

TRANSPORTATION

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CHARTING
PORT ST. LUCIE

GOALS, OBJECTIVES, & POLICIES

September 28, 2026

GOAL 2.1 TRANSPORTATION

To provide safe and efficient movement of people and goods, at reasonable cost and minimum detriment to the environment.

Objective 2.1.1.	**SYSTEM MONITORING AND COORDINATION** The City's roadway transportation system shall be reviewed annually in coordination and consistent with changes to the Future Land Use Element. A report on the status of the system and impacts on the system by proposed land use changes shall be prepared.

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

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

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

Policy 2.1.1.4. Maintain our existing signal inventory study for all roads for which Port St. Lucie has operational, maintenance and jurisdictional responsibility as a basis for implementing the 2022 Highway Capacity Manual city-wide.

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

Objective 2.1.2.	**ROADWAY DEFICIENCY MITIGATION** 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 mobility fees.

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

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

MINIMUM LEVEL OF SERVICE STANDARDS

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

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

LEVEL OF SERVICE STANDARDS

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

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

SIS Facilities Level of Service Standards

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

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

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

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

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

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

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

Policy 2.1.2.13. RESERVED

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

Objective 2.1.3.	**FUTURE RIGHT-OF-WAY ACQUISITION** Acquire the right-of-way needed for the future roadway network based upon the Regional Long Range Transportation Plan and the future land use element of this plan.

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

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

Objective 2.1.4.	SUSTAINABLE TRANSPORTATION ALTERNATIVES 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 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.

Objective 2.1.5.	MULTIMODAL QUALITY OF SERVICE EVALUATION 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 for use in future mobility planning and designing safer streets for all.

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:

Street 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.

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 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.			

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.

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.

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

Off-Street Multimodal Facility	Back of curb	Barrier or setback from curb	25 MPH or lower
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.			

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.

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.

GOAL 2.2 INTEGRATED AND COORDINATED SYSTEM

Establish an integrated transportation system consistent with future development in the city.

Objective 2.2.1.	**MULTIMODAL TRANSPORTATION FOR NEW DEVELOPMENT** 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 (on-street multimodal) and bicycle (off-street multimodal) facilities.

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

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

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

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

Objective 2.2.2.	**TRANSPORTATION SERVICES FOR DISADVANTAGED POPULATIONS** In cooperation with the county, review and revise as needed plans to provide transportation services to the transportation disadvantaged.

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

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

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

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

GOAL 2.3 BALANCED MULTIMODAL MOBILITY

Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.

Objective 2.3.1.	**BICYCLE AND PEDESTRIAN FACILITY IMPROVEMENTS** The transportation system shall be improved to appropriately accommodate bicycle and pedestrian roadway design and facility requirements where determined feasible and when funding is made available.

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

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

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

Policy 2.3.1.4. Continue to implement the City's Sidewalk Program to connect or complete either existing or proposed sidewalks in a manner that provides a complete pedestrian circulation system. Sidewalk projects may be prioritized based upon nearby schools, parks, and existing sidewalks.

Objective 2.3.2.	**REGIONAL GREENWAYS AND TRAIL COORDINATION** Cooperate with the County on their Greenways and Trails program and with the St. Lucie County TPO on their Bicycle and Pedestrian Plan.

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

Policy 2.3.2.2. Cooperate with the St. Lucie TPO in implementation of the 2050 Reimagine Mobility Plan. The policies and regulations in the Master Plan should be adopted into the LDRs.

Policy 2.3.2.3. Work with local recreation departments, the South Florida Water Management District, and the State Department of Environmental Protection to develop bicycle facilities and trails within community and

regional parks, off road trails such as drainage canals and utility right-of-way property, and other major recreational facilities.

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

Objective 2.3.3.	**SAFE AND EFFICIENT STREET SYSTEM MANAGEMENT** 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 users.

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

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

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

GOAL 2.4 INTERGOVERNMENTAL TRANSPORTATION COORDINATION

Coordinate transportation-related issues with the FDOT, the Treasure Coast Regional Planning Council, St. Lucie County, the TPO, the Division of Community Development, and other private or public transportation-related agencies.

Objective 2.4.1.	**LOCAL TRANSPORTATION PLANNING COORDINATION** 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 approaches to transportation planning and implementation of concurrency or mobility.

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

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

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

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

Objective 2.4.2.	**DEVELOPMENT REVIEW COORDINATION** 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 PROTECTION OF SCENIC AND HISTORIC TRANSPORTATION CORRIDORS

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

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

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

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

GOAL 2.6 TRANSPORTATION PLANNING FOR WESTERN ANNEXATION AREAS

Provide a safe and efficient multimodal transportation system for the western annexation areas.

Objective 2.6.1.	**WESTERN STUDY AREA TRANSPORTATION NETWORK** 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 referenced in the St. Lucie TPO's 2050 Reimagine Mobility Plan, 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 stop 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.

GOAL 2.7 CONNECTED MULTIMODAL MOBILITY

Enhance mobility for residents, businesses, and visitors through an interconnected multimodal transportation system that emphasizes the movement of people over vehicles and provides all users of the system with the choice to safely, comfortably, and conveniently walk, bicycle, ride transit, drive a vehicle, or use share mobility technology.

Objective 2.7.1.	**TRANSITION TO A MULTIMODAL MOBILITY SYSTEM** The City shall transition from a roadway facility-based level of service system that implements transportation concurrency towards a multimodal system that provides mobility for all users.

Policy 2.7.1.1. The City shall implement the Port St. Lucie Mobility Plan to provide people the opportunity to walk, bicycle, ride transit, use shared mobility technology, or continue to drive their vehicles through the following:

1. Identification of multimodal projects to develop and update the Mobility Plan;
2. Determine multimodal capacities for multimodal projects in the Mobility Plan;
3. Prioritize multimodal projects for annual capital improvement programming;
4. Develop Complete Streets design standards for new and retrofitted streets;
5. Implement FDOT's Context Classifications for Complete Streets;
6. Develop mobility solutions, standards, and strategies for new development;
7. Develop multimodal site access analysis and internal street evaluation requirements;
8. Develop multimodal criteria to review Comprehensive Plan amendments; and
9. Develop a connectivity index for access connection spacing to define the distances and required number of access connections to existing mobility of multimodal corridors, and
10. Any other standards the City determines appropriate for advancing this objective.

Policy 2.7.1.2. Review all proposed development for consistency with the goals, objectives, and policies of the Comprehensive Plan, the Mobility Plan, and other adopted infrastructure plans.

Policy 2.7.1.3. Prioritize mobility projects for planning, design, right-of-way acquisition, and construction through the Multimodal Program as part of the annual update of Capital Improvements Program.

Policy 2.7.1.4. Development shall mitigate its impacts to the transportation system through payment of a Mobility Fee to the City. Development shall also be required to pay a portion of the County's transportation impact fee consistent with adopted and valid interlocal agreements between the City and the County. Payment of the Mobility Fee shall not relieve developments of development order or developer agreement requirements

for monitoring impacts, constructing improvements, or being required to construct future improvements to mitigate impacts.

Policy 2.7.1.5. Development shall be required to construct roadway-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.

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.

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.

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.

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.

Policy 2.7.1.10. The City shall incorporate new transportation mobility technologies such as aerial mobility and autonomous transit and vehicles into future updates of the mobility plan and shall account for these new technologies in the acquisition of future right-of-way and design of roadway and multimodal improvements.

Objective 2.7.2.	**MOBILITY PLAN AND FEE** Implement and periodically update the Mobility Plan and Mobility Fee.

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 paths, multimodal ways, and multimodal lanes that connect neighborhoods with schools, parks, places of assembly, civic uses, employment and retail centers;
2. Providing people with the opportunity to walk, bicycle, ride transit, use shared mobility technology, or continue to drive their vehicles;
3. Providing more visible and safe multimodal crossings through high visibility crosswalks, advanced warning crossing systems, and reductions in the unprotected crossing width of streets, driveways, access connections, and intersections; and
4. Ensuring that new development and redevelopment, along with new, upgraded, or widened roads are planned, designed, funded, and constructed using a Complete Streets approach.

Policy 2.7.2.2. Reduce vehicle congestion and improve traffic circulation by adding turn lanes or roundabouts at busy intersections, upgrading and interconnecting traffic signals, and ensuring new development and redevelopment plan, design, and construct mobility projects through or adjacent to the development along with the addition of road capacity to existing mobility corridors.

Policy 2.7.2.3. Mobility fees shall be used as a funding source, along with gas taxes, sales taxes, and other available revenue sources for multimodal projects.

Policy 2.7.2.4. Update the Mobility Plan and Mobility Fee at least once every five (5) years.

Objective 2.7.3.	**TRANSPORTATION MAP SERIES** 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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.