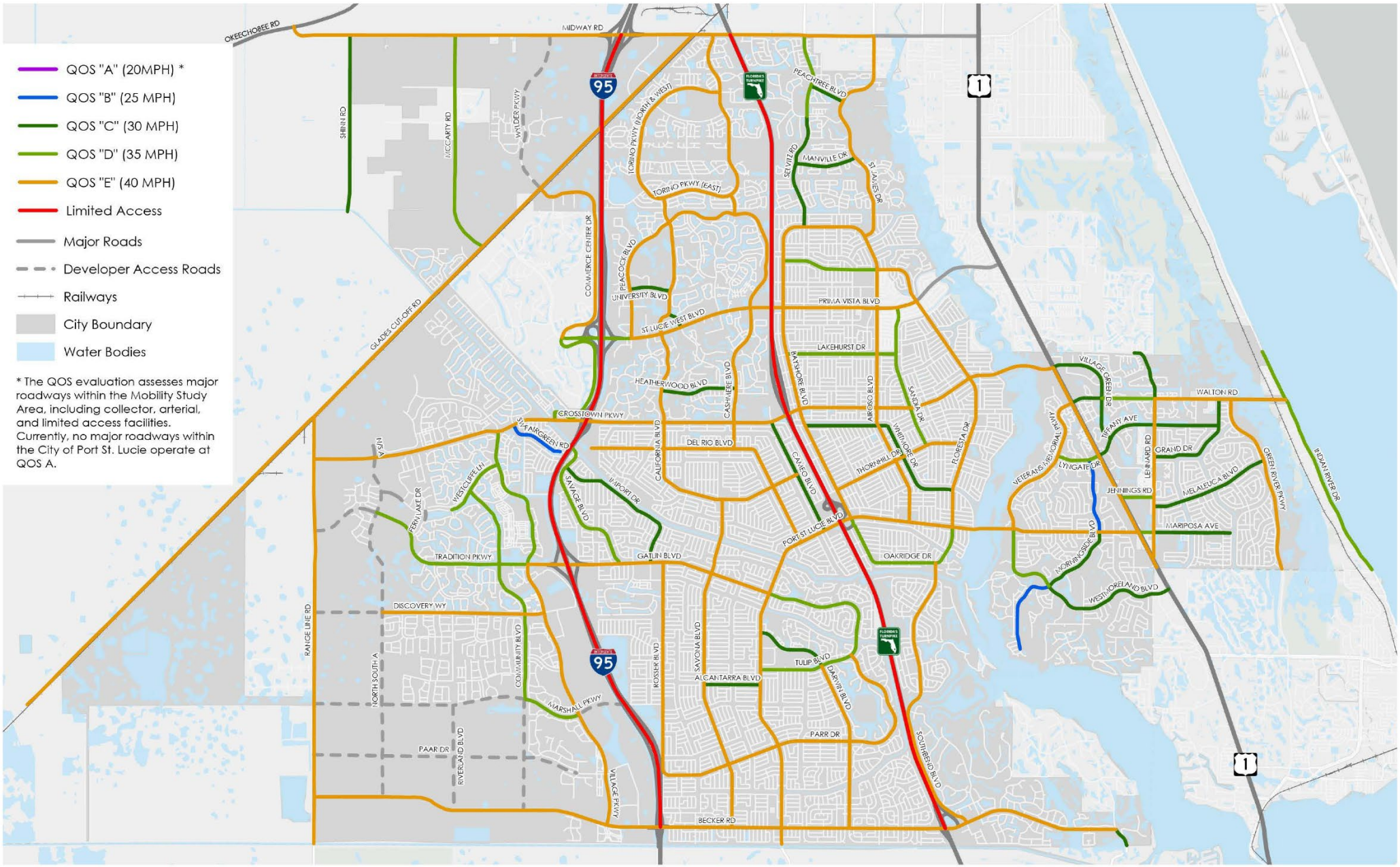
STREET QUALITY OF SERVICE (QOS)

COMPREHENSIVE PLAN 2050

MAP 2-6



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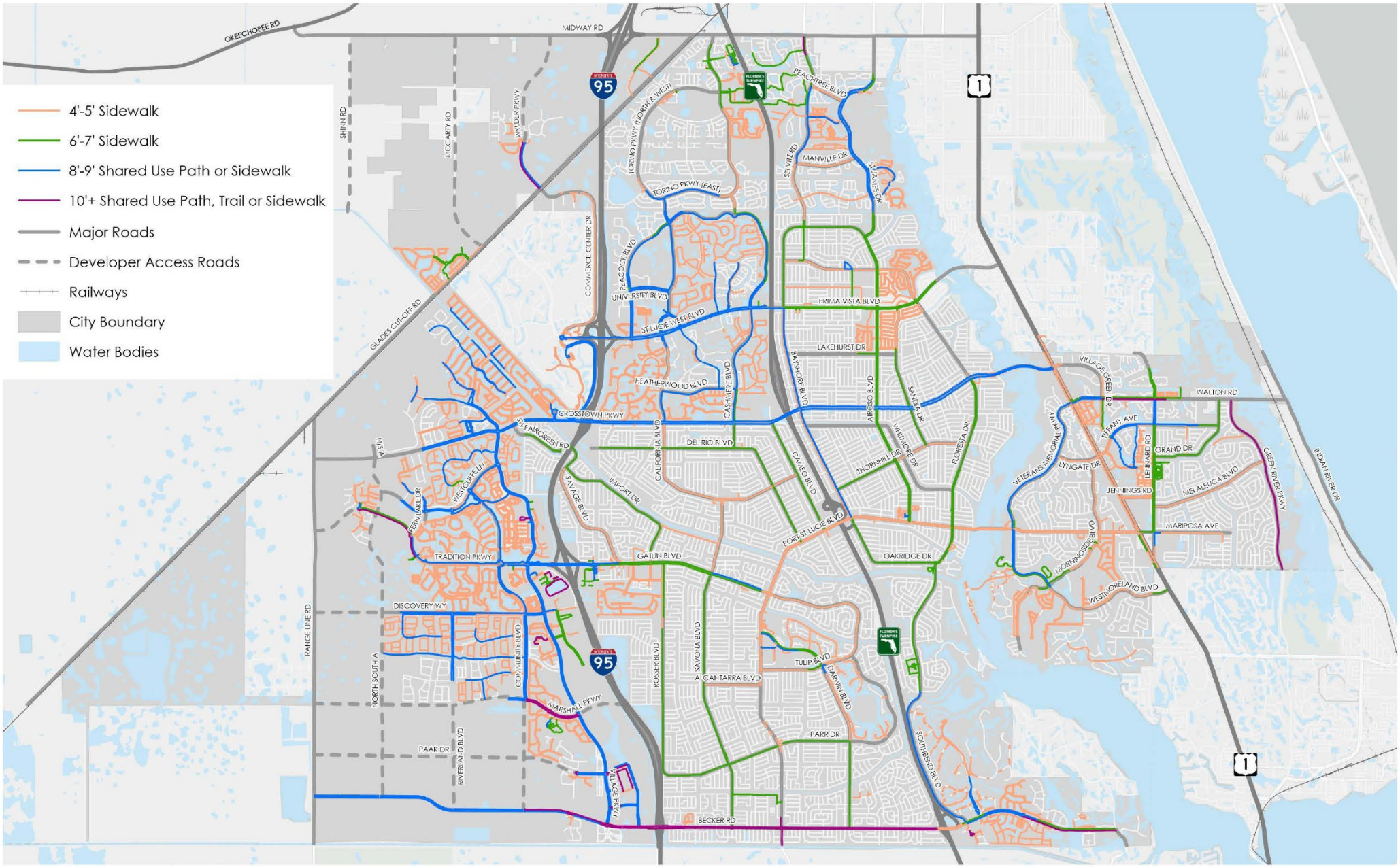
OFF-STREET MULTIMODAL FACILITIES

COMPREHENSIVE PLAN 2050

MAP 2-7



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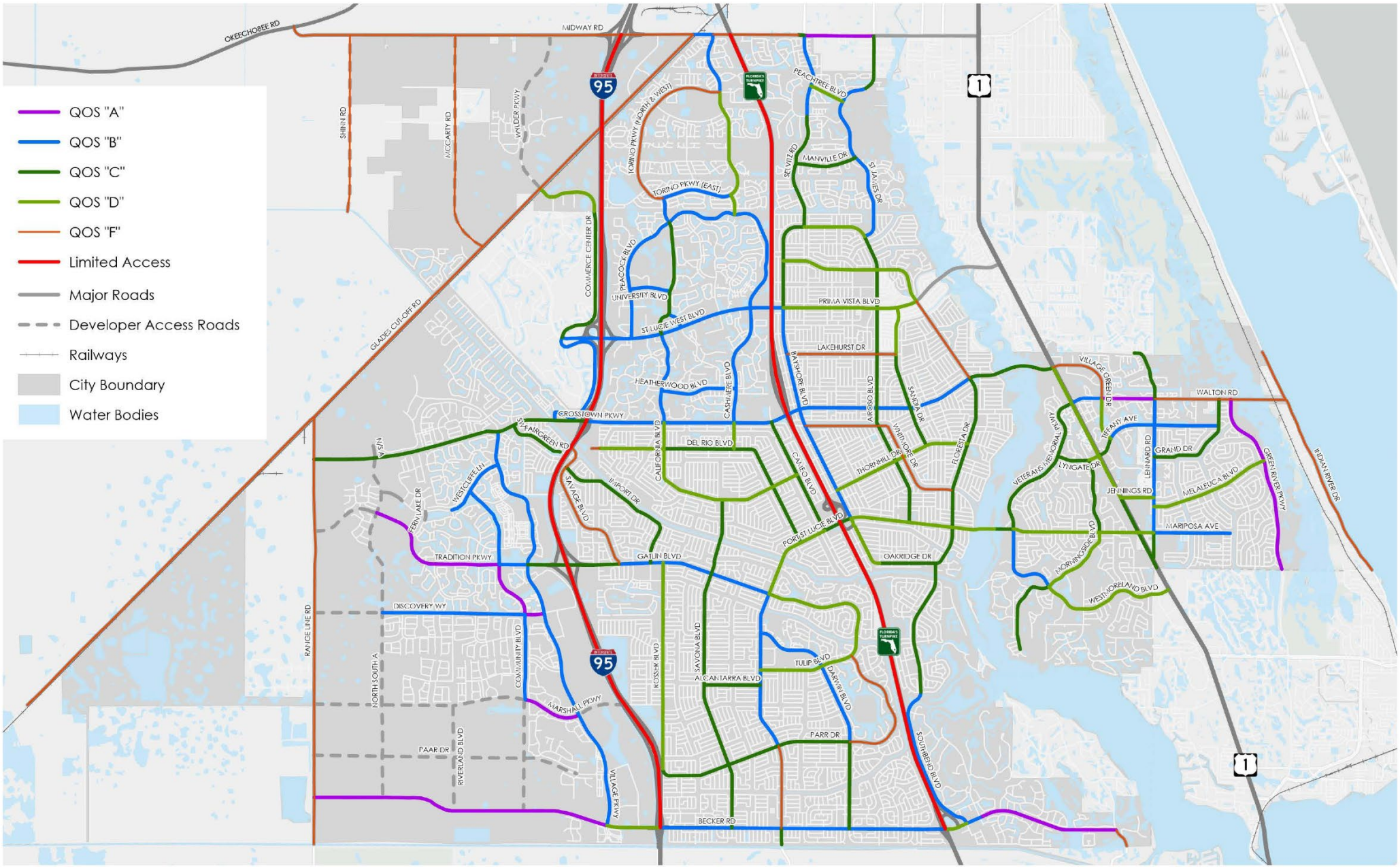
MULTIMODAL OFF-STREET QUALITY OF SERVICE (QOS)

COMPREHENSIVE PLAN 2050

MAP 2-8



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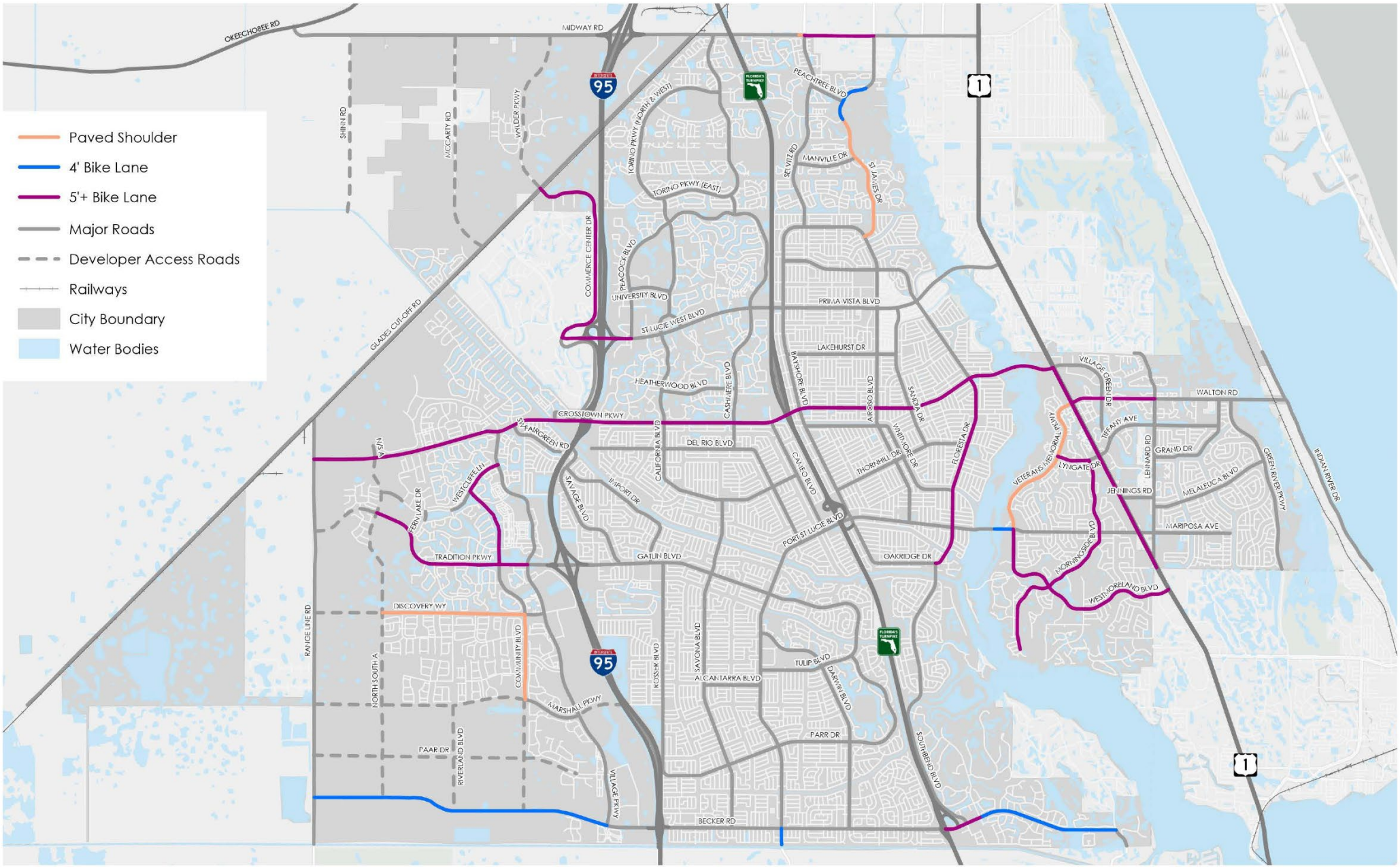
ON-STREET MULTIMODAL FACILITIES

COMPREHENSIVE PLAN 2050

MAP 2-9



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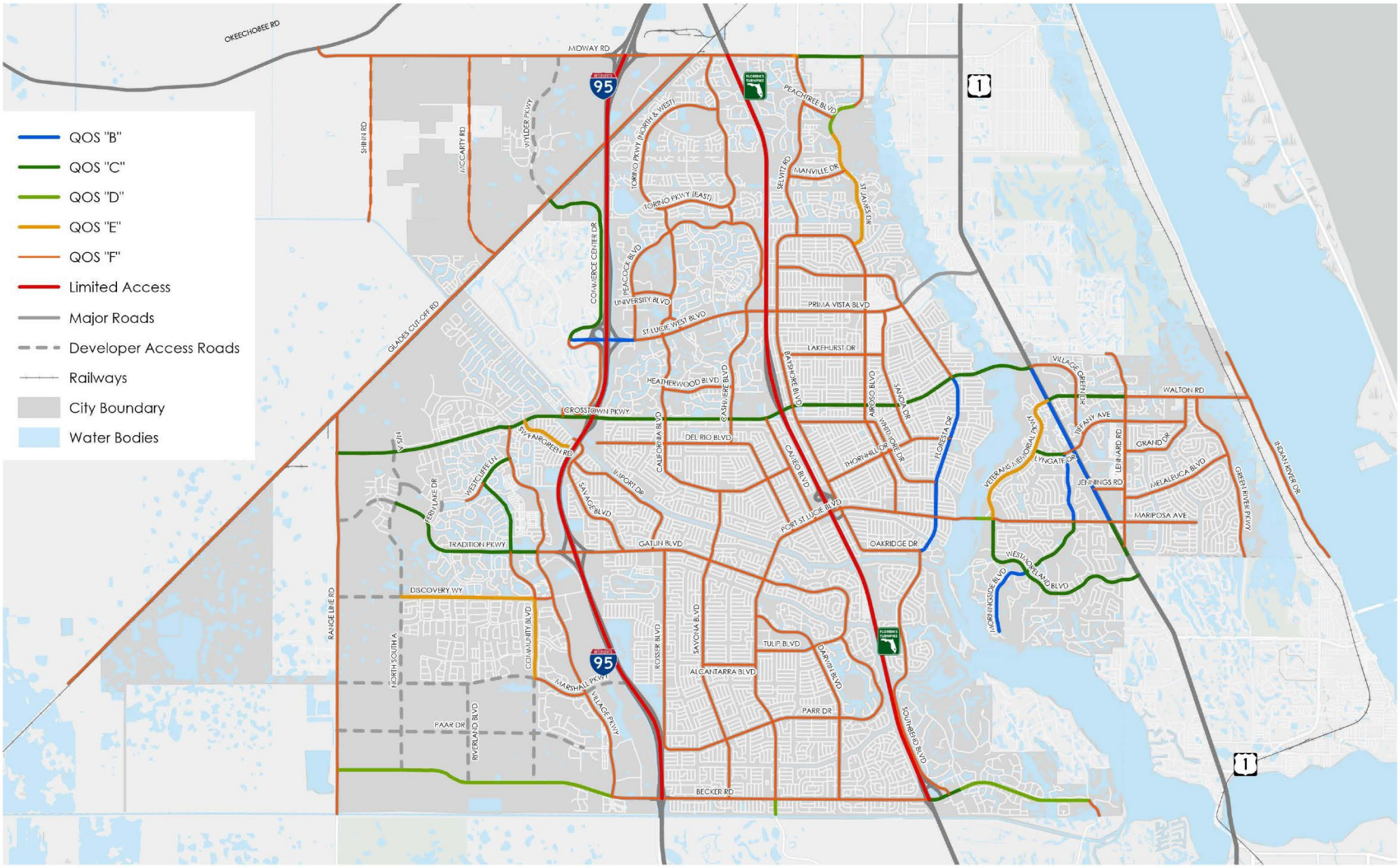
MULTIMODAL ON-STREET QUALITY OF SERVICE (QOS)

COMPREHENSIVE PLAN 2050

MAP 2-10



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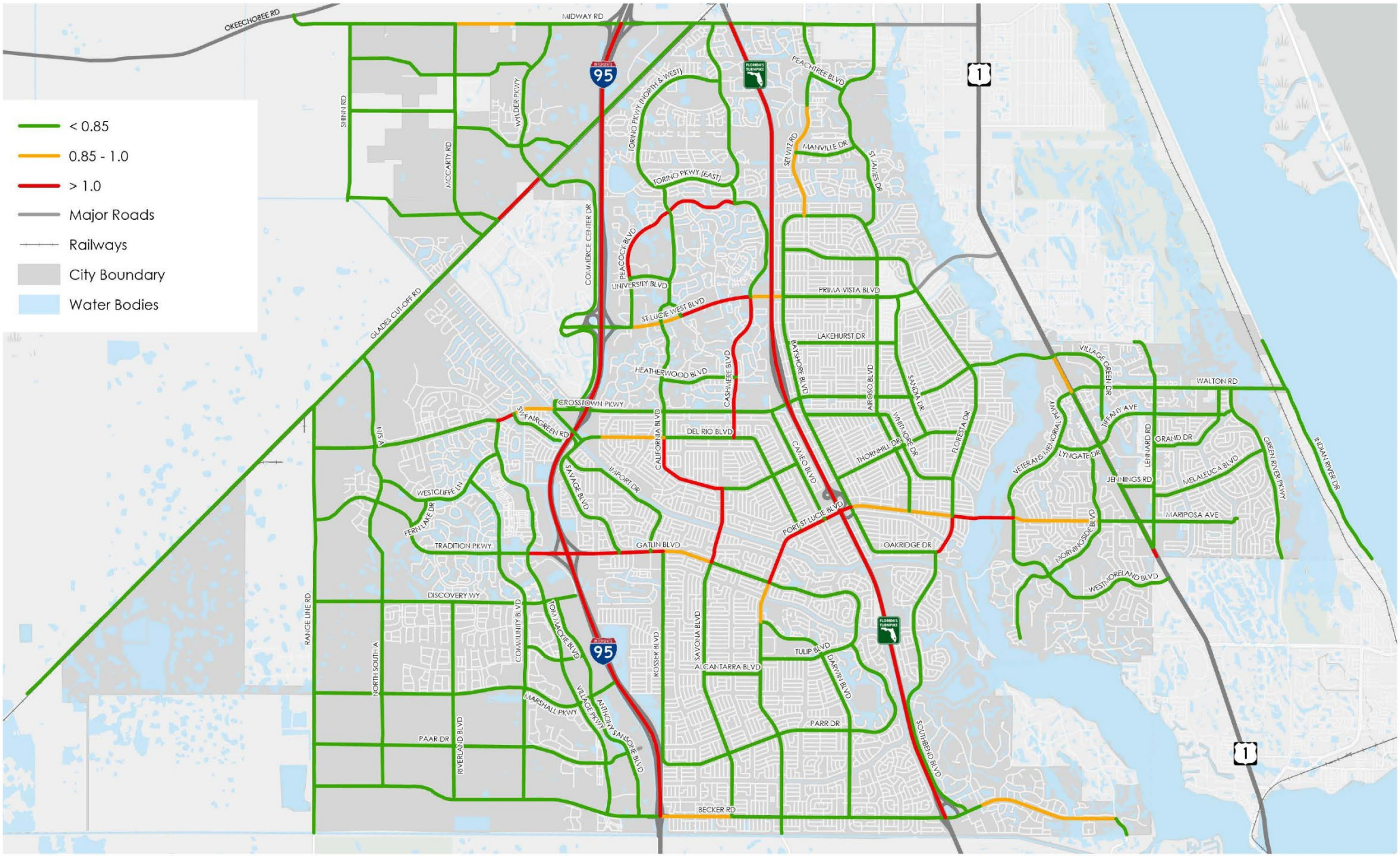
2036 VOLUME TO CAPACITY RATIOS

COMPREHENSIVE PLAN 2050

MAP 2-11



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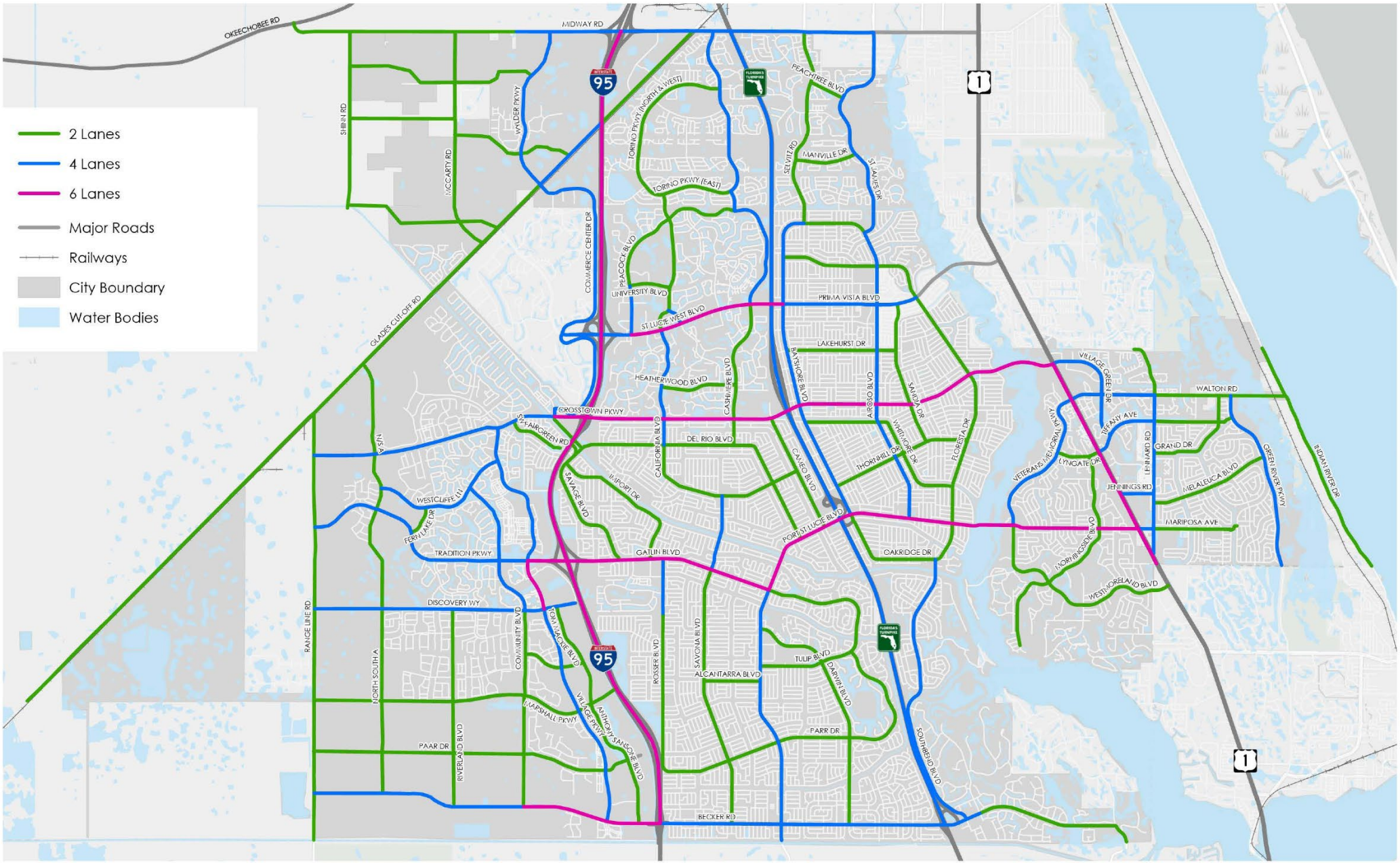
2036 FUTURE NUMBER OF LANES

COMPREHENSIVE PLAN 2050

MAP 2-12



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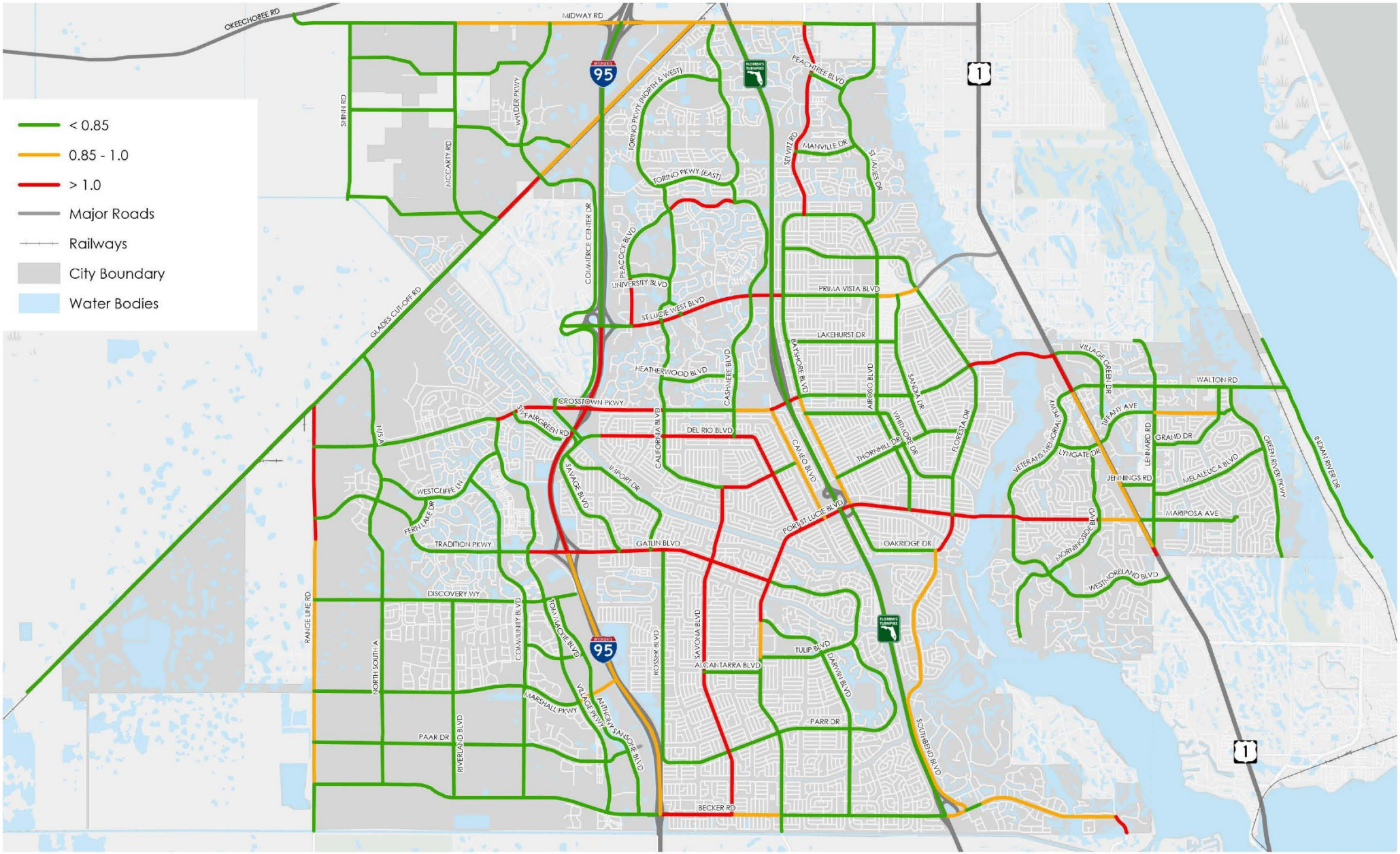
2050 VOLUME TO CAPACITY RATIOS

COMPREHENSIVE PLAN 2050

MAP 2-13



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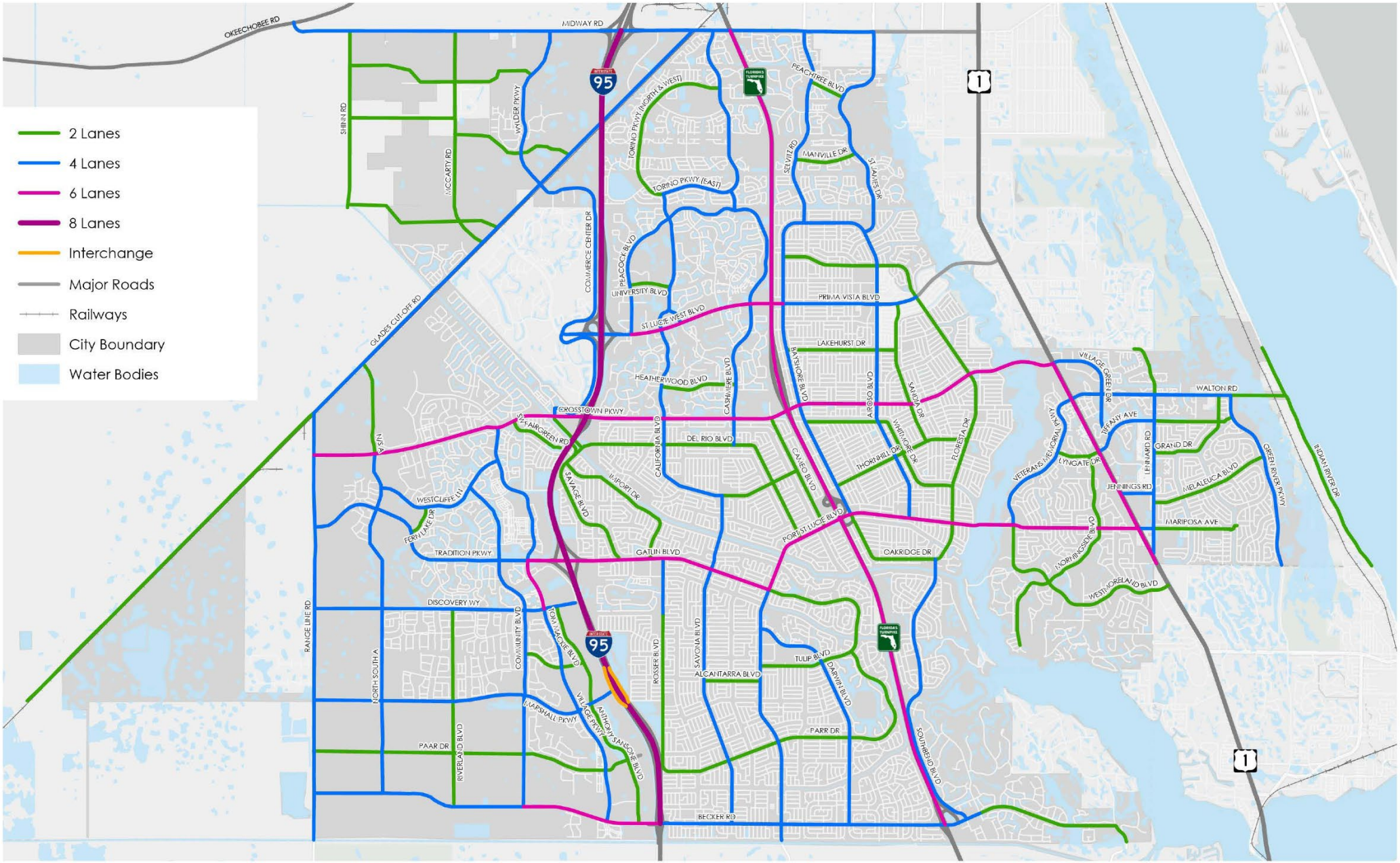
2050 FUTURE NUMBER OF LANES

COMPREHENSIVE PLAN 2050

MAP 2-14



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

N

0 0.75 1.5 3 Miles

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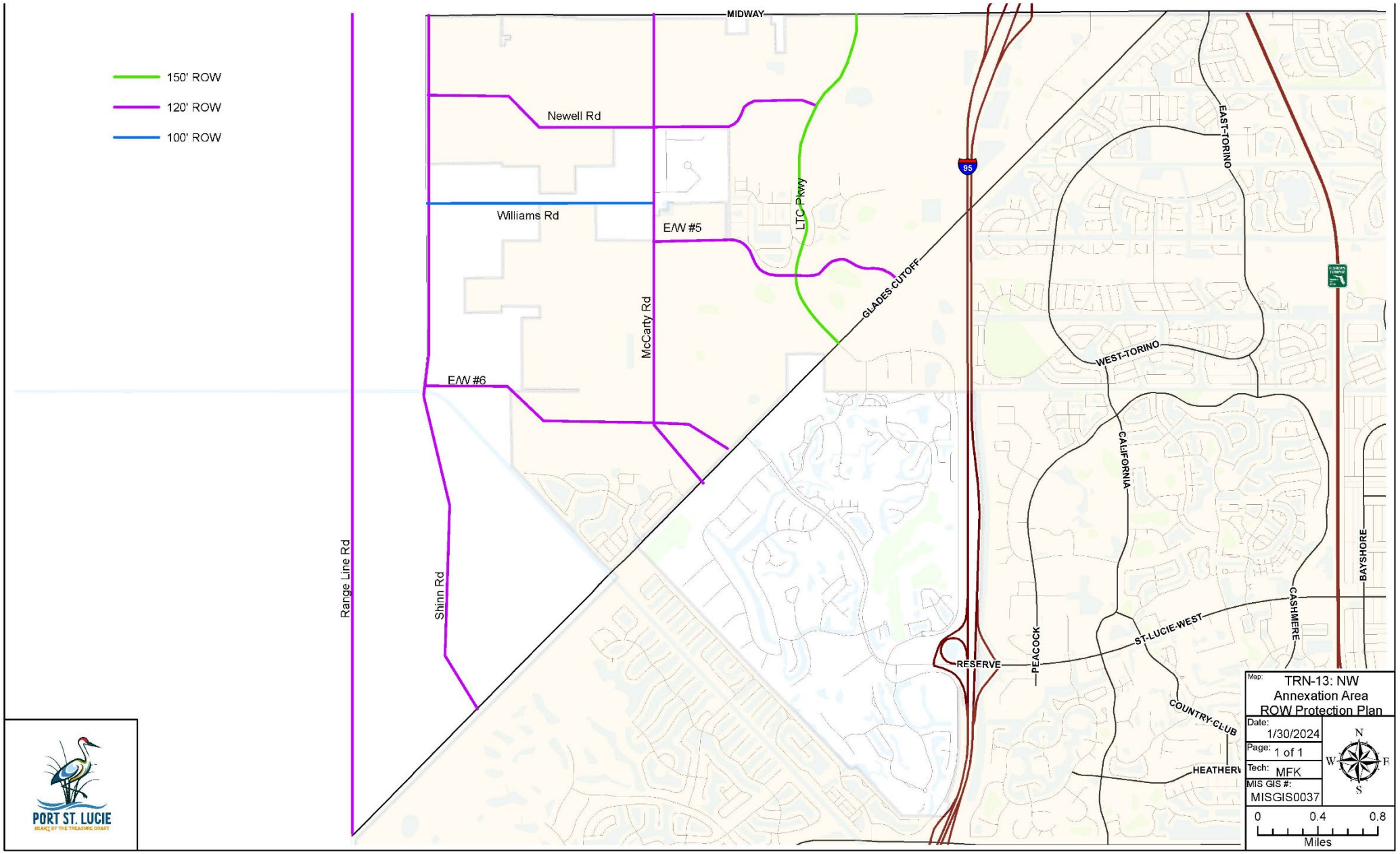
NW ANNEXATION AREA ROW NETWORK

COMPREHENSIVE PLAN 2050

MAP 2-15



Appendix A. Traffic Characteristics Data

Appendix B. Federal Highway Administration (FHWA) Speed Studies

Appendix C. Federal Highway Administration (FHWA) Safety Countermeasures

Appendix D. Quality of Service Evaluation