
TRANSPORTATION ELEMENT

DATA, INVENTORY AND ANALYSIS

INTRODUCTION

Until the early 1900's access to St. Lucie County was essentially restricted to ocean going and inland waterway vessels. What few roads existed in the area were more or less dirt trails. Trips to neighboring communities that, in contemporary society, are now measured in minutes would often take all day or, in some cases, several days. With the construction of the Florida East Coast Railroad, in the 1910's, St. Lucie County was now better able to export its agricultural products and to import the goods that it needed to grow. In the 1920's and 1930's the coastal road, known as the Federal Highway, provided an effective ground route to the cities of Miami and Jacksonville.

Historically, St. Lucie County has been an agricultural community. Until the early 1970's, there was little need for an extensive internal county road network, other than what was necessary to serve the immediate needs of the citrus and ranching community. In many instances, roadway and agricultural drainage canals shared the same right-of-way. However, with the explosive growth that the County has been experiencing over the last 25 years, and with the rates that are expected in the future, the need for an efficient transportation network grows at the same rate, or perhaps faster.

This element addresses the requirements of Rule 9J-5.019, Florida Administrative Code (FAC), for the development of the Transportation Element of the St. Lucie County Comprehensive Plan. The purpose of the Transportation Element is to plan for a coordinated, multi-modal transportation system for all of St. Lucie County. This element has been developed in coordination with the St. Lucie Transportation Planning Organization (TPO) and the Transportation elements of the City of Ft. Pierce and Port St. Lucie Local Comprehensive Plans. This Element provides for the coordination between the Future Land Use Element of the County's Comprehensive Plan and both the short and long term transportation needs for St. Lucie County.

EXISTING ROADWAY CONDITIONS

As of September 2008, St. Lucie County maintained approximately 517 centerline miles of roadway throughout the County. Of these roads, approximately 374 miles are paved and 143 miles unpaved. The City of Port St. Lucie maintains approximately 877 centerline miles of roadway the City of Fort Pierce maintains approximately 136 centerline miles of roadway, while the St. Lucie Village maintains approximately 4 centerlines miles of roadway.

Table 2-1 provides a summary of the major traffic arteries in the County and their functional classification. The roadway information identified in Table 2-1 is not intended to be inclusive of all roadways in the community. St. Lucie County, Port St. Lucie, and Fort Pierce maintain complete lists of all roadways in the county indicating their functional classification and maintenance responsibility. Table 2-2 provides a summary of the State Roadway System in St. Lucie County.

Table 2-1 Local Roadway System

Local Name	Location	Federal Functional Classification
7th Street South		Urban Collector
13th Street South		Urban Collector
13th Street North		Urban Collector
25th Street North		Urban Principle Arterial
25th Street South		Urban Principle Arterial
25th Street South / Airosa Blvd		Urban Principle Arterial
Angle Rd	W. of Johnston Rd	Urban Collector
	W. of Kings Hwy	Urban Local
	E. of Kings Hwy	Urban Minor Arterial
Avenue D	E. of 25th St	Urban Collector
	W. of 25th St	Urban Collector
Bayshore Blvd		Urban Minor Arterial
Becker Rd	E. of Florida's Turnpike	Urban Minor Arterial
	W. of Florida's Turnpike	Urban Principle Arterial
Bell Ave		Urban Collector
California Blvd	W. of Savona Blvd	Urban Minor Arterial
	E. of Savona Blvd	Urban Collector
Cashmere Blvd		Urban Collector
Citrus Ave		Urban Collector
Darwin Blvd		Urban Collector
Del Rio Blvd		Urban Collector
Delaware Ave		Urban Collector
East Torino Pkwy	N. of N. Torino Pkwy	Urban Minor Arterial
	S. of N. Torino Pkwy	Urban Collector
Edwards Rd		Urban Minor Arterial
Emerson Ave	N. of Indrio Rd	Urban Minor Arterial
	S. of Indrio Rd	Urban Local
Farmer's Market Rd		Urban Collector
Floresta Dr	W. of Airosa Blvd	Urban Collector
	E. of Airosa Blvd	Urban Minor Arterial
Florida's Turnpike		Urban Principle Arterial - Freeway

Local Name	Location	Federal Functional Classification
Fort Pierce Blvd		Urban Collector
Gatlin Blvd		Urban Principle Arterial
Georgia Ave		Urban Collector
Glades Cut-Off Rd	E. of Rangeline Rd	Urban Minor Arterial
	W. of Rangeline Rd	Rural Major Collector
Green River Pkwy		Urban Collector
Header Canal Rd		Rural Major Collector
Indian River Dr	N. of Citrus Ave	Urban Collector
	S. of Citrus Ave	Urban Minor Arterial
Indrio Rd	W. of Kings Hwy	Urban Principle Arterial
	E. of Kings Hwy	Urban Minor Arterial
Interstate 95		Urban Principle Arterial - Interstate
Jenkins Rd South		Urban Minor Arterial
Johnston Rd		Urban Collector
Juanita Ave		Urban Collector
Keen Rd		Urban Collector
Kings Hwy North	N. of Indrio Rd	Urban Collector
	S. of Indrio Rd	Urban Principle Arterial
Kings Hwy South		Urban Principle Arterial
Lennard Rd		Urban Minor Arterial
Mariposa Ave		Urban Collector
Midport Rd		Urban Minor Arterial
Midway Rd East		Urban Minor Arterial
Midway Rd West	W. of McCarty Rd	Rural Principle Arterial
	E. of McCarty Rd	Urban Principle Arterial
Morningside Blvd	E. of Westmoreland Blvd	Urban Collector
	W. of Westmoreland Blvd	Urban Local
Okeechobee Rd	W. of McCarty Rd	Rural Principle Arterial
	E. of McCarty Rd	Urban Principle Arterial
	N. of Virginia Ave	Urban Minor Arterial
Old Dixie Hwy		Urban Minor Arterial
Oleander Ave	N. of Kitterman	Urban Minor Arterial
	S. of Kitterman Rd	Urban Collector
Orange Ave	W. of Keen Rd	Urban Minor Arterial
	E. of Keen Rd	Urban Principle Arterial
	E. of US 1 North	Urban Collector
Paar Drive	E. of Darwin Blvd	Urban Local
	W. of Darwin Blvd	Urban Collector
Port St Lucie Blvd		Urban Principle Arterial
Prima Vista Blvd		Urban Principle Arterial

Local Name	Location	Federal Functional Classification
Range Line Rd		Urban Minor Arterial
Rio Mar Dr		Urban Collector
SR A1A North		Urban Minor Arterial
SR A1A South		Urban Minor Arterial
Savage Blvd		Urban Collector
Savannah Rd		Urban Collector
Savona Blvd		Urban Minor Arterial
Shinn Rd		Rural Major Collector
Sneed Rd		Rural Major Collector
Southbend Blvd	S. of Floresta Dr	Urban Minor Arterial
St Lucie Blvd	W. of US-1	Urban Minor Arterial
	E. of US-1	Urban Collector
St Lucie West Blvd		Urban Principle Arterial
St. James Dr		Urban Principle Arterial
Sunrise Blvd	N. of Oleander Ave	Urban Minor Arterial
	S. of Oleander Ave	Urban Collector
Tiffany Ave		Urban Collector
US 1 North		Urban Principle Arterial
US 1 South		Urban Principle Arterial
Virginia Ave		Urban Principle Arterial
Walton Rd		Urban Minor Arterial
Weatherbee Rd		Urban Collector
West Torino Pkwy		Urban Minor Arterial
Westmoreland Blvd		Urban Collector

Strategic Intermodal System (SIS) Facilities

In 2003, the Strategic Intermodal System was established through Florida legislation. The state sets level of service standards for the SIS facilities. It is strongly recommended by the Florida Department of Transportation (FDOT) that local governments involve the FDOT in development review process at an early stage if the proposed development impacts any SIS facility.

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

**Table 2-2
SIS FACILITIES IN ST. LUCIE COUNTY**

Facility	Designated SIS	Emerging SIS
Roadways	I-95	SR 70/ Okeechobee Road
	Turnpike	
Railroad	Florida East Coast Railroad (FEC)	South Central Florida Express Railroad
Waterways	Atlantic Intracoastal Waterway	

Intrastate Highway System (FIHS)

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

In St. Lucie County, three roadways are part of the FIHS: all of the Florida’s Turnpike, all of I-95, and State Road 70 /Okeechobee Road from South Jenkins Road (east side of I-95 limited access fence) to the Okeechobee County line. Table 2-3 lists all the State Highway System roadways in the County.

**Table 2-3
St. Lucie County State Highway System**

State Road Number	Local Name	From	To	C/L Miles
9	I-95	Martin County Line	Indian River County Line	27.26
713	Kings Hwy	SR 70/ Okeechobee Rd	SR 5/ US-1	10.20
614	Indrio Rd	0.343 Mi W. of I-95	SR 713/ Kings Hwy	3.58
615	25th St	Edwards Rd	SR 5/ US-1	6.17
615	Indian River Dr	CR 712/ Midway Rd	CR 611B/ Edwards Rd	2.52
608	St. Lucie Blvd	SR 615/ Martin Luther King Jr Blvd	Old Dixie Hwy	0.57
607	Emerson Ave	SR 614/ Indrio Rd	Indian River County Line	2.53
5	US-1	Martin County Line	Indian River County Line	21.45
70	Okeechobee Rd/ Virginia Ave	Okeechobee County Line	SR 5/ US-1	25.23
A1A	SR A1A/ Ocean Dr	Martin County Line	SR 5/ US-1	17.95
A1A	North Bridge Cswy	SR 5/US-1	Indian River County Line	7.71
68	Orange Ave	SR 713/ Kings Hwy	SR 5/ US-1	4.50
716	Port St. Lucie Blvd	Underpass SR 91/ FL Turnpike	SR 5/ US-1	4.36
91	FL Turnpike	Martin County Line	Indian River County Line	35.10

TRANSIT

The existing transit system in St. Lucie County consists of fixed route buses and demand response service. The St. Lucie County Board of County Commissioners serves as the Community Transportation Coordinator (CTC). The CTC is responsible for coordinating transit service among public service agencies in St. Lucie County. The fixed route services and demand response services provided to St. Lucie County are by a division of Council On Aging of St. Lucie, Inc. (COASL). All fixed route/Community Transit services are provided by the Treasure Coast Connector (TCC).

A general description of existing fixed-route and paratransit services provided in St. Lucie County are summarized below. The Community Transit consists of six fixed bus routes in St. Lucie County, including one regional fixed bus route. All bus routes are provided Monday through Friday between the hours of 7:00 am and 6:00 pm. The ridership is constantly increasing since the bus service has been started.

Fixed Route Service

Route 1:

Route 1 operates along US 1 from the Stuart, Martin County to downtown Fort Pierce on weekdays, between hours 7:00 am to 6:00 pm with headways of one hour. This route serves all major trip generators and attractors on this corridor. It connects with route 2 and route 3.

Route 2:

Route 2 is known as the 'North Fort Pierce Residential Transit' runs in downtown Fort Pierce and circulates within the City of Fort Pierce. This route runs along Avenue D, to 53rd Street, Juanita Avenue and back to 8th Street. The hours of service are from 7:00 am to 6:00 pm with headways of one hour.

Route 3:

Route 3 is known as the 'South Fort Pierce Business Transit' also runs in the downtown Fort Pierce and circulates within City of Fort Pierce. This route runs along Orange Avenue to 33rd Street to Okeechobee Road as far west as Peters Road, traveling east to Virginia Avenue, 23rd Street to Okeechobee Road connecting to 8th Street. The hours of service are from 7:00 am to 6:00 pm with headways of one hour.

Route 4:

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

Route 5:

Route 5 was recently implemented in March, 2009. This route provides transit service between the Port St. Lucie Community Center and Tradition Landings using Gatlin Boulevard and Port St. Lucie Boulevard. Similarly to the other fixed bus routes, Route 5 operates from 7:00 am to 6:00 pm with headways of one hour.

Route 6:

Route 6 was also recently implemented in March, 2009. This route operates from the Port St. Lucie Community Center to Prima Vista Crossing, and then to the Shoppes at St. Lucie West Publix Shopping Center and Tradition Field Stadium. Route 6 operates from 7:00 am to 6:00 pm with headways of one hour.

Paratransit Service

Community Transit provides door to door paratransit services for the American Disability Act of 1990 (ADA) program and the transportation disadvantaged program throughout St. Lucie County. The paratransit service runs Monday through Friday from 7:00 am to 6:00 pm.

Park and Ride

There are currently two park and ride lots located in St. Lucie County, one on Bayshore Boulevard at Florida's Turnpike and one on Bayshore Boulevard south of Gatlin

Boulevard. Park and ride lots are dedicated (joint use or stand-alone) locations for private automobiles for carpooling and, in some cases, transit.

Parking

Generally, St. Lucie County has sufficient capacity of public and private parking facilities. One of the largest parking public parking facilities is located in downtown Ft. Pierce behind City Hall and has a capacity of 465 parking spaces.

EXISTING BICYCLE/PEDESTRIAN CONDITIONS

St. Lucie County recognizes the need for pedestrian and bicycle accommodations as an integral component of a Countywide transportation System. The development of bicycle and pedestrian facilities and the encouragement of their use serves several important purposes which benefit all of the citizens of St. Lucie County.

Health and physical benefits: Bicycling and walking are healthy modes of transportation that, when incorporated into a daily routine, can be both a sustainable and time-efficient exercise.

Environmental benefits: Bicycling and walking can replace short distance motor vehicle trips which are the least fuel efficient and generate the most pollution per mile traveled.

Transportation benefits: Roadway improvements to accommodate bicyclists and pedestrians can also enhance safety for motorists by reducing run-off road, head-on, and sideswipe motor vehicle crashes. Roadway widening and drainage improvements can also result in a decrease in the rate of normal roadside erosion and degradation, thereby increasing road longevity and reducing maintenance costs. Traffic calming effects of bicycle and pedestrian improvements in some areas can also serve to reduce vehicle speeds without reducing vehicle capacity, resulting in a decrease of the likelihood of serious injury or death in a motor vehicle accident. Potential reductions in both roadway congestion and parking requirements due to bicycling or walking can result in considerable savings due to decreased roadway and/or parking construction/improvement costs. Bicycle and pedestrian facilities can also serve to greatly increase the accessibility and viability of transit service.

Recreational benefits: Bicycle and pedestrian facilities can provide an easily accessible outdoor resource for many forms of recreation, particularly when these facilities are located in scenic environments and/or in conjunction with other recreational facilities.

Quality of life benefits: Bicycle and pedestrian facilities, depending upon their setting, have the capacity to provide significant educational, cultural, societal, and economic benefits.

St. Lucie County currently requires that pedestrian accommodations be incorporated into all urban roadway construction/improvement projects. Federal and State guidelines also address the provision of bicycle and pedestrian facilities in conjunction with roadway improvement projects.

On May 6, 2008, the Board of County Commissioners adopted the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan completed by the St. Lucie Transportation Planning Organization (TPO). The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan inventoried all the existing sidewalks, bike paths, missing sidewalks, and provided suggestions to improve the system.

Sidewalk Gaps on State Roadways

The recent SLC Bicycle Pedestrian, Greenways & Trails study utilizes FDOT roadway inventories to determine gaps along State roadways for potential funding purposes. The study identifies the following sections of state roadways to have missing or incomplete sidewalks:

- S.R. A1A – Blue Heron Boulevard to Fire Station #8
- S.R. A1A – Angelfish Drive to Indian River County Line
- S.R. 5 (U.S-1) – Rio Mar Drive to Edwards Road (portions under construction)
- S.R. 5 (U.S-1) – North of Euclid Street to Indian River County Line
- S.R. 607 (Emerson Avenue) – Indrio Road to Indian River County Line
- S.R. 614 (Indrio Road) – I-95 to Old Dixie Highway
- S.R. 615 (25th Street) – U.S-1 to Industrial Avenue 3
- S.R. 615 (25th Street) – Midway Road to Edwards Road (under construction)
- S.R. 70 (Okeechobee Road) – Crossroads Parkway to Jenkins Road
- S.R. 70 (Okeechobee Road) – Darter Court to Crossroads Parkway
- S.R. 70 (Okeechobee Road) – West of Kings Highway
- S.R. 70 (Virginia Avenue) – Okeechobee Road to Hartman Road
- S.R. 713 (Kings Highway) – Okeechobee Road to Indrio Road
- S.R. 713 (Turnpike Feeder) – Indrio Road to Susan Lane
- S.R. 713 (Turnpike Feeder) – south of Spanish Lakes Boulevard to U.S-1

Furthermore, the bicycle and pedestrian systems analysis portion of the study is intended to serve as input to St. Lucie County's Bicycle, Pedestrian, Greenways, and Trails Master Plan. The bicycle and pedestrian systems analysis provides input to the Master Plan regarding gaps and missing links in the network, demand for bicycle and pedestrian facilities, and crash information to determine hazardous intersections and locations. The high bicycle and pedestrian crash corridors found during the study period include U.S. 1, Okeechobee Road, Orange Avenue, Port St. Lucie Boulevard, and St. Lucie West Boulevard.

The St. Lucie TPO seeks to prioritize funding for bicycle and pedestrian improvements that will complete missing gaps in bike lane and sidewalk networks that will serve areas of the County that experience higher bicycle and pedestrian usage. The improvements will address areas of potential safety concerns, and will enhance the network around schools. In addition, FDOT funds can be used to implement bicycle and pedestrian improvements along roadways that connect to the state roadway system. The County would like to continue to work towards the implementation of the St. Lucie TPO Bicycle and Pedestrian Plan.

The St. Lucie County's Bicycle, Pedestrian, Greenways, and Trails Master Plan considers both on-road facilities and off-road bicycle and pedestrian pathways. The ultimate goal is to develop an interconnected network of greenways, trails, bike lanes, and sidewalks to enhance non-motorized transportation options in St. Lucie County.

PORT/AIRPORT/RAIL/WATERWAY

St. Lucie County is home to the Port of Ft. Pierce and the St. Lucie County International Airport. Heavy rail freight service in the County is provided by the Florida East Coast (FEC) Railroad. The Atlantic Intracoastal Waterway passes through the eastern part of the county via the Indian River Lagoon.

St. Lucie County International Airport

The St. Lucie County International Airport (FPR) is located north of Fort Pierce. It is a general aviation airport that serves several flight schools, an airplane manufacturer, and several businesses ancillary to airport and flight operations. It serves charter flights to and from the Bahamas, as well as, flights throughout the continental United States. Federal Express and United Parcel Services have flight operations from here. The Airport Industrial Park, just to the east of the airport, also benefits from the proximity to the airport and its services. The vast 3,660 acre airport property is owned by the St. Lucie County Board of County Commissioners (BOCC), and is managed by the County's Airport Department. Because of the availability of developable airport property, a strong potential for both aviation and non-aviation related growth exists at the airport

Within St. Lucie County, much of the airport property and surrounding area is designated as a Foreign Trade Zone (FTZ). The Florida Aviation System Plan (FASP) 2025 identifies two types of airports: commercial service and community airports – the FDOT selected the term “community airport” rather than “general aviation” to emphasize the importance of the airport to the community it serves. Since FPR only serves general aviation activity at this time, it is classified as a community airport. However, the FASP 2025 indicates that FPR may attract future commercial airline services associated with tourism, business, and international passengers. (Source: Draft St. Lucie County International Airport Master Plan Update, March 2009).

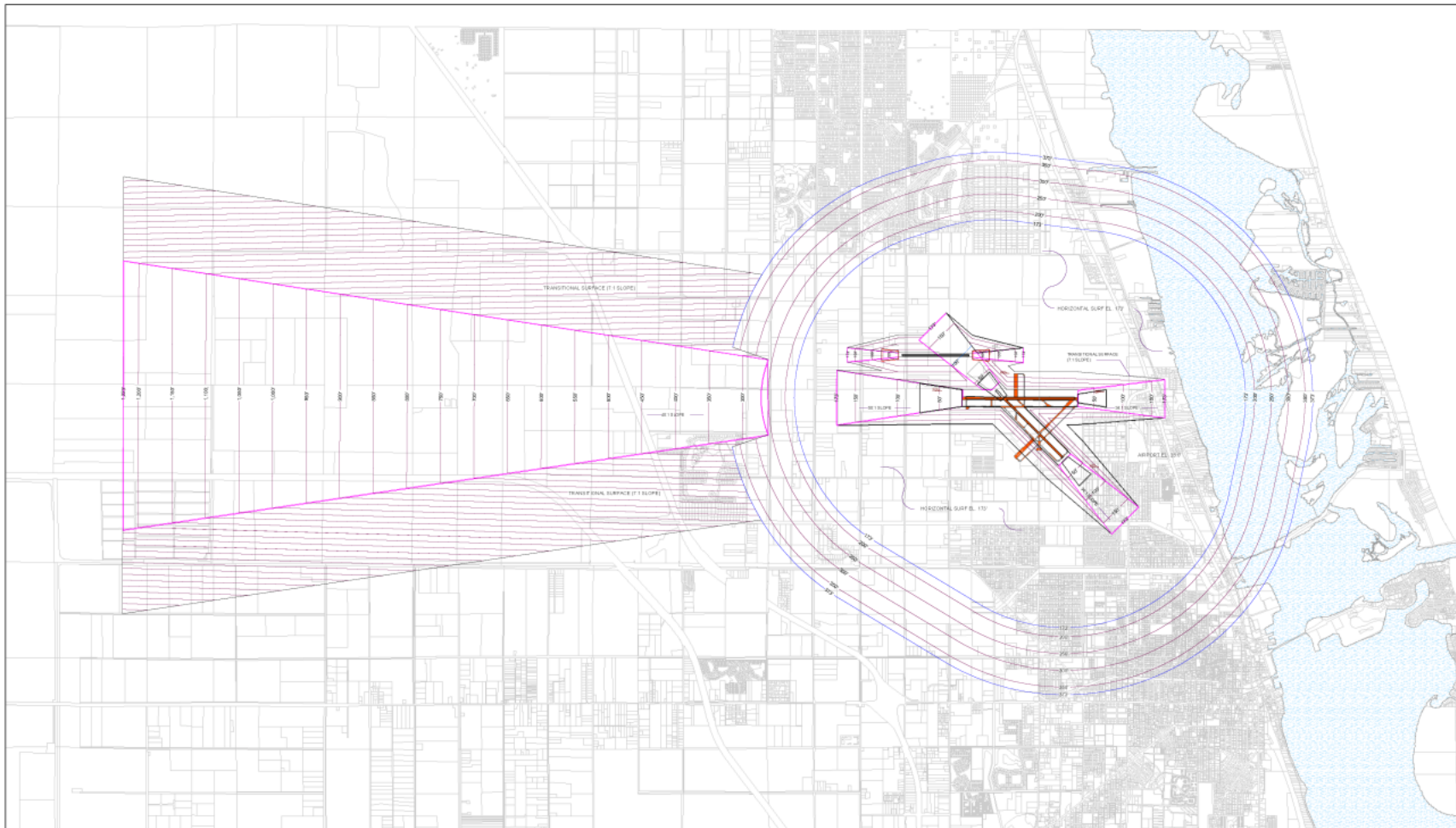
Residential development is normally not compatible with 65 DNL (average day/night sound level) or greater unless soundproofing is incorporated into the structure or the community determines that this type of development is necessary in this noise environment. Future noise contours, which consider expansion of the airport facilities, show that the 65 DNL (average day/night sound level)-encompasses a portion of the residential development to the east and southeast of the Airport. An FAR Part 150 Noise Compatibility Study was completed in 2005 which included a detailed noise study to specifically identify noise sensitive areas around the Airport. With an approved Part 150 Study, the FAA and FDOT may provide funding to the Airport in sponsoring noise

abatement and mitigation projects such as the purchase, relocation, or soundproofing of homes, and noise abatement measures, and other noise mitigation measures.

Certain recommendations were approved including 4 mile Airport notification to residential developers requiring the disclosure of the existence of the airport and aircraft operating in the area, limitation of school development where F.S. Chapter 333 prohibits schools off the ends of runways, and noise easements and/or sound insulation for new residential development in the 60 DNL noise contour. The Airport also instituted Voluntary Noise Abatement Procedures for aircraft in consideration of residential uses south and east of the airport.

Additional issues to airport operators are wildlife hazards, tall structures, towers that may create electrical interference with radio transmissions or Nav aids, and lighting or glare that could create hazard for pilots using the airport. Furthermore, as a condition of accepting grants for the Airport, the County is required to protect the Airport from incompatible development. The County does have an Airport Overlay Zone in the Land Development Code, which helps address issues dealing with incompatible land uses. The St. Lucie County International Airport protection zones are shown in Figure 2-1.

Figure 2-1
St. Lucie County International Airport
Runway Protection Zones Airspace Plan



Source: St. Lucie County Growth Management

Port of Ft. Pierce

The Port of Ft. Pierce is the region's only deep water port, maintaining a channel depth of 28 feet. The County serves as the Port Authority for the Port of Ft. Pierce. The County incorporated a Port Sub-element in the Comprehensive Plan in 2002 as required by Florida statutes. Much of the Port Planning Area lies within the City of Fort Pierce and the Fort Pierce Community Redevelopment Area. A small portion of the Port Planning Area lies within unincorporated St. Lucie County and development of this portion is governed by the County's Future Land Use Element, the Port Sub-element, and the County's Land Development Code.

The 2002 update of the Port of Fort Pierce Master Plan was adopted by the St. Lucie County Board of Commissioners, Ordinance 02-014. The Master Plan provides general goals, objectives and policies to encourage gentrification of the port through a mix of recreational, commercial residential and industrial uses. The plan was also written to strengthen local control over the port uses, and provide flexibility to ensure governmental coordination. The Port Master Plan reflects a vision of how the Port could capitalize on its unique potential for diversified maritime and other waterfront uses of both a public and private nature. That vision sees the Port as a distinctive destination, serving as a catalyst for complementary and recreational development. In addition to the Port Master Plan, the County also adopted the Port of Fort Pierce Implementation Plan.

The Port is bounded by the State Road A1A causeways on the north and the south, on the west by US 1- State Road 5/Florida East Coast Railroad (FEC) and on the east by the Indian River Lagoon. The area can be accessed from the intersections of US 1 & Second Street, Seaway Drive at the Indian River Drive, and US 1/Ave H and Seaway Drive/Indian River Drive. The principal arteries in the region, both I-95 and the Turnpike, are easily accessible from the Port through SR 70 (Okeechobee Road) and Orange Avenue. Currently, the Port is not designated a SIS facility but is identified as a Freight Activity Center (FAC) in the MPO 2030 LRTP. The Port has on-site direct access to the Florida East Coast Railroad.

Existing Rail and Freight Conditions

Heavy rail freight service in St. Lucie County is provided by the *Florida East Coast* (FEC) Railroad which serves the east coast of Florida from Jacksonville to Miami. The Florida East Coast (FEC) Railroad runs through eastern Fort Pierce parallel to US 1, and ties into another track which runs across the southwest portion of the City. The Florida East Coast (FEC) is a SIS-Designated facility in the St. Lucie County. The Florida East Coast (FEC) Intermodal Yard is identified as the Freight Activity Center (FAC) in MPO's proposed future SIS.

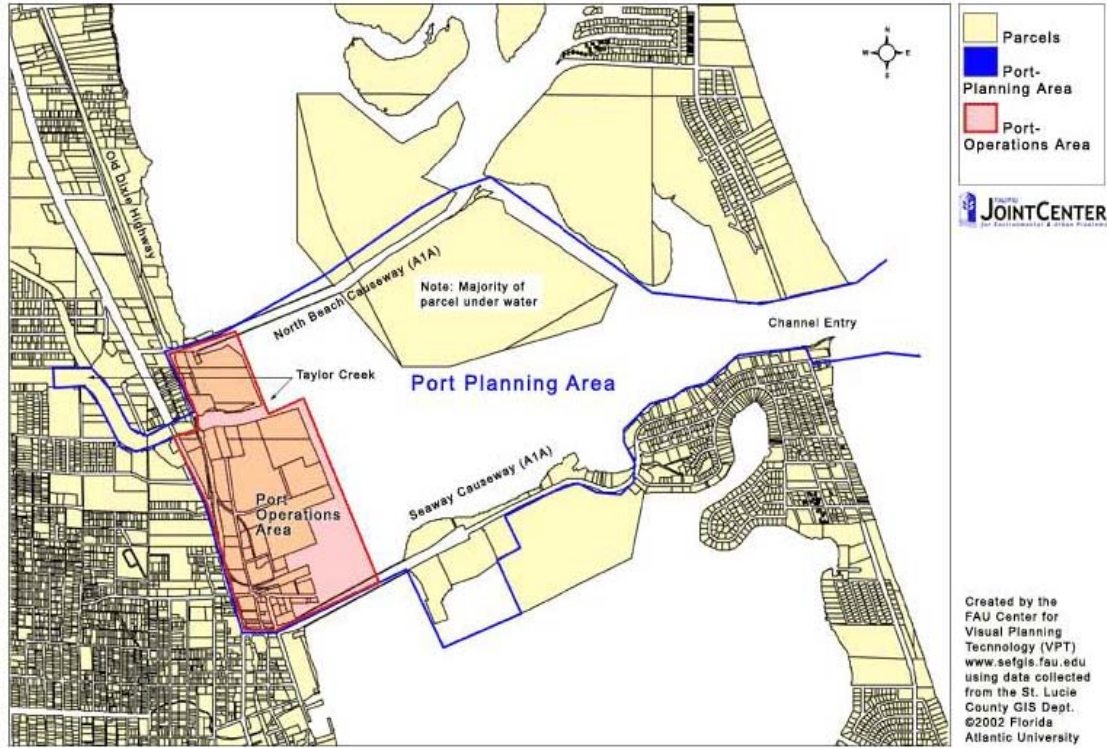
The South Central Florida Express (SCFE) is an independent short line railroad, owned and operated by US Sugar, along Glades Cutoff Road. The SCFE provides the service from southwest to northeast portions of St. Lucie County.

Atlantic Intracoastal Waterway

The Atlantic Intracoastal Waterway traverses the eastern edge of St. Lucie County via the Indian River Lagoon. The Waterway is maintained by the U.S. Army Corps of Engineers and, there is one drawbridge crossing at the SR A1A access to North Hutchinson Island.

Figure 2-3

MAP OF PORT OF FORT PIERCE PLANNING AND OPERATIONS AREAS



The Intracoastal Waterway serves as a means of access to the Fort Pierce Inlet for both recreational and business uses. The nearest ocean inlets north and south of the Fort Pierce Inlet are the Sebastian Inlet to the north and the St. Lucie Inlet to the south. Of these three area inlets, the Fort Pierce Inlet is generally recognized as being the safest to navigate due to limited shoaling and predictable currents.

Hurricane Evacuation

In 2003, the Federal Emergency Management Agency and the Army Corp of Engineers completed the Treasure Coast Regional Hurricane Evacuation Study Update to the original 1994 study. This study includes an evaluation of the Treasure Coast region and its ability to properly evacuate the area in response to a hurricane.

Generally, the In-County evacuation time for St. Lucie County, under the worst case scenario, are 14.25 hours. In-County evacuation is considered to be the type of evacuation where County residents do not leave the area. Out-of-County evacuation times have not been computed on a County by County basis. The Federal Emergency Management Agency and the Army Corp of Engineers completed the Treasure Coast Regional Hurricane Evacuation Study calculated regional clearance times. Regional clearance times are considered to be a truer indication of the evacuation needs in the event that a Category 3 or high storm were to approach the Treasure Coast. The worst case scenario under the regional evacuation plan requires 30 hours of evacuation time.

The original study identified four transportation corridors that may be considered regional evacuation routes, I-95; the Florida Turnpike; SR 70, west of Fort Pierce and CR 68, west of Fort Pierce. All other primary evacuation routes would be considered local evacuation routes. The significance between these two locally designated evacuation route classifications is that a local evacuation route is not as likely to have regional evacuation traffic on it during an evacuation event. However, it is possible that there could be extreme levels of congestion at the points of intersection between these local and regional routes.

LEVEL OF SERVICE ANALYSIS

Level of Service is a method of describing the operating condition of a roadway in relation to the volume of traffic using that roadway. Factors which influence level of service include the number of vehicle lanes, the number of vehicles on the roadway, speed of these vehicles, traffic interruptions, ability to maneuver freely and safely as well as the driving comfort and convenience of the public. Level of Service Standards are to be used as a guide for transportation planning purposes and to identify roadway needs and to provide a measure for determining time and type of roadway improvement.

In establishing Level of Service, Rule 9J-5.005, FAC, states:

Level of Service Standards: Level of service standards shall be established for ensuring that adequate facility capacity will be provided for future development and for purposes of issuing development orders or development permits pursuant to Section 163.3202(2)(g), Florida Statutes. Each local government shall establish a level of service standard for each public facility located within the boundary for which such local government has authority to issue development orders or development permits. Such level of service standards shall be set for each individual facility or facility type and not on a system wide basis.

Rule 9J5.019(4)(c)(1), FAC, provides the following additional input regarding levels of service as they relate to transportation planning:

Establishment of level of service standards at peak hour for roads and public transit facilities within the local government's jurisdiction. For facilities on the Florida Intrastate Highway System as defined in s. 338.001, F.S., the local governments shall adopt the level of service standards established by the Department of Transportation by rule. For all other facilities on the future traffic circulation map, local governments shall adopt adequate level of service standards...

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

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

Facility Type	Peak Hour
Non-State Roadway (local)	D
Non-State Roadway (Major City/County)	D
Non-State Roadway (arterial)	E
Intrastate FIHS (rural)	
Limited Access	B
Controlled Access	B
Intrastate FIHS (Urban)	
Limited Access	C(D)
Controlled Access	C
Other State Roads	
Multi-lane (Rural/Urban)	
Rural	B
Urban	D
Two-lane (Rural/Urban)	
Rural	C
Urban	D

SIS Facilities Level of Service Standards

SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	Martin County Line to Gatlin Boulevard	C
I-95	Gatlin Boulevard to St. Lucie Boulevard	C
I-95	St. Lucie Boulevard to Midway Road	C
I-95	Midway Road to SR 70/ Okeechobee Road	C
I-95	SR 70/ Okeechobee Road to SR 68/ Orange Avenue	D

SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	SR 68/ Orange Avenue to SR 614/ Indrio Road	D
I-95	SR 614/ Indrio Road to Indian River County Line	C
Florida's Turnpike	Martin County Line to Becker Road	C
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	C
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Road	C
Florida's Turnpike	SR 70/ Okeechobee Road to Indian River County	B
SR 70/ Okeechobee Road	Okeechobee County Line to Carlton Road	B
SR 70/ Okeechobee Road	Carlton Rod to McCarthy Road	B
SR 70/ Okeechobee Road	McCarthy Road to Florida's Turnpike	B
SR 70/ Okeechobee Road	Florida's Turnpike to I-95	C

The County wishes to maintain a LOS D or better for all **Non-SIS** roadways but recognizes that allowing a LOS E for non-state arterial roadways allows development to proceed while a minimum of LOS D might cause severe constraints on private development. Therefore, the County has adopted a minimum LOS E for all non state arterial roadways. However, a LOS D will be utilized for all non-state arterial roadways when establishing transportation impact fees.

Existing Level of Service Analysis

St. Lucie County and FDOT collect the traffic counts on the state and major roadways within the county. Table 2-5, shows the most recent generalized peak hour traffic volumes and level of service conditions for the County's roadway network based on the minimum levels of service standards identified in Table 2-4.

**Table 2-5
Existing LOS Analysis**

Roadway Name	Location	Roadway Classification	# of Lanes	LOS Adopted	2008 AADT	2008 Peak Hour Volume	2008 LOS
7th Street South	S. of Delaware Ave	Major City/County Road	2	D	1,834	211	C
	S. of Georgia Ave		2	D	1,113	119	C
13th Street South	N. of Georgia Ave	State Two-Way Arterial - Interrupted Flow Class I	2	D	6,139	484	C
	N. of Virginia Ave		2	D	7,224	658	C
	N. of Delaware Ave		2	D	5,666	504	C
13th Street North	N. of Ave D	Major City/County Road	2	D	4,243	369	C
	N. of Orange Ave		2	D	4,622	406	C
25th Street North	S. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	D	8,040	718	B
	N. of Juanita Ave		4	D	8,329	783	B
25th Street South	N. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class I	4	D	19,382	1746	B
	N. of Virginia Ave		4	D	21,821	1877	B
	S. of Virginia Ave		4	D	20,241	1790	B
25th Street South / St. James Dr	S. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I	4	D	16,415	1634	B
Airoso Blvd	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	E	12,624	1271	B
	N. of West Virginia Ave		4	E	16,489	1524	B
	N. of Floresta Dr		4	E	20,420	2090	B
	N. of Port St. Lucie Blvd		4	E	16,489	1535	B
Angle Rd	N. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I	2	E	9,325	936	C
Avenue D	E. of 7th St	Major City/County Road	2	D	3,726	313	C
	E. of 13th St		2	D	5,981	474	C
	E. of 17th St		2	D	6,313	525	C
	E. of 25th St		2	D	6,724	535	C
	W. of 25th St	State Two-Way Arterial - Interrupted Flow Class I	2	D	4,287	363	B
Baysshore Blvd	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	E	15,354	1299	B
	N. of West Virginia Ave		4	E	23,574	1935	B
	N. of Port St Lucie Blvd		4	E	24,747	2268	B
Becker Rd	E. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	E	7,852	807	C
Bell Ave	E. of Sunrise Blvd	Other County Road	2	D	3,047	384	C
	W. of Sunrise Blvd		2	D	2,646	283	C
California Blvd	N. of St. Lucie West Blvd	Major City/County Road	2	D	7139	662	C
	S. of St. Lucie West Blvd		2	D	15924	1398	E
Cashmere Blvd	N. of St. Lucie West Blvd	Major City/County Road	2	D	9810	956	D
	S. of St. Lucie West Blvd		2	D	14390	1308	D
Citrus Ave	E. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I	2	E	5,607	575	C

Roadway Name	Location	Roadway Classification	# of Lanes	LOS Adopted	2008 AADT	2008 Peak Hour Volume	2008 LOS
Citrus Ave	E. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I	2	E	5,607	575	C
Darwin Blvd.	N of Becker Rd	State Two-Way Arterial - Interrupted Flow Class I	2	D	4869	549	C
Del Rio Blvd.	N. of Port St Lucie Blvd	Major City/County Road	2	D	11822	981	D
Delaware Ave	W. of 25th St South	Major City/County Road	4	D	6,504	642	C
East Torino Pkwy	S. of Midway Rd	Major City/County Road	2	D	9,716	1003	D
Edwards Rd	W. of US 1	State Two-Way Arterial - Interrupted Flow Class I	4	E	9,003	810	B
	W. of Oleander Ave		4	E	14,242	1274	B
	W. of Sunrise Blvd		4	E	17,719	1559	B
	W. of 25th St South		2	E	13,195	1200	C
	W. of Selvitz Rd		2	E	9,725	888	C
Emerson Ave	N. of Indrio Rd	State Two-Way Arterial - Uninterrupted Flow	2	C	5586	592	B
Farmer's Market Rd	W. of US 1 South	Other County Road	2	D	2,314	212	C
Floresta Dr	W. of Airoso Blvd	Major City/County Road	2	D	3,575	459	C
	E. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	E	10,004	970	C
	S. of Prima Vista Blvd		2	E	13,458	1211	C
	N. of Port St Lucie Blvd		2	D	17,493	1570	E
	S. of Port St Lucie Blvd	Major City/County Road	2	D	11,930	1130	D
Florida's Turnpike ⁽¹⁾	N. of Okeechobee Rd	Freeways - Group 2	4	B	27,200	3541	B
	S. of Okeechobee Rd		4	C	34,400	3633	C
	S. of Port St Lucie West Blvd		4	C	37,900	4002	C
	S. of Becker Rd		4	C	42,100	4446	C
Fort Pierce Blvd	W. of West Seminole Rd	State Two-Way Arterial - Interrupted Flow Class I	2	E	2,642	254	B
Gatlin Blvd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I	6	E	38,506	3354	B
Georgia Ave	W. of US 1 South	Major City/County Road	2	D	2,336	245	C
	W. of 7th St South		2	D	2,449	228	C
	W. of 13th St South		2	D	5,219	492	C
Gilson Rd	N. of Martin County Line	Major City/County Road	2	D	11,451	1209	D
Glades Cut-Off Rd	W. of Selvitz Rd	Major City/County Road	2	D	5,920	582	C
	N. of Midway Rd West		2	D	4,703	443	C
	S. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I	2	D	2,605	272	B
	N. of Reserve Blvd		2	D	3,738	441	C
	S. of Reserve Blvd		2	D	2,799	393	B
Green River Pkwy	S. of Walton Rd	Major City/County Road	2	D	2,498	290	C
Header Canal Rd	S. of Orange Ave	Major City/County Road	2	D	408	49	C
Indian River Dr	S. of A1A Bridge	State Two-Way Arterial - Interrupted Flow Class I	2	E	5,351	460	C
	N. of Orange Ave		2	D	5,102	506	C
	N. of Citrus Ave		2	E	5,333	535	C
	N. of Savannah Rd	Major City/County Road	2	D	4,720	547	C
	N. of Midway Rd East		2	D	4,352	533	C
	N. of Walton Rd		2	D	5,416	630	C
	N. of Martin County Line		2	D	7,467	762	C

Roadway Name	Location	Roadway Classification	# of Lanes	LOS Adopted	2008 AADT	2008 Peak Hour Volume	2008 LOS
Interstate 95 ⁽¹⁾	N. of Indrio Rd	Freeways - Group 2	4	C	36,000	3542	B
	N. of Orange Ave		4	D	37,500	3690	B
	S. of Orange Ave		4	D	47,343	4659	C
	N. of Midway Rd West		6	C	53,500	5264	B
	N. of St. Lucie West Blvd		6	C	55,500	5461	B
	N. of Gatlin Blvd		6	C	66,000	6052	C
	S. of Gatlin Blvd		6	C	54,000	4595	B
Jenkins Rd South	N. of Okeechobee Rd	Major City/County Road	2	D	10,292	942	D
	S. of Okeechobee Rd	State Two-Way Arterial - Interrupted Flow Class I	2	D	7,478	641	C
Johnston Rd	N. of Indrio Rd	Major City/County Road	2	D	6,665	669	C
Juanita Ave	W. of US 1 North	Major City/County Road	2	D	3,765	322	C
	E. of 25th St		2	D	3,917	343	C
	W. of 25th St		2	D	6,378	567	C
Keen Rd	S. of St Lucie Blvd	Major City/County Road	2	D	2,950	336	C
Kings Hwy North	SW of US 1 North	State Two-Way Arterial - Interrupted Flow Class I	2	C	8,268	859	C
	N. of Indrio Rd		2	C	12,430	1059	C
	S. of Indrio Rd		2	C	13,337	1181	C
	N. of St Lucie Blvd		2	C	12,101	1001	C
	S. of St Lucie Blvd		2	C	13,165		B
	N. of Orange Ave		2	C	14,265	1253	C
Kings Hwy South	S. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I	2	C	10,261	798	C
	N. of Okeechobee Rd	State Two-Way Arterial - Interrupted Flow Class I	2	C	7,277	558	C
Lennard Rd	S. of Walton Rd	Major City/County Road	4	D	5488	502	C
	N. of Port St. Lucie Blvd		4	D	16945	1486	C
Mariposa Ave	E. of Lennard Rd	Major City/County Road	2	D	7,892	1013	D
	W. of Lennard Rd		4	D	10,605	1064	C
Midport Rd	W. of US 1 South	Major City/County Road	4	D	11,580	1067	C
Midway Rd East	W. of Indian River Dr	State Two-Way Arterial - Interrupted Flow Class I	2	E	4,146	470	C
Midway Rd West	W. of Oleander Ave	State Two-Way Arterial - Interrupted Flow Class I	2	E	17,892	1513	D
	W. of Sunrise Blvd		2	E	19,756	1730	F
	W. of Selvitz Rd		2	E	18,508	1576	E
	W. of East Torino Blvd		4	E	18,943	2000	B
	W. of I-95	State Two-Way Arterial - Uninterrupted Flow	2	E	3,948	357	B
Morningside Blvd	N. of Port St Lucie Blvd	Major City/County Road	2	D	5,337	885	D
	S. of Port St Lucie Blvd		2	D	4,104	486	C
	E. of Westmoreland Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	D	2,543	227	B
Okeechobee Rd	W. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class II	6	D	32,794	2830	C
	E. of I-95		6	D	30,671	2574	C
	W. of I-95 ⁽¹⁾	4	C	34,000	3621	F	
	W. of Florida's Turnpike ⁽¹⁾	State Two-Way Arterial - Uninterrupted Flow	4	B	7,500	799	A
	W. of McCarty Rd ⁽¹⁾	State Two-Way Arterial - Uninterrupted Flow	2	B	6800	724	B

Roadway Name	Location	Roadway Classification	# of Lanes	LOS Adopted	2008 AADT	2008 Peak Hour Volume	2008 LOS
Old Dixie Hwy	N. of St. Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	D	1,563	174	B
Oleander Ave	N. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class I	2	E	4,835	483	C
	S. of Virginia Ave		2	E	11,737	1049	C
	S. of Edwards Rd		2	E	13,883	1240	C
	S. of Farmers Market Rd	2	D	11,599	1454	D	
	S. of Midway Rd West	Major City/County Road	2	C	8,278	833	C
N. of Kitterman Rd	2		D	6,884	677	C	
Orange Ave	E. of US 1 North	State Two-Way Arterial - Interrupted Flow Class II	2	C		322	B
	W. of US 1 North		2	C	7,514	618	C
	W. of 7th St		2	C	10,033	876	C
	W. of 13th St		4	D	12,914	1154	C
	W. of 25th St		4	D	17,066	1429	C
	E. of Angle Rd	State Two-Way Arterial - Interrupted Flow Class I	4	D	17,186	1470	B
	E. of Jenkins Rd		4	B	12,039	1014	B
	E. of I-95		4	B	13,997	1203	B
	W. of I-95		4	B	24,749	1858	B
W. of Shinn Rd	State Two-Way Arterial - Uninterrupted Flow	2	C	4,201	451	B	
Parr Drive	W. of Darwin Ave	State Two-Way Arterial - Interrupted Flow Class I	2	D	2088	182	B
Port St Lucie Blvd	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I	6	D	43,955	3745	B
	E. of Midport Rd		6	D	33,254	2504	B
	E. of Floresta Dr		6	D	57,146	4404	C
	W. of Floresta Dr		6	D	48,790	4113	B
	E. of Florida's Turnpike		6	D	43,317	3686	B
	W. of Florida's Turnpike		6	E	52,200	4282	C
Prima Vista Blvd	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I	4	E	31,023	2834	C
	W. of Rio Mar Dr		4	E	32,638	2813	C
	W. of Floresta Dr		4	E	23,601	1886	B
	W. of Airoso Blvd		4	E	25,612	1964	B
Range Line Rd	N. of Martin County Line	State Two-Way Arterial - Interrupted Flow Class I	2	D	1,730	185	B
Rio Mar Dr	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	D	5,296	473	C
SR A1A North	S. of Regal Rd	State Two-Way Arterial - Uninterrupted Flow	2	D	4272	382	B
	E. of US 1 North	State Two-Way Arterial - Interrupted Flow Class I	2	D	8,025	716	C
SR A1A South	E. of US 1 North	State Two-Way Arterial - Interrupted Flow Class I	4	D	14800	1174	B
	E. of South Bridge		2	D	12491	1035	C
	S. of Seaway Dr		2	D	6423	617	C
	S. of FPL Plant	State Two-Way Arterial - Uninterrupted Flow	2	D	3757	527	B
Savage Blvd	N. of Gatlin Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	E	3,192	345	B
Savannah Rd	E. of US 1 South	Major City/County Road	2	D	2,120	224	C
	W. of Indian River Dr		2	D	1608	180	C
Savona Blvd	S. of Becker Rd	State Two-Way Arterial - Interrupted Flow Class I	2	D	4810	558	C

Roadway Name	Location	Roadway Classification	# of Lanes	LOS Adopted	2008 AADT	2008 Peak Hour Volume	2008 LOS
Shinn Rd	S. of Orange Ave	Major City/County Road	2	D	1,413	150	C
Sneed Rd	N. of Okeechobee Rd	Major City/County Road	2	D	731	94	C
Southbend Blvd	S. of Floresta Dr	Major City/County Road	2	D	10,071	950	D
	N. of Becker Rd	State Two-Way Arterial - Interrupted Flow Class I	2	D	5,637	587	C
St Lucie Blvd	W. of US 1 North	State Two-Way Arterial - Interrupted Flow Class I	2	E	4,692	423	C
	W. of 25th St North		2	E	5,661	567	C
	E. of Keen Rd		2	E	6,260	631	C
St Lucie West Blvd	W. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I	4	E	38,330	3481	F
	E. of I-95		4	E	38,294	3431	F
	W. of I-95		2	E	10,737	899	C
St. James Dr	S. of Peachtree Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	D	18,393	1935	B
	N. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	D	9,321	1937	B
Sunrise Blvd	N. of Virginia Ave	Major City/County Road	2	D	4,546	470	C
	S. of Virginia Ave		2	D	6,046	583	C
	S. of Edwards Rd		2	D	4,402	497	C
	N. of Edwards Rd		2	D	5,072	480	C
	S. of Bell Ave		2	D	3,439	400	C
	N. of Midway Rd West		2	D	2,880	329	C
Tiffany Ave	E. of US 1 South	Major City/County Road	2	D	8,862	737	C
	W. of Lennard Rd		2	D	5,167	485	C
US 1 North	S. of Indian River C/L	State Two-Way Arterial - Interrupted Flow Class I	4	B	24,670	2290	B
	S. of Indrio Rd		4	B	20,709	1973	B
	S. of St Lucie Blvd		4	B	20,317	1924	B
	S. of Taylor Creek Bridge		4	B	24,997	2300	B
	S. of SR A1A South	State Two-Way Arterial - Interrupted Flow Class II	4	D	19,282	1352	C
US 1 South	S. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class II	4	D	29,995	2371	C
	S. of Delaware Ave		4	D	31,419	2596	D
	N. of Virginia Ave		4	D	32,117	2565	D
	S. of Virginia Ave		4	D	35,242	2759	D
	S. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class I	4	D	34,278	2654	D
	N. of Prima Vista Blvd		6	D	39,874	3349	B
	S. of Prima Vista Blvd		6	D	49,600	3660	B
	N. of Port St Lucie Blvd		6	D	46,053	3690	B
S. of Port St Lucie Blvd	8	D	57,788	4486	B		
Virginia Ave	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class II	6	D	25,126	2278	C
	E. of Sunrise Blvd		6	D	27,028	2228	C
	E. of 13th St South		6	D	28,508	2281	C
	E. of 25th St South		6	D	25,208	2089	C
	W. of 25th St South		6	D	24,072	1945	C
Walton Rd	W. of Indian River Dr	Major City/County Road	2	D	4,984	553	C
	E. of Lennard Rd		2	D	7,666	737	C
	E. of Village Green Dr		2	D	10,770	1010	D
	E. of US 1 South		4	D	13,077	1098	C

Roadway Name	Location	Roadway Classification	# of Lanes	LOS Adopted	2008 AADT	2008 Peak Hour Volume	2008 LOS
Weatherbee Rd	E. of US 1 South	Major City/County Road	2	D	6,511	647	C
West Torino Pkwy Rd	E. of US 1 South	Major City/County Road	2	D	2,324	226	C
Westmoreland Blvd	S. of Morningside Blvd	State Two-Way Arterial -	2	D	8,862	843	C
	S. of Port St Lucie Blvd	Interrupted Flow Class I	2	D	15,059	1346	D
Source: St/ Lucie TPO 2008 Spring Traffic Count Analysis							
(1) Taken from FDOT 2008 FTI DVD							

Roadway Improvement Strategies

Transportation Regional Incentive Program (TRIP)

The Transportation Regional Incentive Program (TRIP) was enacted by the Florida Statutes through Senate Bill 360 in 2005. To encourage regional planning and improvements of regional facilities, the State matches funds with regional partners. To meet the requirements of TRIP funding, the local authorities have to enter into an interlocal agreement and need to develop a regional plan. The St. Lucie TPO along with the Martin and Indian River MPOs entered into an interlocal agreement in April 2006. As with the new legislation, new regional transportation projects may be eligible for TRIP if they meet the regional needs. Currently, improvements on SR-70/Okeechobee Road are funded through TRIP.

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

Proposed candidate roadways for TDM/TSM strategies include US 1 from Edwards Road to St. Lucie Boulevard; Oleander Avenue from Kitterman Road to Sunrise Boulevard; and Floresta Drive from Airoso Boulevard to Southbend Boulevard. For those roads on which both road widening and TDM/TSM are proposed, TDM/TSM projects could replace the widening project.

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

Congestion Management System (CMS)

Congestion Management Processes are required by all MPOs in the state of Florida. The objective of a CMP is to develop processes for short and long term solutions for congested corridors utilizing a wide range of strategies. The most recent St. Lucie CMS, developed in 2008, utilizes two tiers. The first tier identifies congested roadways while the second tier identifies strategies that can be funded.

Backlogged Facilities/ Constrained Corridors

The St. Lucie TPO has identified several constrained corridors where additional lanes are not feasible. The County has implemented different CMS strategies to mitigate the failing roadway segments.

Proportionate Fair Share:

St. Lucie County has adopted a Proportionate Fair Share Ordinance which requires new developments to mitigate its project impacts if the roadway's projected capacity is lower than the adopted LOS.

Energy Conservation and Reduction of Greenhouse Gas Emissions

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

As discussed in this Element, St. Lucie County has extensive plans to increase the number of future transit routes and ridership numbers. It is also important that all new development and redevelopment promote the County transit goals.

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

The County intends to promote multi-modal transportation through the means of new sidewalks, bicycle lanes, and greenways as outlined in the Mast Plan. The recent SLC Bicycle Pedestrian, Greenways & Trails study also provides input to the Master Plan regarding gaps and missing links in the network, and demand for bicycle and pedestrian facilities.

Mobility Fee

~~In accordance with requirements adopted in Senate Bill (SB) 360,~~ St. Lucie County is considering implementing a mobility fee to encourage in-fill development in urbanized areas. The *Joint Report on the Mobility Fee Methodology Study* was submitted on December 1, 2009 to the President of the Senate and the Speaker of the House of Representatives by the DCA and FDOT ~~as required in SB 360.~~ The report defines a mobility fee as "a charge on all new development to provide mitigation for its impact on the transportation system. However, a mobility fee is not a substitute for site related improvements for safety, access and internal circulation, which may still be required under local Land Development Code."

The *Joint Report on the Mobility Fee Methodology Study* identified the following principles for the mobility fee approach:

- Ensure all new development provides mitigation for its impacts on the transportation system in approximate proportionality to those impacts, and new development should not be required to pay for existing system backlogs and deficiencies;
- Be transparent and predictable in its application;
- Be structured and implemented on at least a countywide basis and may be extended to include multi-county areas;
- Be designed to provide for mobility needs including at a minimum roadways, transit, bikeways, pedestrian walkways, and where applicable other transportation facilities;
- Be able to fund multi-modal transportation improvements, including capital projects, system efficiency and congestion management strategies and transit operating costs that support the provision of transit service for new development;
- Fairly distribute the mobility fee among the governmental entities responsible for maintaining impacted roadways and other transportation facilities necessary to provide for mobility;
- In order to promote compact, mixed use and energy efficient development a mobility fee should:
 - Be sensitive to vehicle or person miles traveled and vary by location and development type;
 - Have a fee structure that encourages shorter trips and reduction of total travel (as well as reduction of greenhouse gases); and
 - Have a fee structure that charges more per trip in areas where long distance travel is unavoidable.
- Allow for some level of local/ regional flexibility in the implementation of mobility fees:
 - The land use and transportation strategies, multi-modal improvement priorities, methodologies and intergovernmental procedures for mobility fees may vary from county to county;
 - Allow the continuation of current alternative approaches for implementation of mobility fees; and
 - Should be authorized in the comprehensive plan of each local government within the county.

FUTURE CONDITIONS

Capital Improvement Projects

The Capital Improvement Element identifies funded projects for St. Lucie County for the next 5 years. Table 2-6 lists all the state roadway projects in St. Lucie County for the next 5 years. Capacity improvements on state roadways are planned for Kings Highway, SR 70, Midway Road, and Lennard Road. Additionally Table 2-7 lists all County roadway projects identified in the St. Lucie Capital Improvement Plan.

[Note: Tables to be updated with FY 2011 CIE update.]

**Table 2-6
Capital Improvement Plan – State Roadway Projects**

Project #	Project Title	Phase	Fund	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
2302562	KINGS HWY FR SR-70 @ TPK TO S. OF I-95 OVERPASS, ADD LANES	PE	DIH		130,000			
		PE	LF		2,570,000			
2302622	SR-70 FR OKEECHOBEE C/L TO MP 5.871, ADD LANES	RRU	NHAC					168,000
		RRU	NHAC					
2302623	SR-70 FR MP 5.860 TO MP 10.216, ADD LANES	RRU	NHAC	292,000				
		CST	NHAC	24,783,000				
2302802	ST. LUCIE COUNTY SE ENHANCEMENT PROGRAM, IMPROVEMENTS	CST	SE				693,000	711,000
2314402	W. MIDWAY RD, FR S. 25TH ST. TO US-1, ADD LANES	PE	HPP	305,000				
		ROW	DSF					
		ROW	EB					
		ROW	LFF					
		ROW	XA					6,416,000
		ROW	XL				10,593,000	
2302971	SR A1A FT. PIERCE TO SR5 - RECONSTRUCT	CST		7,088,000	1,881,000			
2303384	INDRIO ROAD / I -95 TO EMERSON	PE						1,444,000
4047421	ST LUCIE SIGNAL MAINTENANCE & OP ON STATE HIGH., TRAFFIC SIGNALS	OPS	DDR	142,000	149,000	155,000	157,000	162,000
4066102	FT PIERCE SIGNAL SYS TRAFFIC SIGNAL OPERATIONS, TRAFFIC SIGNALS	OPS	DS	110,000	116,000	121,000		
4066103	FT PIERCE SIGNAL SYS TRAFFIC SIGNAL OPERATIONS, TRAFFIC SIGNALS	OPS	DS				126,000	132,000

Project #	Project Title	Phase	Fund	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
4097302	ST LUCIE CO SIGNAL SYS ENHANCED OPERATIONS, TRAFFIC SIGNAL UPDATE	CST	DDR	50,000	50,000	50,000		
4097313	PT ST LUCIE SIGNAL SYS, ENHANCED OPERATIONS, TRAFFIC SIGNAL UPDATE	CST	DDR				82,000	86,000
4102621	WALTON ROAD TO SILVER OAK DR, ADD LANES	CST	XU			13,460,000		
4107171	SR-70 FR KINGS HWY TO JENKINS RD, ADD LANES	PE	DDR	19,000				
		CST	GMR					24,546,000
4108441	CROSSTOWN PARKWAY-THIRD E/W CROSSING FR MANTH LANE TO US-1, PD&E EMO STUDY	PE	BRAC				11,026,000	
		PE					1,750,000	
		ROW			10,300,000			
		ROW						
		ROW						
		ROW						
		ROW						
		ROW						21,428,000
4174321	INDIAN RIVER DRIVE REHABILITATION	PE		49,000				
		CST		4,000,000				
4130461	I-95 FR OKEECHOBEE RD TO INDRIO RD, ADD LANES & REHABILITATE PVMNT	PE	DI	270,000				
		RRU	EBNH					
4138471	US-1 FR S. OF EMIL RD TO TAYLOR CREEK BRIDGE,	CST	EB	207,000				
		INC	DDR	312,000				
4152931	KINGS HWY FR E OF SP LK BLVD TO SR-5/US-1, RESURFACING	CST	DIH	143,085				
		CST	DS	1,609,921				
4152981	10 MI CREEK TO E. OF TPK BRIDGE,	CST	XA	454,000				
4153021	PT ST LUCIE FR TPK TO PETUNIA AVE, RESURFACING	CST	DS					
		INC	DS	3,193,000	55,000			
4180411	EMERSON AVE FR COUNTYLINE SOUTH, SIDEWALK	CST	SE		192,200			
4196531	SR-A1A FR MARTIN CO LINE TO MP 3.08, RESURFACING	CST	XA		4,381,000			
4196532	SR-A1A FR MP 3.08 TO MP 5.70,	CST	XA		2,366,000			
4196533	SR-A1A FR MP 3.08 TO MP 5.07, RD/SLOPE PROTECTION	CST	DDR			4,468,000		

Project #	Project Title	Phase	Fund	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
4197151	I-95 FR MP .739 TO MP 15.379, RESURFACING	CST	EBNH	1,025,000				
		INC	EBNH					
4197152	I-95 FR MP 0.000/6.018 TO MP .739/7.131, RESURFACING	CST	EBNH	3,452,000				
4213141	SR-A1A BRIDGE # 940085, BRIDGE-REPAIR	CST	BRRP			2,072,000		
4221711	ST JAMES DR FR OXBOW ENVIRONTL CTR TO RIVER'S EDGE ELEM SCH, BIKE LANE/SIDEWALK	CST	LF	120,000				
		CST	SE	201,000				
4221991	ANGLE RD-ORANGE AVE NORTH 53RD ST, SIDEWALK	LAR	ACSE	441,000				
4226812	I-95 FR MARTIN C/L TO SR-70, PD&E/EMO STUDY	PDE	NHAC			2,900,000		
4228421	SR-A1A FR OCEAN HARBOUR DR TO INDIAN RIVER C/L, SIDEWALK	CST	DS	1,002,000				
4228701	ST LUCIE CO PED/SIDEWALK RESERVE FOR MPO, SIDEWALK	CST	DDR				98,000	200,000
4229541	US-1 FR MP 20.89 TO SLC LINE, RESURFACING	CST	DDR			1,378,000		
4229561	SR-70 FR JENKINS RD TO US-1, RESURFACING	CST	DS		8,732,000			
4229571	KINGS HWY FR INDRIO RD TO E. OF SP LK BLVD/MP9.5, RESURFACING	CST	DDR			2,747,000		
4230221	ORANGE AVE FR WEST OF I-95 TO 4.5 MILES, SAFETY PROJECT	PE	HSP	300,000				
		CST	HRRR			1,000,000		
		CST	HSP			1,931,304		
4230341	SR-A1A FR EMERGENCY CROSSING TO COUNTY LINE	CST	DDR			4,306,000		
4231151	SR-5 @ PORT ST LUCIE BLVD, SAFETY PROJECT	PE	DIH	11,000				
		CST	HSP		623,000			
4231961	13TH ST FR VIRGINIA AVE TO AVE Q., SIDEWALK	CST	SR2S	678,848				
4231971	WEATHERBEE RD FR US-1 TO MIDWAY RD, SIDEWALK	CST	SR2S		1,099,200			
4238151	14TH ST BRIDGE OVER MOORE'S CREEK, PEDESTRIAN SAFETY	CST	LF		696,000			
4241431	KINGS AT INDRIO ADD TURN LANES	ROW	LF	3,818,000				
		ROW	TRIP	3,818,000				
424764	KINGS (ORANGE & SR70) RESURFACE	PE		323,000				
		CST					2,030,000	
4257741	US1 - SIDEWALK MARTIN CO. & PSL BLVD	CST					125,000	

Project #	Project Title	Phase	Fund	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
4263731	SR 70 - JENKINS TO US1 PEDESTRIAN	CST		920,000				
4263732	SPANISH LAKES BLVD - PED	CST		1,809,000				
4251521	MIDWAY - US1 TO S. 25TH ST RESERVE	CST						9,758,000
4259681	TREASURE COAST BIKE TRAIL	CST			1,600,000			
4262041	BAKERSFIELD TO CAMBRIDGE	CST		1,754,000				
4262051	13TH ST - ORNAGE TO AVENUE I	CST		2,400,000				
4262091	JUANITA AVE BRIDGE REPLACEMENT	CST		2,889,000				
4263841	SW CALIFORNIA - SIDEWALK	CST		150,000				
4263851	TO VIRGINIA - BIKE LANE	CST		575,000				
			Total	68,713,854	28,671,800	34,588,304	26,680,000	65,051,000
Phase								
PE = design								
ROW = right-of-way acquisition								
CST = construction								
RRU = rehabilitation								
OPS = traffic signal operations								
INA = inspection								
INA = inspection								
DBS = federal highway construction								
PDE = project development and environmental								

Source: Capital Improvement Element Update FY 09/10 – 13/14. [To be updated with FY 11 update]

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

Project #	Project Title	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Funding 09' - 11' ***	Total Cost Estimate ***
4112-4906	Unincorporated Bike Paths/Sidewalks	550,267					550,267	
4113-4101	Phase I Prima Vista (US1-RioMar)	79,153					79,153	
4113-4122	Midway Rd/S. 25th to Turnpike	6,415,726					6,415,726	
4113-4123	Kings Hwy@Orange Ave Intersect Imp	1,682,052					1,682,052	
4113-4169	Lennard Rd. R/W Acquisition	411,655					411,655	
4113-4176	Kings Hwy and Angle Road Study	1,500,000					1,500,000	
4113-4178	Kings Hwy (SR 70 to U.S. 1)	725,000					725,000	
4113-43106	St. James Drive Sidewalk	61,500					61,500	
3464144	Kings Hwy/Indrio Rd. Signal-Modify	3,464,144					3,464,144	
4113-470	Sidewalks & Bikepaths	1,070,297					1,070,297	
4113-4700	Juanita Avenue Sidewalk/Bike Paths	1,396,250					1,396,250	
4113-4702	Angle Road Sidewalk	1,479,715					1,479,715	
4115-4502	N Lennard Road MSBU	103,291					103,291	
4115-4123	Kings Hwy@Orange Ave Intersect Imp	172,263					172,263	
4115-4410	I-95@W Midway Rd Interchnge (E Side)	202,526					202,526	
4116-41003	Jenkins Rd (End Wal-Mart to Edwards)	1,300,000					1,300,000	
4116-41011	Walton Rd (Village Green-Lennard)	1,795,267					1,795,267	8,500,000
4116-4104	Midway (U.S.1-25th)	119,501					119,501	
4116-4108	S. 25th St.-Phase 1	1,094,706					1,094,706	
4116-4109	S. 25th St.-Phase 2	300,000					304,130	
4116-4118	Midway Rd-W of Trnkp Brg E to S.25thSt	1,377,083					1,377,083	
4116-4122	Midway Rd/S. 25th Turnpike	700,000					700,000	
4116-4164	Glades Rd & Selvitz	732,387					732,387	
4116-4165	Midway Rd. & Weatherbee Rd	153,000					153,000	
4116-4169	Lennard Rd. R/W Acquisition	3,661,605					3,661,605	13,000,000
4116-4172	Lennard Road Phase 2	2,000,000					2,000,000	
4116-4174	Kings Hwy Widening (Angle to SR 70)	1,500,000					1,500,000	
4116-4176	Kings Hwy and Angle Road Study	250,000		6,500,000			250,000	13,000,000
4116-44001	Kings Hwy/Indrio Rd. Signal-Modify	727,660		3,500,000			727,660	6,500,000
4116-440015	Midway & Selvitz Signals	100,000					100,000	
4116-440016	Kings Hwy at St. Lucie Blvd	1,500,000	1,500,000		1,500,000		4,500,000	4,000,000
4116-44011	Angle Rd/Ave Q Intersection	275,000					275,000	
4116-4700	Juanita Avenue Sidewalk/Bike Paths	100,000					100,000	
4116-4906	Unincorporated Bike Paths/Sidewalks	338,416					338,416	
4116-4908	North Hutchinson Isle Bike Paths	110,189					110,189	
4116-1905	Road Improvements	3,002,070	133,971	133,971	133,971	133,971	3,537,954	
4116-464	Walton / US1 to Village Green	4,791,898					4,791,898	
4116-466	Juanita Avenue Improvements	100,000					100,000	
4113-41003	Jenkins Rd (End Wal-Mart to Edwards)	1,311,745					1,311,745	
4113-4119	River Branch E. of S. 25th St.	385,570					385,570	
Total		47,039,936	1,633,971	10,133,971	1,633,971	133,971	60,575,820	

*** - funding within the 5 -year timeframe may not represent the total construction cost necessary to implement the project

Source: Capital Improvement Element Update FY 09/10 – 13/14. [To be updated with FY 11 update]

2030 St. Lucie County Transportation Plan

The St. Lucie County Transportation Plan is a comprehensive, long-range outline of all major needed or desired transportation projects through the planning year 2030. Modeling and analysis of this plan has been done concurrent with the development of the St. Lucie and Martin County Regional Long Range Transportation Plan (RLRTP). The RLRTP was adopted in February 2006 and was last amended in September 2008. The St. Lucie TPO and Martin County MPO were both responsible for developing their elements of the RLRTP. However, both Counties worked together to construct a regional plan that would accommodate the future needs of the Treasure Coast region. Essentially, the 2030 St. Lucie Transportation Plan is the St. Lucie Element of the 2030 St. Lucie and Martin County Regional Long Range Transportation Plan.

In addition to identifying those projects that have been shown to be a quantitative need as traditionally considered in a future transportation plan program, the 2030 Regional Long Range Transportation Plan also includes a number of projects that are designed to provide for improved community mobility, network connectivity, and the development of alternative transportation corridors that reduce reliance on the Interstate Highway System (I-95) for the trips of short duration, typically one-exit trips. When combined with the traditional needs plan projects, the 2030 Regional Long Range Transportation Plan identifies the base transportation system necessary to meet the goals and objectives through 2030, and beyond, based on the community's future land use plans.

The Regional Long Range Transportation Plan has been developed in several steps. The first step was to analyze the existing network using baseline conditions to establish local demographic and roadway conditions. The second step was to use the Treasure Coast Regional Planning Model (TCRPM) to forecast future traffic volumes and levels of service. The third, and final, step was to develop a program of transportation projects that would relieve areas determined to be points of existing or future congestion. This last phase has been developed in coordination with the City of Fort Pierce, the City of Port St. Lucie, and Martin County.

Analysis of Existing and Future Conditions

To provide a standardized analysis of expected future transportation conditions in St. Lucie County, a computerized model was run using input data provided by St. Lucie County and Martin County. The output of this model was forecasted traffic volumes and roadway performance (level-of-service) based on the adopted future land use plans of the local area.

The Treasure Coast Regional Planning Model (TCRPM) was developed using the Florida Standard Urban Transportation Modeling Structure (FSUTMS) travel demand modeling software. FSUTMS utilizes land use (socio-economic) data to generate simulated trips, and a gravity model to distribute and assign those trips to a simulated transportation system.

The geographic area encompassed by the TCRPM includes Indian River, St. Lucie, and Martin Counties. As part of the modeling work done for the St. Lucie and Martin 2030 Regional Long Range Transportation Plan, the TCRPM was validated to the base year 2000. A model is considered to be validated when it replicates field conditions to an

acceptable degree. In the case of the TCRPM, the model was made to replicate 2000 traffic counts.

The validated model was used to project future transportation system conditions for the 2030 St. Lucie and Martin Regional Long Range Transportation Plan (RLRTP). This was accomplished by inputting Year 2030 land use, or socio-economic data, into the model.

The Effect of Land Use on the TCRPM

Land use drives all FSUTMS models, including the TCRPM. Land use information is input into the model, and person trips are generated in numbers that are contingent upon the size and types of land uses. These trips are then assigned to the simulated transportation network. Existing land uses replicate existing conditions; while land use forecasts predict future conditions.

St. Lucie County has been divided into 467 Traffic Analysis Zones (TAZs). These zones represent specific geographic units that are coordinated to the existing traffic circulation network and local census block and tract designations. Forecast data sets of population and housing; employment; and other socio-economic characteristics were developed based upon both existing land use patterns and projected development activity through the year 2030. Countywide socio-economic data regarding vacant, developable acreage per Traffic Analysis Zone (TAZ), based upon (1) the Future Land Use Map and (2) information regarding approved development were obtained. This information was used in conjunction with local knowledge to assign socio-economic data to TAZs.

Development of the 2030 Transportation Plan

Identification of the Existing + Committed (E+C) Network

One of the first steps in developing the 2030 Regional Long Range Transportation Plan was to identify the Existing + Committed (E+C) transportation network that will be used as the base network for developing the 2030 Plan future year modeling and travel demand forecasting. The list of Existing + Committed projects (E + C Network) were developed using the following sources:

- I. Roadway improvements completed between 2000 and 2005
- II. St. Lucie County TPO Transportation Improvement Program (TIP)
- III. Martin County MPO Transportation Improvement Program (TIP)
- IV. Developer funded projects and roadways

Together, these sources list all transportation projects programmed in St. Lucie County through the year 2010. The improvements outlined in Table 2-8, represent the existing plus committed projects used to develop the 2030 Regional Long Range Transportation Plan. The projects identified as Built/Committed represent projects that have already been constructed by St. Lucie County or are planned to be built between the years 2000 and 2010. Developer projects indicate projects that will be funded by a developer by 2030.

Analysis of Future Roadway Conditions

Using the E+C coded network, model runs were performed using the TCRPM to forecast traffic volumes and conditions for the year 2030 assuming no improvements to the local road network other than those shown in the E+C network. The results provided an estimate of where congestion can be expected, and how severe that congestion will be. The standard used for calculating road performance was volume-to-capacity (V/C) ratio. V/C ratio is a measure of the amount of traffic a roadway is actually carrying in proportion to the amount of traffic it was designed to carry. A V/C ratio of 1.0 represents a road that is carrying the theoretical maximum amount of traffic possible to operate acceptably. For the purposes of this evaluation, roads were considered to be congested if they had a Year 2030 V/C ratio of 1.0 or greater.

Analysis of the model runs indicated that much of the existing or expected congestion lies on the major north-south corridors, such as U.S. Highway 1, 25th Street, Kings Highway, and the Florida Turnpike. However, east-west roads connecting to these north-south corridors will also see their share of capacity deficiencies. Roads such as Okeechobee Road, Indrio Road, and Midway Road in the north part of the County, as well as Port St. Lucie Boulevard in the south, can be expected to see significant congestion by 2030, if capacity improvements are not made.

Continuing development, particularly in the south part of the County, is expected to put additional strain on roads serving certain areas. This is particularly true of roads such as Jenkins Road, St. James Drive, South 25th Street, and Airoso Boulevard, all of which provide access to developing residential areas. Table 2-9 lists the congested roadway segments that can be expected in the year 2030 if no improvements are made beyond those shown in the E+C Network plan.

**Table 2-8
Existing + Committed Roadway Improvement Projects**

Facility	From	To	Lanes 2000	Lanes 2030	Project	Developer OR Built/ Committed
25th St South	Midway Rd	Edwards Rd	2	4	Add 2 Lanes	Built/ Committed
Becker Rd	Village Pkwy	Southbend Blvd	2	4	Add 2 Lanes	Built/ Committed
Becker Rd	Southbend Blvd	Murphy Rd	2	4	Add 2 Lanes	Developer
Becker Rd	Rangeline Rd	Village Prkwy	0	4	New 4 Lane	Developer
Cross Town Pkwy	I-95	Floresta Dr	0	4	New 4 Lane	Built/ Committed
Cross Town Pkwy	Floresta Dr	US-1	0	4	New 4 Lane	Built/ Committed
Cross Town Pkwy	Rangeline Rd	West Annex NS Road "A"	0	4	New 4 Lane	Developer
Floresta Dr	Prima Vista Blvd	Southbend Blvd	2	4	Add 2 Lanes	Built/ Committed
Gatlin Blvd Ext	West Annex NS Road "B"	Village Pkwy	0	4	New 4 Lane	Developer
I-95	Indian River County	Orange Ave	4	6	Add 2 Lanes	Built/ Committed
Lennard Rd	US-1	Walton Rd	0	4	New 4 Lane	Built/ Committed
Lennard Rd	Walton Rd	Port St. Lucie Blvd	2	4	Add 2 Lanes	Built/ Committed
Lennard Rd	Port St. Lucie Blvd	US-1	2	4	Add 2 Lanes	Built/ Committed
Okeechobee Rd	County Line	FL Turnpike	2	4	Add 2 Lanes	Built/ Committed
Southbend Blvd	Floresta Dr	Becker Rd	0	2	New 2 Lane	Built/ Committed
St. Lucie West Blvd	Reserve Blvd	Peacock	0	2	New 2 Lane	Developer
US-1 South	Midway Rd	Prima Vista Blvd	4	6	Add 2 Lanes	Built/ Committed
Village Pkwy	Reserve Blvd	Becker Rd	0	4	New 4 Lane	Built/ Committed
Walton Rd	Village Green Dr	Lennard Rd	2	4	Add 2 Lanes	Built/ Committed
West Annex EW Road "A"	Rangeline Rd	West Annex NS Road "G"	0	4	New 4 Lane	Developer
West Annex EW Road "B"	West Annex NS Road "B"	West Annex NS Road "F"	0	4	New 4 Lane	Developer
West Annex EW Road "C"	Rangeline Rd	West Annex NS Road "B"	0	4	New 4 Lane	Developer
West Annex EW Road "D"	Rangeline Rd	Village Pkwy	0	4	New 4 Lane	Developer

Facility	From	To	Lanes 2000	Lanes 2030	Project	Developer OR Built/ Committed
West Annex EW Road "E"	Rangeline Rd	Rosser Blvd	0	4	New 4 Lane	Developer
West Annex EW Road "F"	Rangeline Rd	Rosser Blvd	0	4	New 4 Lane	Developer
West Annex NS Road "A"	Cross Town Pkwy	Becker Rd	0	4	New 4 Lane	Developer
West Annex NS Road "B"	West Annex EW Road "A"	Becker Rd	0	4	New 4 Lane	Developer
West Annex NS Road "C"	West Annex EW Road "E"	West Annex NS Road "B"	0	4	New 4 Lane	Developer
West Annex NS Road "D"	West Annex EW Road "A"	West Annex EW Road "B"	0	4	New 4 Lane	Developer
West Annex NS Road "E"	West Annex EW Road "A"	West Annex EW Road "B"	0	4	New 4 Lane	Developer
West Annex NS Road "F"	West Annex EW Road "A"	West Annex EW Road "F"	0	4	New 4 Lane	Developer
West Annex NS Road "G"	Cross Town Pkwy	Village Pkwy	0	4	New 4 Lane	Developer

**Table 2-9
Existing + Committed Roadways**

Facility	From	To	2030 E+C Volume/ Capacity Ratio
13th St South	Delaware Ave	Orange Ave	1.06
25th St South	Cortez Blvd	Virginia Ave	1.21
25th St South	Midway Rd	Edwards Rd	1.1
25th St South/ St James Dr	Airoso Blvd	Blanton Blvd	1.17
Airoso Blvd	Prime Vista Blvd	Port St. Lucie Blvd	1.40-1.50
Angle Rd	Orange Ave	Jenkins Rd	1.24
Ave D	7th St North	US-1	1.24
Ave D	25th St North	17th St North	1.16
Bayshore Blvd	Prima Vista Blvd	Sr. James Dr	1.07
Delaware Ave	41st St South	17th St South	1.12
Edwards Rd	Jenkins Rd	Selvitz Rd	1.14
Gatlin Blvd	I-95	Savage Blvd	1
Glades Cut Off Rd	Selvitz Rd	Reserve Blvd	1.40-1.70
Indian River Dr	Savannah Rd	Citrus Ave	1.06
Indrio Rd	US-1	Johnston Rd	1.03-1.35
Jenkins Rd	Edwards Rd	Angle Rd	1.18-1.52
Keen Rd	Angle Rd	St. Lucie Blvd	1.33
Kings Hwy North	Kings Hwy	US-1	1.18
Kings Hwy North	Grove Rd	Okeechobee Rd	1.15-1.54
Midway Rd West	US-1	Okeechobee Rd	1.12-1.87
Okeechobee Rd	McNeil Rd	Virginia Ave	1.1
Okeechobee Rd	I-95	Matthews Rd	1.13-1.54
Oleander Ave	Azalea Ave	Virginia Ave	1.16
Oleander Ave	Midway Rd West	Edwards Rd	1.12
Orange Ave	25th St	Angle Rd	1.05-1.18
Orange Ave	41st St	Kings Hwy	1.03-1.32
Port St Lucie Blvd	US-1	Gatlin Blvd	1.09-1.45
St. Lucie West Blvd	Glades Cut Off Rd	I-95	1.38
Rangeline Rd	Martin County Line	Glade Cut Off Rd	1.14
SR A1A	Plover Ave	Seaway Dr	1.22
St. Lucie Blvd	25th St	Emerson Ave	1.01-1.69

Facility	From	To	2030 E+C Volume/ Capacity Ratio
US-1	St. Lucie Blvd	Indrio Rd	1.11
US-1	Georgia Ave	Midway Rd	1.06-1.17
US-1	East St	Prima Vista Blvd	1.04-1.09
US-1	Walton Rd	Savanna Club Blvd	1.14
Westmoreland Blvd	Martin County Line	Port St. Lucie Blvd	1.02-1.46
Selvitz Rd	Edwards Rd	Bayshore Rd	1.04-1.27
Koblegard Rd	Indian River County Line	Indrio Rd	1.12
Angle Rd	Johnston Rd	Kings Hwy	1.18
Crosstown Pkwy	I-95	US-1	1.06-1.28
Torino Pkwy	Midway Rd	W. Torino Pkwy	1.52
California Blvd	St. Lucie West Blvd	Del Rio Blvd	1.01-1.17
West Annex NS Road "B"	West Annex EW Road "A"	West Annex EW Road "C"	1.03
Gatlin Blvd Ext	I-95	West Annex NS Road "B"	1.13
Walton Rd	Lennard Rd	Green River Pkwy	1.06
Florida Turnpike	Okeechobee Rd	Indian River County Line	1.09
Florida Turnpike	Martin County Line	Port St. Lucie Blvd	1.03

Roadway Needs Assessment

The next step in the development of the 2030 Regional Long Range Transportation Plan is to identify those projects necessary to relieve, to the greatest extent possible, the levels of existing or projected congestion forecast by the Treasure Coast Regional Planning Model. Table 2-10 documents the roadway needs network for St. Lucie County by 2030. Lanes were added to the facilities where forecast volumes exceeded the roadways Level of Service capacity threshold. No new roadways were included in the roadway needs assessment beyond those identified in the Existing + Committed roadway network or developer funded projects. Additionally, no lanes were added to facilities identified as congested by the St. Lucie TPO or where more than eight lanes were needed. The cost feasible and needs projects from the adopted 2025 LRTP was evaluated by the St. Lucie TPO to determine whether the roadway projects were still applicable for the new 2030 forecasts. The majority of the projects remained from the 2025 LRTP with a few exceptions.

The City of Port St. Lucie has identified additional projects needs in response to the significant activity associated with the Western Annexation area Development of Regional Impact (DRIs) in addition to the needs assessment. The most notable project includes an Interchange Justification Report (IJR) for a new interchange at I-95 and Open View Road.

St. Lucie County has adopted the Towns, Villages and Countryside Element. The adoption of the TVC Element occurred after the adoption of the 2030 RL RTP. Because of this, there are some discrepancies between the roadway need assessments of the

two documents. The following table shows transportation capital improvements included in the Capital Improvements Element as part of remedial Comprehensive Plan amendments related to the TVC.

**North St. Lucie County Special Area Plan
Long Term Transportation Capital Improvements Program**

Roadway	From	To	Improvement
Koblegard Rd.	County Line	Taylor Dairy Rd.	Construct 2-lane road
King's Highway	Indrio Rd.	US-1	2 to 4
King's Highway	Angle Rd.	Indrio Rd.	2 to 4
I-95 North Flyover	Koblegard	New "C" Rd.	Construct 2-lane flyover
New E-W Russo Road	Koblegard	Seminole Rd.	Construct 2-lane road
New E-W Sebastian Rd.	Johnston Rd.	Emerson Ave.	Construct 2-lane road
New E-W Tobias Rd.	Johnston Rd.	Seminole Rd.	Construct 2-lane road
Johnston Rd./ Immokolee Rd.	County Line	Kings Highway	2 to 4
New Russakis Rd.	Indrio Rd.	Johnston Rd.	Construct 2-lane road
New Seminole Rd.	Indrio Rd.	New Sebastian	Construct 2-lane road
SR 614 Indrio Rd.	I-95	Citrus Highway	Construct 4-lane road
New Transit Line (Indrio Rd.)	Emerson	I-95	Extend TCC Bus Service
25th St. SW	Johnston Rd.	Kobelgard Ave.	Construct 4-lane road
New E-W Road (Immokolee Rd.)	Johnston Rd.	Emerson Ave.	Construct 2-lane road
Emerson Ave.	Indrio Rd.	Angle Rd.	Construct 2-lane road
New E-W "A" Road	Koblegard	Taylor Dairy Rd.	Construct 2-lane road
New N-S "C" Road	Indrio Rd.	County Line	Construct 2-lane road
New N-S "C" Road	Angle Rd.	Indrio	Construct 2-lane road
New Citrus Highway	Indrio Rd.	County Line	Construct 4-lane road
New Citrus Highway	Indrio Rd.	Godwin Rd.	Construct 4-lane road
New E-W "E" Road	New "C" Rd.	Citrus Highway	Construct 2-lane flyover
New E-W "D" Road	New "C" Rd.	Citrus Highway	Construct 2-lane flyover
I-95 South Flyover	Koblegard	New "C" Rd.	Construct 2-lane flyover
I-95 / Turnpike Interchange	Immokolee	FL Turnpike	Construct interchange

Cost Feasible Roadway Projects

It is not reasonable to expect funding to be made available for all capacity deficits identified in the Roadway Needs Assessment. Therefore, certain projects have been identified as cost feasible and it is expected that funding will be made available for these projects by 2030. If additional funding beyond the cost feasible projects becomes available, then the funding may go to the remaining unfunded projects identified in the Roadways Needs Assessment.

The cost feasible roadway improvements build upon those identified in the 2025 Long Range Transportation Plan. Major capacity improvements are planned for the following corridors: US-1, Kings Highway, Angle Road, Jenkins Road, Midway Road, Walton Road, and Port St. Lucie Boulevard, Bayshore Boulevard, Selvitz Road, Torino Parkway, Commerce Boulevard, and Gatling Boulevard Extensions. The cost feasible projects in St. Lucie County are provided in Table 2-11.

Future Level of Service Analysis

The 2030 Future Level of Service Analysis is provided on Table 2-12. The 2030 AADT determined from the cost feasible roadway network was multiplied by the appropriate “K” and “D” factor to derive the peak hour, peak direction roadway volume and LOS.

**Table 2-10
Roadway Needs Assessment**

Facility	From	To	Project	2030 Total Lanes
13th Street**	Virgina Ave	Orange Ave	Add 2 Lanes	4
25th Street	Midway Rd	Airoso Blvd	Add 2 Lanes	6
25th Street**	Orange Ave	Virginia Ave	Add 2 Lanes	6
25th Street	US-1	Orange Ave	Add 2 Lanes	6
25th Street**	Virgina Ave	Edwards Rd	Add 2 Lanes	6
25th Street**	Midway Rd	Edwards Rd	Add 2 Lanes	6
Angle Rd	Kings Hwy	Orange Ave	Add 2 Lanes	4
Angle Rd	Kings Hwy	FL Turnpike	Add 2 Lanes	4
Bayshore Blvd	25th St	Prime Vista Blvd	Add 2 Lanes	4
Brescia St/ Del Rio Ext	Savage Blvd	Del Rio Blvd	New 2 Lane	2
Brocksmith (Unpaved)	Orange Ave	Okeechobee Rd	New 2 Lane	2
California Blvd	St. Lucie West Blvd	Peacock Blvd	Add 2 Lanes	4
California Blvd	St. Lucie West Blvd	Del Rio Blvd	Add 2 Lanes	4
Cashmere	St. Lucie West Blvd	Del Rio Blvd	Add 2 Lanes	4
Crosstown Pkwy***	Floresta Dr	US-1	Add 2 Lanes	6
Crosstown Pkwy***	Village Pkwy	FL Turnpike	Add 2 Lanes	6
Edwards Rd	Jenkins Rd	25th Street	Add 2 Lanes	4
Emerson Ave	Indian River Co. Line	St. Lucie Blvd	Add 2 Lanes	4
FFA Rd	Picos Rd	Okeechobee Rd	New 2 Lane	2
Floresta Dr**	Airoso Blvd	Harbor View Dr	Add 2 Lanes	4
Gatlin Blvd Ext	Village Pkwy	I-95	Add 2 Lanes	6
Gatlin Blvd Ext	West Annex NS Road "B"	Village Pkwy	Add 2 Lanes	6
Glades Cut-Off Rd	Reserve Blvd	Selvitz Rd	Add 2 Lanes	4
Green Riber Pkwy**	Walton Rd	Martin County Line	Add 2 Lanes	4
Hartman Rd	Okeechobee Rd	Orange Ave	Add 2 Lanes	4
Indian River Bridge	Indian River Dr	A1A	New 4 Lane Bridge	4

Facility	From	To	Project	2030 Total Lanes
Indrio Rd	Emerson Ave	Kings Hwy	Add 2 Lanes	4
Indrio Rd	Johnston Rd	Emerson Ave	Add 2 Lanes	4
Indrio Rd	Kings Hwy	US-1	Add 2 Lanes	4
Indrio Rd	New TVC Road D	Johnston Rd	Add 2 Lanes	4
Jenkins Rd	Angle Rd	Okeechobee Rd	Add 2 Lanes	4
Jenkins Rd	Edwards Rd	Midway Rd	New 4 Lane	4
Jenkins Rd	Okeechobee Rd	Edwards Rd	Add 2 Lanes	4
Johnston Rd	Indian River Co. Line	Angle Rd	Add 2 Lanes	4
Keen Rd	Angle Rd	St. Lucie Blvd	Add 2 Lanes	4
Kings Hwy	Angle Rd	Okeechobee Rd	Add 2 Lanes	4
Kings Hwy	US-1	Angle Rd	Add 2 Lanes	4
Koblegard Rd	Indian River Co. Line	Indrio Rd	Add 2 Lanes	4
Midway Rd	25th St	US-1	Add 2 Lanes	4
Midway Rd	I-95	Selvitz Rd	Add 4 Lanes	6
Midway Rd	Okeechobee Rd	I-95	Add 2 Lanes	4
Midway Rd	Selvitz Rd	25th Street	Add 2 Lanes	4
New TVC Road A	Koblegard Rd	TVC Road C	New 4 Lane	4
New TVC Road B	New TVC Road D	Emerson Ave	New 4 Lane	4
New TVC Road C	New TVC Road D	Kings Hwy	New 4 Lane	4
New TVC Road D	New TVC Road B	Orange Ave	New 4 Lane	4
New TVC Road E	Johnston Rd	Emerson Ave	New 2 Lane	2
New TVC Road F	Johnston Rd	Emerson Ave	New 2 Lane	2
New TVC Road G	New TVC Road A	Kings Hwy	New 4 Lane	4
New TVC Road I	New TVC Road B	New TVC Road C	New 4 Lane	4
Okeechobee Rd	FL Turnpike	McNeil Rd	Add 4 Lanes	8
Okeechobee Rd	McNeil Rd	Virginia Ave	Add 2 Lanes	8
Okeechobee Rd	Brocksmith Rd	FL Turnpike	Add 2 Lanes	6
Oleander Ave	Kitterman Ave	Sunrise Blvd	Add 2 Lanes	4
Orange Ave	Jenkins Rd	25th Street	Add 2 Lanes	6
Orange Ave	Kings Hwy	Jenkins Rd	Add 4 Lanes	6
Orange Ave	Shinn Rd	Kings Hwy	Add 2 Lanes	4
Port St. Lucie Blvd	Gatlin Blvd	Becker Rd	Add 2 Lanes	4
Rangeline Rd	Glades Cut-Off Rd	Martin County Line	Add 2 Lanes	4
Commerce Pkwy	Glades Cut-Off Rd	St. Lucie West Blvd	Add 2 Lanes	4
Rock Rd (Unpaved)	Orange Ave	Pecos Rd	New 2 Lane	2

Facility	From	To	Project	2030 Total Lanes
Savona Blvd	California Blvd	Becker Rd	Add 2 Lanes	4
Selvitz Rd	Edwards Rd	Midway Rd	Add 2 Lanes	4
Selvitz Rd	Midway Rd	Bayshore Rd	Add 2 Lanes	4
Shinn Rd	Orange Ave	Glades Cut-Off Rd	New 2 Lane	2
Shinn Rd Ext.	New TVC Road C	Orange Ave	New 2 Lane	2
St. Lucie Blvd	Emerson Ave	25th Street	Add 2 Lanes	4
St. Lucie West Blvd	Peacock	Bayshore Blvd	Add 2 Lanes	6
Torino Pkwy	Midway Rd	W. Torino Pkwy	Add 2 Lanes	4
US-1	Indian River Co. Line	Juanita Ave	Add 2 Lanes	6
US-1**	Midway Rd	Walton Rd	Add 2 Lanes	8
US-1**	Edwards Rd	Midway Rd	Add 2 Lanes	6
US-1**	Virginia Ave	Edwards Rd	Reconstruction	4
Virginia Ave**	25th St	US-1	Add 2 Lanes	8
Walton Rd**	Lennard Rd	Green River Pkwy	Add 2 Lanes	4
North Bridge	A1A	US-1	Reconstruction	2
FL Turnpike	Okeechobee County Line	Martin County Line	Add 2 Lanes	6
FL Turnpike Interchange	TVC Road C	FL Turnpike	Interchange	0
FL Turnpike Interchange	Midway Rd	FL Turnpike	Interchange	0

** Optional Congestion Management Strategies (CMS) possible as alternative to roadway construction or widening

*** Crosstown Parkway (West Virginia) - The 4 laneing and bridge corssing projects for the Crosswotwn Parkway are included in the committed projects list as they are anticipated to be funded for construction by 2010. The Crosstown Parkway projects noted in the needs assessment indicated that there is a capacity need to take additional section of the corridor to 6-lanes by 2030.

**Table 2-11
2030 Cost Feasible Projects**

Facility	From	To	Project	2030 Total
Angle Rd	Kings Hwy	Orange Ave	Add 2 Lanes	4
Bayshore Blvd	25th St	Prime Vista Blvd	Add 2 Lanes	4
Gatlin Blvd Ext	Village Pkwy	I-95	Add 2 Lanes	6
Jenkins Rd	Angle Rd	Okeechobee Rd	Add 2 Lanes	4
Jenkins Rd	Edwards Rd	Midway Rd	New 4 Lane	4
Jenkins Rd	Okeechobee Rd	Edwards Rd	Add 2 Lanes	4
Kings Hwy	Angle Rd	Okeechobee Rd	Add 2 Lanes	4
Kings Hwy	US-1	Angle Rd	Add 2 Lanes	4
Midway Rd	25th St	US-1	Add 2 Lanes	4
Midway Rd	I-95	Selvitz Rd	Add 4 Lanes	6
Midway Rd	Selvitz Rd	25th Street	Add 2 Lanes	4
Port St. Lucie Blvd	Gatlin Blvd	Becker Rd	Add 2 Lanes	4
Commerce Pkwy	Glades Cut-Off Rd	St. Lucie West Blvd	Add 2 Lanes	4
Selvitz Rd	Edwards Rd	Midway Rd	Add 2 Lanes	4
Selvitz Rd	Midway Rd	Bayshore Rd	Add 2 Lanes	4
Torino Pkwy	Midway Rd	W. Torino Pkwy	Add 2 Lanes	4
US-1	Edwards Rd	Midway Rd	Add 2 Lanes	6
US-1	Virgina Ave	Edwards Rd	Reconstruction	4
Walton Rd	Lennard Rd	Green River Pkwy	Add 2 Lanes	4

Table 2-12

Future 2030 Level of Service Analysis

ROADWAY	FROM	TO	CLASSIFICATION ¹	Adpt LOS ¹	PK HR PK DIR LOS CAP ²	# OF LANE (2_WY)	2030 AADT VOL ³	K ⁴	D ⁴	2030 pk hr pk dir Vol ⁵	2030 LOS
195 ⁽⁶⁾	Indian River Co.	Indrio Road	Freeways - Spacing >=2 mi	C	6,150	8	67,200	0.095	0.5282	3,372	B
195 ⁽⁶⁾		Indrio Road	Freeways - Spacing >=2 mi	D	7,480	8	98,850	0.0907	0.5282	4,736	C
195 ⁽⁶⁾	Okeechobee Road	Orange Ave	Freeways - Spacing >=2 mi	D	7,480	8	111,160	0.0907	0.5457	5,502	C
195 ⁽⁶⁾	West Midway Road	Okeechobee Road	Freeways - Spacing >=2 mi	C	4,550	6	127,000	0.0907	0.5282	6,084	E
195 ⁽⁶⁾	St. Lucie West Blvd	West Midway Road	Freeways - Spacing >=2 mi	C	4,550	6	114,000	0.0907	0.5282	5,461	D
195 ⁽⁶⁾	Gatlin Blvd	St. Lucie West Blvd	Freeways - Spacing >=2 mi	C	4,550	6	116,000	0.0907	0.5282	5,557	E
195 ⁽⁶⁾	Martin County Line	Gatlin Blvd	Freeways - Spacing >=2 mi	C	4,550	6	126,000	0.085	0.5796	6,208	F
Florida's Turnpike	Okeechobee Road	Indian River County Line	Freeways - Spacing >=2 mi	B	2,110	4	44,259	0.095	0.55	2,313	C
Florida's Turnpike	Port St. Lucie Blvd	Okeechobee Road	Freeways - Spacing >=2 mi	C	2,940	4	47,915	0.095	0.55	2,504	C
Florida's Turnpike	Martin County Line	Port St. Lucie Blvd	Freeways - Spacing >=2 mi	C	2,940	4	51,570	0.095	0.55	2,695	C
13th Street South	Avenue D	Avenue Q	Major City/County Road	D	760	2	8,531	0.095	0.55	446	C
13th Street South	Delaware Avenue	Orange Avenue	Major City/County Road	D	760	2	10,145	0.095	0.55	530	D
13th Street South	Georgia Avenue	Delaware Avenue	Major City/County Road	D	760	2	6,564	0.095	0.55	343	C
13th Street South	Virginia Avenue	Georgia Avenue	Major City/County Road	D	760	2	6,081	0.095	0.55	318	C
13th Street South	Orange Avenue	Avenue D	Major City/County Road	D	760	2	9,418	0.095	0.55	492	D
25th Street North	St. Lucie Blvd	U.S. 1	State Two-Way Arterial - Class I	D	1,860	4	19,115	0.095	0.55	999	B
25th Street North	Tampa Trail Blvd	St. Lucie Blvd	State Two-Way Arterial - Class I	D	1,860	4	18,747	0.095	0.55	980	B
25th Street North	Juanita Avenue	Tampa Trail Blvd	State Two-Way Arterial - Class I	D	1,860	4	15,399	0.095	0.55	805	B
25th Street North	Avenue M	Juanita Avenue	State Two-Way Arterial - Class I	D	1,860	4	19,570	0.095	0.55	1,023	B

ROADWAY	FROM	TO	CLASSIFICATION ¹	Adpt LOS ¹	PK HR PK DIR LOS CAP ²	# OF LANE (2_WY)	2030 AADT VOL ³	K ⁴	D ⁴	2030 pk hr pk dir	2030 LOS
25th Street South	Okeechobee Road	Orange Avenue	State Two-Way Arterial - Class I	D	1,860	4	25,158	0.095	0.55	1,315	B
25th Street South	Virginia Avenue	Okeechobee Road	State Two-Way Arterial - Class I	D	1,860	4	32,996	0.095	0.55	1,724	C
25th Street South	Cortez Blvd	Virginia Avenue	State Two-Way Arterial - Class I	D	1,860	4	33,407	0.095	0.55	1,746	C
25th Street South	Edwards Avenue	Cortez Blvd	State Two-Way Arterial - Class I	D	1,860	4	36,718	0.095	0.55	1,919	F
25th Street South	Midway Rd	Edwards Rd	State Two-Way Arterial - Class I	D	1,860	4	26,722	0.095	0.55	1,396	B
25th Street South	Midway Rd	Edwards Rd	State Two-Way Arterial - Class I	D	1,860	4	26,527	0.095	0.55	1,386	B
25th Street South/St James Dr	Blanton Blvd	West Midway Road	State Two-Way Arterial - Class I	D	1,860	4	17,956	0.095	0.55	938	B
25th Street South/St James Dr	Airoso Blvd	Blanton Blvd	State Two-Way Arterial - Class I	D	1,860	4	19,220	0.095	0.55	1,004	B
7th Street South	Delaware Avenue	Orange Avenue	Major City/County Road	D	1,720	4	6,425	0.095	0.55	336	C
7th Street South	Georgia Avenue	Delaware Avenue	Major City/County Road	D	760	2	5,683	0.095	0.55	297	C
7th Street South	Nebraska Avenue	Georgia Avenue	Major City/County Road	D	760	2	3,703	0.095	0.55	193	C
Airoso Blvd	Floresta Drive	St. James Drive	State Two-Way Arterial - Class I	E	1,860	4	18,337	0.095	0.55	958	B
Airoso Blvd	Prima Vista Blvd	Floresta Drive	State Two-Way Arterial - Class I	E	1,860	4	12,584	0.095	0.55	658	B
Airoso Blvd	West Virginia Drive	Prima Vista Blvd	State Two-Way Arterial - Class I	E	1,860	4	13,661	0.095	0.55	714	B
Airoso Blvd	Port St. Lucie Blvd	West Virginia Drive	State Two-Way Arterial - Class I	E	1,860	4	14,571	0.095	0.55	761	B
Angel Rd	Johnston Rd	Kings Hwy	State Two-Way Arterial - Class I	E	890	2	15,967	0.095	0.55	834	D
Angle Rd	Orange Avenue	Jenkins Road	State Two-Way Arterial - Class I	E	1,860	4	24,267	0.095	0.55	1,268	B
Angle Rd	N Fia Rd	Johnson Rd	State Two-Way Arterial - Class I	E	890	2	10,777	0.095	0.55	563	C
Avenue A	U.S. 1	Indian River Drive	State Two-Way Arterial - Class I	E	890	2	16,15	0.095	0.55	84	B
Avenue A	7th Street North	U.S. 1	State Two-Way Arterial - Class I	E	3,348	3	6,358	0.095	0.55	332	B
Avenue D	7th Street North	U.S. 1	Major City/County Road	D	760	2	7,916	0.095	0.55	414	C
Avenue D	13th Street North	7th Street North	Major City/County Road	D	760	2	8,076	0.095	0.55	422	C
Avenue D	17th Street North	13th Street North	Major City/County Road	D	760	2	9,839	0.095	0.55	514	D
Avenue D	25th Street North	17th Street North	Major City/County Road	D	760	2	11,762	0.095	0.55	615	D
Avenue D	Angle Road	25th Street North	Major City/County Road	D	760	2	6,547	0.095	0.55	342	C
Bayshore Blvd	Prima Vista Blvd	St. James Drive	State Two-Way Arterial - Class I	E	1,860	4	14,469	0.095	0.55	756	B

ROADWAY	FROM	TO	CLASSIFICATION ¹	Adpt LOS ¹	PK HR PK DIR LOS CAP ²	# OF LANE (2_WY)	2030 AADT VOL ³	K ⁴	D ⁴	2030 pk hr pk dir Vol ⁵	2030 LOS
Becker Rd	Village Prkwy	Southbend Blvd	State Two-Way Arterial - Class I	E	1,860	4	12,038	0.095	0.55	629	B
Becker Rd	Southbend Blvd	Murphy Rd	State Two-Way Arterial - Class I	E	1,860	4	15,729	0.095	0.55	822	B
Becker Rd	Rangeline Rd	Village Prkwy	State Two-Way Arterial - Class I	E	1,860	New 4 Lane (DEV)	6,551	0.095	0.55	342	B
Bell Ave	Sunrise Blvd	Oleander Blvd	Other County Road	D	530	2	4,579	0.095	0.55	239	C
Bell Ave	25th Street South	Sunrise Blvd	Other County Road	D	530	2	3,280	0.095	0.55	171	C
California Blvd	St. Lucie West Blvd	Crosstown Pkwy	Major City/County Road	D	760	2	9,454	0.095	0.55	494	D
California Blvd	Crosstown Pkwy	Del Rio Blvd	Major City/County Road	D	760	2	9,942	0.095	0.55	519	D
Cashmere	Wt Lucie West Blvd	Del Rio Blvd.	Major City/County Road	D	760	2	9,769	0.095	0.55	510	D
Citrus Ave	U.S. 1	Indian River Drive	State Two-Way Arterial - Class I	E	1,860	4	8,299	0.095	0.55	434	B
Citrus Ave	7th St	US 1	State Two-Way Arterial - Class I	E	890	2	3,141	0.095	0.55	164	C
Crosstown Pkwy	Floresta Dr	US 1	Major City/County Road	E	1,620	4	19,618	0.095	0.55	1,025	C
Crosstown Pkwy	Rangeline Rd	West Annex NS Road "A"	Major City/County Road	E	1,620	New 4 Lane (DEV)	6,961	0.095	0.55	364	C
Crosstown Pkwy	West Annex NS Road "A"	Village Pkwy	Major City/County Road	E	1,620	New 4 Lane (DEV)	9,925	0.095	0.55	519	C
Crosstown Pkwy	I-95	Floresta Dr	Major City/County Road	E	1,620	New 4 Lane	21,795	0.095	0.55	1,139	D
Crosstown Pkwy	I-95	Floresta Dr	Major City/County Road	E	1,620	New 4 Lane	13,277	0.095	0.55	694	C
Crosstown Pkwy	I-95	Floresta Dr	Major City/County Road	E	1,620	New 4 Lane	5,198	0.095	0.55	272	C
Crosstown Pkwy	I-95	Floresta Dr	Major City/County Road	E	1,620	New 4 Lane	9,759	0.095	0.55	510	C
Del Rio Blvd	California Blvd	Mackenzie St	Major City/County Road	D	760	2	9,736	0.095	0.55	509	D
Delaware Ave	41st Street South	17th Street South	Major City/County Road	D	760	2	10,234	0.095	0.55	535	D
Edwards Rd	Oleander Avenue	U.S. 1	State Two-Way Arterial - Class I	E	1,860	4	10,980	0.095	0.55	574	B
Edwards Rd	Sunrise Blvd	Oleander Blvd	State Two-Way Arterial - Class I	E	1,860	4	10,159	0.095	0.55	531	B
Edwards Rd	25th Street South	Sunrise Blvd	State Two-Way Arterial - Class I	E	1,860	4	16,681	0.095	0.55	872	B
Edwards Rd	Selvitiz Road	25th Street South	State Two-Way Arterial - Class I	E	890	2	13,834	0.095	0.55	723	D
Edwards Rd	Jenkins Road	Selvitiz Road	State Two-Way Arterial - Class I	E	890	2	15,765	0.095	0.55	824	D

ROADWAY	FROM	TO	CLASSIFICATION ¹	Adpt LOS ¹	PK HR PK DIR LOS CAP ²	# OF LANE (2_WY)	2030 AADT VOL ³	K ⁴	D ⁴	2030 pk hr pk dir Vol ⁵	2030 LOS
Emerson Ave	Indrio Road	North Blvd	State Two-Way Arterial - Uninterrupted Flo	C	790	2	14,933	0.095	0.55	780	C
Farmer's Market Rd	Oleander Avenue	U.S. 1	Other County Road	D	530	2	3,252	0.095	0.55	170	C
Floresta Dr	Airoso Blvd	Prima Vista Blvd	Major City/County Road	D	760	2	8,870	0.095	0.55	463	C
Floresta Dr	Crosstown Parkway	Port St. Lucie Blvd	State Two-Way Arterial - Class I	E	1,860	4	14,519	0.095	0.55	759	C
Floresta Dr	Port St. Lucie Blvd	Southbend Blvd	State Two-Way Arterial - Class I	E	1,860	4	13,658	0.095	0.55	714	C
Floresta Dr	Harbor View	Crosstown Parkway	Major City/County Road	D	1,620	4	18,767	0.095	0.55	981	C
Floresta Dr	Prima Vista Blvd	Harbor View Dr	Major City/County Road	D	1,620	4	18,767	0.095	0.55	981	C
Gatlin Blvd	Savona Blvd	Port St. Lucie Blvd	State Two-Way Arterial - Class I	E	2,790	6	36,437	0.095	0.55	1,904	B
Gatlin Blvd	I-95	Savage Blvd	State Two-Way Arterial - Class I	E	2,790	6	39,462	0.095	0.55	2,062	B
Gatlin Blvd Ext	I95	Village Pkwy	State Two-Way Arterial - Class I	E	2,790	6	38,914	0.095	0.55	2,033	B
Georgia Ave	7th Street South	U.S. 1	Major City/County Road	D	760	2	3,246	0.095	0.55	170	C
Georgia Ave	13th Street South	7th Street South	Major City/County Road	D	760	2	2,946	0.095	0.55	154	C
Georgia Ave	Okeechobee Road	13th Street South	Major City/County Road	D	760	2	7,090	0.095	0.55	370	C
Glades Cut-Off Rd	West Midway Road	Selvitz Road	Major City/County Road	D	760	2	12,966	0.095	0.55	677	D
Glades Cut-Off Rd	Reserve Blvd	West Midway Road	Major City/County Road	D	760	2	16,836	0.095	0.55	880	F
Glades Cut-Off Rd	Range Line Road	Reserve Blvd	Major City/County Road	D	760	2	6,744	0.095	0.55	352	C
Green River Pkwy	CR 707A	NCL	Major City/County Road	D	760	2	6,837	0.095	0.55	357	C
Indian River Dr	A.E. Backus Drive	Seaway Drive	State Two-Way Arterial - Class I	E	890	2	1,047	0.095	0.55	55	B
Indian River Dr	Orange Avenue	A.E. Backus Drive	State Two-Way Arterial - Class I	E	890	2	3,034	0.095	0.55	159	B
Indian River Dr	Citrus Avenue	Orange Avenue	Major City/County Road	D	760	2	3,695	0.095	0.55	193	C
Indian River Dr	Midway Road East	Savannah Road	Major City/County Road	D	760	2	4,283	0.095	0.55	224	C
Indian River Dr	Walton Road	Midway Road East	Major City/County Road	D	760	2	3,267	0.095	0.55	171	C

ROADWAY	FROM	TO	CLASSIFICATION ¹	Adpt LOS ¹	PK HR PK DIR LOS CAP ²	# OF LANE (2_WY)	2030 AADT VOL ³	K ⁴	D ⁴	2030 pk hr pk dir Vol ⁵	2030 LOS
Indian River Dr	Martin County Line	Walton Road	Major City/County Road	D	760	2	5,541	0.095	0.55	290	C
Indian River Dr	Indian River County Line	US 1	Major City/County Road	D	760	2	10,058	0.095	0.55	526	D
Indrio Rd	Kings Highway	U.S. 1	State Two-Way Arterial - Class I	E	890	2	10,921	0.095	0.55	571	C
Indrio Rd	Emerson Avenue	Kings Highway	State Two-Way Arterial - Class I	D	860	2	22,843	0.095	0.55	1,194	F
Indrio Rd	Johnston Road	Emerson Avenue	State Two-Way Arterial - Class I	D	860	2	28,440	0.095	0.55	1,486	F
Indrio Rd	Minute Maid Road	I-95	State Two-Way Arterial - Class I	D	860	2	14,656	0.095	0.55	766	D
Jenkins Rd South	Okeechobee Road	Orange Avenue	Major City/County Road	D	1,620	4	26,962	0.095	0.55	1,409	D
Jenkins Rd South	Edwards Road	Okeechobee Road	Major City/County Road	D	1,620	4	31,585	0.095	0.55	1,650	E
Jenkins Rd.	Angle Rd	Orange Ave	Major City/County Road	D	1,620	4	23,313	0.095	0.55	1,218	D
Johnston Rd	New TVC Road C	Angle Rd.	Major City/County Road	D	760	2	3,112	0.095	0.55	163	C
Johnston Rd	Indrio Road	Indian River County Line	Major City/County Road	D	760	2	6,595	0.095	0.55	345	C
Johnston Rd	Indrio Road	Indian River County Line	Major City/County Road	D	760	2	7,526	0.095	0.55	393	C
Juanita Ave	17th Street North	U.S. 1	Major City/County Road	D	760	2	9,580	0.095	0.55	501	D
Juanita Ave	25th Street North	17th Street North	Major City/County Road	D	760	2	8,910	0.095	0.55	466	C
Juanita Ave	53rd Street North	25th Street North	Major City/County Road	D	760	2	10,349	0.095	0.55	541	D
Keen Rd	Angle Road	St. Lucie Blvd	State Two-Way Arterial - Class I	E	860	2	11,235	0.095	0.55	587	C
Kings Hwy North	Kings Highway	U.S. 1	State Two-Way Arterial - Class I	D	1,860	4	27,231	0.095	0.55	1,423	B
Kings Hwy North	Indrio Road	Kings Highway	State Two-Way Arterial - Class I	D	1,860	4	15,645	0.095	0.55	817	B
Kings Hwy North	Grove Road	Indrio Road	State Two-Way Arterial - Class I	D	1,860	4	13,727	0.095	0.55	717	B
Kings Hwy North	St. Lucie Blvd	Grove Road	State Two-Way Arterial - Class I	D	1,860	4	37,884	0.095	0.55	1,979	F
Kings Hwy North	Angle Road	St. Lucie Blvd	State Two-Way Arterial - Class I	D	1,860	4	41,489	0.095	0.55	2,168	F
Kings Hwy North	Lamont Road	Angle Road	State Two-Way Arterial - Class I	D	1,860	4	51,351	0.095	0.55	2,683	F
Kings Hwy North	Orange Avenue	Lamont Road	State Two-Way Arterial - Class I	D	1,860	4	52,536	0.095	0.55	2,745	F
Kings Hwy South	Picos Road	Orange Avenue	State Two-Way Arterial - Class I	D	1,860	4	43,698	0.095	0.55	2,283	F
Kings Hwy South	Okeechobee Road	Picos Road	State Two-Way Arterial - Class I	D	1,860	4	39,822	0.095	0.55	2,081	F

ROADWAY	FROM	TO	CLASSIFICATION ¹	Adpt LOS ¹	PK HR PK DIR LOS CAP ²	# OF LANE (2_WY)	2030 AADT VOL ³	K ⁴	D ⁴	2030 pk hr pk dir Vol ⁵	2030 LOS
Koblegard Rd	Indian Rier County Line	Indrio Rd	Major City/County Road	D	760	2	12,256	0.095	0.55	640	D
Lennard Rd	Port St. Lucie Blvd	US 1	Major City/County Road	D	1,620	4	7,832	0.095	0.55	409	C
Lennard Rd	Saeger Ave	Walton	Major City/County Road	D	1,620	New 4 Lane	2,165	0.095	0.55	113	C
Lennard Rd	Port St. Lucie Blvd	Tiffany Avenue	Major City/County Road	D	1,620	4	4,421	0.095	0.55	231	C
Mariposa Ave	U.S. 1	Lennard Road	Other County Road	D	1,140	4	13,122	0.095	0.55	686	D
Midport Rd	Lyngate Drive	U.S. 1	Major City/County Road	D	1,620	4	16,359	0.095	0.55	855	C
Midport Rd	Port St. Lucie Blvd	Lyngate Drive	Major City/County Road	D	1,620	4	22,841	0.095	0.55	1,193	D
Midway Rd East	U.S. 1	Indian River Drive	State Two-Way Arterial - Class I	E	860	2	7,333	0.095	0.55	383	C
Midway Rd West	Sunrise Blvd	U.S. 1	State Two-Way Arterial - Class I	E	1,860	4	24,438	0.095	0.55	1,277	B
Midway Rd West	25th Street South	Sunrise Blvd	State Two-Way Arterial - Class I	E	1,860	4	31,442	0.095	0.55	1,643	C
Midway Rd West	Selvitz Road	25th Street South	State Two-Way Arterial - Class I	E	1,860	4	38,662	0.095	0.55	2,020	F
Midway Rd West	Glades Cut-Off Road	Selvitz Road	State Two-Way Arterial - Class I	E	2,790	6	57,359	0.095	0.55	2,997	F
Midway Rd West	I-95	Glades Cut-Off Road	State Two-Way Arterial - Class I	E	2,790	6	49,168	0.095	0.55	2,569	C
Midway Rd West	Okeechobee Road	I-95	State Two-Way Arterial - Uninterrupted Flo	E	1,440	2	20,371	0.095	0.55	1,064	D
Okeechobee Rd	Virginia Avenue	Georgia Avenue	State Two-Way Arterial - Class II	D	1,710	4	18,156	0.095	0.55	949	B
Okeechobee Rd	I-95	Virginia Avenue	State Two-Way Arterial - Class II	D	2,570	6	53,421	0.095	0.55	2,791	F
Okeechobee Rd ⁽⁶⁾	Florida's Turnpike	I-95	State Two-Way Arterial - Class II	C	2,110	6	64,000	0.1065	0.5282	3,600	F
Okeechobee Rd ⁽⁶⁾	McCarthy Rd	Florida's Turnpike	State Two-Way Arterial - Class I	B	2,330	6	45,000	0.1065	0.5282	2,531	C
Okeechobee Rd ⁽⁶⁾	Carlton Rd	McCarthy Rd	State Two-Way Arterial - Uninterrupted Flo	B	1,720	4	16,000	0.1065	0.5282	900	A
Okeechobee Rd ⁽⁶⁾	Okeechobee County Line	Carlton Rd	State Two-Way Arterial - Uninterrupted Flo	B	1,720	4	16,000	0.1065	0.5282	900	A
Oleander Ave	Virginia Avenue	Sunrise Blvd	State Two-Way Arterial - Class I	E	890	2	3,563	0.095	0.55	186	B
Oleander Ave	Azalea Avenue	Virginia Avenue	State Two-Way Arterial - Class I	E	890	2	11,893	0.095	0.55	621	C
Oleander Ave	Edwards Road	Azalea Avenue	State Two-Way Arterial - Class I	E	890	2	7,803	0.095	0.55	408	C
Oleander Ave	Midway Road West	Edwards Road	State Two-Way Arterial - Class I	E	890	2	9,237	0.095	0.55	483	C
Oleander Ave	Saeger Avenue	Midway Road West	Major City/County Road	D	760	2	5,193	0.095	0.55	271	C

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Oleander Ave	Kitterman Road	Saeger Avenue	Major City/County Road	D	760	2	2,328	0.095	0.55	122	C
Orange Ave	U.S. 1	Indian River Blvd	State Two-Way Arterial - Class II	D	1,710	4	6,132	0.095	0.55	320	C
Orange Ave	7th Street	U.S. 1	State Two-Way Arterial - Class II	D	810	2	8,962	0.095	0.55	468	C
Orange Ave	13th Street	7th Street	State Two-Way Arterial - Class II	D	810	2	4,139	0.095	0.55	216	C
Orange Ave	25th Street	13th Street	State Two-Way Arterial - Class II	D	1,710	4	16,181	0.095	0.55	845	C
Orange Ave	29th Street	25th Street	State Two-Way Arterial - Class II	D	1,710	4	34,404	0.095	0.55	1,798	E
Orange Ave	Angle Road	29th Street	State Two-Way Arterial - Class I	D	1,860	4	33,359	0.095	0.55	1,743	C
Orange Ave	41st Street	Angle Road	State Two-Way Arterial - Class I	D	1,860	4	25,064	0.095	0.55	1,310	B
Orange Ave	Jenkins Road	41st Street	State Two-Way Arterial - Class I	D	1,860	4	29,641	0.095	0.55	1,549	C
Orange Ave	I-95	Jenkins Rd	State Two-Way Arterial - Class I	D	860	2	26,011	0.095	0.55	1,359	F
Orange Ave	Kings Highway	I-95	State Two-Way Arterial - Class I	D	860	2	30,467	0.095	0.55	1,592	F
Orange Ave	Shinn Road	Kings Highway	State Two-Way Arterial - Class I	C	720	2	15,684	0.095	0.55	819	D
Orange Ave	Okeechobee County Line	Shinn Road	State Two-Way Arterial - Class I	C	720	2	2,205	0.095	0.55	115	B
Port St Lucie Blvd	Morningside Blvd	U.S. 1	State Two-Way Arterial - Class I	D	2,790	6	42,914	0.095	0.55	2,242	B
Port St Lucie Blvd	Midport Road	Morningside Blvd	State Two-Way Arterial - Class I	D	2,790	6	45,293	0.095	0.55	2,367	C
Port St Lucie Blvd	Floresta Drive	Midport Road	State Two-Way Arterial - Class I	D	2,790	6	70,235	0.095	0.55	3,670	F
Port St Lucie Blvd	Airosa Blvd	Floresta Drive	State Two-Way Arterial - Class I	D	2,790	6	57,584	0.095	0.55	3,009	F
Port St Lucie Blvd	Florida's Turnpike	Airosa Blvd	State Two-Way Arterial - Class I	D	2,790	6	56,503	0.095	0.55	2,952	F
Port St Lucie Blvd	Del Rio Blvd	Florida's Turnpike	State Two-Way Arterial - Class I	D	2,790	6	61,611	0.095	0.55	3,219	F
Port St Lucie Blvd	Gatlin Blvd	Del Rio Blvd	State Two-Way Arterial - Class I	D	2,790	6	60,591	0.095	0.55	3,166	F
Port St Lucie Blvd	Becker Road	Paar Drive	State Two-Way Arterial - Class I	D	1,860	4	28,157	0.095	0.55	1,471	B
Port St Lucie Blvd	Paar Drive	Gatlin Blvd	State Two-Way Arterial - Class I	D	1,860	4	30,776	0.095	0.55	1,608	C
Port St Lucie Blvd	Darwin Rd.	Gatlin Rd	State Two-Way Arterial - Class I	D	1,860	4	44,092	0.095	0.55	2,304	F
Prima Vista Blvd	Rio Mar Drive	U.S. 1	State Two-Way Arterial - Class I	E	1,860	4	14,357	0.095	0.55	750	B
Prima Vista Blvd	Floresta Drive	Rio Mar Drive	State Two-Way Arterial - Class I	E	1,860	4	14,234	0.095	0.55	744	B
Prima Vista Blvd	Airosa Blvd	Floresta Drive	State Two-Way Arterial - Class I	E	1,860	4	22,169	0.095	0.55	1,158	B
Prima Vista Blvd	Bayshore Blvd	Airosa Blvd	State Two-Way Arterial - Class I	E	1,860	4	22,146	0.095	0.55	1,157	B
Rio Mar Dr	Prima Vista Blvd	U.S. 1	Major City/County Road	D	760	2	1,243	0.095	0.55	65	C
Savage Blvd	Gatlin Blvd	Import Drive	Major City/County Road	D	760	2	9,736	0.095	0.55	509	D
Savannah Rd	U.S. 1	Compound Road	Major City/County Road	D	760	2	2,737	0.095	0.55	143	C

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Savannah Rd	Compound Road	Indian River Drive	Major City/County Road	D	760	2	2,109	0.095	0.55	110	C
Savona Blvd	Alcantarra Blvd	California Blvd	Major City/County Road	D	760	2	8,374	0.095	0.55	438	C
Savona Blvd	Savage Blvd	Alcantarra Blvd	Major City/County Road	D	760	2	7,702	0.095	0.55	402	C
Selvitz Rd	Midway Rd	Bayshore Rd	Major City/County Road	D	1,620	4	19,048	0.095	0.55	995	C
Selvitz Road	Midway Road West	Edwards Road	Major City/County Road	D	1,620	4	13,461	0.095	0.55	703	C
SR A 1A North	Jackson Way	Indian River County Line	State Two-Way Arterial - Uninterrupted Flo	D	1,130	2	8,529	0.095	0.55	446	C
SR A 1A North	Shorewinds Drive	Jackson Way	State Two-Way Arterial - Uninterrupted Flo	D	1,130	2	11,077	0.095	0.55	579	C
SR A 1A North	North Bridge	Shorewinds Drive	State Two-Way Arterial - Uninterrupted Flo	D	1,130	2	14,465	0.095	0.55	756	C
SR A 1A North	U.S. 1	North Bridge	State Two-Way Arterial - Class I	D	860	2	15,639	0.095	0.55	817	D
SR A 1A South	South Bridge	U.S. 1	State Two-Way Arterial - Class I	D	1,860	4	22,664	0.095	0.55	1,184	B
SR A 1A South	Ocean Drive	South Bridge	State Two-Way Arterial - Class I	D	1,860	4	20,796	0.095	0.55	1,087	B
SR A 1A South	Plover Avenue	Seaway Drive	State Two-Way Arterial - Class I	D	860	2	15,580	0.095	0.55	814	D
SR A 1A South	Blue Her n Blvd	Plover Avenue	State Two-Way Arterial - Uninterrupted Flo	D	1,130	2	11,562	0.095	0.55	604	C
SR A 1A South	Walton Rocks Beach Road	Blue Heron Blvd	State Two-Way Arterial - Uninterrupted Flo	D	1,130	2	8,230	0.095	0.55	430	C
SR A 1A South	Nettles Blvd	Walton Rocks Beach Blvd	State Two-Way Arterial - Uninterrupted Flo	D	1,130	2	13,096	0.095	0.55	684	C
SR A 1A South	Martin County Line	Nettles Blvd	State Two-Way Arterial - Uninterrupted Flo	D	1,130	2	18,879	0.095	0.55	986	D
St Lucie Blvd	25th Street North	U.S. 1	State Two-Way Arterial - Class I	E	890	2	9,906	0.095	0.55	518	C
St Lucie Blvd	Sapp Road	25th Street North	State Two-Way Arterial - Class I	E	890	2	12,855	0.095	0.55	672	C
St Lucie Blvd	Kings Highway	Sapp Road	State Two-Way Arterial - Class I	E	890	2	18,952	0.095	0.55	990	F
St Lucie Blvd	Emerson Ave	Kings Hwy North	State Two-Way Arterial - Class I	E			25,777	0.095	0.55	1,347	
St. Lucie West Blvd	Country Club Drive	Bayshore Blvd	State Two-Way Arterial - Class I	E	1,860	4	27,695	0.095	0.55	1,447	B
St. Lucie West Blvd	Glades Cut-Off Road	I-95	State Two-Way Arterial - Class I	E	1,860	4	16,344	0.095	0.55	854	B

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St. Lucie West Blvd	Reserve Blvd	Peacock	State Two-Way Arterial - Class I	E	2,790	6	43,531	0.095	0.55	2,274	B
St. Lucie West Blvd	Peacock	Cashmere	State Two-Way Arterial - Class I	E	1,860	4	43,531	0.095	0.55	2,274	F
Sunrise Blvd	Virginia Avenue	U.S. 1	Major City/County Road	D	760	2	5,935	0.095	0.55	310	C
Sunrise Blvd	Cortez Blvd	Virginia Avenue	Major City/County Road	D	760	2	4,896	0.095	0.55	256	C
Sunrise Blvd	Bell Avenue	Edwards Road	Major City/County Road	D	760	2	3,542	0.095	0.55	185	C
Sunrise Blvd	Edwards Road	Cortez Blvd	Major City/County Road	D	760	2	6,769	0.095	0.55	354	C
Sunrise Blvd	Weatherbee Road	Bell Avenue	Major City/County Road	D	760	2	2,303	0.095	0.55	120	C
Sunrise Blvd	Midway Road West	Weatherbee Road	Major City/County Road	D	760	2	2,029	0.095	0.55	106	C
Tiffany Ave	U.S. 1	Village Green Drive	Major City/County Road	D	760	2	7,637	0.095	0.55	399	C
Tiffany Ave	Village Green Drive	Lennard Road	Major City/County Road	D	760	2	4,927	0.095	0.55	257	C
US 1North	Indrio Road	Indian River County Line	State Two-Way Arterial - Class I	D	1,860	4	31,388	0.095	0.55	1,640	C
US 1North	St. Lucie Blvd	Indrio Road	State Two-Way Arterial - Class I	D	1,860	4	37,382	0.095	0.55	1,953	F
US 1North	S.R. A 1A South	S.R. A 1A North	State Two-Way Arterial - Class II	D	1,710	4	29,588	0.095	0.55	1,546	D
US 1North	Orange Avenue	S.R. A 1A South	State Two-Way Arterial - Class II	D	1,710	4	29,843	0.095	0.55	1,559	D
US 1South	Delaware Avenue	Orange Avenue	State Two-Way Arterial - Class II	D	1,710	4	27,354	0.095	0.55	1,429	D
US 1South	Georgia Avenue	Delaware Avenue	State Two-Way Arterial - Class II	D	1,710	4	35,206	0.095	0.55	1,840	F
US 1South	Virginia Avenue	Georgia Avenue	State Two-Way Arterial - Class II	D	1,710	4	39,965	0.095	0.55	2,088	F
US 1South	Edwards Road	Virginia Avenue	State Two-Way Arterial - Class II	D	2,570	6	38,961	0.095	0.55	2,036	C
US 1South	Market Avenue	Edwards Road	State Two-Way Arterial - Class II	D	2,570	6	43,992	0.095	0.55	2,299	D
US 1South	Midway Road	Market Avenue	State Two-Way Arterial - Class I	D	2,790	6	46,221	0.095	0.55	2,415	C
US 1South	Easy Street	Midway Road	State Two-Way Arterial - Class I	D	2,790	6	52,104	0.095	0.55	2,722	D
US 1South	Kitterman Road	Easy Street	State Two-Way Arterial - Class I	D	2,790	6	53,710	0.095	0.55	2,806	F
US 1South	Prima Vista Blvd	Kitterman Road	State Two-Way Arterial - Class I	D	2,790	6	55,939	0.095	0.55	2,923	F
US 1South	Savanna Club Blvd	Prima Vista Blvd	State Two-Way Arterial - Class I	D	2,790	6	45,588	0.095	0.55	2,382	C
US 1South	Walton Road	Savanna Club Blvd	State Two-Way Arterial - Class I	D	2,790	6	55,794	0.095	0.55	2,915	F
US 1South	Port St. Lucie Blvd	Walton Road	State Two-Way Arterial - Class I	D	2,790	6	46,964	0.095	0.55	2,454	C

ROADWAY	FROM	TO	CLASSIFICATION ¹	Adpt LOS ¹	PK HR PK DIR LOS CAP ²	# OF LANE (2_WY)	2030 AADT VOL ³	K ⁴	D ⁴	2030 pk hr pk dir Vol ⁵	2030 LOS
US 1 South	Martin County Line	Port St. Lucie Blvd	State Two-Way Arterial - Class I	D	2,790	8	60,621	0.095	0.55	3,167	F
Village Pkwy	St. Lucie West Blvd	Becker Rd	Major City/County Road	D	1,620	New 4 Lane	11,637	0.095	0.55	608	C
Virginia Ave	Oleander Avenue	U.S. 1	State Two-Way Arterial - Class II	D	2,570	6	7,626	0.095	0.55	398	C
Virginia Ave	Sunrise Blvd	Oleander Blvd	State Two-Way Arterial - Class II	D	2,570	6	16,736	0.095	0.55	874	C
Virginia Ave	13th Street South	Sunrise Blvd	State Two-Way Arterial - Class II	D	2,570	6	34,830	0.095	0.55	1,820	C
Virginia Ave	25th Street South	13th Street South	State Two-Way Arterial - Class II	D	2,570	6	38,682	0.095	0.55	2,021	C
Virginia Ave	35th Street South	25th Street South	State Two-Way Arterial - Class II	D	2,570	6	30,978	0.095	0.55	1,619	C
Virginia Ave	Okeechobee Road	35th Street South	State Two-Way Arterial - Class II	D	2,570	6	25,174	0.095	0.55	1,315	C
Walton Rd	Village Green Drive	Lennard Road	Major City/County Road	D	1,620	4	18,200	0.095	0.55	951	C
Walton Rd	U.S. 1	Village Green Drive	Major City/County Road	D	1,620	4	12,435	0.095	0.55	650	C
Walton Rd	Lennard Road	Green River Parkway	Major City/County Road	D	1,620	4	9,520	0.095	0.55	497	C
Westmoreland Blvd	Morningside Blvd	Martin County Line	Major City/County Road	D	760	2	6,150	0.095	0.55	321	C
Westmoreland Blvd	Cambridge Drive	Morningside Blvd	Major City/County Road	D	760	2	8,903	0.095	0.55	465	C
Westmoreland Blvd	Port St. Lucie Blvd	Cambridge Drive	Major City/County Road	D	760	2	9,881	0.095	0.55	516	D
Westmoreland Blvd	US 1	COUNTY LINE	Major City/County Road	D	760	2	8,116	0.095	0.55	424	C
Note:											
1) Classification for the roadways are based on "St. Lucie County 2006 Traffic Report".											
2) The values for adopted level of service are directly taken from the FDOT 2007 Quality/Level of Service Handbook (Table 4-7-4-9) for Generalized											
3) 2030 volumes are directly taken from the St. Lucie TPO 2030 LRTP.											
4) K and D values are directly taken from the FDOT Generalized tables.											
5) 2030 peak hour peak direction volume is calculated from multiplying 2030 AADT with K and D.											
6) Data provided by FDOT											

The Towns, Villages and Countryside (TVC) Area Traffic Study

St. Lucie County has adopted the Towns, Villages and Countryside Element as well as the development review requirements for the TVC area. The TVC area starts from east of the Turnpike to west of Kings Highway in the northern part of the county. A long term transportation analysis prepared in 2006 evaluated the roadway capacities and identified the required improvements to support the transportation infrastructure to meet the needs of proposed land uses.

The traffic analysis showed that the roadways will be operating at an acceptable level of service with the land use changes and related roadway improvements in future conditions. The study used the Treasure Coast Regional Planning Model (TCRPM)

which also accounted for internal capture. In the study, the future TCRPM travel demand model was revised and additional Traffic Analysis Zone (TAZ) socioeconomic data was included to reflect future 2030 and 2050 conditions. The following roadways within the TVC area were identified as deficient roadways in 2030 conditions without improvements:

- CR 603/ Johnston Road from 25th Street to SR 614/ Indrio Road
- SR 713/ Kings Highway from US-1 to Angle Road
- SR 614/ Indrio Road from I-95 to CR 603/ Johnston Road
- Immokolee Road from CR 607/ Emerson Avenue to SR 713/ Kings Highway
- SR 608/ St. Lucie Boulevard from SR 713/ Kings Highway to CR 611

To address the deficiencies in the Year 2030, two new flyovers at I-95 north and south of Indrio Road were identified. Other roadway improvements identified for the 2050 conditions are listed below:

- New Connector Road from Emerson Road to I-95
- New Connector Road from I-95 to Florida Turnpike
- New Interchange at I-95 and New Connector Road
- New Interchange at Florida Turnpike and New Connector Road

The future travel demand model was run with the above proposed roadway improvements for future analysis in the study area and it was illustrated that all the deficient roadways will be operating within capacity.

TRANSIT

Recognizing that it may not be fiscally possible to construct all of the projects shown in the 2030 Transportation Plan, if the community is to maintain a reasonable degree of mobility for its residents, alternatives to the traditional road building approach must be considered. These alternatives include expanded intra-county transit services, expanded inter-county/regional transit services, the development of expanded non-motorized means of travel and a re-evaluation of the basic land use development patterns in the community.

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

Scenario One: Grow the base existing system to 2019 with no service improvements.

This scenario does not add any additional transit services to the public by 2019. However, annual passenger trips will increase by 48 percent over the 2009 ridership trips. Additionally, the overall efficiency would increase from 4 to 6 passengers per revenue hour.

Scenario Two: Bring all existing system routes to a frequency of one bus every 30 minutes.

During the public involvement process, the community consistently desired less waiting times. The main disadvantage of this scenario is the cost of doubling the existing busses in circulation to reduce the frequency in half.

Scenario Three: Add Saturday service to all base system routes.

The Saturday service would operate from 7:00 am to 6:00 pm with one hour frequencies for all bus routes. The cost of weekend service is considerably less than weekday improvements since there are only 52 Saturdays in a year. The increase in ridership for this scenario would be 21,900 annual passenger trips.

Scenario Four: Add Saturday and Sunday service to all base system routes.

This scenario is similar to Scenario Three with the addition of Sunday bus routes from 7:00 am to 6:00 pm with one hour frequencies. The anticipated increase in ridership for Sundays is 12,300 annual passenger trips.

Scenario Five: Increase the service hours for all base system routes from 6:00 am to 10:00 pm.

The additional five hours of service resulted in the highest single ridership increase of the model runs. The cost of this improvement is comparable to the cost of adding the weekend service.

Scenario Six: Bring all base system routes to a frequency of one bus every 30 minutes on weekdays and add Saturday and Sunday service with a frequency of one bus every 60 minutes.

This scenario is a combination of Scenarios Two and Four and is the final model run for improvements to the existing system. The anticipated ridership increase from the model was 340,000 annual passenger trips. However, the frequency and weekend improvements do not yield greater results when combined together than each does separately.

Scenario Seven: Future Route Network to Address Service Areas.

A conceptual fixed route transit network was developed as part of the Transit Development Plan Update. The objectives for the conceptual fixed route transit network are listed below:

- Improve connectivity and customer travel choices by placing transit transfer centers throughout the Port St. Lucie Urbanized Area;
- Provide linkages between transit transfer centers with existing and new bus routes;
- Provide greater accessibility to fixed-route bus transit by saturating the service area and bringing a greater proportion of the population within ¼ mile of a bus

route;

- Focus the transit network on US-1 which has the greatest employment base for the urbanized area;
- Provide more connections between Martin and St. Lucie Counties;
- Provide greater inter-county connections with Indian River and Palm Beach Counties; and
- Employ transit mobility as a unifying factor for all residents of the Port St. Lucie Urbanized Area.

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

Transit Transfer Centers

Seven transit transfer centers are proposed for the conceptual transit network and are summarized below:

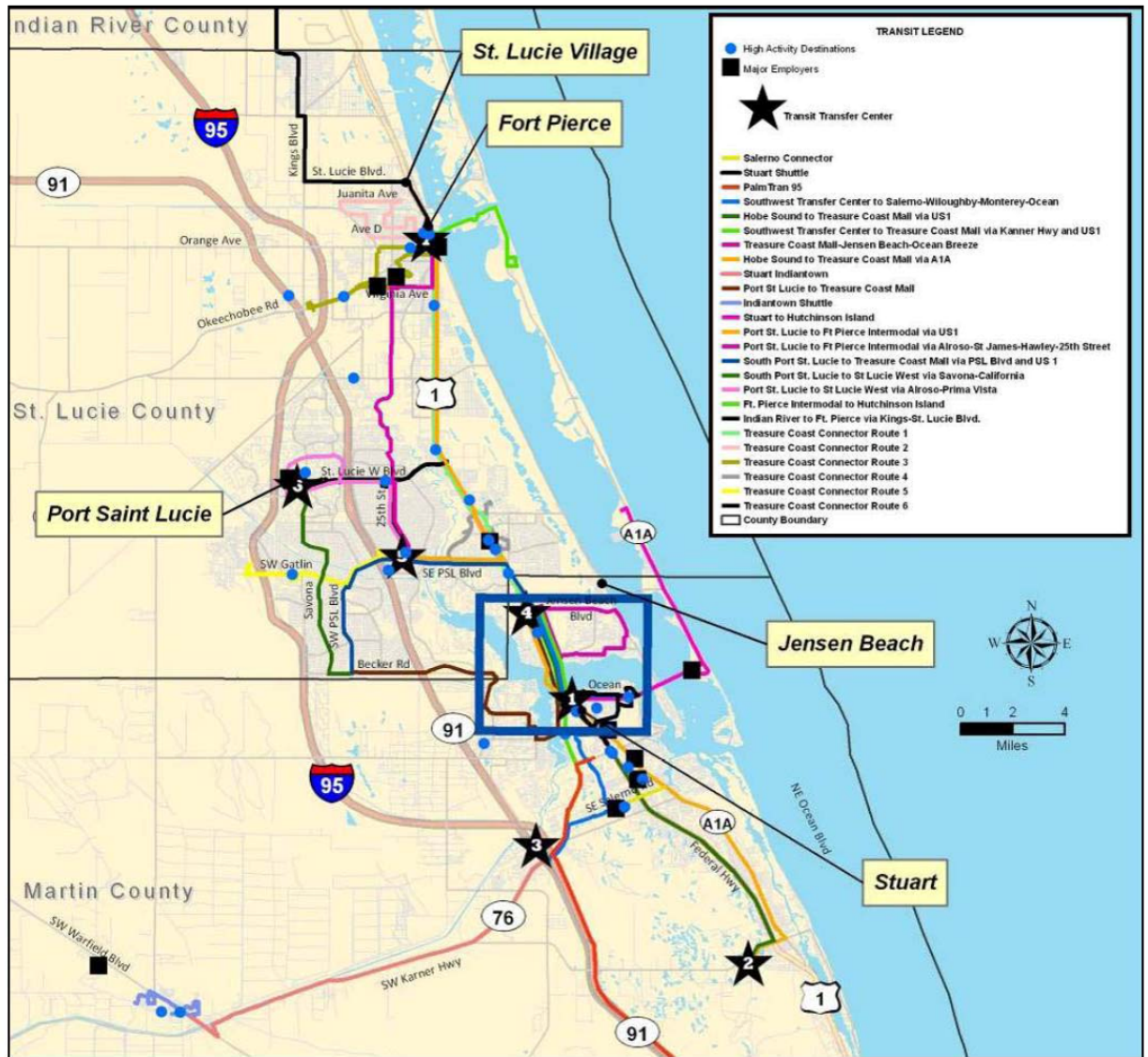
- *Fort Pierce Intermodal Center* – The Fort Pierce Intermodal Center is planned for a parcel northwest of downtown Ft. Pierce.
- *St. Lucie West* – The St. Lucie West transit transfer station is proposed to provide regional connections to the western St. Lucie developments such as the Port St. Lucie Annex area and the Tradition DRI.
- *Port St. Lucie Community Center* – The Port St. Lucie Community Center is located at the corner of Airoso Boulevard and Port St. Lucie Boulevard within Port St. Lucie.
- *Treasure Coast Mall* – The Treasure Coast Mall is located on US-1 in Martin County just south of the St. Lucie County line.
- *Stuart Depot Center* – The Stuart Depot Center is located in southwest downtown Stuart.
- *Southwest Transit Transfer Station* – The Southwest Transit Transfer Station is also proposed to be a park and ride facility on Kanner Highway in Martin County between I-95 and the Florida Turnpike.
- *Hobe Sound Transit Transfer Center* – The Hobe Sound Transit Transfer Center is proposed to be located on US-1 and Bridge Road in Hobe Sound.

The conceptual 16 new routes developed in the Regional Transit Development Plan will provide better connectivity between transit centers, focus the transit network on US-1, and be accessible to a larger percent of the population than the existing transit network. The Treasure Coast Mall will continue to be the anchor of the conceptual transit network with additional regional connectivity to the transit centers discussed above. The conceptual future transit map along with the high activity destinations and major employers map developed in the Regional Transit Development Plan is included in Figure 2-2.

Park and Ride

Each of the Transit Transfer Centers identified in the Regional Transit Development Plan can be potentially utilized as a park and ride location.

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



Source: Regional Transit Development Plan, 2009

Transit Legend Number	Transit Center Name
1	Stuart Depot Center
2	Transit Transfer Center
3	Industrial Park Transit Station
4	Treasure Coast Mall Transit Station
5	Port Saint Lucie Community Center Transit Station
6	Saint Lucie West Transit Station
7	Fort Pierce Intermodal Transit Station

Paratransit Alternatives

In addition to the alternatives relating to the expansion of the fixed route services, the Regional Transit Development Plan identified two additional alternatives for the paratransit services. The two paratransit service alternatives are the “General Public Dial-A-Ride” and “Ride Request”.

General Public Dial-A-Ride

This alternative would devote all resources to providing door-to-door services to anyone who requests a ride. The advantage of this alternative is that it targets those individuals who want use the transit system. The main disadvantage to this alternative is that it is significantly more expensive than a fixed route cost per passenger trip. Additionally, since no trip request can be denied, the associated cost could be difficult to control as demand increases.

Ride Request

This alternative allows the public to request a ride to a local van stationed in a specific geographical zone. The customer can request a trip to a destination within the zone or a trip to a connecting point with a regional fixed route. The van operator can then negotiate a pick up and drop off time with the customer based on demand. The advantage of this alternative is that it can extend transit services into areas where there is not a fixed bus route and it can bring in more customers to the regional transit network. The disadvantage of this alternative is that similarly to the “General Public Dial-A-Ride” alternative, this service can be expensive.

Ten-Year Improvement Plan

The Florida Department of Transportation (FDOT) now requires that all Transit Development Plans incorporate a program of improvements over a ten year period. The ten year plan requires an annual update of what has and has not been accomplished and allows agencies to make modification of the plan based on the changes to the local conditions of the community.

The Regional Transit Development Plan has outlined the following policies and priorities for the Years 2010-2014:

- Continue to pursue regional transit organization opportunities to further unify regional mobility.
- Pursue the single identity of transit in the region including integrated transit name, logo, and color scheme; integration of information materials to include all regional transit services, integrated website for regional transit, integrated bus stops and single toll free number for all regional fixed route and paratransit services.
- Continue to develop the infrastructure needed to accommodate future network growth. Since the Fort Pierce Intermodal Center, the Stuart Depot, and the Southwest Transit Transfer Centers are all currently vacant parcels of land, and Island Crossing Shopping Center is privately owned property, continue to pursue funding, design and construction of these facilities in order to provide passengers with safe, comfortable and state of the art transfer facilities.

- Focus service improvements on the existing system, with span of service improvements on weekdays as the highest priority, implementation of Saturday and Sunday a medium priority, and frequency improvements a low priority.
- Consider new routes as existing funding sources allow, such as the routes that have been designed in Martin County for the South Stuart Shuttle, Jensen Beach, and Hobe Sound using Job Access/ Reverse Commute (JARC) and New Freedom funds from FTA. Not all of them can be immediately funded within the current available funding.

For Years 2015 – 2019:

- Begin implementing future transit network routes that show the most promise for generating ridership and promoting regional mobility.
- Maintain strategic initiatives for improvements not made in the ten year program of improvements even beyond the future transit network.

Additionally, the Regional Transit Development Plan outlined non-service related initiatives over the next ten years:

- Pursue the development of an action plan to guide the development of coordinated transit services in the region.
- Establish one system identity for public transportation services in the region.
- Increase local support for fixed route transit services.
- Develop a Marketing and Communication Plan.
- Increase coordinated public outreach efforts to existing and potential transit users.
- Develop a Bus Stop Infrastructure Plan.
- Develop and Implement transit transfer centers.
- Conduct a fare policy and transfer analysis of inter- and intra-county services in the region.
- Continue the vehicle replacement program and purchase new expansion vehicles.
- Develop a performance monitoring program to track the performance of individual routes.
- Continue involvement and cooperation in the transportation planning process.
- Support local jurisdictions in adopting transit supportive comprehensive plan amendments.
- Maximize use of the fixed route bus system.

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

Goal 2.1: Provide safe and efficient integrated multi-modal transportation system which addresses the future needs of St. Lucie County for movement of people and goods, and which considers social, economic, energy and environmental effects including greenhouse gas emissions of the transportation system.

Objective 2.1.1: The St. Lucie County transportation system shall be reviewed in coordination with any requested changes to the Future Land Use Element or other related components of this plan. A report on the impacts to the system brought about by any proposed land use changes shall be prepared and presented to the Board of County Commissioners as part of the review of that Land Use change.

Policy 2.1.1.1 - In coordination with the St. Lucie ~~MPO~~TPO, conduct a regular review of accident data and identify above average accident locations. Prepare an annual report on high accident locations including proposed corrective measures and costs. This report will be shared with the St. Lucie County Community Traffic Safety Team, or other appropriate County board or authority, to identify potential funding sources and make changes or improvements to high accident locations.

Policy 2.1.1.2 - In coordination with the St. Lucie ~~MPO-TPO~~ develop an biannual report, on the level of service provided on the St. Lucie County roadway system and identify improvement needs and costs to meet the adopted ~~provide the~~ levels of service ~~listed in Policy 2.1.2.8~~. Improvement needs will be determined based on and consistent with the ~~1997-2008 MPO-TPO~~ Congestion Management System (as may be amended and incorporated herein by reference) study methodology. This report shall be made available during the summer of each ~~bi~~-annual reporting period.

Policy 2.1.1.3 - In coordination with the Florida Department of Transportation and the St. Lucie ~~Metropolitan-Transportation~~ Planning Organization (TMPO), annually review the transportation network and define any areas that may warrant LOS standards lower than the adopted level of service standards ~~those listed in Policy 2.1.2.8~~, consistent with the provisions of Rule 9J5-0055, Florida Administrative Code, as may be amended.

Policy 2.1.1.4 - In coordination with the Florida Department of Transportation and the St. Lucie ~~Metropolitan-Transportation~~ Planning Organization (TMPO), provide comments and recommendations to the Department of Transportation in the development of the FDOT Annual Work Program. This coordination should be done in the summer of each calendar year in expectation of the presentation of the next years tentative work program by the Department of Transportation in November/December of that year.

Policy 2.1.2A.4 - Except as defined in Policies 2.1.2.6 through 2.1.2.13, maintain the operation of the roadway network for which St. Lucie [County] has operational, maintenance or jurisdictional responsibility at or above the adopted LOS standards as listed in Policy 2.1.2.7.

Policy 2.1.2A.5 - Coordinate with the City of Fort Pierce, Port St. Lucie, and the Florida Department of Transportation to meet future corridor capacity needs for U.S. 1. Explore the cost and feasibility of alternative traffic corridors/options through the downtown area of Fort Pierce.

~~Policy 2.1.2.6 - Coordinate with the City of Port St. Lucie and the Florida Department of Transportation to meet future corridor capacity needs for U.S. 1. Explore the cost and feasibility of alternative traffic corridors/options through the U.S. 1 corridor in Port St. Lucie.~~

Policy 2.1.2A.76 - St. Lucie County adopts the following roadway level of service standards for application within the unincorporated areas of St. Lucie County, as set forth in Table 2-4 follows:

TABLE 2-4
MINIMUM LEVEL OF SERVICE STANDARDS FOR URBAN AND NON-URBAN ROADWAYS IN ST. LUCIE COUNTY
Non-SIS Facilities

Facility Type	Peak Hour/Peak Direction	Inside a Transportation Concurrency Management Area ¹	Constrained /Backlogged Facility
Non-State Roadway (Local)	D	D	Maintain ^{2,3}
Non-State Roadway (Major City/County Road)	D	E ³	Maintain
Non-State Roadway (Arterial)	E ³	E ³	Maintain
Intrastate/FIHS (Rural)			
Limited Access/ Freeway	B	N/A	Maintain ^{2,3}
Controlled Access	B	N/A	Maintain ^{2,3}
Intrastate/FIHS (Urban)			
Limited Access/Freeway	C (D)	D (E ³)	Maintain ^{2,3}
Controlled Access	C	E	Maintain ^{2,3}
Other State Roads			
Multi-Lane (Rural/Urban)			
Rural	B	N/A ²	N/A
Urban	D		Maintain ^{2,3}
Two-Lane (Rural/Urban)			
Rural	C	N/A ²	N/A
Urban	D	∅ N/A	Maintain ^{2,3}
(Notes)	Level of Service Standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.		

Facility Type	Peak Hour/Peak Direction	Inside a Transportation Concurrency Management Area ¹	Constrained /Backlogged Facility
1.	Transportation Concurrency Management Areas are geographically compact areas designated in local government comprehensive plans where intensive development exists or is planned in a manner that will ensure an adequate level of mobility and further the achievement of identified important state planning goals and policies, including discouraging the proliferation of urban sprawl, encouraging the revitalization of existing downtowns and designated redevelopment areas protecting natural resources, protecting historic resources, maximizing the efficient use of existing public facilities, and promoting public transit, bicycling, walking and other alternatives to the single occupant automobile. Transportation concurrency management areas may be established in a comprehensive plan in accordance with Rule 9J-5, Florida Administrative Code.		
2.	* means the level of service standard will be set in a transportation mobility element that meets the requirements of Rule 9J-5.0057.		
2.	Maintain means continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in rural areas, transitioning urbanized areas, urban areas or communities, significant degradation means (1) an increase in average annual daily traffic volume of 5 percent below the speed, of the adopted LOS standard. For roadways in urbanized areas, for 100th highest hour of 5 percent below the speed, of the adopted LOS standard. For roadways in urbanized areas, for roadways parallel to exclusive transit facilities, or for intrastate roadways in transportation concurrency management areas, significant degradation means (1) an increase in average annual daily traffic volume of 10 percent above the maximum service volume, or (2) a reduction in operating speed for the peak directions in the 100th highest hour of 10 percent below the speed, of the adopted LOS standard. For other state roads in transportation concurrency management areas, significant degradation means that amount defined in the transportation mobility element. For constrained roadways meeting or exceeding the level of service standards, (maintain) does not apply until the roadway is operating below the applicable minimum level of service standard.		
N/A	Information not available.		
3.	The County wishes to maintain a LOS D or better for all roadways but recognizes that allowing a LOS E allows development to proceed while a minimum of LOS D might cause severe constraints on private development. However, a LOS D will be utilized for these roadways when establishing transportation impact fees.		

SIS Facilities

SIS Roadway Corridors	Roadway Segment	LOS Standard
<u>I-95</u>	<u>Martin County Line to Gatlin Boulevard</u>	<u>C</u>
<u>I-95</u>	<u>Gatlin Boulevard to St. Lucie Boulevard</u>	<u>C</u>
<u>I-95</u>	<u>St. Lucie Boulevard to Midway Road</u>	<u>C</u>
<u>I-95</u>	<u>Midway Road to SR 70/ Okeechobee Road</u>	<u>C</u>
<u>I-95</u>	<u>SR 70/ Okeechobee Road to SR 68/ Orange Avenue</u>	<u>D</u>
<u>I-95</u>	<u>SR 68/ Orange Avenue to SR 614/ Indrio Road</u>	<u>D</u>
<u>I-95</u>	<u>SR 614/ Indrio Road to Indian River County Line</u>	<u>C</u>
<u>Florida's Turnpike</u>	<u>Martin County Line to Becker Road</u>	<u>C</u>
<u>Florida's Turnpike</u>	<u>Becker Road to Port St. Lucie Boulevard</u>	<u>C</u>
<u>Florida's Turnpike</u>	<u>Port St. Lucie Boulevard to SR 70/ Okeechobee Road</u>	<u>C</u>

SIS Roadway Corridors	Roadway Segment	LOS Standard
Florida's Turnpike	SR 70/ Okeechobee Road to Indian River County	B
SR 70/ Okeechobee Road	Okeechobee County Line to Carlton Road	B
SR 70/ Okeechobee Road	Carlton Rod to McCarthy Road	B
SR 70/ Okeechobee Road	McCarthy Road to Florida's Turnpike	B
SR 70/ Okeechobee Road	Florida's Turnpike to I-95	C

Policy 2.1.2.8 - In coordination with the Capital Improvements Element (Policy 11.1.1.17) and the FDOT, the Category "C" public facilities as listed in Table 2-5 shall be classified as backlogged facilities. These roadways or roadway segments will be allowed to increase up to 10% in peak hour, peak direction traffic volume at the adopted level of service of the affected transportation facility.

**TABLE 2-5
STATE BACKLOGGED FACILITIES**

ROADWAY	SEGMENT	F/Y IMPROVEMENT PLANNED
So. U.S. #1	Edwards Rd.--Midway Rd.	None
So. U.S. #1	Midway Rd.--Prima Vista Blvd.	05/06
Kings Hwy.	Okeechobee Rd.--No. US #1	None

Policy 2.1.2A.79 - In coordination with FDOT, designate as constrained facilities those roadways in St. Lucie County which operate below acceptable levels of service and where capacity improvements are not feasible due to physical or policy barriers.

Policy 2.1.2A.810 - Allow no roadway link which is not subject to inclusion in or listed in Table 2-10 to operate at more than ten percent above the adopted levels of service standards identified in Policy 2.1.2.7. When any County arterial or collector road or segment of such a road is determined to be operating one level of service below its adopted standard, the County shall exercise one of the following options:

- a. Enter into a contract that will result in the addition of capacity to the facility within six months of the determination that the facility is operating below its level of service standard, and delay issuance of development orders until the contract has been executed;
- b. Enter into an enforceable development agreement that specifies that new development will provide for the upgraded facility;
- c. Amend the plan to lower the level of service at the next opportunity; ~~or~~
- d. Not issue any development permits in the impacted area. The purpose of providing for the temporary operation below the adopted level of service is to provide a reasonable period of time to restore the level of service through appropriate improvements to roads that are forecast to operate at the adopted Level of Service, but which may unexpectedly operate at a lower Level of Service. All development orders issued pursuant to this

policy shall be conditioned on the attainment of the adopted Level of Service. However, this policy shall not impair the county's right to refuse to issue a development order pursuant to this policy if the Board of County Commissioners determines that the resultant lower level of service caused by the proposed development order would constitute a threat to public health or safety; or-

- e. Upon adoption of the mobility fee, the County may consider the elimination or re-evaluation of the Level of Service standards.

Policy 2.1.2A.911 - In coordination with FDOT, designate roadways or roadway segments as backlogged or constrained facilities which operate at adopted levels of service standards as established in policy 2.1.2.7. If so designated by the County and the FDOT, the County and the FDOT shall develop a program that addresses how to eliminate the backlog or constraining circumstances associated with the particular roadway or roadway segment by December 2012.

Policy 2.1.2A.10 – Continue utilizing tools such as Proportionate Fair Share and impact fees as further implemented in the Land Development Code until new tools such as a mobility fee are available to help shift the burden for funding and constructing roadway capacity improvements away from the taxpayers towards new development.

Objective 2.1.2B- The County shall continue to reduce greenhouse gas emissions through promoting increased transit usage, bicycle and pedestrian facilities, and more efficient roadways.

Objective 2.1.2B was previously Policy 2.1.1.9.

Policies 2.1.2.11-2.12.14 were renumbered.

Policy 2.1.2B.14 – In coordination with the St. Lucie TPO and other relevant agencies, consider modification of the County's transportation concurrency system, impact fee, structure LOS standards, Proportionate Fair Share, and adequate public facilities in the Land Development Code for the ability to implement a mobility fee structure that develops the County mobility plan, encourages multi-modal planning, promotes infill development, discourages sprawl, reduces the complexity of the current system, and strengthens the interlocal coordination of inter-jurisdictional impacts by December 2011.

Policy 2.1.2B.42 – The County shall consider implementing a mobility fee that charges all new developments with costs varying on location and vehicles miles traveled (VMT) by December 2011.

Policy 2.1.2B.43 – The County shall seek to utilize TRIP funds when made available to finance projects with regional impacts when developing the County's budget.

Policy 2.1.2B.44 – ~~The County should~~ will consider inclusion in the County's budget funding for ~~planning~~ ~~adopt~~ Traffic Demand Management (TDM) measures and explore related land use alternatives to reduce traffic congestion, improve levels of service, reduce single occupant automobile trips, reduce fossil fuel consumption and emissions, and reduce the need to fund, construct and maintain additional lane miles of roadway capacity within the County by December 2012.

Policy 2.1.2B.5-The County shall consider working with the FDOT to develop

Policy 2.1.2B.5 was previously Policy 2.1.2.4

guidelines for Transit Oriented Development (TOD) by December 2012.

Objective 2.1.3: St. Lucie County shall maintain a thoroughfare right-of-way protection plan for the major roadway network based upon the Transportation Element 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 County.

Policy 2.1.3.2 - Review all 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, as further described in the County's Land Development Regulations Land Development Code, with proposed development applications.

Policy 2.1.3.3 - The following minimum Minimum right-of-way standards as described in the Land Development Code shall be used by the County to in implementing the thoroughfare right-of-way protection plan, described in Objective 2.1.3, and as generally depicted on Figure 2-8:

TABLE 2-11
MINIMUM RIGHT-OF-WAY STANDARDS *

Facility Type	W/swale Drainage	Closed Drainage Systems **
2-lane local	60	50
2-lane arterial	100	80
4-lane arterial	160	130
6-lane arterial	200	200
8-lane arterial	300	250
Interstate/FIHS (urban/rural)		
Limited Access/Freeway	400	400
Controlled Access	300	300
Notes:		
* All distances expressed in feet. Actual dimension to be determined based on specific roadway design and conditions.		
** Closed drainage designs will require additional property to be acquired for stormwater management purposes. Locations of stormwater facilities to be determined based on specific roadway design and conditions.		

Policy 2.1.3.4 - Roadways and roadway corridors shown on the thoroughfare right-of-way protection plan, excluding those that are part of the Florida Intrastate Highway System (FIHS), that are outside of the urban service area of the County shall not be widened or constructed until it is demonstrated to the County that the roadway construction is required to meet the development impacts of the area. Nothing in this Policy shall be construed or otherwise interpreted as to restrict or limit the ability of the County, the State or other lawful entity, to perform routine

maintenance, rehabilitation or safety improvements to any roadways or roadway corridor located outside of the urban service area.

Policy 2.1.3.5 - Review bi-annually the status of the thoroughfare right-of-way protection plan and submit any changes to that plan as necessary to address the mobility needs of the community.

Goal 2.2: Establish an integrated transportation system consistent with future development of the county.

Objective 2.2.1: Coordinate the transportation system with the future land use map or map series and ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas.

Policy 2.2.1.1 - Include, within the ~~Land Development Regulations~~Land Development Code, provisions for requiring an adequate number of motorized and bicycle on-site parking spaces for each new site development and provide for safe and efficient movement of vehicles and pedestrians within the site in conjunction with plan review and permitting.

Policy 2.2.1.2 - Review on-site traffic flow to assure adequate circulation for motorized and non-motorized vehicles and pedestrians is provided. Require signage and roadway specifications that conform to the County's adopted standards.

Policy 2.2.1.3 - The County shall, ~~by January 2002,~~ continue to review its off-street parking standards to determine what modifications, if any, may be made to those standards that would effectively encourage the use of alternative transportation modes.

Struck policy language was moved to new Policy 2.1.2B.5

Policy 2.2.1.4 - The County shall, within its ~~Land Development Regulations~~Land Development Code, include incentives to encourage the use of reduced parking standards in areas of the County designated for Mixed and Planned Unit developments. ~~The County shall consider working with the FDOT to develop guidelines for Transit Oriented Development (TOD).~~

Policy 2.2.1.5 - The County shall ~~by December 2012,~~ by July 2002, ~~consider the adoption of~~ adopt specific transportation demand management programs to modify peak hour travel demand, reduce the number of vehicle miles traveled per capita within the community and region and improve overall system efficiency and enhance safety. These programs and strategies shall be developed in coordination with the Florida Department of Transportation and the St. Lucie Metropolitan Transportation Planning Organization (MTIPO).

Policy 2.2.1.6 - The County shall, ~~by December 2013~~ July 2002, consider the adoption of specific numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, automobile occupancy rates. These numerical indicators shall be used in prioritizing the annual MTIPO project priority rankings.

Policy 2.2.1.7 – To improve accessibility for all modes of transportation and reduce environmental impacts, encourage all adjacent developments to share common driveways and provide pedestrian interconnections whenever feasible, to reduce the number of driveways on major thoroughfares and potentially reduce environmental impacts on Hutchinson Island and other environmentally sensitive areas of St. Lucie County.

Objective 2.2.2: The long-range transportation needs plan shall be updated on a regular basis.

Policy 2.2.2.1: Revise the transportation element as appropriate upon the completion of the ~~future~~current St. Lucie ~~Urban Area 203525~~ transportation study Regional Long Range Transportation Plan (RLRTP), and any subsequent updates to that plan.

Goal 2.3: To develop a safe bicycle and pedestrian transportation system accessible to all major public and private facilities.

Objective 2.3.1: The bicycle and pedestrian transportation system needs for St. Lucie County shall be identified through the development of a long-range master plan that shall be updated on a regular basis.

Policy 2.3.1.1 - The County shall coordinate with the FDOT, the St. Lucie Transportation Planning Organization (TPO), the City of Fort Pierce, and the City of Port St. Lucie and implement the recommendations of the 2008 SLC Bicycle, Pedestrian, Greenways & Trails Study as it may be updated, when funding is available, or as provided in the Land Development Code, ~~by December 2004, have approved a bicycle and pedestrian transportation plan for all of St. Lucie County.~~

Policy 2.3.1.2 - The bicycle and pedestrian transportation plan for St. Lucie County shall continue to include, and address the need for, the integration of both countywide and regional/statewide greenway and trail networks into the overall bicycle and pedestrian plan.

Objective 2.3.2: The transportation system shall be improved to appropriately accommodate bicycle and pedestrian roadway design and facility requirements.

Policy 2.3.2.1 - Include within the ~~Land Development Regulations~~Land Development Code design criteria and standards to be used in addressing the needs of bicyclists and pedestrians.

Policy 2.3.2.2 - In coordination with the St. Lucie ~~MP~~TPO, ~~the City of Fort Pierce and the City of Port St. Lucie, establish~~ shall participate in an ~~standing~~ advisory committee by December 2012, that provides input and recommendations on the implementation and updates of a coordinated development of a ~~coordinated~~ bicycle and pedestrian transportation plan. The plan should provide access to major public and private facilities including parks, schools, beach accesses and major shopping facilities.

Policy 2.3.2.3 - The County shall maintain an inventory all significant streets within the ~~TMPO~~ area, with particular attention given to hazards, bottlenecks, and barriers to bicyclists. The County should implement the recommendations

presented in the Bicycle and Pedestrian System Analysis Study when funding is made available.

Policy 2.3.2.4 - The County shall continue to utilize, ~~by July 2002, develop a~~the bicycle and pedestrian accident recording program to identify road segments and intersections having frequent bicycle and pedestrian-related accidents.

Policy 2.3.2.5 - Include within the Land Development regulations Land Development Code by December 2011 a requirement that all new development provide bicycle facilities and/or sidewalks along all major collector and arterial roadways within and adjacent to the proposed development project. Pedestrian facilities shall be required along all local streets as necessary to support the intensity and density of development.

Policy 2.3.2.6 - Coordinate bicycle planning activities with other agencies associated with bicycle planning activities in Okeechobee, Martin and Indian River Counties including FDOT.

Policy 2.3.1.7 - Motorized and non-motorized transportation needs shall be identified and addressed and met for each new development approval.

Policy 2.3.1.8 - ~~By January 1, 2002, t~~The County shall ~~consider and~~continue to implement the necessary Land Development Code amendments to require that all new land development activities include dedicated bicycle and pedestrian facilities on internal arterial and collector roadways. Pedestrian facilities shall be required along all local streets as necessary to support the intensity and density of development.

~~Objective 2.3.3: A bicycle transportation system shall be developed into a network connecting all major travel destinations to population concentrations.~~

Policy 2.3.2-3.94 - Establish bicycle and pedestrian facilities in accordance with AASHTO guidelines around schools, with emphasis placed upon the area encompassing schools that are not serviced by the school bus system. Prioritization for the development of these facilities will be determined by the Board of County Commissioners and shall be based on the St. Lucie MTPO Bicycle and Pedestrian Plan. A schedule to complete the missing sidewalks shall be established by December 2013.

~~Objective 2.3.4: A usable pedestrian circulation system shall be developed.~~

Policy 2.3.2-4.10 - ~~Continue to P~~Continue to Pprovide, in association with all new road construction in the urban area, sidewalks along all arterials and collectors identified in the Comprehensive Plan. ~~Pedestrian facilities shall be required along all local streets as necessary to support the intensity and density of development.~~

Policy 2.3.14.112 - ~~Continue to P~~Continue to Pprovide additional sidewalks, where necessary, to connect or complete either existing or proposed sidewalks in a manner that provides a complete pedestrian circulation system.

Goal 2.4: Coordinate transportation-related issues with the plans and programs of the Florida Department of Transportation, the Treasure Coast Regional Planning Council, the St. Lucie Transportation Planning Organization, Florida Department of Community Affairs, the Hutchinson Island Resource Management Plan, the City of Port St. Lucie, the

City of Fort Pierce, adjacent municipalities, adjacent counties, and other private transportation-related agencies.

~~Objective 2.4.1: Common transportation goals, objectives, and policies shall be shared on an ongoing basis with the transportation-related agencies listed in Goal 2.4, where common interests are involved.~~

Objective 2.4.21: The County shall coordinate and communicate with the agencies listed in Goal 2.4 regarding transportation activities and planned improvements which may have impacts within their respective jurisdiction and request comments as applicable.

Policy 2.4.21.1 - The County shall maintain a mailing list to ensure that all interested agencies listed above are informed of transportation related activities and improvements via copies of correspondence.

Policy 2.4.21.2 - As a part of the Capital Improvements Element update process, annually review transportation improvements planned for St. Lucie County indicating the agency responsible for the improvement and the estimated date of completion.

Policy 2.4.1.4-3 - Review the existing Transportation Goals, Objectives, and Policies of other agencies when revising or altering Goals, Objectives, and Policies for St. Lucie County.

Policy 2.4.1.4 – The County shall coordinate and work closely with the City of Port St. Lucie and the City of Fort Pierce to achieve coordinated multimodal planning to address extra-jurisdictional transportation system impacts.

Objective 2.4.3: St. Lucie County shall take actions necessary to preserve, maintain and enhance social, environmental and historic resources along the scenic corridor while minimizing any potential negative impacts on adjacent properties.

The following roadways are designated scenic by the Florida Department of Transportation and so recognized by St. Lucie County for preservation of their intrinsic (historical, archeological, cultural, recreational, scenic and natural) resources:

1. Atlantic Beach Boulevard / SR A1A from Indian River County south to US Highway 1.
2. US Highway 1 from North Beach Causeway to Seaway Drive
3. Seaway Drive / SR A1A south to Martin County
4. Indian River Drive from Seaway Drive south to Martin County

Policy 2.4.3.1: St. Lucie County shall encourage the protection and preservation of scenic features, natural resources, and historic sites along the County's scenic roadways through implementation of the following:

- A. Property owners along designated roadways shall be encouraged to preserve trees and vegetation during development of these properties in accordance with the St. Lucie County Land Development Code.

B. Vegetation and trees growing adjacent to scenic roadways within the rights-of-way for those roads shall be protected by the St. Lucie County Land Development Code.

C. The following policies of St. Lucie County's Comprehensive Plan are supportive of the scenic corridor and are hereby incorporated in this goal by reference.

Goal 2.5: Provide public transportation for the transportation disadvantaged population of St. Lucie County in a safe and convenient manner.

Objective 2.5.1: Address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of the transportation disadvantaged in St. Lucie County.

Policy 2.5.1.2 - St. Lucie County shall, ~~by July 2002,~~ in cooperation with the St. Lucie MTPO and other appropriate agencies, continue to analyze the recommendations of the St. Lucie MTPO's Transit Development Plan (TDP), to determine the future system needs, transit right-of-way needs, Level of Service standards and the capital expenses necessary for the implementation of a fixed route transit system for the area based on the community's future land use designations and projected population characteristics.

Policy 2.5.1.3 - Continue to Assist the local coordinated community provider in seeking additional state and federal assistance funds in order to provide additional services.

Policy 2.5.1.4 - Continue to Assist the Community Transportation Coordinator in seeking additional state and federal assistance funds in order to add vans or other vehicles to handle work trips for the transportation disadvantaged as demand increases.

Policy 2.5.1.5 - Promote the availability of transportation to all transportation disadvantaged throughout St. Lucie County through sound marketing and public information efforts.

Objective 2.5.2: Maintain coordination and communication among agencies involved in providing transportation to the transportation disadvantaged including Florida Department of Transportation, St. Lucie ~~Metropolitan~~ Transportation Planning Organization, St. Lucie County, Fort Pierce, St. Lucie Village and Port St. Lucie.

Policy 2.5.2.1: Maintain a mailing list of the agencies enumerated in ~~Goal~~ ~~{Objective}~~ 2.5.2 to convey information on existing affairs and plans for future activities.

Goal 2.6: Incorporate the potential for mass transit into long range transportation needs.

Objective 2.6.1: Monitor and evaluate the demand for a community-wide mass transit system through the implementation of the Regional Transit Development Plan ~~completion of a Transit Feasibility/Development Study by August 2004~~ and update this study as required.

~~Policy 2.6.1.1 - Support the results of the monitoring and evaluation of transit~~

demand through transit incentive policy.

~~Policy 2.6.1.2-1 - Continue Ccoordination with Martin and Indian River Counties to develop a regional transit network. any transit needs evaluation to determine if a regional transit network would be more cost effective and service the overall community more efficiently than separate transit systems within each local jurisdiction.~~

~~Policy 2.6.1.3-2 - Encourage the local Community Transportation Coordinator to expand paratransit services to meet the service needs of the transportation disadvantaged residents of St. Lucie County.~~

~~Policy 2.6.1.4-3 -By December 2002, iIn coordination with Community Transit or its successor agency, continue to identify and develop opportunities for private sector participation in funding both the coordinated transportation system and public transportation services.~~

~~Policy 2.6.1.5 - By December 2002, in coordination with Community Transit or its successor agency, identify ways in which to stimulate the use of private funds and services in meeting the need for transportation disadvantaged and public transportation services.~~

~~Policy 2.6.1.6 - By December 2002, in coordination with Community Transit or its successor agency, identify and develop opportunities for establishment or coordination of privately sponsored transportation services in meeting transportation disadvantaged and public transportation needs.~~

~~Policy 2.6.1.47 -By December 2002, iIn coordination with Community Transit or its successor agency, continue to search for and identify any realistic public/private partnerships in the provision of transportation disadvantaged services and public transportation services.~~

~~Policy 2.6.1.58 -- Consider the feasibility of implementing the fixed bus route recommendations in the Regional Transit Development Plan by January 2013.By December 2002, in coordination with Community Transit or its successor agency, search for and identify any realistic opportunities for the establishment of public transportation services to serve participants in the State of Florida's Work and Gain Economic Self-Sufficiency (WAGES) and the U.S. Department of Health and Human Services' Welfare-to-Work (WtW) or successor welfare reform efforts.~~

Policy 2.6.1.6 – The County shall pursue transit funding sources through the South Florida Commuter Service, Florida Department of Transportation (FDOT), the Federal Transit Administration, and any additional sources outlined in the Regional Transit Development Plan by December 2013.

Policy 2.6.1.7 - The County shall actively pursue federal funding and grants for transportation, transit, transportation demand management, transit oriented design, and other innovative strategies to reduce the need to fund, construct and maintain additional lane-miles of roadway capacity by December 2013.

Policy 2.6.1.8 – The County shall consider improving amenities at bus stops when funding is made available to promote increase transit ridership.

Objective 2.6.2: Provide, for the protection of future mass transit, rights-of-way and exclusive mass transit corridors.

Policy 2.6.2.1 - As part of the Development Review process, review all future development plans for compatibility with transit plans in the Regional Transit Development Plan and identify those areas which have a high probability for being served by transit.

Policy 2.6.2.2 - In coordination with the M~~T~~P~~O~~ explore in which cases and what types of incentives could be provided to encourage the use of high occupancy vehicles and alternative modes of transportation during the planning of transportation system improvements.

Policy 2.6.2.3 - When funding is made available, implement the recommendations developed in the St. Lucie park and ride study that Analyzed the need and locations for HOV lanes and park-and-ride lots, including right-of-way considerations for all new major arterials and limited-access roads to be constructed based on future land uses, projected population distribution and the potential impact of such facilities on the transportation network.

Policy 2.6.2.4 - ~~By January 1, 2003, t~~The County will continue to designate and provide protection for future public transportation corridors. These public transportation corridors shall be based upon the most recent Transit Development Plan (TDP) as approved by the St. Lucie Transportation Planning Metropolitan Organization.

Policy 2.6.2.5 - ~~By January 1, 2003, St. Lucie County will~~ continue to consider a coordinated and consistent policy with the Future Land Use Element to encourage the concentration of land uses, including major generators and attractors such as shopping malls, in order to promote the use of public transportation along designated future public transportation corridors.

Policy 2.6.2.6 - ~~By January 1, 2003, St. Lucie County will establish~~ Continue to enforce land use, site and building design guidelines for development in future public transportation corridors to assure the accessibility of that new development to public transportation including. ~~The safe and convenient location of future public transportation terminals, such as bus stops, with appropriate bicycle/pedestrian connections, will be incorporated into these guidelines.~~

Objective 2.6.3: St. Lucie County shall support efforts to extend passenger rail service to St. Lucie County.

Policy 2.6.3.1 - St. Lucie County shall continue to support the reestablishment of regularly scheduled passenger rail service along the east coast of Florida.

Policy 2.6.3.2 - St. Lucie County shall support the establishment of rail stations in Fort Pierce, Port St. Lucie and/or within the County's Urban Service Area.

Goal 2.7: It is the goal of St. Lucie County to provide airport facilities that are adequate to meet present and future demands to operate general aviation facilities in a safe and efficient manner which will maximize ease of movement of people and goods, and to minimize conflicts with adjacent land uses and adverse environmental impacts.

Objective 2.7.1: Provide for a periodically updated Airport Master Plan that directs airport growth consistent with this Comprehensive Plan, County Policy, and adjacent land uses. Updates of the Airport Master Plan are to be accomplished by amendment to the St. Lucie County Comprehensive Plan.

Policy 2.7.1.1 - Continue implementation of the Airport Master Plan adopted December 1993 and last revised August 2002 in 2011, attached hereto as Exhibit A, is hereby incorporated into the Transportation Element of the adopted St. Lucie County Comprehensive Plan as a Transportation Sub-element.

~~Policy 2.7.1.2 - All aviation master plans and related development activities shall be consistent with the St. Lucie County Comprehensive Plan and applicable regional, state and federal plans. Promote the expansion of the airport as outlined in the latest Airport Master Plan.~~

Policy 2.7.1.3 - The St. Lucie County International Airport shall be developed and operated in conformance with all applicable local, state, and federal regulations.

Policy 2.7.1.4 - St. Lucie County shall work to assure that the surface transportation needs of the St. Lucie County International Airport are considered in and are consistent with the goals, objectives and policies in the St. Lucie County Comprehensive Plan.

Policy 2.7.1.5 - The Master Plan for the St. Lucie County International Airport shall be updated every five to ten years when changes have occurred such as an increase in operations, land use changes, or change in type of operations or demand. The purpose of the Master Plan is to evaluate concurrency of actual airport development with the Master Plan and to determine future development concurrent with plans of the Florida Department of Transportation (FDOT), Federal Aviation Administration (FAA), Florida Aviation System and any other plans prepared pursuant to Chapter 380, F.S.
(Ord. No. 07-007, § A., 3-27-07)

Objective 2.7.2: All aviation facilities and related airport activity shall be located in areas that will not impede the safe and efficient operation of aviation services and service facilities.

Policy 2.7.2.1: The St. Lucie County Comprehensive Plan, Future Land Use Element, shall delineate all existing airport locations and ensure that all adjacent areas are restricted to airport compatible land uses. The type and intensity of the adjacent land uses shall be determined based on the classification of the airport.

Airport compatible land uses are those uses which, based on the size and use of the particular airport, can coexist without major negative impacts to either the particular land use or the airport itself. In the case of "fly in" type residential subdivisions, these uses would include residential homes which under this section, would only apply to private residential airparks since there is no federal obligation for reasonable access. In the case of larger, more developed airports,

these uses should be non-residential and be of a type and nature that should rely on a location adjacent to the airport for a portion of their business or be of a type and nature that would not be negatively affected by the airport operations. In no case should uses which violate federal grant assurances or any or any portion of Section 4.00.00 of the St. Lucie County Land Development Code be considered airport compatible.

Policy 2.7.2.2 - St. Lucie County shall make every effort to purchase aviation easements, acquire land and residences and require compatible land uses in areas consistent with the high-noise areas as delineated in the FAR Part 150 Study for St. Lucie County International Airport.

Policy 2.7.2.3 - St. Lucie County shall follow existing and projected noise levels as delineated in the FAR Part 150 Study completed for the St. Lucie County International Airport when considering requests for zoning changes and building permits for new construction or major reconstruction and prohibit construction of noise sensitive structures within the 65 ~~LDL~~ dnl contour of the airport.

Policy 2.7.2.4 - St. Lucie County shall continue to maintain and enforce the adopted height restriction ordinance consistent with height restrictions as outlined the FAR Part 77 Study for applicable areas adjacent to the St. Lucie County International Airport. St. Lucie County shall follow this ordinance when considering requests for building permits for new construction or major reconstruction and prohibit construction of structures in violation of the height restrictions.

Policy 2.7.2.5 - St. Lucie County shall review proposed development within and surrounding the airport for compliance with the St. Lucie County International Airport Master Plan and the County's Comprehensive Plan.

Policy 2.7.2.6 - St. Lucie County shall continue to maintain and enforce, as part of its ~~Land Development Regulations~~ Land Development Code, an airport overlay zoning district which will more clearly delineate restricted land uses within the airport approach paths.

Objective 2.7.3: The County shall strive to generate full use of all County-owned airport property for commercial and/or industrial use except on environmentally sensitive or "buffer" lands.

Policy 2.7.3.1 - Improve and maintain the airport's image with the establishment of an ongoing improvement program that addresses identification and directional signs, perimeter and interior/facility landscaping, facility rehabilitation, and general clean up.

Policy 2.7.3.2 - The County shall encourage the use of non-aviation-related lands or those lands identified as incompatible for commercial or industrial use at the airport for appropriate recreation and related public use consistent with federal and state safety/security regulations regarding airports.

Policy 2.7.3.3 - ~~By July 1, 2002, and then e~~ Every two years thereafter ~~When applicable and funds are made available,~~ review, revise and update as necessary the business plan for the St. Lucie County International Airport. This

plan shall include a general marketing plan that will be designed to attract new and retain existing businesses at the airport.

Objective 2.7.4: All aviation facilities and related airport activities shall be located in areas which minimize adverse impacts on the environment.

Policy 2.7.4.1 - To the maximum extent feasible, aviation facilities or airport-related activities shall not be located in areas which would result in alteration, degradation or destruction of wetlands, coastal scrub habitat, the historic coastal ridge or other unique or special habitat protected by the State agencies such as the Florida Department of Environmental Protection (DEP), South Florida Water Management District (SFWMD), and Florida Fish and Wildlife Commission.

Policy 2.7.4.2 - In the event that any wetland, coastal scrub habitat the historic coastal ridge or other unique or special habitat is degraded or destroyed, St. Lucie County shall ensure that mitigation will occur on the airport property to the maximum extent technically feasible through the restoration of degraded habitat or enhancement of functions and values provided by existing habitat consistent with requirements of State agencies such as Florida Department of Environmental Protection (FDEP), South Florida Water Management District (SFWMD), and Florida Fish and Wildlife Commission.

Policy 2.7.4.3 - All post-development runoff shall be managed consistent with SFWMD requirements.

Policy 2.7.4.4 - All aviation-related activities shall be in compliance with the ambient Air Quality Standards set forth by the DEP.

Objective 2.7.5: All future development of the St. Lucie County Airport and related aviation facilities shall be consistent with all elements of this Comprehensive Plan.

Policy 2.7.5.1 - Development at the airport including aviation, commercial, and industrial shall be consistent with all St. Lucie County codes and regulations.

Objective 2.7.6: Surface transportation to the St. Lucie County International Airport shall be coordinated with the traffic circulation system identified in the Transportation Element of the St. Lucie County Comprehensive Plan so that levels of service are maintained.

Policy 2.7.6.1 - All access routes to the St. Lucie County International Airport will be integrated with all other modes of surface transportation so that Levels of Service, as provided elsewhere in this plan, are maintained.

Policy 2.7.6.2 - The County will coordinate intermodal management of surface and water transportation through the St. Lucie Metropolitan Transportation Planning Organization (MTPO) to ensure the safe and efficient movement of goods and services while maintaining levels of service as provided elsewhere in this plan.

Goal 2.8: ~~By October 1, 2001, St. Lucie County shall continue to implement the develop a new Port Master Plan for the Port Of Fort, Pierce to replace the existing 1989 Port Master Plan.~~

Objective 2.8.1: Continue to implement~~Develop~~ the Port Master Plan consistent with Chapter 163(2)(a--k), Florida Statutes taking into consideration the existing and proposed development plans for the Port area including the 1996 Port of Fort Pierce Charrette report.

Policy 2.8.1.1 - The Port Master Plan shall address the environmental conditions of the Indian River Lagoon and its interaction with existing and proposed port activities.

Policy 2.8.1.2 - The Port Master Plan shall address all aspects of port management and operation including safety and security of commercial, industrial, recreational, and environmental activities.

Policy 2.8.1.3 - Coordinate with the City of Fort Pierce to ensure consistency with the City's Comprehensive Plan including the Port Sub Element and Coastal Management Element.

Policy 2.8.1.4 - Coordinate with the St. Lucie County MTPO and other appropriate local, state, and federal agencies to ensure adequate intermodal access and adequacy of public facilities and infrastructure.

Policy 2.8.1.5 - Develop funding mechanisms to implement the Port Master Plan such as a Tax Increment Financing District, Community Development Area, as well as exploring other funding mechanisms such as grants.

Policy 2.8.1.6 - Throughout the development of the Port Master Plan, ensure and encourage public participation of all affected parties through a formalized public participation process.

Policy 2.8.1.7 - Upon the completion of the Port Master Plan, make any appropriate amendments to the St. Lucie County Comprehensive Plan.