

CHAPTER 2

ST. LUCIE COUNTY COMPREHENSIVE PLAN

TRANSPORTATION ELEMENT

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St. Lucie County
Board of County Commissioners

St. Lucie County
Department of Growth Management

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TRANSPORTATION ELEMENT

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TRANSPORTATION ELEMENT ST. LUCIE COUNTY

INTRODUCTION

An efficient transportation network may, very simply, be characterized as a system which provides for the economical and efficient delivery of goods and services to or from a given community. Conversely, this same network would then permit that community to export its local products to a much wider and diverse market than previously available.

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 Metropolitan Planning Organization (MPO) 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 January 2001, St. Lucie County maintained approximately 525 centerline miles of roadway throughout the County. Of these roads, approximately 350 miles are paved and 175 miles unpaved. The City of Port St. Lucie maintains approximately 850 centerline miles of roadway, while the City of Ft. Pierce maintains approximately 200 centerline miles of roadway.

Table 2-1 provides a summary of the major traffic arteries in the County, their functional classification and level of service group classification. The roadway information identified in Table 2-1 is not intended to be inclusive of all roadways in the community. St. Lucie County and each of the city's in the County maintain complete lists of all roadways in the county indicating their functional classification and maintenance responsibility. Figure 2-1 depicts the primary Non-State Highway roadway system in St. Lucie County.

**TABLE 2-1
Local Roadway System - St. Lucie County**

Local Name	Federal Functional Classification	FDOT - LOS Road Group
7th Street South	Urban - Collector	Major City/County Road
13th Street South	Urban - Collector	Major City/County Road
25th Street South	Urban - Principal Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Airoso Blvd	Urban - Principal Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Angle Rd	Urban - Collector	Major City/County Road
Bayshore Blvd	Urban - Collector	State Two-Way Arterial - Interrupted Flow Class I-a
Becker Rd	Urban - Collector	Major City/County Road
Delaware Ave	Urban - Principal Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
	Urban - Collector	Major City/County Road
Del Rio Blvd	Urban - Collector	Major City/County Road
Easy St	Urban - Collector	Major City/County Road
Edwards Rd	Urban - Minor Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Floresta Dr	Urban - Collector	Major City/County Road
	Urban - Collector	State Two-Way Arterial - Interrupted Flow Class I-a
	Urban - Collector	Major City/County Road
Gatlin Blvd	Urban - Principal Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Gilson Rd	Urban - Collector	Major City/County Road
Glades Cut-Off Rd	Urban - Collector	Major City/County Road
Green River Parkway	Urban - Collector	Major City/County Road
Hartman Rd	Urban - Minor Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Header Canal Rd	Rural - Major Collector	Major City/County Road
Indian River Dr	Urban - Minor Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
	Urban - Minor Arterial	Major City/County Road
Indrio Rd	Urban - Minor Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Jenkins Rd	Urban - Minor Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Johnston Rd	Rural - Major Collector	Major City/County Road

**TABLE 2-1
Local Roadway System - St. Lucie County**

Local Name	Federal Functional Classification	FDOT - LOS Road Group
Juanita Ave	Rural - Minor Arterial	Major City/County Road
Keen Rd	Urban - Collector	Major City/County Road
Kitterman Rd	not classified	Major City/County Road
Lennard Rd	Urban - Collector	Major City/County Road
Lyngate Dr	Urban - Collector	Major City/County Road
Midport Rd	Urban - Minor Arterial	Major City/County Road
Midway Rd, East	Urban - Collector	State Two-Way Arterial - Interrupted Flow Class I-a
Midway Rd, West	Urban - Principal Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
	Rural - Minor Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Morningside Blvd	Urban - Collector	Major City/County Road
Old Dixie Hwy	Urban - Minor Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Oleander Ave	Urban - Collector	State Two-Way Arterial - Interrupted Flow Class I-a
	Urban - Collector	Major City/County Road
Orange Ave	Rural - Minor Arterial	State Two-Way Arterial - Uninterrupted Flow
Port St. Lucie Blvd	Urban - Principal Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
	Urban - Minor Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Prima Vista Blvd	Urban - Principal Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
	Urban - Principal Arterial	Major City/County Road
Range Line Rd	Rural - Major Collector	Major City/County Road
Rio Mar Dr	Urban - Collector	Major City/County Road
Savannah Rd	Urban - Collector	Major City/County Road
Selvitz Rd	Urban - Collector	Major City/County Road
Shinn Rd	Rural - Major Collector	Major City/County Road
Sneed Road	Rural - Major Collector	Other County Road
Sneed Rd	Rural - Major Collector	Major City/County Road
Southbend Blvd	Urban - Collector	Major City/County Road

TABLE 2-1 Local Roadway System - St. Lucie County		
Local Name	Federal Functional Classification	FDOT - LOS Road Group
St. Lucie Blvd	Urban - Principal Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
	Urban - Minor Arterial	State Two-Way Arterial - Interrupted Flow Class I-a
Sunrise Blvd	Urban - Collector	Major City/County Road
Tiffany Ave	Urban - Collector	Major City/County Road
Walton Rd	Urban - Collector	Major City/County Road
Weatherbee Rd	Urban - Collector	Major City/County Road
Westmoreland Blvd	Urban - Minor Arterial	Major City/County Road

In addition to the 600 miles of local roadways in the County, the Florida Department of Transportation maintains approximately 166 centerline miles of the State Highway System in St. Lucie County. Since 1990, the total centerline mileage of the state roadway network has remained stable. However, total lanes miles have increased with the completion of widening projects to South US #1/ SR 5 and Port St. Lucie Boulevard in the Port St. Lucie area and 25th Street and State Road 70 in the Ft. Pierce area. Over the next five (5) year period, additional lane mileage will be added to the state system through the scheduled expansion of the next segment of SR 70 west of Ft. Pierce and South US #1, south of Ft. Pierce. A summary of the State Roadway system in St. Lucie County is found in Tables 2-2a and 2-2b.

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 movements 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 of the State Highway System roadways are included as 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. Figure 2-2 depicts the State Highway system in St. Lucie County.

Figure 2-1

Local Roadway Network

**TABLE 2-2A
State Roadway System - St. Lucie County**

State Road Number	Local Name	From	To	Through Lanes	C/L Miles
9	I-95	Martin Co. Line	Indian River Co. Line	4/ 6	27.26
713	Kings Highway/ Turnpike Feeder Road	Fla. Turnpike	US #1/ SR 5	2	10.20
614	Indrio Road	I-95	Kings Highway/ Turnpike Feeder Road	2	3.58
615	25 th Street	Edwards Road	US #1/ SR5	4	5.02
608	St. Lucie Boulevard	25 th Street	US #1/ SR 5	2	0.57
607	Emerson Avenue	Indrio Road	Indian River Co. Line	2	2.53
5	US #1	Martin Co. Line	Indian River Co. Line	4/ 6	21.45
70	Virginia Avenue/ Okeechobee Road	Okeechobee Co Line	US #1/ SR 5	2/ 4/ 6	25.23
A1A	North A-1-A	US #1/ SR 5	Indian River Co. Line	2	17.95
A1A	Seaway Drive/ South Ocean Drive	Martin Co. Line	US #1/ SR 5	2	7.71
68	Orange Avenue	I-95	Indian River Drive	2/ 4/ 2	4.70
68	Avenue A	Indian River Drive	Orange Avenue	2	0.39
707	Citrus Avenue/ Indian River Drive	Orange Avenue	US #1/ SR 5	2	0.56
716	Port St. Lucie Boulevard	Fla. Turnpike	US #1/ SR 5	6	4.35
91	Fla. Turnpike	Martin Co. Line	Indian River Co. Line	4	34.97

**TABLE 2-2B
State Roadway System - St. Lucie County**

State Road Number	Local Name	Federal Functional Classification	FDOT - LOS Road Group
9	I-95 *	Urban/Rural - Principal Arterial	Freeway / group 2 *
713	Kings Highway/ Turnpike Feeder Road	Urban - minor arterial	State 2 way arterial/ class 1a
614	Indrio Road	Urban/Rural - minor arterial	State 2 way arterial/ class 1a
615	25 th Street	Urban - principal arterial	State 2 way arterial/ class 1a
608	St. Lucie Boulevard	Urban - principal arterial	State 2 way arterial/ class 1a
607	Emerson Avenue	Urban - collector	State 2 way arterial/ uninterrupted flow
5	US #1	Urban - principal arterial	State 2 way arterial/ class 1a & 1b
70	Virginia Avenue	Urban - principal arterial	State 2 way arterial/ class 1b
70	Okeechobee Road *	Urban /Rural- principal arterial	State 2 way arterial/ class 1a uninterrupted flow *
A1A	North A-1-A	Urban - minor arterial	State 2 way arterial/ class 1a uninterrupted flow
A1A	Seaway Drive/ South Ocean Drive	Urban - minor arterial	State 2 way arterial/ class 1a uninterrupted flow
68	Orange Avenue	Urban - principal arterial	State 2 way arterial/ class 1a & 1b
68	Avenue A	Urban - principal/minor arterial	State 2 way arterial/ class 1a
707	Citrus Avenue/ Indian River Drive	Urban - collector	State 2 way arterial/ class 1a
716	Port St. Lucie Boulevard	Urban - principal arterial	State 2 way arterial/ class 1a
91	Fla. Turnpike *	Urban/Rural - Principal Arterial	Freeway / group 2 *
Notes:	* Part of the State Intrastate Highway System (FIHS)		

Figure 2-2

State Roadway Network

TRANSIT

Currently, there is no fixed route public transit service in St. Lucie County. Community Transit, the local public transit service provider, operates a reservation based paratransit system serving all parts of the County. Customer needs are met on a 24 hour reservation basis for door to door 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. Community Transit, which operates under the direction of the Council on Aging of St. Lucie County, Inc., is the primary provider for Transportation Disadvantaged and general purpose transit trips through the CTC.

As the CTC's primary transportation provider, Community Transit annual ridership has increased considerably every year Since 1990. Table 2-3 describes the growth of Community Transit ridership over the past several years.

TABLE 2-3						
Community Transit Ridership - 1995/2000						
	1995	1996	1997	1998	1999	2000
passenger trips	76,860	86,783	128,769	125,243	149,564	158,469

Recent state and welfare reform legislative actions, specifically Florida's WAGES (Work And Gain Economic Self-Sufficiency) and the U.S. Department of Health and Human Services Welfare-to-Work legislation, will have a significant impact on the provision of public transit in St. Lucie County and the Treasure Coast Region. The St. Lucie County CTC, Community Transit and the Local Coordinating Board for the Florida Commission for the Transportation Disadvantaged are currently in the process of evaluating the transit requirements of WAGES.

In 1998, the CTC, through the St. Lucie County Human Services Department, contracted with Charity Cars to provide transportation for WAGES participants. The Department provided several used county vehicles for rehabilitation by Charity Cars. The cars were then leased to the WAGES participants with certain terms and conditions. The program had a moderate success rate with approximately seven persons served.

The St. Lucie Metropolitan Planning Organization, Community Transit, Treasure Coast Jobs and Benefits Office and the CTC are now pursuing federal grants through the Florida Department of Transportation. The Job Access Grant will provide a complementary public transportation service to the existing transportation disadvantaged services. The application for the grant requires the development of a Regional Job Access and Reverse Commute Plan. This plan will be used for other state and federal grants to provide transportation services to WAGES clients.

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.

The primary St. Lucie County bicycle/pedestrian facilities are shown on Figure 2-3.

Figure 2-3

Bikeways and Pedestrian Plan

PORT/AIRPORT/RAIL/WATERWAY

St. Lucie County is home to the Port of Fort 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.

■ **Existing Port Conditions**

The Port of Fort Pierce is one of Florida's fourteen deepwater ports. Located approximately midway between Port Canaveral and the Port of Palm Beach, the Port of Fort Pierce consists of approximately 163 acres, bounded on the north and south by the State Road (SR) AIA causeways, on the west by the US #1 (SR 5)/Florida East Coast Railroad (FEC) and on the east by the Indian River Lagoon, which is part of the Intracoastal Waterway. Approximately 87 acres adjacent to the Intracoastal Waterway and Taylor Creek waterfronts remain undeveloped. The existing Port area is shown in Figure 2-4a.

The City of Ft. Pierce is charged with routine supervision of development activity in the Port area. However, the authority for the development of the Port Master Plan, as required under Chapter 163, Florida Statutes, lies with the Board of County Commissioners.

In 1990, the Board of County Commissioners approved a master plan for the Port of Ft. Pierce consistent with requirements of Chapter 163, Florida Statutes. At the present time, the Board of County Commissioners is engaged in a comprehensive update to this plan. Upon completion of this plan, it will be incorporated into both the County's and the City of Ft. Pierce local comprehensive plan consistent with the requirements of Chapter 163, Florida Statutes.

In 1996, the St. Lucie County Board of County Commissioners purchased 20 acres of waterfront property for public recreation. To date, the parcel remains largely undeveloped and is intended for recreational uses; however, it will also be incorporated into the City's plans for the Port.

In 1998, at the request of St. Lucie County, the Florida Legislature dissolved the County's Port and Airport Authority. Management and development authority of the port area, as it relates to obtaining state and federal approvals for port development activities both on the land side and water side of the facility now rests with the Board of County Commissioners. Specific development permitting authority for the landside facilities at the port still lies with the City of Ft. Pierce. In order to avoid duplicate and potentially conflicting permitting and approval authorities, consideration should be given to the re-establishment of a specific authority for the regulating of development activities in the Port area. This authority could include representation by both the County Commission and the City of Ft. Pierce and could, if properly structured, include other elected positions.

■ **Existing Airport Conditions**

The St. Lucie County International Airport is recognized by the State of Florida as a general aviation airport facility. The St. Lucie County Airport was established in the late 1930's. In 1974, it became an International Airport with U.S. Customs, U.S. Department of Agriculture, and U.S. Immigration inspection services available. The vast majority of activity at the St. Lucie County International Airport has been and continues to be general aviation. Given the potential for continued significant population and economic growth in the near future, an increase in demand on the facilities at the airport is expected.

Prior to 1998, the St. Lucie County Port and Airport Authority was the governing agency for the airport. With the dissolution of the authority in 1998, the status of the airport has been changed from an semi-independent taxing authority to a dependent county department. With the dissolution of the Port and Airport Authority the special taxing districts associated with the airport were also terminated.

The existing layout of the St. Lucie County International Airport is shown in Figure 2-4b. Both the north-south runway (18-36) and the northeast-southwest runway (4-22) have been permanently closed. The remaining airfield consists of the primary east/west runway and a crosswind runway identified in the Master Plan as Runways 9L-27R and 14L-32R respectively.

At present the airport occupies approximately 4,000 acres. St. Lucie County has recently scaled back long range development plans for the International Airport in response to environmental and community issues. The environmental issues primarily concern onsite wetlands in the eastern portion of the airport property. The community issues are related to noise and other potential adverse impacts on areas lying east of the existing airport. Assuming that the cited concerns of the community can be satisfactorily addressed, the most revised long term plans for the airport contemplate the extension of the main east/ west runway to 10,000 feet and the addition of a 6,000 foot parallel runway to north of the east/ west existing runway. A generalized depiction of the future development lay out for the St. Lucie County International Airport is shown in Figure 2-4b. There are no plans on the part of the County to expand airport operations beyond those of a general aviation airport.

■ **Existing Rail Conditions**

The Florida East Coast (FEC) Railroad mainline runs along the Atlantic Coastal Ridge through eastern St. Lucie County. This Class II railroad serves, as its name implies, the east coast of Florida, from Jacksonville to Miami. Major commodities handled by the FEC are nonmetallic minerals and various commodities moved in containers and trailers (intermodal traffic). FEC provides no passenger service, however there are efforts underway to reinstate AMTRAK passenger service along this route at some point in the near term.

With the notable exception of SR A-1-A, no major roadways in the County are significantly affected by the FEC mainline operations. Recognizing the need to provide an unobstructed crossing point over the heavily utilized FEC mainline, the City of Fort Pierce, in conjunction with FDOT, constructed the Citrus Avenue Overpass in the 1970's. This grade- separated crossing and an additional grade- separated crossing at Avenue C, permit vehicular movement from the South Hutchinson Island area to US #1 in the event of a blockage of all at-grade crossings. A grade separated crossing has not been provided for the North Hutchinson Island area.

■ **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, other than one drawbridge crossing at the SR A-1-A access to North Hutchinson Island, does not have a significant impact on the St. Lucie County transportation network.

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 Ft. Pierce Inlet is generally recognized as being the safest to navigate due to limited shoaling and predictable currents.

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, the speed of these vehicles, traffic interruptions, the 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 systemwide 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 2-4a shows the Level of Service standards for urban and non-urban roadways in St. Lucie County, based on the Florida Department of Transportation LOS Manual, 1998 edition. For the purpose of determining concurrency on these roadways Tables 5-1 and 5-4, of the Florida Department of Transportation LOS Manual, 1998 edition, and as they may be amended, shall be used. Table 2-1 provides a summary of the major traffic arteries in the County and their level of service group classification for concurrency purposes.

Table 2-4b, shows the average daily traffic volumes for the Fall 2000 counting period and level of service conditions for the County’s roadway network based on the for the minimum levels of service identified in Table 2-4a.

Table 2-4c, shows the most recent generalized peak hour/peak direction traffic volumes and level of service conditions for the County’s roadway network based on the minimum levels of service standards identified in Table 2-4a.

TABLE 2-4a Level of Service Standards for Urban and Non-Urban Roadways in St. Lucie County			
Facility Type	Peak Hour /Peak Direction	Inside a Transportation Concurrency Management Area ¹	Constrained /Backlogged Facility
Non-State roadway (local)	D	D	Maintain ³

**TABLE 2-4a
Level of Service Standards for Urban
and Non-Urban Roadways in St. Lucie County**

Facility Type		Peak Hour /Peak Direction	Inside a Transportation Concurrency Management Area ¹	Constrained /Backlogged Facility
Non-State roadway (major city/county road)		D	E	Maintain
Non-State roadway (arterial)		E	E	Maintain
Intrastate/ FIHS (rural)				Maintain
	Limited Access/ Freeway	B	n/a	Maintain ³
	Controlled Access	B	n/a	Maintain ³
Intrastate/ FIHS (urban)				
	Limited Access/ Freeway	C (D)	D (E)	Maintain ³
	Controlled Access	C	E	Maintain ³
Other State Roads				
	Multi-lane (Rural/Urban)			
	rural	B	n/a ²	n/a
	urban	D		Maintain ³
	Two lane (Rural/Urban)			
	rural	C	n/a ²	n/a
	urban	D	0	Maintain ³

() Level of Service Standard inside of parentheses apply to general use lanes only when exclusive through lanes exist

1. Transportation
Concurrence
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

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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 urban

ized 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

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ways 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

**TABLE 2-4B
Fall 2000 St. Lucie Traffic Count Summary**

count station no	street	location	road_class	1990 min. los standard	latest aadt	last count date	committed trips	net aadt	v/c ratio adjust los C
165	13th Street South	N. of Ave D	Major City/County Road	C	6,100	8/30/99		6,100	88.66%
521	13th Street South	N. of Orange Ave	Major City/County Road	C	6,300	3/7/00		6,300	91.57%
523	13th Street South	N. of Delaware Ave	Major City/County Road	C	6,700	3/7/00		6,700	97.38%
525	13th Street South	N. of Georgia Ave	Major City/County Road	C	7,500	3/7/00		7,500	109.01%
527	13th Street South	N. of Virginia Ave	Major City/County Road	C	7,400	3/7/00		7,400	107.56%
5165	25th Street North	N. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	2,170	2/17/98		2,170	6.42%
0011	25th Street North	S. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	7,000	1/13/00		7,000	20.70%
5152	25th Street North	S. of Juanita Ave	State Two-Way Arterial - Interrupted Flow Class I	C	15,100	2/15/00		15,100	44.66%
0793	25th Street North	S. of Avenue Q	State Two-Way Arterial - Interrupted Flow Class I	C	14,058	9/13/93		14,058	41.58%
0050	25th Street North	S. of Avenue D	State Two-Way Arterial - Interrupted Flow Class I	C	17,700	2/14/00		17,700	52.35%
0014	25th Street South	S. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I	C	19,700	1/20/00		19,700	58.27%
0779	25th Street South	S. of Delaware	State Two-Way Arterial - Interrupted Flow Class I	C	18,700	1/20/00		18,700	55.31%
0015	25th Street South	S. of Okeechobee	State Two-Way Arterial - Interrupted Flow Class I	C	21,400	1/19/00		21,400	63.29%
0021	25th Street South	S. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class I	C	18,700	2/14/00		18,700	55.31%
159	25th Street South	S. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class I	C	13,100	3/27/00		13,100	104.97%
171	25th Street South	N. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I	C	12,700	4/17/00		12,700	101.76%
172	25th Street South/St. James Dr	S. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I	C	12,700	5/9/00		12,700	37.56%
x	25th Street South/St. James Dr	S. of St. James CC Access Drive	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%

345	25th Street South/St. James Dr	N. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	12,400	5/23/00		12,400	36.68%
515	7th Street South	S. of Orange Ave	Major City/County Road	C	5,600	3/7/00		5,600	37.71%
517	7th Street South	S. of Delaware Ave	Major City/County Road	C	3,900	3/7/00		3,900	56.69%
519	7th Street South	S. of Georgia Ave	Major City/County Road	C	3,000	9/7/99		3,000	43.60%
x	Airoso Blvd	N. of So. 25th St./ St. James	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
301	Airoso Blvd	N. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	C	11,800	5/3/00		11,800	34.90%
101	Airoso Blvd	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	8,300	5/9/00		8,300	24.55%
103	Airoso Blvd	N. of West Virginia Drive	State Two-Way Arterial - Interrupted Flow Class I	C	10,800	5/9/00		10,800	86.54%
170	Airoso Blvd	N. of Thornhill Drive	State Two-Way Arterial - Interrupted Flow Class I	C	12,400	5/9/00		12,400	99.36%
303	Airoso Blvd	N. of Port St. Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	13,600	11/16/99		13,600	108.97%
0204	Angle Rd	E. of Kings Hwy	State Two-Way Arterial - Interrupted Flow Class I	C	4,969	9/12/94		4,969	39.82%
x	Angle Rd	E. of North 53rd St.	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
100	Angle Rd	N. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I	C	14,000	2/23/00		14,000	112.18%
x	Angle Rd/ South 33rd Street	South of Orange Ave	Major City/County Road	C	5,700	5/22/00		5,700	66.28%
5033	Avenue A	E. of US 1 North	Major City/County Road	C	3,500	2/15/00		3,500	50.87%
5034	Avenue A	W. of US 1 North (1 way)	Major City/County Road	C	2,200	1/13/00		2,200	42.64%
160	Avenue D	E. of 7th St	Major City/County Road	C	2,700	8/30/99		2,700	39.24%
161	Avenue D	E. of 13th St	Major City/County Road	C	6,500	5/22/00		6,500	94.48%
162	Avenue D	E. of 17th St	Major City/County Road	C	9,200	5/22/00		9,200	133.72%

163	Avenue D	E. of 25th St	Major City/County Road	C	7,200	5/22/00		7,200	104.65%
164	Avenue D	W. of 25th St	Major City/County Road	C	5,300	3/1/00		5,300	77.03%
x	Bayshore Blvd	W. of Selvitz Road	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
305	Bayshore Blvd	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	8,800	5/3/00		8,800	70.51%
307	Bayshore Blvd	N. of West Virginia Drive	State Two-Way Arterial - Interrupted Flow Class I	C	13,000	5/3/00		13,000	104.17%
169	Bayshore Blvd	N. of Thornhill Drive	State Two-Way Arterial - Interrupted Flow Class I	C	13,000	5/3/00		13,000	104.17%
309	Bayshore Blvd	N. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	15,400	5/3/00		15,400	123.40%
x	Bayshore Blvd	S. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
x	Bayshore Blvd	S. of Tpk Access Road	Major City/County Road	C	0	x		0	0.00%
302	Becker Rd	E. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	3,500	5/16/00		3,500	28.04%
x	Becker Rd	E. of Florida Turnpike	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
102	Bell Ave	E. of Sunrise Blvd	Other County Road	C	3,900	3/28/00		3,900	101.56%
104	Bell Ave	W. of Sunrise Blvd	Other County Road	C	3,500	3/28/00		3,500	91.15%
x	California Blvd.	S. of Torino Pkwy	Major City/County Road	C	0	x		0	0.00%
x	California Blvd.	S. of Peacok Blvd.	Major City/County Road	C	0	x		0	0.00%
x	California Blvd.	S. of University Blvd	Major City/County Road	C	0	x		0	0.00%
x	California Blvd.	S. of Prima Vista Blvd	Major City/County Road	C	0	x		0	0.00%
x	California Blvd.	S. of Heatherwood Drive	Major City/County Road	C	0	x		0	0.00%
x	California Blvd.	S of Del Rio Blvd.	Major City/County Road	C	0	x		0	0.00%
x	California Blvd.	E. of Savonna Blvd.	Major City/County Road	C	0	x		0	0.00%
x	California Blvd.	E. of Del Rio Blvd.	Major City/County Road	C	0	x		0	0.00%
x	Cashmere Blvd	S. of Torino Pkwy	Major City/County Road	C	0	x		0	0.00%
x	Cashmere Blvd	S. of Peacok Blvd.	Major City/County Road	C	0	x		0	0.00%
x	Cashmere Blvd	S. of Prima Vista Blvd	Major City/County Road	C	0	x		0	0.00%
x	Cashmere Blvd	S. of Heatherwood Drive	Major City/County Road	C	0	x		0	0.00%
0160	Citrus Ave	E. of US 1 South	State Two-Way Arterial - Interrupted	C	7,800	3/1/00		7,800	50.00%

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5159	Citrus Ave	W. of US 1 South (1 way)	State Two-Way Arterial - Interrupted Flow Class I	C	4,610	7/21/94		4,610	89.34%
x	Darwin Blvd.	E. of Port St. Lucie Blvd	Major City/County Road	C	0	x		0	0.00%
x	Darwin Blvd.	S. of Tulip Drive	Major City/County Road	C	0	x		0	0.00%
x	Darwin Blvd.	S of Parr Drive	Major City/County Road	C	0	x		0	0.00%
x	Del Rio Blvd.	E. of California Blvd.	Major City/County Road	C	0	x		0	0.00%
x	Del Rio Blvd.	E. of Cashmere Blvd.	Major City/County Road	C	0	x		0	0.00%
311	Del Rio Blvd	N. of Port St Lucie Blvd	Major City/County Road	C	9,800	5/16/00		9,800	142.44%
5057	Delaware Ave	W. of 7th St South	Major City/County Road	C	7,894	2/17/98		7,894	114.74%
5158	Delaware Ave	W. of US 1 South	Major City/County Road	C	4,207	1/13/98		4,207	61.15%
0710	Delaware Ave	W. of 13th St South	State Two-Way Arterial - Interrupted Flow Class I	C	10,715	1/13/98		10,715	31.69%
0712	Delaware Ave	W. of 17th St South	Major City/County Road	C	2,865	2/17/98		2,865	15.23%
500	Delaware Ave	W. of 25th St South	Major City/County Road	C	7,300	3/1/00		7,300	38.81%
106	Easy St	E. of US 1 South	Major City/County Road	C	5,000	4/3/00		5,000	72.67%
173	Edwards Rd	W. of US 1	State Two-Way Arterial - Interrupted Flow Class I	C	7,200	3/27/00		7,200	22.36%
502	Edwards Rd	W. of Oleander Ave	State Two-Way Arterial - Interrupted Flow Class I	C	9,200	3/27/00		9,200	28.57%
108	Edwards Rd	W. of Sunrise Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	7,700	2/9/99		7,700	23.91%
110	Edwards Rd	W. of 25th St South	State Two-Way Arterial - Interrupted Flow Class I	C	8,900	3/27/00		8,900	71.31%
174	Edwards Rd	W. of Selvitz Rd	State Two-Way Arterial - Interrupted Flow Class I	C	8,000	3/27/00		8,000	64.10%
x	Emerson Ave	@ Indian River County Line	State Two-Way Arterial - Uninterrupted Flow	C	0	x		0	0.00%
105	Emerson Ave	N. of Indrio Rd	State Two-Way Arterial - Uninterrupted Flow	C	3,900	2/21/00		3,900	25.79%
112	Farmer's Market Rd	W. of US 1 South	Other County Road	C	2,000	3/28/00		2,000	41.67%
313	Floresta Dr	W. of Airoso Blvd	Major City/County Road	C	3,600	11/15/99		3,600	52.33%
107	Floresta Dr	E. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	6,900	5/3/00		6,900	55.29%

109	Floresta Dr	S. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	11,700	5/3/00		11,700	93.75%
x	Floresta Dr	N. of West Virginia Drive	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
x	Floresta Dr	N. of Thornhill Drive	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
315	Floresta Dr	N. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	17,800	5/3/00		17,800	142.63%
317	Floresta Dr	S. of Port St Lucie Blvd	Major City/County Road	C	7,300	5/3/00		7,300	106.10%
1968	Florida's Turnpike	N. of Okeechobee Rd	Freeways - Group 2	C	14,158	9/6/94		14,158	28.78%
1964	Florida's Turnpike	S. of Okeechobee Rd	Freeways - Group 2	C	13,671	9/6/94		13,671	27.79%
1960	Florida's Turnpike	S. of Port St Lucie Blvd	Freeways - Group 2	C	23,377	7/21/94		23,377	47.51%
0718	Gatlin Blvd	W. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	13,900	1/12/00		13,900	111.38%
304	Gatlin Blvd	W. of Savonna Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	14,200	12/6/99		14,200	113.78%
5075	Gatlin Blvd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I	C	13,400	1/18/00		13,400	107.37%
504	Georgia Ave	W. of US 1 South	Major City/County Road	C	1,900	3/7/00		1,900	27.62%
506	Georgia Ave	W. of 7th St South	Major City/County Road	C	2,200	10/26/99		2,200	31.98%
508	Georgia Ave	W. of 13th St South	Major City/County Road	C	4,600	10/26/99		4,600	66.86%
111	Gilson Rd	N. of Martin County Line	Major City/County Road	C	7,600	5/16/00		7,600	88.37%
113	Glades Cut-Off Rd	W. of Selvitz Rd	Major City/County Road	C	3,700	4/18/00		3,700	43.02%
115	Glades Cut-Off Rd	N. of Midway Rd West	Major City/County Road	C	4,100	4/18/00		4,100	47.67%
0279	Glades Cut-Off Rd	S. of Midway Rd West	Major City/County Road	C	3,074	10/5/94		3,074	35.74%
117	Glades Cut-Off Rd	N. of Reserve Com Pkwy	Major City/County Road	C	2,800	5/23/00		2,800	32.56%
119	Glades Cut-Off Rd	S. of Reserve Com Pkwy	Major City/County Road	C	3,000	4/18/00		3,000	34.88%
319	Green River Pkwy	S. of Walton Rd	Major City/County Road	C	1,300	5/15/00		1,300	18.90%
0022	Hartman Rd	N. of Okeechobee Rd	State Two-Way Arterial - Interrupted Flow Class I	C	6,927	9/8/94		6,927	55.50%
121	Header Canal Rd	S. of Orange Ave	Major City/County Road	C	500	11/8/99		500	5.81%
0122	Header Canal Rd	N. of Okeechobee Rd	Major City/County Road	C	422	2/8/94		422	4.91%

0004	Indian River Dr	S. of Seaway Dr	Major City/County Road	C	8,700	1/13/00		8,700	101.16%
0003	Indian River Dr	N. of Orange Ave	Major City/County Road	C	7,000	2/23/00		7,000	81.40%
5029	Indian River Dr	N. of Citrus Ave	Major City/County Road	C	7,700	2/28/00		7,700	89.53%
5028	Indian River Dr	S. of Citrus Ave	Major City/County Road	C	4,654	8/18/94		4,654	54.12%
501	Indian River Dr	N. of Savannah Rd	Major City/County Road	C	4,800	10/11/99		4,800	55.81%
0013	Indian River Dr	S. of Savannah Rd	Major City/County Road	C	3,511	8/18/94		3,511	40.83%
123	Indian River Dr	N. of Midway Rd East	Major City/County Road	C	4,200	4/17/00		4,200	48.84%
0102	Indian River Dr	S. of Midway Rd East	Major City/County Road	C	3,118	3/8/94		3,118	36.26%
125	Indian River Dr	N. of Walton Rd	Major City/County Road	C	4,200	10/11/99		4,200	48.84%
0048	Indian River Dr	S. of Walton Rd	Major City/County Road	C	6,138	7/20/94		6,138	71.37%
127	Indian River Dr	N. of Martin County Line	Major City/County Road	C	8,300	10/11/99		8,300	96.51%
0040	Indrio Rd	W. of US 1	State Two-Way Arterial - Interrupted Flow Class I	C	5,526	9/13/94		5,526	33.74%
114	Indrio Rd	E. of Kings Hwy	State Two-Way Arterial - Interrupted Flow Class I	C	4,900	2/23/00		4,900	29.91%
0281	Indrio Rd	W. of Kings Hwy	State Two-Way Arterial - Interrupted Flow Class I	C	10,800	1/20/00		10,800	65.93%

116	Indrio Rd	W. of Emerson Rd	State Two-Way Arterial - Interrupted Flow Class I	C	6,300	8/23/99		6,300	38.46%
0038	Indrio Rd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I	C	7,700	1/20/00		7,700	47.01%
0128	Indrio Rd	W. of I-95	State Two-Way Arterial - Interrupted Flow Class I	C	1,700	1/20/00		1,700	10.90%
1905	Interstate 95	N. of Orange Ave	Freeways - Group 2	C	38,700	1/20/00		38,700	78.66%
1903	Interstate 95	N. of Okeechobee Rd	Freeways - Group 2	C	40,397	10/5/94		40,397	82.11%
1902	Interstate 95	N. of Midway Rd West	Freeways - Group 2	C	41,800	2/14/00		41,800	55.29%
1904	Interstate 95	N. of St. Lucie West Blvd	Freeways - Group 2	C	40,800	3/2/00		40,800	53.97%
0334	Interstate 95	N. of C-23 Canal Overpass	Freeways - Group 2	C	45,368	8/12/96		45,368	#DIV/0!
1901	Interstate 95	N. of Gatlin Blvd	Freeways - Group 2	C	43,800	2/14/00		43,800	55.44%
1900	Interstate 95	S. of Gatlin Blvd	Freeways - Group 2	C	35,227	2/17/98		35,227	46.60%

0274	Jenkins Rd South	S. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I	C	3,138	10/5/94		3,138	25.14%
131	Jenkins Rd South	N. of Okeechobee Rd	Major City/County Road	C	5,600	4/24/00		5,600	81.40%
133	Jenkins Rd South	S. of Okeechobee Rd	State Two-Way Arterial - Interrupted Flow Class I	C	6,300	4/24/00		6,300	50.48%
135	Johnston Rd	N. of Indrio Rd	Major City/County Road	C	5,100	2/21/00		5,100	59.30%
118	Juanita Ave	W. of US 1 North	Major City/County Road	C	3,800	8/24/99		3,800	55.23%
120	Juanita Ave	E. of 25th St	Major City/County Road	C	4,200	5/22/00		4,200	61.05%
122	Juanita Ave	W. of 25th St	Major City/County Road	C	6,300	2/28/00		6,300	91.57%
129	Keen Rd	S. of St Lucie Blvd	Major City/County Road	C	2,000	2/28/00		2,000	29.07%
0273	Keen Rd	N. of Angle Rd	Major City/County Road	C	1,253	9/12/94		1,253	18.21%
0269	Kings Hwy North	SW of US 1 North	State Two-Way Arterial - Interrupted Flow Class I	C	10,100	1/18/00		10,100	80.93%
0745	Kings Hwy North	N. of Indrio Rd	State Two-Way Arterial - Interrupted Flow Class I	C	12,300	3/16/00		12,300	98.56%

0006	Kings Hwy North	S. of Indrio Rd	State Two-Way Arterial - Interrupted Flow Class I	C	14,200	1/20/00		14,200	113.78%
0749	Kings Hwy North	N. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	14,400	1/18/00		14,400	115.38%
0751	Kings Hwy North	S. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	12,800	1/13/00		12,800	102.56%
137	Kings Hwy North	S. of Angle Rd	State Two-Way Arterial - Interrupted Flow Class I	C	13,500	5/22/00		13,500	108.17%
0077	Kings Hwy North	N. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I	C	11,600	3/14/00		11,600	92.95%
0076	Kings Hwy South	S. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I	C	7,600	1/13/00		7,600	60.90%
0757	Kings Hwy South	N. of Okeechobee Rd	State Two-Way Arterial - Interrupted Flow Class I	C	6,000	2/23/00		6,000	48.08%
x	Kitterman Rd	E. of US 1 South	Major City/County Road	C	0	x		0	0.00%

124	Kitterman Rd	W. of US 1 South	Major City/County Road	C	1,700	4/3/00		1,700	19.77%
x	Lennard Rd	N. of Prima Vista Blvd	Major City/County Road	C	0	x		0	0.00%
x	Lennard Rd	N. of Savanna Club Blvd.	Major City/County Road	C	0	x		0	0.00%
x	Lennard Rd	N. of Walton Rd	Major City/County Road	C	0	x		0	0.00%
323	Lennard Rd	S. of Walton Rd	Major City/County Road	C	6,200	4/25/00		6,200	90.12%
325	Lennard Rd	N. of Pt. St. Lucie Blvd	Major City/County Road	C	11,000	4/25/00		11,000	159.88%
x	Lennard Rd	N. of South US #1	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
306	Lyngate Dr	W. of US 1 South	Major City/County Road	C	6,500	5/9/00		6,500	71.98%
166	Mariposa Ave (east PSL Blvd)	E. of Lennard Rd	Major City/County Road	C	5,300	5/1/00		5,300	77.03%
167	Mariposa Ave (east PSL Blvd)	W. of Lennard Rd	Major City/County Road	C	10,700	5/1/00		10,700	155.52%
327	Midport Rd	W. of US 1 South	Major City/County Road	C	10,500	5/1/00		10,500	53.03%
329	Midport Rd	N. of Port St Lucie Blvd	Major City/County Road	C	17,700	5/1/00		17,700	89.39%
126	Midway Rd East	W. of Indian River Dr	State Two-Way Arterial - Interrupted Flow Class I	C	4,000	4/17/00		4,000	32.05%
0271	Midway Rd East	E. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I	C	8,771	8/16/94		8,771	70.28%
0023	Midway Rd West	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I	C	13,694	2/7/94		13,694	109.73%
128	Midway Rd West	W. of Oleander Ave	State Two-Way Arterial - Interrupted Flow Class I	C	16,900	4/18/00		16,900	135.42%
130	Midway Rd West	W. of Sunrise Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	15,900	4/17/00		15,900	127.40%
132	Midway Rd West	W. of 25th St South	State Two-Way Arterial - Interrupted Flow Class I	C	11,200	4/17/00		11,200	89.74%
134	Midway Rd West	W. of Selvitz Rd	State Two-Way Arterial - Interrupted Flow Class I	C	11,900	4/17/00		11,900	95.35%
5140	Midway Rd West	W. of Glades Cut-Off Rd.	State Two-Way Arterial - Interrupted Flow Class I	C	12,800	1/12/00		12,800	102.56%
0732	Midway Rd West	W. of I-95	State Two-Way Arterial - Uninterrupted Flow	C	4,200	3/13/00		4,200	27.78%
0278	Midway Rd West	W. of Shinn Rd	State Two-Way Arterial - Uninterrupted Flow	C	2,161	4/3/95		2,161	14.29%

331	Morningside Blvd	N. of Port St Lucie Blvd	Major City/County Road	C	4,700	5/15/00		4,700	52.05%
333	Morningside Blvd	S. of Port St Lucie Blvd	Major City/County Road	C	3,900	5/15/00		3,900	43.19%
335	Morningside Blvd	E. of Westmoreland Blvd	Major City/County Road	C	2,300	5/15/00		2,300	25.47%
5050	Okeechobee Rd	S. of Delaware Ave	State Two-Way Arterial - Interrupted Flow Class I	C	9,605	1/14/98		9,605	29.83%
0738	Okeechobee Rd	S. of Georgia Ave	State Two-Way Arterial - Interrupted Flow Class I	C	11,507	1/7/98		11,507	35.74%
0740	Okeechobee Rd	SW of 25th St South	State Two-Way Arterial - Interrupted Flow Class I	C	13,609	1/7/98		13,609	42.26%
510	Okeechobee Rd	W. of 33rd St South	State Two-Way Arterial - Interrupted Flow Class I	C	12,100	4/24/00		12,100	37.58%
0742	Okeechobee Rd	W. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class I	C	26,100	1/20/00		26,100	52.30%
136	Okeechobee Rd	E. of Jenkins Rd	State Two-Way Arterial - Interrupted Flow Class I	C	24,100	4/24/00		24,100	48.30%
0029	Okeechobee Rd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I	C	25,200	1/18/00		25,200	78.26%
0106	Okeechobee Rd	W. of I-95	State Two-Way Arterial - Interrupted Flow Class I	C	29,100	1/13/00		29,100	90.37%
0748	Okeechobee Rd	E. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I	C	23,300	1/20/00		23,300	72.36%
0025	Okeechobee Rd	W. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I	C	6,800	1/18/00		6,800	21.12%
138	Okeechobee Rd	E. of Shinn Rd	State Two-Way Arterial - Uninterrupted Flow	C	5,100	4/24/00		5,100	26.98%
0039	Okeechobee Rd	W. of Header Canal Rd	State Two-Way Arterial - Uninterrupted Flow	C	6,100	1/18/00		6,100	32.28%
0754	Okeechobee Rd	E. of Okeechobee County Line	State Two-Way Arterial - Uninterrupted Flow	C	0	x		0	0.00%
5142	Old Dixie Hwy	S. of Indian River County Line	State Two-Way Arterial - Interrupted Flow Class I	C	1,520	10/4/94		1,520	12.18%
0062	Old Dixie Hwy	N. of SR A1A North	State Two-Way Arterial - Interrupted Flow Class I	C	2,595	9/12/94		2,595	20.79%
0268	Old Dixie Hwy	S. of Taylor Creek	State Two-Way Arterial - Interrupted Flow Class I	C	5,040	10/5/94		5,040	40.38%
503	Oleander Ave	N. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class I	C	5,200	9/29/99		5,200	41.67%

505	Oleander Ave	S. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class I	C	9,700	3/28/00		9,700	77.72%
507	Oleander Ave	N. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class I	C	9,200	3/28/00		9,200	73.72%
0163	Oleander Ave	S. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class I	C	12,906	7/21/94		12,906	103.41%
139	Oleander Ave	N. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I	C	8,500	9/29/99		8,500	68.11%
141	Oleander Ave	S. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I	C	5,400	4/3/00		5,400	43.27%
143	Oleander Ave	S. of Kitterman Rd	Major City/County Road	C	3,600	4/3/00		3,600	41.86%
5133	Orange Ave	E. of US 1 North	State Two-Way Arterial - Interrupted Flow Class II	C	2,800	1/13/00		2,800	35.35%
5134	Orange Ave	W. of US 1 North	State Two-Way Arterial - Interrupted Flow Class II	C	3,900	1/13/00		3,900	52.53%
0155	Orange Ave	W. of 7th St	State Two-Way Arterial - Interrupted Flow Class II	C	9,300	1/13/00		9,300	117.42%
5040	Orange Ave	W. of 13th St	State Two-Way Arterial - Interrupted Flow Class II	C	13,400	1/20/00		13,400	78.02%
5044	Orange Ave	W. of 25th St	State Two-Way Arterial - Interrupted Flow Class II	C	18,300	1/13/00		18,300	79.91%
0151	Orange Ave	E. of Angle Rd	State Two-Way Arterial - Interrupted Flow Class I	C	16,500	1/20/00		16,500	51.24%
140	Orange Ave	W. of Angle Rd	State Two-Way Arterial - Interrupted Flow Class I	C	12,600	2/28/00		12,600	39.13%
0028	Orange Ave	E. of Jenkins Rd	State Two-Way Arterial - Interrupted Flow Class I	C	11,900	1/18/00		11,900	36.96%
0035	Orange Ave	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I	C	12,700	1/18/00		12,700	39.44%
0041	Orange Ave	W. of I-95	State Two-Way Arterial - Interrupted Flow Class I	C	16,700	1/20/00		16,700	51.86%
0005	Orange Ave	W. of Kings Hwy	State Two-Way Arterial - Uninterrupted Flow	C	9,000	3/11/99		9,000	47.62%
142	Orange Ave	E. of Shinn Rd	State Two-Way Arterial - Uninterrupted Flow	C	4,300	2/28/00		4,300	22.75%
144	Orange Ave	E. of Okeechobee County Line	State Two-Way Arterial - Uninterrupted Flow	C	2,000	5/22/00		2,000	10.58%
x	Parr Drive	W. of Darwin Blvd.	Major City/County Road	C	0	x		0	0.00%

x	Parr Drive	W. of Port St. Lucie Blvd.	Major City/County Road	C	0	x		0	0.00%
x	Parr Drive	W. of Savonna Drive	Major City/County Road	C	0	x		0	0.00%
5072	Port St Lucie Blvd	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I	C	36,200	2/28/00		36,200	72.55%
0774	Port St Lucie Blvd	W. of Morningside Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	34,764	1/13/98		34,764	69.67%
0776	Port St Lucie Blvd	E. of Midport Rd	State Two-Way Arterial - Interrupted Flow Class I	C	37,900	1/12/00		37,900	75.95%
0778	Port St Lucie Blvd	E. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	C	52,800	2/17/00		52,800	105.81%
0780	Port St Lucie Blvd	W. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	C	38,300	1/13/00		38,300	76.75%
5073	Port St Lucie Blvd	E. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I	C	32,500	3/2/00		32,500	65.13%
5074	Port St Lucie Blvd	W. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I	C	35,100	2/14/00		35,100	70.34%
308	Port St Lucie Blvd	W. of Del Rio Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	16,600	12/13/99		16,600	33.27%
310	Port St Lucie Blvd	S. of Gatlin Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	16,800	5/16/00		16,800	52.17%
x	Port St Lucie Blvd	S. of Darwin Blvd.	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
x	Port St Lucie Blvd	N. of Parr Drive	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
312	Port St Lucie Blvd	N. of Becker Rd	State Two-Way Arterial - Interrupted Flow Class I	C	2,500	5/16/00		2,500	20.03%
146	Prima Vista Blvd	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I	C	16,600	11/29/99		16,600	51.55%
148	Prima Vista Blvd	W. of Rio Mar Dr	State Two-Way Arterial - Interrupted Flow Class I	C	24,900	5/8/00		24,900	77.33%
150	Prima Vista Blvd	W. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	C	18,200	5/8/00		18,200	56.52%
314	Prima Vista Blvd	W. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	13,200	12/6/99		13,200	40.99%
316	Prima Vista Blvd	W. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I	C	23,700	11/29/99		23,700	73.60%
x	Prima Vista Blvd	W. of Cashmere Blvd.	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%

x	Prima Vista Blvd	W. of Bethany Drive	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
x	Prima Vista Blvd	W. of Country Club Drive	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
x	Prima Vista Blvd	W. of California Blvd.	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
318	Prima Vista Blvd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I	C	19,900	5/8/00		19,900	61.80%
152	Prima Vista Blvd	W. of I-95	State Two-Way Arterial - Interrupted Flow Class I	C	4,600	5/8/00		4,600	14.29%
145	Range Line Rd	N. of Martin County Line	Major City/County Road	C	2,300	4/18/00		2,300	26.74%
147	Rio Mar Dr	N. of Prima Vista Blvd	Major City/County Road	C	8,600	11/29/99		8,600	125.00%
0701	SR A1A North	Indian River County Line	State Two-Way Arterial - Uninterrupted Flow	C	0	x		0	0.00%
0703	SR A1A North	S. of Regal Rd	State Two-Way Arterial - Uninterrupted Flow	C	5,200	2/16/00		5,200	27.51%
0113	SR A1A North	N. of Pepper Park	State Two-Way Arterial - Uninterrupted Flow	C	5,600	2/14/00		5,600	29.63%
0705	SR A1A North	N. of Shorewinds Dr	State Two-Way Arterial - Uninterrupted Flow	C	6,400	2/14/00		6,400	33.86%
0114	SR A1A North	E. of North Bridge	State Two-Way Arterial - Uninterrupted Flow	C	9,400	1/12/00		9,400	62.17%
0709	SR A1A North	E. of US 1 North	State Two-Way Arterial - Interrupted Flow Class I	C	5,600	2/24/00		5,600	35.90%

0711	SR A1A South	E. of US 1 North	State Two-Way Arterial - Interrupted Flow Class I	C	11,100	1/13/00		11,100	34.47%
0115	SR A1A South	E. of South Bridge	State Two-Way Arterial - Interrupted Flow Class I	C	14,100	1/20/00		14,100	112.98%
5016	SR A1A South	S. of Seaway Dr	State Two-Way Arterial - Interrupted Flow Class I	C	6,400	1/19/00		6,400	51.28%
0116	SR A1A South	N. of Blue Heron Blvd	State Two-Way Arterial - Uninterrupted Flow	C	3,300	1/11/00		3,300	17.46%

0719	SR A1A South	S. of FPL Plant	State Two-Way Arterial - Uninterrupted Flow	C	4,100	1/12/00		4,100	21.69%
998	SR A1A South	N. of Nettles Island	State Two-Way Arterial - Uninterrupted Flow	C	6,500	5/24/00		6,500	34.39%
999	SR A1A South	S. of Nettles Island	State Two-Way Arterial - Uninterrupted Flow	C	8,100	5/24/00		8,100	42.86%
0157	SR A1A South	Martin County Line	State Two-Way Arterial - Uninterrupted Flow	C	0	x		0	0.00%
168	Savage Blvd	N. of Gatlin Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	1,400	5/16/00		1,400	8.97%
514	Savannah Rd	E. of US 1 South	Major City/County Road	C	2,700	11/8/99		2,700	31.40%
512	Savannah Rd	W. of Indian River Dr	Major City/County Road	C	2,500	4/3/00		2,500	29.07%
x	Savonna Blvd.	S. of California Blvd	Major City/County Road	C	0	x		0	0.00%
x	Savonna Blvd.	S. of Gatlin Blvd	Major City/County Road	C	0	x		0	0.00%
x	Savonna Blvd.	N. of Parr Drive	Major City/County Road	C	0	x		0	0.00%
x	Savonna Blvd.	N. of Becker Rd	Major City/County Road	C	0	x		0	0.00%
0280	Selvitz Rd	S. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class I	C	6,626	9/8/94		6,626	42.47%
0024	Selvitz Rd	N. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I	C	3,289	8/16/94		3,289	21.08%
200	Selvitz Rd	S. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I	C	0	x		0	0.00%
149	Shinn Rd	S. of Orange Ave	Major City/County Road	C	1,100	4/24/00		1,100	12.79%
0275	Shinn Rd	N. of Okeechobee Rd	Major City/County Road	C	863	8/15/94		863	10.03%
0276	Sneed Rd	S. of Orange Ave	Major City/County Road	C	720	10/4/94		720	8.37%
151	Sneed Rd	N. of Okeechobee Rd	Major City/County Road	C	1,000	4/24/00		1,000	11.63%
337	Southbend Blvd	S. of Floresta Dr	Major City/County Road	C	6,800	5/15/00		6,800	79.07%
0270	St Lucie Blvd	W. of US 1 North	State Two-Way Arterial - Interrupted Flow Class I	C	6,700	2/28/00		6,700	53.69%
154	St Lucie Blvd	W. of 25th St North	State Two-Way Arterial - Interrupted Flow Class I	C	6,400	2/21/00		6,400	51.28%
156	St Lucie Blvd	E. of Keen Rd	State Two-Way Arterial - Interrupted Flow Class I	C	5,100	8/23/99		5,100	40.87%
0036	St Lucie Blvd	E. of Kings Hwy	State Two-Way Arterial - Interrupted Flow Class I	C	4,320	9/12/94		4,320	34.62%

5077	St Lucie Blvd	E. of I-95	future	C	0	x		0	#DIV/0!
5078	St Lucie Blvd	W. of I-95	future	C	0	x		0	#DIV/0!
1006	St Lucie Airport Entrance	N. of St Lucie Blvd	Other County Road	C	1,286	1/31/94		1,286	26.79%
5065	Sunrise Blvd	N. of Park Way	Major City/County Road	C	3,761	9/12/94		3,761	54.67%
509	Sunrise Blvd	N. of Virginia Ave	Major City/County Road	C	4,200	5/23/00		4,200	61.05%
511	Sunrise Blvd	S. of Virginia Ave	Major City/County Road	C	5,800	5/23/00		5,800	84.30%
153	Sunrise Blvd	S. of Edwards Rd	Major City/County Road	C	3,700	10/5/99		3,700	53.78%
513	Sunrise Blvd	N. of Edwards Rd	Major City/County Road	C	5,000	10/5/99		5,000	72.67%
155	Sunrise Blvd	S. of Bell Ave	Major City/County Road	C	3,100	10/4/99		3,100	45.06%
157	Sunrise Blvd	N. of Midway Rd West	Major City/County Road	C	2,500	10/4/99		2,500	36.34%
322	Tiffany Ave	E. of US 1 South	Major City/County Road	C	7,000	5/9/00		7,000	77.52%
320	Tiffany Ave	W. of Lennard Rd	Major City/County Road	C	5,800	5/9/00		5,800	64.23%
x	Torino Pkwy	S. of Midway Rd West	Major City/County Road	C	0	x		0	0.00%
x	Torino Pkwy	E. of Cashmere Blvd.	Major City/County Road	C	0	x		0	0.00%
x	Torino Pkwy	E. of California Blvd.	Major City/County Road	C	0	x		0	0.00%
x	Torino Pkwy	W. of California Blvd.	Major City/County Road	C	0	x		0	0.00%
0107	US 1 North	S. of Indian River County Line	State Two-Way Arterial - Interrupted Flow Class I	C	23,000	1/18/00		23,000	71.43%
0009	US 1 North	S. of Indrio Rd	State Two-Way Arterial - Interrupted Flow Class I	C	18,900	1/18/00		18,900	58.70%
0010	US 1 North	S. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	22,100	1/13/00		22,100	68.63%
0123	US 1 North	S. of Taylor Creek Bridge	State Two-Way Arterial - Interrupted Flow Class I	C	24,400	3/14/00		24,400	75.78%
5014	US 1 North	S. of SR A1A South	State Two-Way Arterial - Interrupted Flow Class II	C	26,000	1/12/00		26,000	113.54%
0118	US 1 South	S. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class II	C	29,300	1/18/00		29,300	127.95%
5008	US 1 South	S. of Delaware Ave	State Two-Way Arterial - Interrupted Flow Class II	C	25,600	2/14/00		25,600	111.79%
5003	US 1 South	N. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class II	C	31,400	2/14/00		31,400	137.12%
5002	US 1 South	S. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class II	C	34,400	3/2/00		34,400	150.22%
0012	US 1 South	S. of Edwards Rd	State Two-Way Arterial - Interrupted	C	37,600	1/18/00		37,600	164.19%

			Flow Class II						
0020	US 1 South	N. of Midway Rd	State Two-Way Arterial - Interrupted Flow Class I	C	34,900	1/18/00		34,900	108.39%
5156	US 1 South	S. of Midway Rd	State Two-Way Arterial - Interrupted Flow Class I	C	34,800	1/19/00		34,800	108.07%
0266	US 1 South	S. of Easy St	State Two-Way Arterial - Interrupted Flow Class I	C	35,400	1/20/00		35,400	109.94%
0264	US 1 South	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	30,800	2/17/00		30,800	95.65%
0265	US 1 South	S. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	41,700	1/13/00		41,700	83.57%
5150	US 1 South	N. of Walton Rd	State Two-Way Arterial - Interrupted Flow Class I	C	38,600	2/17/00		38,600	77.35%
300	US 1 South	S. of Walton Rd	State Two-Way Arterial - Interrupted Flow Class I	C	28,352	3/24/93		28,352	56.82%
5070	US 1 South	N. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	34,500	2/17/00		34,500	69.14%
5071	US 1 South	S. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	54,500	2/24/00		54,500	88.76%
0034	Virginia Ave	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I	C	20,400	1/18/00		20,400	40.88%
0792	Virginia Ave	E. of Sunrise Blvd	State Two-Way Arterial - Interrupted Flow Class I	C	25,900	1/18/00		25,900	51.90%
0794	Virginia Ave	E. of 13th St South	State Two-Way Arterial - Interrupted Flow Class I	C	26,900	1/18/00		26,900	53.91%
0033	Virginia Ave	E. of 25th St South	State Two-Way Arterial - Interrupted Flow Class I	C	23,300	1/18/00		23,300	46.69%
0032	Virginia Ave	W. of 25th St South	State Two-Way Arterial - Interrupted Flow Class I	C	20,500	1/18/00		20,500	41.08%
0030	Virginia Ave	E. of Okeechobee Rd	State Two-Way Arterial - Interrupted Flow Class I	C	17,500	2/15/00		17,500	35.07%
324	Walton Rd	W. of Indian River Dr	Major City/County Road	C	6,500	10/11/99		6,500	94.48%
326	Walton Rd	E. of Lennard Rd	Major City/County Road	C	8,400	4/25/00		8,400	122.09%
328	Walton Rd	E. of Village Green Dr	Major City/County Road	C	10,300	10/12/99		10,300	119.77%
330	Walton Rd	E. of US 1 South	Major City/County Road	C	12,300	5/15/00		12,300	62.12%
158	Weatherbee Rd	E. of US 1 South	Major City/County Road	C	5,200	4/3/00		5,200	75.58%

343	Westmoreland Blvd	W. of US 1 South	Major City/County Road	C	11,300	5/15/00		11,300	131.40%
341	Westmoreland Blvd	N. of Morningside Blvd	Major City/County Road	C	7,900	5/15/00		7,900	91.86%
339	Westmoreland Blvd	S. of Port St Lucie Blvd	Major City/County Road	C	8,100	5/15/00		8,100	94.19%

**TABLE 2-4C
Fall 2001 St. Lucie Traffic Count Summary / Peak Hour - Peak Direction**

count station_ no	street	location	road class	min. los standard	latest peak hour/peak direction	last count date			
165	13th Street South	N. of Ave D	Major City/County Road						
521	13th Street South	N. of Orange Ave	Major City/County Road						
523	13th Street South	N. of Delaware Ave	Major City/County Road						
525	13th Street South	N. of Georgia Ave	Major City/County Road						
527	13th Street South	N. of Virginia Ave	Major City/County Road						
5165	25th Street North	N. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
0011	25th Street North	S. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
5152	25th Street North	S. of Juanita Ave	State Two-Way Arterial - Interrupted Flow Class I						
0793	25th Street North	S. of Avenue Q	State Two-Way Arterial - Interrupted Flow Class I						
0050	25th Street North	S. of Avenue D	State Two-Way Arterial - Interrupted Flow Class I						
0014	25th Street South	S. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I						
0779	25th Street South	S. of Delaware	State Two-Way Arterial - Interrupted Flow Class I						
0015	25th Street South	S. of Okeechobee	State Two-Way Arterial - Interrupted Flow Class I						
0021	25th Street South	S. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class I						
159	25th Street South	S. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class I						
171	25th Street South	N. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I						

DATA

UNAVAILABLE

**TABLE 2-4C
Fall 2001 St. Lucie Traffic Count Summary / Peak Hour - Peak Direction**

count station_no	street	location	road class	min. los standard	latest peak hour/peak direction	last count date			
172	25th Street South/St. James Dr	S. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I						

x	25th Street South/St. James Dr	S. of St. James CC Access Drive	State Two-Way Arterial - Interrupted Flow Class I						
345	25th Street South/St. James Dr	N. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I						
515	7th Street South	S. of Orange Ave	Major City/County Road						
517	7th Street South	S. of Delaware Ave	Major City/County Road						
519	7th Street South	S. of Georgia Ave	Major City/County Road						
x	Airoso Blvd	N. of So. 25th St./ St. James	State Two-Way Arterial - Interrupted Flow Class I						
301	Airoso Blvd	N. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I						
101	Airoso Blvd	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I						
103	Airoso Blvd	N. of West Virginia Drive	State Two-Way Arterial - Interrupted Flow Class I						
170	Airoso Blvd	N. of Thornhill Drive	State Two-Way Arterial - Interrupted Flow Class I						

DATA

UNAVAILABLE

303	Airosa Blvd	N. of Port St. Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
0204	Angle Rd	E. of Kings Hwy	State Two-Way Arterial - Interrupted Flow Class I						
x	Angle Rd	E. of North 53rd St.	State Two-Way Arterial - Interrupted Flow Class I						
100	Angle Rd	N. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I						
x	Angle Rd/ South 33rd Street	South of Orange Ave	Major City/County Road						
5033	Avenue A	E. of US 1 North	Major City/County Road						
5034	Avenue A	W. of US 1 North (1 way)	Major City/County Road						
160	Avenue D	E. of 7th St	Major City/County Road						
161	Avenue D	E. of 13th St	Major City/County Road						
162	Avenue D	E. of 17th St	Major City/County Road						
163	Avenue D	E. of 25th St	Major City/County Road						
164	Avenue D	W. of 25th St	Major City/County Road						
x	Bayshore Blvd	W. of Selvitz Road	State Two-Way Arterial - Interrupted Flow Class I						
305	Bayshore Blvd	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I						
307	Bayshore Blvd	N. of West Virginia Drive	State Two-Way Arterial - Interrupted Flow Class I						
169	Bayshore Blvd	N. of Thornhill Drive	State Two-Way Arterial - Interrupted Flow Class I						
309	Bayshore Blvd	N. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
x	Bayshore Blvd	S. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
x	Bayshore Blvd	S. of Tpk Access Road	Major City/County Road						

DATA

UNAVAILABLE

302	Becker Rd	E. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
x	Becker Rd	E. of Florida Turnpike	State Two-Way Arterial - Interrupted Flow Class I						
102	Bell Ave	E. of Sunrise Blvd	Other County Road						
104	Bell Ave	W. of Sunrise Blvd	Other County Road						
x	California Blvd.	S. of Torino Pkwy	Major City/County Road						
x	California Blvd.	S. of Peacock Blvd.	Major City/County Road						
x	California Blvd.	S. of University Blvd	Major City/County Road						
x	California Blvd.	S. of Prima Vista Blvd	Major City/County Road						
x	California Blvd.	S. of Heatherwood Drive	Major City/County Road						
x	California Blvd.	S of Del Rio Blvd.	Major City/County Road						
x	California Blvd.	E. of Savonna Blvd.	Major City/County Road						
x	California Blvd.	E. of Del Rio Blvd.	Major City/County Road						
x	Cashmere Blvd	S. of Torino Pkwy	Major City/County Road						
x	Cashmere Blvd	S. of Peacock Blvd.	Major City/County Road						
x	Cashmere Blvd	S. of Prima Vista Blvd	Major City/County Road						
x	Cashmere Blvd	S. of Heatherwood Drive	Major City/County Road						
0160	Citrus Ave	E. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I						
0159	Citrus Ave	W. of US 1 South (Loop)	State Two-Way Arterial - Interrupted Flow Class I						
x	Darwin Blvd.	E. of Port St. Lucie Blvd	Major City/County Road						
x	Darwin Blvd.	S. of Tulip Drive	Major City/County Road						
x	Darwin Blvd.	S of Parr Drive	Major City/County Road						
x	Del Rio Blvd.	E. of California Blvd.	Major City/County Road						
x	Del Rio Blvd.	E. of Cashmere Blvd.	Major City/County Road						

DATA

UNAVAILABLE

311	Del Rio Blvd	N. of Port St Lucie Blvd	Major City/County Road						
5057	Delaware Ave	W. of 7th St South	Major City/County Road						
5158	Delaware Ave	W. of US 1 South	Major City/County Road						
0710	Delaware Ave	W. of 13th St South	State Two-Way Arterial - Interrupted Flow Class I						
0712	Delaware Ave	W. of 17th St South	Major City/County Road						
500	Delaware Ave	W. of 25th St South	Major City/County Road						
106	Easy St	E. of US 1 South	Major City/County Road						
173	Edwards Rd	W. of US 1	State Two-Way Arterial - Interrupted Flow Class I						
502	Edwards Rd	W. of Oleander Ave	State Two-Way Arterial - Interrupted Flow Class I						
108	Edwards Rd	W. of Sunrise Blvd	State Two-Way Arterial - Interrupted Flow Class I						
110	Edwards Rd	W. of 25th St South	State Two-Way Arterial - Interrupted Flow Class I						
174	Edwards Rd	W. of Selvitz Rd	State Two-Way Arterial - Interrupted Flow Class I						
x	Emerson Ave	@ Indian River County Line	State Two-Way Arterial - Uninterrupted Flow						
105	Emerson Ave	N. of Indian Rd	State Two-Way Arterial - Uninterrupted Flow						
112	Farmer's Market Rd	W. of US 1 South	Other County Road						
313	Floresta Dr	W. of Airoso Blvd	Major City/County Road						
107	Floresta Dr	E. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I						
109	Floresta Dr	S. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I						

DATA

UNAVAILABLE

x	Floresta Dr	N. of West Virginia Drive	State Two-Way Arterial - Interrupted Flow Class I						
x	Floresta Dr	N. of Thornhill Drive	State Two-Way Arterial - Interrupted Flow Class I						
315	Floresta Dr	N. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
317	Floresta Dr	S. of Port St Lucie Blvd	Major City/County Road						
1968	Florida's Turnpike	N. of Okeechobee Rd	Freeways - Group 2						
1964	Florida's Turnpike	S. of Okeechobee Rd	Freeways - Group 2						
1960	Florida's Turnpike	S. of Port St Lucie Blvd	Freeways - Group 2						
0718	Gatlin Blvd	W. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
304	Gatlin Blvd	W. of Savonna Blvd	State Two-Way Arterial - Interrupted Flow Class I						
5075	Gatlin Blvd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I						
504	Georgia Ave	W. of US 1 South	Major City/County Road						
506	Georgia Ave	W. of 7th St South	Major City/County Road						
508	Georgia Ave	W. of 13th St South	Major City/County Road						
111	Gilson Rd	N. of Martin County Line	Major City/County Road						
113	Glades Cut-Off Rd	W. of Selvitz Rd	Major City/County Road						
115	Glades Cut-Off Rd	N. of Midway Rd West	Major City/County Road						
0279	Glades Cut-Off Rd	S. of Midway Rd West	Major City/County Road						
117	Glades Cut-Off Rd	N. of Reserve Com Pkwy	Major City/County Road						
119	Glades Cut-Off Rd	S. of Reserve Com Pkwy	Major City/County Road						

DATA

UNAVAILABLE

319	Green River Pkwy	S. of Walton Rd	Major City/County Road						
0022	Hartman Rd	N. of Okeechobee Rd	State Two-Way Arterial - Interrupted Flow Class I						
121	Header Canal Rd	S. of Orange Ave	Major City/County Road						
0122	Header Canal Rd	N. of Okeechobee Rd	Major City/County Road						
0004	Indian River Dr	S. of Seaway Dr	Major City/County Road						
0003	Indian River Dr	N. of Orange Ave	Major City/County Road						
5029	Indian River Dr	N. of Citrus Ave	Major City/County Road						
5028	Indian River Dr	S. of Citrus Ave	Major City/County Road						
501	Indian River Dr	N. of Savannah Rd	Major City/County Road						
0013	Indian River Dr	S. of Savannah Rd	Major City/County Road						
123	Indian River Dr	N. of Midway Rd East	Major City/County Road						
0102	Indian River Dr	S. of Midway Rd East	Major City/County Road						
125	Indian River Dr	N. of Walton Rd	Major City/County Road						
0048	Indian River Dr	S. of Walton Rd	Major City/County Road						
127	Indian River Dr	N. of Martin County Line	Major City/County Road						
0040	Indrio Rd	W. of US 1	State Two-Way Arterial - Interrupted Flow Class I						
114	Indrio Rd	E. of Kings Hwy	State Two-Way Arterial - Interrupted Flow Class I						
0224	Indrio Rd	W. of Kings Hwy	State Two-Way Arterial - Interrupted Flow Class I						
116	Indrio Rd	W. of Emerson Rd	State Two-Way Arterial - Interrupted Flow Class I						
0038	Indrio Rd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I						
0128	Indrio Rd	W. of I-95	State Two-Way Arterial - Interrupted Flow Class I						

DATA

UNAVAILABLE

1905	Interstate 95	N. of Orange Ave	Freeways - Group 2						
1903	Interstate 95	N. of Okeechobee Rd	Freeways - Group 2						
1902	Interstate 95	N. of Midway Rd West	Freeways - Group 2						
1904	Interstate 95	N. of St. Lucie West Blvd	Freeways - Group 2						
0334	Interstate 95	N. of C-23 Canal Overpass	Freeways - Group 2						
1901	Interstate 95	N. of Gatlin Blvd	Freeways - Group 2						
1900	Interstate 95	S. of Gatlin Blvd	Freeways - Group 2						
0274	Jenkins Rd South	S. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I						
131	Jenkins Rd South	N. of Okeechobee Rd	Major City/County Road						
133	Jenkins Rd South	S. of Okeechobee Rd	State Two-Way Arterial - Interrupted Flow Class I						
135	Johnston Rd	N. of Indrio Rd	Major City/County Road						
118	Juanita Ave	W. of US 1 North	Major City/County Road						
120	Juanita Ave	E. of 25th St	Major City/County Road						
122	Juanita Ave	W. of 25th St	Major City/County Road						
129	Keen Rd	S. of St Lucie Blvd	Major City/County Road						
0273	Keen Rd	N. of Angle Rd	Major City/County Road						
0269	Kings Hwy North	S.W. of US 1 North	State Two-Way Arterial - Interrupted Flow Class I						
0745	Kings Hwy North	N. of Indrio Rd	State Two-Way Arterial - Interrupted Flow Class I						
0006	Kings Hwy North	S. of Indrio Rd	State Two-Way Arterial - Interrupted Flow Class I						
0749	Kings Hwy North	N. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
0751	Kings Hwy North	S. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
137	Kings Hwy North	S. of Angle Rd	State Two-Way Arterial - Interrupted						

DATA

UNAVAILABLE

			Flow Class I						
0077	Kings Hwy North	N. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I						
0076	Kings Hwy South	S. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class I						
0757	Kings Hwy South	N. of Okeechobee Rd	State Two-Way Arterial - Interrupted Flow Class I						
x	Kitterman Rd	E. of US 1 South	Major City/County Road						
124	Kitterman Rd	W. of US 1 South	Major City/County Road						
x	Lennard Rd	N. of Prima Vista Blvd	Major City/County Road						
x	Lennard Rd	N. of Savanna Club Blvd.	Major City/County Road						
x	Lennard Rd	N. of Walton Rd	Major City/County Road						
323	Lennard Rd	S. of Walton Rd	Major City/County Road						
325	Lennard Rd	N. of Pt. St. Lucie Blvd	Major City/County Road						
x	Lennard Rd	N. of South US #1	State Two-Way Arterial - Interrupted Flow Class I						
306	Lyngate Dr	W. of US 1 South	Major City/County Road						
166	Mariposa Ave (east PSL Blvd)	E. of Lennard Rd	Major City/County Road						
167	Mariposa Ave (east PSL Blvd)	W. of Lennard Rd	Major City/County Road						
327	Midport Rd	W. of US 1 South	Major City/County Road						
329	Midport Rd	N. of Port St Lucie Blvd	Major City/County Road						
126	Midway Rd East	W. of Indian River Dr	State Two-Way Arterial - Interrupted Flow Class I						
0271	Midway Rd East	E. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I						
0023	Midway Rd West	W. of US 1 South	State Two-Way Arterial - Interrupted						

DATA

UNAVAILABLE

			Flow Class I						
128	Midway Rd West	W. of Oleander Ave	State Two-Way Arterial - Interrupted Flow Class I						
130	Midway Rd West	W. of Sunrise Blvd	State Two-Way Arterial - Interrupted Flow Class I						
132	Midway Rd West	W. of 25th St South	State Two-Way Arterial - Interrupted Flow Class I						
134	Midway Rd West	W. of Selvitz Rd	State Two-Way Arterial - Interrupted Flow Class I						
5140	Midway Rd West	W. of Glades Cut-Off Rd.	State Two-Way Arterial - Interrupted Flow Class I						
0732	Midway Rd West	W. of I-95	State Two-Way Arterial - Uninterrupted Flow						
0278	Midway Rd West	W. of Shinn Rd	State Two-Way Arterial - Uninterrupted Flow						
331	Morningside Blvd	N. of Port St Lucie Blvd	Major City/County Road						
333	Morningside Blvd	S. of Port St Lucie Blvd	Major City/County Road						
335	Morningside Blvd	E. of Westmoreland Blvd	Major City/County Road						
5050	Okeechobee Rd	S. of Delaware Ave	State Two-Way Arterial - Interrupted Flow Class I						
0738	Okeechobee Rd	S. of Georgia Ave	State Two-Way Arterial - Interrupted Flow Class I						
0740	Okeechobee Rd	SW of 25th St South	State Two-Way Arterial - Interrupted Flow Class I						
510	Okeechobee Rd	W. of 33rd St South	State Two-Way Arterial - Interrupted Flow Class I						
0742	Okeechobee Rd	W. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class I						
136	Okeechobee Rd	E. of Jenkins Rd	State Two-Way Arterial - Interrupted Flow Class I						
0029	Okeechobee Rd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I						
0106	Okeechobee Rd	W. of I-95	State Two-Way Arterial - Interrupted Flow Class I						

0748	Okeechobee Rd	E. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I						
0025	Okeechobee Rd	W. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I						
138	Okeechobee Rd	E. of Shinn Rd	State Two-Way Arterial - Uninterrupted Flow						
0039	Okeechobee Rd	W. of Header Canal Rd	State Two-Way Arterial - Uninterrupted Flow						
0754	Okeechobee Rd	E. of Okeechobee County Line	State Two-Way Arterial - Uninterrupted Flow						
5142	Old Dixie Hwy	S. of Indian River County Line	State Two-Way Arterial - Interrupted Flow Class I						
0062	Old Dixie Hwy	N. of SR A1A North	State Two-Way Arterial - Interrupted Flow Class I						
0268	Old Dixie Hwy	S. of Taylor Creek	State Two-Way Arterial - Interrupted Flow Class I						
503	Oleander Ave	N. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class I						
505	Oleander Ave	S. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class I						
507	Oleander Ave	N. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class I						
0163	Oleander Ave	S. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class I						
0039	Oleander Ave	S. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I						
141	Oleander Ave	S. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I						
143	Oleander Ave	S. of Kitterman Rd	Major City/County Road						
5133	Orange Ave	E. of US 1 North	State Two-Way Arterial - Interrupted Flow Class II						
5134	Orange Ave	W. of US 1 North	State Two-Way Arterial - Interrupted Flow Class II						

DATA

UNAVAILABLE

0155	Orange Ave	W. of 7th St	State Two-Way Arterial - Interrupted Flow Class II						
5040	Orange Ave	W. of 13th St	State Two-Way Arterial - Interrupted Flow Class II						
5044	Orange Ave	W. of 25th St	State Two-Way Arterial - Interrupted Flow Class II						
0151	Orange Ave	E. of Angle Rd	State Two-Way Arterial - Interrupted Flow Class I						
140	Orange Ave	W. of Angle Rd	State Two-Way Arterial - Interrupted Flow Class I						
0028	Orange Ave	E. of Jenkins Rd	State Two-Way Arterial - Interrupted Flow Class I						
0035	Orange Ave	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I						
0041	Orange Ave	W. of I-95	State Two-Way Arterial - Interrupted Flow Class I						
0005	Orange Ave	W. of Kings Hwy	State Two-Way Arterial - Uninterrupted Flow						
142	Orange Ave	E. of Shinn Rd	State Two-Way Arterial - Uninterrupted Flow						
144	Orange Ave	E. of Okeechobee County Line	State Two-Way Arterial - Uninterrupted Flow						
x	Parr Drive	W. of Darwin Blvd.	Major City/County Road						
x	Parr Drive	W. of Port St. Lucie Blvd.	Major City/County Road						
x	Parr Drive	W. of Savanna Drive	Major City/County Road						
5072	Port St Lucie Blvd	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I						
0774	Port St Lucie Blvd	W. of Morningside Blvd	State Two-Way Arterial - Interrupted Flow Class I						
0776	Port St Lucie Blvd	E. of Midport Rd	State Two-Way Arterial - Interrupted Flow Class I						
0778	Port St Lucie Blvd	E. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I						
0780	Port St Lucie Blvd	W. of Floresta Dr	State Two-Way Arterial - Interrupted						

			Flow Class I						
5073	Port St Lucie Blvd	E. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I						
5074	Port St Lucie Blvd	W. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I						
308	Port St Lucie Blvd	W. of Del Rio Blvd	State Two-Way Arterial - Interrupted Flow Class I						
310	Port St Lucie Blvd	S. of Gatlin Blvd	State Two-Way Arterial - Interrupted Flow Class I						
x	Port St Lucie Blvd	S. of Darwin Blvd.	State Two-Way Arterial - Interrupted Flow Class I						
x	Port St Lucie Blvd	N. of Parr Drive	State Two-Way Arterial - Interrupted Flow Class I						
312	Port St Lucie Blvd	N. of Becker Rd	State Two-Way Arterial - Interrupted Flow Class I						
146	Prima Vista Blvd	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I						
148	Prima Vista Blvd	W. of Rio Mar Dr	State Two-Way Arterial - Interrupted Flow Class I						
150	Prima Vista Blvd	W. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I						
314	Prima Vista Blvd	W. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I						
316	Prima Vista Blvd	W. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I						
x	Prima Vista Blvd	W. of Cashmere Blvd.	State Two-Way Arterial - Interrupted Flow Class I						
x	Prima Vista Blvd	W. of Bethany Drive	State Two-Way Arterial - Interrupted Flow Class I						
x	Prima Vista Blvd	W. of Country Club Drive	State Two-Way Arterial - Interrupted Flow Class I						
x	Prima Vista Blvd	W. of California Blvd.	State Two-Way Arterial - Interrupted Flow Class I						
318	Prima Vista Blvd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I						

DATA

UNAVAILABLE

152	Prima Vista Blvd	W. of I-95	State Two-Way Arterial - Interrupted Flow Class I						
145	Range Line Rd	N. of Martin County Line	Major City/County Road						
147	Rio Mar Dr	N. of Prima Vista Blvd	Major City/County Road						
0701	SR A1A North	Indian River County Line	State Two-Way Arterial - Uninterrupted Flow						
0703	SR A1A North	S. of Regal Rd	State Two-Way Arterial - Uninterrupted Flow						
0113	SR A1A North	N. of Pepper Park	State Two-Way Arterial - Uninterrupted Flow						
0705	SR A1A North	N. of Shorewinds Dr	State Two-Way Arterial - Uninterrupted Flow						
0114	SR A1A North	E. of North Bridge	State Two-Way Arterial - Uninterrupted Flow						
0709	SR A1A North	E. of US 1 North	State Two-Way Arterial - Interrupted Flow Class I						
0711	SR A1A South	E. of US 1 North	State Two-Way Arterial - Interrupted Flow Class I						
0115	SR A1A South	E. of South Bridge	State Two-Way Arterial - Interrupted Flow Class I						
5016	SR A1A South	S. of Seaway Dr	State Two-Way Arterial - Interrupted Flow Class I						
0116	SR A1A South	N. of Blue Heron Blvd	State Two-Way Arterial - Uninterrupted Flow						
0710	SR A1A South	S. of FFL Plant	State Two-Way Arterial - Uninterrupted Flow						
998	SR A1A South	N. of Nettles Island	State Two-Way Arterial - Uninterrupted Flow						
999	SR A1A South	S. of Nettles Island	State Two-Way Arterial - Uninterrupted Flow						
0157	SR A1A South	Martin County Line	State Two-Way Arterial - Uninterrupted Flow						

DATA

UNAVAILABLE

168	Savage Blvd	N. of Gatlin Blvd	State Two-Way Arterial - Interrupted Flow Class I						
514	Savannah Rd	E. of US 1 South	Major City/County Road						
512	Savannah Rd	W. of Indian River Dr	Major City/County Road						
x	Savonna Blvd.	S. of California Blvd	Major City/County Road						
x	Savonna Blvd.	S. of Gatlin Blvd	Major City/County Road						
x	Savonna Blvd.	N. of Parr Drive	Major City/County Road						
x	Savonna Blvd.	N. of Becker Rd	Major City/County Road						
0280	Selvitz Rd	S. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class I						
0024	Selvitz Rd	N. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I						
200	Selvitz Rd	S. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I						
149	Shinn Rd	S. of Orange Ave	Major City/County Road						
0275	Shinn Rd	N. of Okeechobee Rd	Major City/County Road						
0276	Sneed Rd	S. of Orange Ave	Major City/County Road						
151	Sneed Rd	N. of Okeechobee Rd	Major City/County Road						
037	South bend Blvd	S. of Floresca Dr	Major City/County Road						
0070	St Lucie Blvd	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I						
154	St Lucie Blvd	W. of 25th St North	State Two-Way Arterial - Interrupted Flow Class I						
156	St Lucie Blvd	E. of Keen Rd	State Two-Way Arterial - Interrupted Flow Class I						
0036	St Lucie Blvd	E. of Kings Hwy	State Two-Way Arterial - Interrupted Flow Class I						
5077	St Lucie Blvd	E. of I-95	future						

DATA

UNAVAILABLE

5078	St Lucie Blvd	W. of I-95	future						
1006	St Lucie Airport Entrance	N. of St Lucie Blvd	Other County Road						
5065	Sunrise Blvd	N. of Park Way	Major City/County Road						
509	Sunrise Blvd	N. of Virginia Ave	Major City/County Road						
511	Sunrise Blvd	S. of Virginia Ave	Major City/County Road						
153	Sunrise Blvd	S. of Edwards Rd	Major City/County Road						
513	Sunrise Blvd	N. of Edwards Rd	Major City/County Road						
155	Sunrise Blvd	S. of Bell Ave	Major City/County Road						
157	Sunrise Blvd	N. of Midway Rd West	Major City/County Road						
322	Tiffany Ave	E. of US 1 South	Major City/County Road						
320	Tiffany Ave	W. of Lennard Rd	Major City/County Road						
x	Torino Pkwy	S. of Midway Rd West	Major City/County Road						
x	Torino Pkwy	E. of Cashmere Blvd.	Major City/County Road						
x	Torino Pkwy	E. of California Blvd.	Major City/County Road						
x	Torino Pkwy	W. of California Blvd.	Major City/County Road						

DATA

UNAVAILABLE

0107	US 1 North	S. of Indian River County Line	State Two-Way Arterial - Interrupted Flow Class I						
0009	US 1 North	S. of Indrio Rd	State Two-Way Arterial - Interrupted Flow Class I						
0010	US 1 North	S. of St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
0123	US 1 North	S. of Taylor Creek Bridge	State Two-Way Arterial - Interrupted Flow Class I						

5014	US 1 North	S. of SR A1A South	State Two-Way Arterial - Interrupted Flow Class II						
0118	US 1 South	S. of Orange Ave	State Two-Way Arterial - Interrupted Flow Class II						
5008	US 1 South	S. of Delaware Ave	State Two-Way Arterial - Interrupted Flow Class II						
5003	US 1 South	N. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class II						
5002	US 1 South	S. of Virginia Ave	State Two-Way Arterial - Interrupted Flow Class II						
0012	US 1 South	S. of Edwards Rd	State Two-Way Arterial - Interrupted Flow Class II						
0020	US 1 South	N. of Midway Rd	State Two-Way Arterial - Interrupted Flow Class I						
5156	US 1 South	S. of Midway Rd	State Two-Way Arterial - Interrupted Flow Class I						
0266	US 1 South	S. of Easy St	State Two-Way Arterial - Interrupted Flow Class I						
0264	US 1 South	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I						
0265	US 1 South	S. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I						
5150	US 1 South	N. of Walton Rd	State Two-Way Arterial - Interrupted Flow Class I						
300	US 1 South	S. of Walton Rd	State Two-Way Arterial - Interrupted Flow Class I						
5070	US 1 South	W. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
5071	US 1 South	S. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I						
0034	Virginia Ave	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I						
0792	Virginia Ave	E. of Sunrise Blvd	State Two-Way Arterial - Interrupted Flow Class I						
0794	Virginia Ave	E. of 13th St South	State Two-Way Arterial - Interrupted						

DATA

UNAVAILABLE

			Flow Class I						
0033	Virginia Ave	E. of 25th St South	State Two-Way Arterial - Interrupted Flow Class I						
0032	Virginia Ave	W. of 25th St South	State Two-Way Arterial - Interrupted Flow Class I						
0030	Virginia Ave	E. of Okeechobee Rd	State Two-Way Arterial - Interrupted Flow Class I						
324	Walton Rd	W. of Indian River Dr	Major City/County Road						
326	Walton Rd	E. of Lennard Rd	Major City/County Road						
328	Walton Rd	E. of Village Green Dr	Major City/County Road						
330	Walton Rd	E. of US 1 South	Major City/County Road						
158	Weatherbee Rd	E. of US 1 South	Major City/County Road						
343	Westmoreland Blvd	W. of US 1 South	Major City/County Road						
341	Westmoreland Blvd	N. of Morningside Blvd	Major City/County Road						
339	Westmoreland Blvd	S. of Port St Lucie Blvd	Major City/County Road						

DATA UNAVAILABLE

TRANSPORTATION ELEMENT ANALYSES

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 2025. Modeling and analysis of this plan has been done concurrent with the development of the St. Lucie MPO 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 2025 St. Lucie County 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 2025 Transportation Plan identifies the base transportation system necessary to meet the goals and objectives through 2025, and beyond, based on the community's future land use plans.

The 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 services. 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 Ft. Pierce, and the City of Port St. Lucie.

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, the City of Fort Pierce, and the City of Port St. Lucie. 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. In the case of the 2001 update to the St. Lucie County Comprehensive Plan, the changes to the Future Land Use Plan outlined in Chapter 1 have been fully considered in the development of the 2025 land use model.

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 on Florida's East Coast. As part of the modeling work done for the St. Lucie Metropolitan Planning Organization 2025 Long Range Plan, the TCRPM was validated to the base year 1996. 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 1996 traffic counts. Detailed information regarding the model validation process can be found in the technical report entitled "Treasure Coast Regional Planning Model", Carr Smith Corradino, January 2000. This report describes the model validation process and results, as well as several major enhancements that were made to the TCRPM concurrent with the model validation.

The validated model was used to project future transportation system conditions for the Year 2025 St. Lucie Long Range Transportation Plan (LRTP) Update. This was accomplished by inputting Year 2025 land use, or socio-economic data, into the model.

The Effect of Land Use on the TCRPM

One of the model enhancements used as part of the 2025 St. Lucie Long Range Transportation Plan was the development of a ■lifestyles• trip generation model for the TCRPM. Where the traditional FSUTMS socio-economic inputs included numbers of dwelling units and auto-ownership, the enhanced lifestyles model can more accurately predict trip generation by using data regarding households with and without children; numbers of workers per household; household size; and auto ownership.

Land Use drives all FSUTMS models, including the TCRPM. Land use information, converted into the aforementioned lifestyles format, 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 220 Traffic Analysis Zone (TAZ). 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 2025. Table 2-5 summarizes the socio-economic land use data used to develop the 2025 Transportation Plan. Countywide socio-economic totals 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 using the Gestalt method. A Gestalt methodology is based upon the premise that a person's thoughts and experiences considered together constitute more than the sum of their parts, and that this type of local information is invaluable in forecasting land use information. Figure 2-5 identifies the TAZ zones used in the development of the St. Lucie County MPO Long Range Transportation Plan.

Development of the 2025 Transportation Plan

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

One of the first steps in developing the 2025 Transportation Plan was to identify the Existing + Committed (E+C) transportation network that will be used as the base network for developing the 2025 Plan future year modeling and travel demand forecasting. The list of Existing + Committed projects (E + C Network) were developed using information from the following documents:

- I. FDOT Five-Year Work Program for Fiscal Years 2000/01 Through 2004/05
- II. St. Lucie County Capital Improvement Program
- III. City of Ft. Pierce Capital Improvement Program
- IV. City of Capital Improvement Program

Figure 2-5 St. Lucie County Traffic Analysis Zones

Together, these documents list all transportation projects programmed in St. Lucie County through the year 2005. The improvements outlined in Table 2-6, represent the existing plus committed projects used to develop the 2025 Transportation Plan.

- 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 2025 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 as 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 2025 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. Hwy #1, 25th Street, Kings Highway, and I-95. However, east-west roads connecting to these north-south corridors will also see their share of capacity deficiencies. Roads such as Okeechobee Road, Edwards Road, and Midway Road in the north part of the County, as well as Port St. Lucie Boulevard and Prima Vista Boulevard in the south, can be expected to see significant congestion by 2025, 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, Airoso Boulevard, Floresta Drive (north and south of Port St. Lucie Boulevard), Port St. Lucie Boulevard (south of Gatlin Boulevard) and Becker Road, all of which provide access to developing residential areas. Table 2-7 lists the congested roadway segments that can be expected in the year 2025 if no improvements are made beyond those shown in the E+C Network plan.

**TABLE 2-5
Socio-Economic Data - Year 2025 Projections**

Traffic Analysis Zone	Single Family Dwelling Units	Single Family Population	Multi Family Dwelling Units	Multi Family Population	Hotel/Motel Rooms	Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
1	225	547	800	1,968	323	0	50	20	70	0
2	150	470	50	111	0	100	100	300	500	0
3	240	691	2,000	3,240	0	0	0	10	10	0
4	500	1,440	400	544	0	0	50	125	175	0
5	2,500	6,025	200	242	0	0	175	100	275	1,556
6	0	0	200	412	0	0	300	150	450	0
7	275	773	0	0	0	0	0	100	100	0
8	360	1,080	1,100	2,651	0	0	20	85	105	0
9	250	648	100	141	0	40	50	200	290	0
10	50	128	250	285	0	500	200	200	900	0
11	175	471	50	79	0	1,100	250	200	1,550	0
12	115	370	150	269	0	250	40	100	390	0

**TABLE 2-5
Socio-Economic Data - Year 2025 Projections**

Traffic Analysis Zone	Single Family Dwelling Units	Single Family Population	Multi Family Dwelling Units	Multi Family Population	Hotel/Motel Rooms	Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
13	250	500	50	57	0	150	80	100	330	0
14	340	802	900	1,989	673	5	100	150	255	0
15	160	405	100	246	0	500	100	100	700	0
16	47	114	450	855	0	25	40	90	155	0
17	70	201	0	0	0	0	0	0	0	0
18	145	283	0	0	0	0	0	0	0	0
19	40	74	0	0	0	300	50	125	475	0
20	725	1,414	200	316	0	0	75	50	125	0
21	50	143	200	500	0	400	40	100	540	0
22	11	28	0	0	0	100	40	25	165	0
23	20	51	0	0	0	300	40	100	440	0
24	145	515	200	470	0	50	20	100	170	0
25	4	9	0	0	0	0	200	80	280	0
26	61	175	50	134	0	0	10	120	130	1,400
27	0	0	0	0	0	500	50	125	675	378
28	75	201	400	640	0	200	225	200	625	0
29	323	927	500	1,230	0	150	25	200	375	0
30	485	1,091	400	456	0	50	20	180	250	0
31	700	1,407	600	1,158	0	0	51	120	171	3,285
32	500	1,645	500	1,465	0	50	50	100	200	0
33	610	1,775	50	53	0	400	150	100	650	2,444
34	650	1,476	1,700	3,757	915	15	300	225	540	0
35	0	0	0	0	0	0	30	100	130	0
36	10	36	150	339	0	0	25	90	115	0
37	0	0	100	251	0	0	100	500	600	0
38	0	0	0	0	0	0	150	500	650	0
39	0	0	0	0	0	0	200	500	700	0
40	0	0	0	0	0	0	0	500	500	0
41	2	6	0	0	0	0	65	125	190	0
42	0	0	100	197	0	0	125	275	400	0
43	36	132	30	95	0	40	10	20	70	0
44	27	59	240	528	0	0	70	110	180	0

**TABLE 2-5
Socio-Economic Data - Year 2025 Projections**

Traffic Analysis Zone	Single Family Dwelling Units	Single Family Population	Multi Family Dwelling Units	Multi Family Population	Hotel/Motel Rooms	Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
45	62	205	160	381	0	0	50	100	150	0
46	140	413	130	304	0	50	25	50	125	0
47	150	299	100	179	0	40	140	100	280	0
48	115	293	36	49	0	100	60	200	360	66
49	310	806	450	819	0	600	150	200	950	2,724
50	200	526	400	1,052	0	150	150	100	400	0
51	90	286	0	0	0	50	100	50	200	0
52	0	0	0	0	0	0	0	250	250	0
53	0	0	100	170	0	0	0	1,500	1,500	0
54	0	0	40	98	622	0	25	300	325	0
55	0	0	40	101	0	0	100	1,000	1,100	0
56	65	181	40	114	0	300	30	150	480	0
57	50	144	70	172	0	0	55	120	175	0
58	70	225	70	172	0	0	50	100	150	0
59	150	314	113	245	0	50	120	100	270	0
60	78	224	30	48	0	15	50	150	215	0
61	14	49	140	308	0	20	50	125	195	0
62	150	452	250	625	0	100	150	30	280	0
63	75	246	0	0	0	200	120	50	370	0
64	65	215	60	148	0	0	0	150	150	0
65	69	119	100	230	0	50	250	200	500	0
66	20	44	30	63	0	100	70	0	170	282
67	147	356	40	92	0	0	10	10	20	0
68	135	386	100	234	0	0	40	0	40	0
69	185	636	140	228	0	0	100	100	200	0
70	106	255	70	115	0	40	50	100	190	3,316
71	17	40	60	138	0	0	45	50	95	0
72	4	9	0	0	0	0	0	0	0	0
73	26	103	0	0	0	0	0	0	0	0
74	245	451	0	0	0	0	0	0	0	0
75	148	380	35	56	0	0	250	65	315	0
76	0	0	50	112	0	0	750	125	875	0

**TABLE 2-5
Socio-Economic Data - Year 2025 Projections**

Traffic Analysis Zone	Single Family Dwelling Units	Single Family Population	Multi Family Dwelling Units	Multi Family Population	Hotel/Motel Rooms	Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
77	70	201	260	580	0	0	120	125	245	0
78	28	88	185	455	0	0	0	100	100	0
79	39	112	0	0	0	0	0	150	150	1,198
80	0	0	0	0	0	0	0	220	220	0
81	48	178	600	1,494	0	0	50	2,000	2,050	0
82	242	832	270	440	0	80	100	350	530	0
83	180	500	375	758	0	40	50	400	490	0
84	200	608	0	0	0	100	120	225	445	1,368
85	31	60	0	0	0	0	25	65	90	0
86	60	168	120	300	0	0	2,000	1,400	3,400	0
87	240	669	480	1,224	0	0	500	350	850	0
88	300	834	120	271	0	25	200	450	675	0
89	0	0	450	855	0	0	250	210	460	0
90	60	128	50	188	81	0	900	200	1,100	0
91	310	688	255	668	0	0	300	100	400	0
92	535	1,808	100	311	0	0	20	125	145	0
93	900	3,618	200	694	0	0	0	150	150	0
94	150	290	100	200	0	10	50	150	210	0
95	300	574	200	433	0	20	100	300	420	0
96	85	219	200	402	0	0	300	200	500	0
97	175	525	250	598	0	0	130	450	580	0
98	100	303	150	285	0	85	125	150	360	0
99	30	48	200	356	0	0	75	60	135	0
100	60	183	0	0	3,075	0	0	0	0	0
101	117	281	0	0	0	0	0	0	0	0
102	0	0	1,200	2,748	0	30	350	250	630	0
103	19	44	500	1,135	1,112	200	200	75	475	0
104	27	62	0	0	0	200	0	150	350	0
105	75	183	40	48	0	600	50	100	750	0
106	125	223	40	33	0	0	50	50	100	3,006
107	90	234	0	0	0	0	200	260	460	2,700
108	134	816	80	166	0	0	0	0	0	0

**TABLE 2-5
Socio-Economic Data - Year 2025 Projections**

Traffic Analysis Zone	Single Family Dwelling Units	Single Family Population	Multi Family Dwelling Units	Multi Family Population	Hotel/Motel Rooms	Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
109	0	0	0	0	944	300	300	300	900	0
110	540	1,334	350	763	0	0	200	250	450	1,712
111	225	599	100	196	0	0	200	85	285	0
112	0	0	0	0	0	150	125	75	350	0
113	90	288	150	317	0	0	125	30	155	0
114	30	68	40	86	0	0	450	190	640	0
115	5	14	0	0	0	150	0	250	400	0
116	160	459	0	0	0	0	150	300	450	0
117	120	344	0	0	0	0	0	0	0	0
118	50	112	0	0	0	0	20	50	70	0
119	175	590	0	0	0	0	75	100	175	0
120	225	630	150	264	0	300	400	150	850	0
121	0	0	0	0	0	500	0	100	600	0
122	4	9	0	0	0	500	50	500	1,050	0
123	50	100	5,000	8,800	968	0	100	70	170	0
124	60	127	3,000	5,550	484	510	120	100	730	0
125	180	470	0	0	0	0	0	0	0	0
126	2,300	8,395	500	1,175	118	50	225	225	500	0
127	212	562	20	49	40	50	200	200	450	176
128	400	900	0	0	0	0	70	50	120	1,304
129	280	599	300	363	0	0	250	200	450	2,960
130	1,500	4,860	300	567	0	0	350	200	550	1,388
131	550	2,079	900	1,800	150	0	450	400	850	0
132	400	1,200	200	500	0	0	200	200	400	0
133	270	824	0	0	0	0	20	20	40	0
134	150	431	0	0	0	0	150	100	250	12
135	568	1,238	0	0	0	0	35	35	70	260
136	400	1,108	0	0	0	0	65	25	90	0
137	2,700	5,967	0	0	0	0	70	75	145	3,267
138	300	609	2,700	1,782	0	0	50	125	175	0
139	0	0	1,500	3,345	1,586	0	100	100	200	0
140	0	0	0	0	0	0	0	0	0	0

**TABLE 2-5
Socio-Economic Data - Year 2025 Projections**

Traffic Analysis Zone	Single Family Dwelling Units	Single Family Population	Multi Family Dwelling Units	Multi Family Population	Hotel/Motel Rooms	Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
141	150	338	900	2,007	0	0	300	250	550	0
142	1,150	2,588	0	0	0	0	30	30	60	0
143	2,220	6,060	0	0	0	0	40	40	80	0
144	2,100	4,494	0	0	0	120	125	100	345	0
145	52	134	0	0	0	0	0	0	0	0
146	331	728	800	1,784	0	0	0	125	125	3,814
147	0	0	0	0	0	600	300	400	1,300	0
148	99	193	150	387	0	0	125	45	170	1,526
149	1,450	3,292	400	836	0	0	200	50	250	0
150	2,375	6,483	150	314	0	0	200	125	325	0
151	600	1,902	60	125	0	100	150	150	400	1,742
152	900	2,853	90	189	0	100	200	300	600	0
153	225	572	200	358	0	0	0	0	0	0
154	0	0	0	0	0	0	0	0	0	0
155	1,842	4,459	335	790	0	0	200	200	400	1,805
156	908	2,196	165	390	0	0	100	100	200	0
157	250	555	0	0	0	0	25	25	50	0
158	0	0	600	1,500	0	0	275	250	525	1,685
159	200	444	350	889	0	50	200	1,800	2,050	0
160	0	0	0	0	0	50	100	400	550	0
161	148	447	300	738	0	0	0	100	100	0
162	0	0	0	0	0	0	450	200	650	0
163	1,300	3,120	0	0	0	0	100	150	250	0
164	0	0	300	402	0	0	200	125	325	2,542
165	1,500	4,320	375	848	0	50	200	200	450	0
166	1,500	4,320	375	847	581	75	200	150	425	2,098
167	4,000	11,480	700	1,582	0	100	450	300	850	0
168	1,300	3,419	60	136	0	30	125	75	230	0
169	100	251	0	0	68	0	75	50	125	0
170	100	200	0	0	0	0	80	50	130	0
171	100	208	0	0	0	150	125	150	425	0
172	0	0	0	0	0	25	70	100	195	0

**TABLE 2-5
Socio-Economic Data - Year 2025 Projections**

Traffic Analysis Zone	Single Family Dwelling Units	Single Family Population	Multi Family Dwelling Units	Multi Family Population	Hotel/Motel Rooms	Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
173	230	660	800	1,701	0	100	200	300	600	0
174	135	306	0	0	0	200	30	50	280	796
175	75	146	150	167	0	20	100	120	240	0
176	10	29	150	303	108	50	300	250	600	0
177	35	70	0	0	25	200	125	200	525	0
178	500	1,000	0	0	0	100	50	50	200	2,146
179	200	400	200	476	0	200	150	125	475	0
180	0	0	0	0	0	300	30	0	330	0
181	0	0	0	0	0	45	0	0	45	0
182	900	2,016	500	1,130	0	0	125	150	275	300
183	0	0	0	0	0	350	200	250	800	0
184	350	844	300	741	0	250	150	100	500	0
185	1,350	3,955	300	876	33	225	270	180	675	0
186	1,800	5,275	400	1,168	33	300	360	240	900	2,000
187	1,350	3,955	300	876	33	225	270	180	675	0
188	250	495	75	150	0	0	450	250	700	1,764
189	2,250	4,455	675	1,358	33	50	200	100	350	0
190	600	1,392	1,500	2,070	25	350	275	175	800	0
191	1,200	2,808	1,000	2,350	25	10	200	125	335	0
192	1,000	2,870	0	0	0	0	65	75	140	0
193	200	574	0	0	0	0	0	0	0	0
194	2,295	6,587	0	0	0	0	75	50	125	0
195	650	1,762	0	0	0	0	60	50	110	1,570
196	1,200	3,444	0	0	0	0	200	50	250	0
197	1,500	3,195	0	0	0	0	200	200	400	0
198	1,300	3,731	400	1,140	0	0	350	125	475	60
199	3,000	8,610	450	720	0	200	450	350	1,000	0
200	1,100	3,157	0	0	0	0	75	25	100	0
201	1,000	2,880	0	0	0	0	75	25	100	0
202	1,500	4,305	1,000	2,090	33	350	550	450	1,350	0
203	25	49	0	0	0	100	0	0	100	0
204	80	182	40	62	0	50	0	40	90	0

**TABLE 2-5
Socio-Economic Data - Year 2025 Projections**

Traffic Analysis Zone	Single Family Dwelling Units	Single Family Population	Multi Family Dwelling Units	Multi Family Population	Hotel/Motel Rooms	Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
205	30	84	0	0	0	100	0	30	130	0
206	175	494	0	0	0	50	0	10	60	2,400
207	50	107	0	0	0	200	0	25	225	0
Total	81,126	217,055	51,259	102,630	12,088	16,465	27,711	35,885	80,061	61,050

**TABLE 2-6
Existing + Committed Roadway Improvement Projects**

Facility	Segment Limits		Existing Lane Configuration	Future Lane Configuration	Notes/Comments
	From	To			
Completed 1996 - 2000					
SR 5/US 1	Port St. Lucie Blvd.	Martin County Line	6 lanes	8 lanes	completed spring 2000 (developer)
SR 5/US 1	Port St. Lucie Blvd.	Rio Mar Drive	4 lanes	6 lanes	completed summer 2000 (FDOT)
California Blvd.	St. Lucie West Blvd.	Del Rio Blvd.	0 lanes	2 lanes	completed summer 2000 (developer)
S. 25th Street/ St. James Dr.	West Midway Road	Airosa Blvd.	2 lanes	4 lanes	completed winter 1999 (SLC)
Committed 2000 - 2002					
SR 68/ Orange Ave.	SR-9/I-95	E. of Angle Road	2 lanes	4 lanes	FDOT FY 01/02
Prima Vista Blvd.	Airosa Blvd.	Bayshore Blvd.	2 lanes	4 lanes	completed winter 2000 (PSL)
SR 615/ N. 25th Street	Avenue Q	St. Lucie Blvd.	2 lanes	4 lanes	completed spring 2001 (FDOT)
SR 615/ N. 25th Street	St. Lucie Blvd.	N. US 1	0 lanes	4 lanes	completed spring 2001 (FDOT)
SR 716/ Port St. Lucie Blvd.	Westmoreland Blvd.	SR 5/US 1	5 lanes	6 lanes	FDOT FY 00/01
Cashmere Blvd.	St. Lucie West Blvd.	Torino Parkway	0 lanes	2 lanes	completed fall 2000 (developer)
California Blvd.	St. Lucie West Blvd.	Torino Parkway	0 lanes	2 lanes	completed fall 2000 (developer)
Airosa Blvd.	Port St. Lucie Blvd.	Prima Vista Blvd.	2 lanes	4 lanes	City of Port St. Lucie CIP FY 00/01
Lennard Road/ E. Port St. Lucie Blvd.	SR 5/US 1	Port St. Lucie Blvd	2 lanes	4 lanes	City of Port St. Lucie CIP FY 00/01
Adopted Work Program 2003 - 2005					
SR 615/ S.25th Street	West Midway Rd.	CR 611/Edwards Rd.	2 lanes	4 lanes	FDOT Work Program FY 04/05
SR 70/ Okeechobee Rd.	Mc Carty Road	Peacock Road	2 lanes	4 lanes	FDOT Work Program FY 04/05
SR 70/ Okeechobee Rd	Peacock Road	C-24 Canal	2 lanes	4 lanes	FDOT Work Program FY 04/05
Bayshore Blvd.	Port St. Lucie Blvd.	Prima Vista Blvd.	2 lanes	4 lanes	City of Port St. Lucie CIP FY 02/03
Gatlin Blvd.	Port St. Lucie Blvd.	SR 9/I-95	2 lanes	4 lanes	City of Port St. Lucie CIP FY 02/03
Johnston Road Extension	No. of Pantherwood PUD	Indrio Road/Johnston Road	0 lanes	2 lanes	St. Lucie County CIP/MSBU FY 03/04
Lennard Road	Port St. Lucie Blvd.	Port St. Lucie C/L Line	2 lanes	4 lanes	St. Lucie County CIP FY 05/06
Lennard Road	Port St. Lucie C/L Line	US #1/ Prima Vista Blvd.	0 lanes	2 lanes	St. Lucie County CIP FY 05/06
Walton Road	Village Green Drive	Lennard Road	2 lanes	4 lanes	St. Lucie County CIP FY 05/06
Adopted Work Program from the approved FDOT work program are included in the list of Draft Transportation Plan Projects because they have not yet advanced to the third (funded) year of the local work programs. Once the project advances to the third year, it moves into the committed list of projects and can then formally be included as part of the background E+C network.					
Reduced Segments 1996 - 1999					
SR 68/ Orange Avenue	13th Street	Indian River Drive	4 lanes	2 lanes	City of Ft. Pierce
CR 7006/ Delaware Avenue	13th Street	South US 1	4 lanes	2 lanes	City of Ft. Pierce

**TABLE 2-7
E+C 2025 Congested Roadways**

Facility	Segment Limits		2025 E&C Volume/ Capacity Ratio
	From	To	
13th Street	Avenue D	Avenue Q	1.02
25th Street (SR 615)	Avenue D	Virginia Avenue (SR 70)	1.06-1.10
25th Street (SR 615)	Virginia Avenue (SR 70)	Edwards Road	1.04-1.06
25th St/ St. James Dr.	Scepter Drive	Airoso Blvd.	1.01-1.08
Angle Road	Orange Avenue (SR 68)	Avenue D/ Metzger Road	1.01
Becker Road	Southbend Blvd.	Martin County Line	1.33-1.36
Cashmere Blvd.	St. Lucie West Blvd.	Del Rio Blvd.	1.01-1.09
Del Rio Blvd.	Port St. Lucie Blvd. (SR 716)	California Blvd.	1.01
Delaware Avenue	25th Street (SR 615)	33rd Street	1.01
Delaware Avenue	10th Street	13th Street	1.01
Edwards Road	Jenkins Road	Selvitz Road	1.03
Edwards Road	Selvitz Road	25th Street (CR 615)	1.11-1.14
Floresta Drive	West Virginia Drive	Port St. Lucie Blvd. (SR 716)	1.11
Floresta Drive	Port St. Lucie Blvd.	Southbend Blvd.	1.35
Gatlin Blvd. *	I-95 / SR 9	Port St. Lucie Blvd. (SR 716)	1.37 +
Indrio Road (SR 614)	Emerson Avenue (SR 607)	Kings Highway (SR 713)	1.01
Jenkins Road	Graham Road	Edwards Road	1.22-1.25
Kings Highway (SR 713)	US 1 (SR 5)	Indrio Road (SR 614)	1.01
Kings Highway (SR 713)	Indrio Road (SR 614)	St. Lucie Blvd.	1.11-1.17
Kings Highway (SR 713)	St. Lucie Blvd.	Angle Road	1.09-1.17
Kings Highway (SR 713)	Angle Road	Orange Avenue (SR 68)	1.15-1.27
Kings Highway (SR 713)	Okeechobee Road (SR 70)	FL Turnpike Entrance	1.01
Lennard Road *	US 1 (SR 5)	Tiffany Avenue	1.01 +
Midway Road	US 1 (SR 5)	Buchanan Drive	1.10
Midway Road *	25th Street (SR 615)	Selvitz Road	1.01 +
Midway Road	I-95/ SB Ramps	I-95/ NB Ramps	1.01
Okeechobee Road (SR 70)	Kings Highway (SR 713)	I-95/ SR 9	1.01-1.07
Okeechobee Road (SR 70)	I-95/ SR 9	Jenkins Road	1.35-1.37
Okeechobee Road (SR 70)	Jenkins Road	Virginia Avenue (SR 70)	1.05-1.18
Okeechobee Road (SR 70)	30th Street	33rd Street	1.01
Orange Avenue (SR 68)	Kings Highway (SR 713)	I-95/ SR 9	1.01

**TABLE 2-7
E+C 2025 Congested Roadways**

Facility	Segment Limits		2025 E&C Volume/ Capacity Ratio
	From	To	
Orange Avenue (SR 68)	Angle Road	25th Street (SR 615)	1.35-1.36
Port St. Lucie Blvd.	Midport Road	Floresta Drive	1.01
Port St. Lucie Blvd.	Floresta Drive	Airoso Blvd.	1.09
Port St. Lucie Blvd.	Darwin Blvd.	Parr Drive	1.07
Prima Vista Blvd.	US 1 (SR 5)	Floresta Drive	1.39-1.52
Prima Vista Blvd.	Floresta Drive	Airoso Blvd.	1.01
Prima Vista Blvd.	Airoso Blvd.	Bayshore Blvd.	1.48-1.58
Prima Vista Blvd.	Bayshore Blvd.	Cashmere Blvd.	1.45
SR A-1-A (Seaway Drive)	South Bridge	Binney Drive	1.01
Selvitz Road	Edwards Road	Glades Cut-Off Road	1.02
St. Lucie West Blvd.	I-95/ NB Ramps	I-95/ SB Ramps	1.08
Sunrise Blvd.	Oleander Avenue	US 1 (SR 5)	1.01
US 1 (SR 5)	Indrio Road (SR 614)	25th Street (SR 615)	1.02
US 1 (SR 5)	St. Lucie Blvd.	SR A-1-A (south bridge)	1.13
US 1 (SR 5)	Avenue D	South Bridge (SR A-1-A)	1.01 +
US 1 (SR 5)	Orange Avenue (SR 68)	Delaware Avenue	1.01 +
US 1 (SR 5)	Delaware Avenue	Sunrise Blvd.	1.01
US 1 (SR 5)	Sunrise Blvd.	Virginia Avenue (SR 70)	1.01
US 1 (SR 5)	Virginia Avenue (SR 70)	Edwards Road	1.04-1.05
US 1 (SR 5)	Edwards Road	Midway Road	1.10-1.14
US 1 (SR 5)	Midway Road	Saeger Avenue	1.02-1.25

NOTE: Congested segments are determined based on a "No Build" review of the local area network. "No build" means no improvements beyond those shown in the E + C network
 " * " -- "Spring, 2000 Traffic Count" Comprehensive Plan Level-of-Service Analysis - St. Lucie MPO
 " + " -- Galtin Blvd E & C includes trip impacts assigned through separate local development agreements with adjoining properties.

Recommended Improvements

The next step in the development of the 2025 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. As shown in Table 2-8, several road widening projects have been incorporated into the 2025 Transportation Plan as possible means of relieving congestion on those roads. These projects included Indrio Road from 1-95 to Kings Highway (2 to 4 lanes); Jenkins/Edwards Road from Okeechobee Road to South 25th Street, (2 to 4 lanes); Kings Highway from Okeechobee Road to North US 1 (2 to 4 lanes); West Midway Road from 1-95 to US #1 (2 to 4 lanes); West Virginia Drive from US #1 to 1-95 (0/2 to 4/2 lanes); US 1 from Prima Vista Boulevard to Virginia Avenue (4 to 6 lanes); and Port St. Lucie Boulevard, from Gatlin Boulevard to Martin Highway (SR 714) in Martin County (4/6 to 6/4/2 lanes).

The Transportation Element of the County's Comprehensive Plan has been designed in a manner that not only addresses congestion relief along the existing traffic corridors in the community, but also identifies those major roadway extension or construction projects that are expected to be needed in the community as a result of new development activities. Most of these roadways are located in areas of the community that lie within the locally designated Urban Service Area but where there currently is no development. For the purposes of this plan, it is assumed that it is reasonable to expect that these areas will experience a some level of development within the planning period of this Transportation Plan. In addition to addressing future development impacts, these projects are designed to provide parallel relief to existing congested roads, or to improve the connectivity of the road network. Among these projects are the extension of Southbend Boulevard from Snow Road to Becker Road; the extension of Becker Road northwest of its intersection with 1-95 to the extension of Gatlin Boulevard west of 1-95; the extension of Gatlin Boulevard northwest to Glades Cut-Off Road; the completion of the Commerce Center Drive segments from the West Virginia Drive north to West Midway Road and the construction of West Virginia Drive from Range Line Road to 1-95.

Interchange improvements to the Florida Turnpike and I-95 are also included in the Transportation Plan. Interchange improvements are proposed for Becker Road at I-95; Becker Road at Florida's Turnpike; Florida's Turnpike at 1-95; and the completion of the existing interchange at I-95 and St. Lucie West Boulevard. The purpose of these interchange projects is to improve access to the controlled-access facilities (I-95 and Florida's Turnpike) and make better use of the existing road network.

Also shown as part of the 2025 Transportation Plan are a number of improvements to the local transportation network that are required to be built as part of several Developments of Regional Impact located in the Port St. Lucie area. These improvements are typically minor in nature, such as expanded intersection; signalization and access improvements, however, there are several systemwide improvements that will need to be provided as these projects proceed with their development. The exact timing of these required improvements is not known since they are all based on the pace of the individual developments and that pace is entirely controlled by market and economic conditions beyond the scope of this plan.

A review of the Development Orders for the the Reserve, St. Lucie West and the LTC Ranch DRI's, indicates that the more trips that are generated by these developments, the greater the type of transportation improvement required. To address this unknown rate of development, an assumed rate of development has been used for the development of this plan. Although most of the required major transportation projects for these developments are already shown in the 2025 Transportation Plan, other Development Order related projects include the multi-laning of Torino Parkway in northwestern Port St. Lucie from 2 lanes to 4 lanes; the four laning of Glades Cut-Off Road from Commerce Center Parkway to West Midway Road, the six laning of West Midway Road from I-95 to Glades Cut-Off Road; the four laning of West Midway Road from west of I-95 to I-95; the extension of West Virginia Drive from I-95 to Glades Cut-Off Road along the north side of the C-24 Canal west of Port

St. Lucie; the construction of a new interchange with the Florida Turnpike in northern Port St. Lucie and the construction of a new

Figure 2-6 2025 Transportation Plan

interchange with I-95 between the existing interchanges of Gatlin Boulevard and St. Lucie West Boulevard. Figure 2-6a indicates the relationship of these required improvements and the location of these DRIs

Table 2-9 illustrates the effect of the 2025 Transportation Plan projects on forecast 2025 congestion. The V/C values in this table are taken from a model run using a network containing all Transportation Plan roadway widening projects. As seen in the table, nearly all existing or future congestion problems are alleviated by the projects in the Transportation Plan. The few exceptions include U.S. 1 and Floresta Drive. In these cases, the projected 2025 volume exceeds the capacity of even the proposed improvements. It should be noted however, that even in these instances, the proposed projects do provide significant benefit in the form of lower volume-to-capacity ratios.

There are certain cases in which the widening of a particular roadway may prove to be infeasible because of right-of-way restrictions, impacts on adjacent land use, financial constraints, or community concerns and desires not to have a particular roadway expanded. In those situations, Transportation Demand Management/ Transportation System Management projects have been proposed as alternatives to road widening.

The goal of Transportation Demand Management (TDM) is to increase the efficiency of the transportation system by reducing demand for vehicular travel. Conversely, the purpose of Transportation System Management (TSM) is to improve the operation of the transportation network through changes to the transportation infrastructure. TDM/TSM strategies could include access management, intersection and signalization improvements, and Intelligent Transportation Systems (ITS) projects. TDM/TSM could also include improvements that provide for easier access to and operation of public transportation. These transit-related improvements include bus stop shelters and bus pull-out bays.

**TABLE 2-8
2025 St. Lucie County Transportation Plan
(includes projects in the Cities of Ft. Pierce and Port St. Lucie even though responsibility
for the project may lie with another political entity other than the Board of County Commissioners)**

Project Ref. No.	Facility	Segment Limits		2000 Existing Lane Configuration	2025 Lane Minimum Configuration	Notes/Comments
		From	To			
Additional Lanes or New Roadways						
1	13th Street	Virginia Avenue (SR 70)	Orange Avenue (SR 68)	2	4	Recommend TDM/TSM corridor improvements in lieu of added lanes
2	25th Street (SR 615)	Virginia Avenue (SR 70)	Avenue D	4	6	Recommend TDM/TSM corridor improvements in lieu of added lanes
3	Angle Road	North Kings Highway	Metzger Road	2	4	
4	Angle Road	Metzger Road	Orange Avenue (SR 68)	2	4	
4a	Avenue D	25th Street	Angle Road	2	2	Reconstruction (urban)
5	Becker Road Extension	I-95/Becker Road	Gatlin Blvd.	0	2	To be constructed concurrent with property development. Alignment to be

TABLE 2-8
2025 St. Lucie \County Transportation Plan
(includes projects in the Cityas of Ft. Pierce and Port St. Lucie even though responsibility
for the project may lie with another political entity other than the Board of County Commissioners)

Project Ref. No.	Facility	Segment Limits		2000 Existing Lane Configuration	2025 Lane Minimum Configuration	Notes/Comments
		From	To			
						determined.
50a	Becker Road	I-95	Southbend Blvd	2	4	
6	Citrus Avenue/Delaware Avenue	US #1/ Citrus Intersec.	So. 7th/Delaware Intersec	2	2	Realignment/Reconstruction (urban)
7	Commerce Centre Pkwy	West Virginia Drive	St. Lucie West Blvd.	0	2	Project required under The Reserve DRI Traffic Improvement requirements
8	Commerce Centre Pkwy	Glades Cut-Off Road	West Midway Road	0	2	Project required under LTC Ranch DRI Traffic Improvement requirements
9	Edwards Road	South Jenkins Road	So. 25th Street (SR 615)	2	4	
10	Floresta Drive	Port St. Lucie Blvd. (SR 716)	Prima Vista Blvd.	2	4	Recommend TDM/TSM corridor improvements in lieu of added lanes
11	Floresta Drive	Prima Vista Blvd.	Airosa Blvd.	2	4	Recommend TDM/TSM corridor improvements in lieu of added lanes
11a	Floresta Drive	Port St. Lucie Blvd. (SR 716)	Southbend Blvd	2	4	Recommend TDM/TSM corridor improvements in lieu of added lanes
13	Gatlin Blvd.	Gatlin Blvd. Extension	I-95/ SR 9	0	2	To be constructed concurrent with property development. Alignment to be determined.
14						
15a	I-95	Indian River County Line	Okeechobee Rd. (SR 70)	4	6	Part of FIHS Cost Feasible Plan
16	Indian River Drive (SR 707)	Seaway Drive (SR A-1-A)	Citrus Avenue (SR 707)	2	2	Reconstruction (urban)
17	Indian River Lagoon Crossing	Mainland	SR A1A	0	2	Indian River Crossing Alternative Report, St. Lucie Expressway and Bridge Authority - April 1999. Project is shown as a "Policy" authorized project. Exact location to be determined
18a	Indrio Road (SR 614)	US #1/ SR 5	Kings Highway (SR 713)	2	4	
18	Indrio Road (SR 614)	I-95/ SR 9	Emerson Avenue (SR 607)	2	4	
19	Indrio Road (SR 614)	Emerson Avenue (SR 607)	Kings Highway (SR 713)	2	4	
19a	Jenkins Rd (South)	Edwards Road	No. of Okeechobee Rd. (SR 70)	2	4	

TABLE 2-8
2025 St. Lucie \County Transportation Plan
(includes projects in the Cities of Ft. Pierce and Port St. Lucie even though responsibility
for the project may lie with another political entity other than the Board of County Commissioners)

Project Ref. No.	Facility	Segment Limits		2000 Existing Lane Configuration	2025 Lane Minimum Configuration	Notes/Comments
		From	To			
20	Johnston Rd. Extension/Reconstruction	No. of Pantherwood PUD	Indrio Road/Johnston Road	0	2	Local MSBU Project
21	Kings Highway (SR 713)	Okeechobee Road (SR 70)	Orange Avenue (SR 68)	2	4	Portions of corridor part of NIHS.
22	Kings Highway (SR 713)	Orange Avenue (SR 68)	Indrio Road (SR 614)	2	4	All of corridor part of NIHS.
23	Kings Highway (SR 713)	Indrio Road (SR 614)	US #1/ SR 5	2	4	
26b	Lennard Road	US #1/ SR 5	Port St. Lucie Blvd.	2	4	Part of Port St. Lucie Special Assessment District
26a	Lennard Road	Port St. Lucie Blvd. (SR 716)	Walton Road	2	4	Part of E&C/ St. Lucie County CIP FY 05/06
26	Lennard Road	Walton Road	Port St. Lucie C/L Line	2	4	Part of E&C/ St. Lucie County CIP FY 05/06
27	Lennard Road	Port St. Lucie C/L Line	Prima Vista Blvd.	0	2	Part of E&C/ St. Lucie County CIP FY 05/06
27a	Lennard Road	Prima Vista Blvd.	Easy Street	0	2	
28	(West) Midway Road	I-95/ SR 9	South 25th Street	2	4	
29	(West) Midway Road	South 25th Street	US 1/ SR 5	2	4	
30	Okeechobee Road (SR 70)	St. Lucie/Okee. Co Ln	MP 5.904	2	4	Part of FIHS Cost Feasible Plan
30a	Okeechobee Road (SR 70)	MP 5.904	MP 10.254	2	4	Part of FIHS Cost Feasible Plan
31	Okeechobee Road (SR 70)	Florida Turnpike/ SR 91	So. Jenkins Road	4	6	Part of FIHS Network (east end of SR 70 Corridor)
32	Oleander Ave.	Kitterman Road	West Midway Road	2	4	Recommend TDM/TSM corridor improvements in lieu of added lanes
32a	Oleander Ave.	West Midway Road	Edwards Road	2	4	Recommend TDM/TSM corridor improvements in lieu of added lanes
33	Oleander Ave.	Edwards Road	Sunrise Blvd.	2	4	Recommend TDM/TSM corridor improvements in lieu of added lanes
34	Port of Ft. Pierce Access Impvmnts					
35	Port St. Lucie Blvd.	US 1/ SR 5	Lennard Road	2	4	Part of Port St. Lucie Special Assessment District
36a	Port St. Lucie Blvd.	Becker Road	Darwin Blvd.	2	4	

37	Port St. Lucie Blvd.	Martin Hwy (SR 714)	Becker Road	0	2	In Coordination with Martin MPO's LRTP
38	SR A-1-A (Seaway Drive)	South Bridge	Binney Drive	2	4	
39						
40	Southbend Blvd.	Becker Road	Snow Road	0	2	Roadway to be developed as part of the Waterville PUD (Port St. Lucie)
40a	Southbend Blvd.	Snow Road	Floresta Drive	2	4	Recommend TDM/TSM corridor improvements in lieu of added lanes
42	US 1 (SR 5)	Prima Vista Blvd.	Midway Road	4	6	
43	US 1 (SR 5)	Midway Road	Edwards Road	4	6	
44	US 1 (SR 5)	Edwards Road	Virginia Avenue	4	6	
44a	US 1/ (SR 5)	Virginia Avenue	Avenue D	4	4	Project Segemnt is identified as a "Constrained Corridor." Corridor improvements are limited to TDM/TSM improvement projects only. No new lanes to be provided through this Segment.
44b	US 1/ (SR 5)	Avenue D	St. Lucie Blvd.	4	4	Project Segemnt is identified as a "Constrained Corridor." Corridor improvements are limited to TDM/TSM improvement projects only. No new lanes to be provided through this Segment.
45	Virginia Avenue (SR 70)	South 25th Street	US 1/ SR 5	6	8	Recommend TDM/TSM corridor improvements in lieu of added lanes
45a	Walton Road	Lennard Road	Green River Parkway	2	4	
47	West Virginia Drive	Range Line Road	Gatlin Blvd. Extension/ Glades Cut-Off Road	0	2	St. Lucie West/ the Reserve DRI related improvement project. Timing of project is subject to certain Development Order triggers that have to be meet before private development is obligated to complete improvement.
48	West Virginia Drive	Gatlin Blvd. Extension	California Blvd.	0	2	St. Lucie West/ the Reserve DRI related improvement project. Timing of project is subject to certain Development Order triggers that have to be meet before private development is obligated to complete improvement.
48a	West Virginia Drive	California Blvd.	Cashemere Blvd	2	2	St. Lucie West/ the Reserve DRI related improvement project. Timing of project is subject to certain Development Order triggers that have to be meet before private development is obligated to

						complete improvement.
48b	West Virginia Drive	Cashemere Blvd	Bayshore Blvd.	2	2	St. Lucie West/ the Reserve DRI related improvement project. Timing of project is subject to certain Development Order triggers that have to be met before private development is obligated to complete improvement.
49	West Virginia Drive	Bayshore Blvd.	Floresta Drive	2	2	Reconstruction (Major)
50	West Virginia Drive	Floresta Drive	US 1 /(SR 5)	0	4	
Interchanges						
51	Becker Road/ I-95 Interchange	I-95/ SR 9 @ Becker Road		0	1	
52	Becker Road Interchange	Florida Turnpike (FT) @ Becker Road		0	1	Included in FDOT Turnpike District Needs Plan
53	North Regional Interchange	Florida Turnpike (FT) @ I-95		0	1*	Included in FDOT Turnpike District Needs Plan
54	St Lucie West Blvd./ I-95 Interchange**	I-95/ SR 9 @ SL West Blvd		0	1	
	* SB I-95 to SB Florida Turnpike and NB Florida Turnpike to NB I-95 only					
	** Project involves the construction of the 2nd half of the existing interchange					
NOTE:	Project reference number is for map identification only. Listing order of projects in this table does not reflect any particular project priority ranking. Projects are listed in alphabetical order only.					

Figure 2-6a

Major DRI Related Roadways Requirements

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, the TDM/TSM project would be an option to replace the widening project.

Certain intersections were included as Transportation Plan projects, especially for roads that, like the roads with optional TDM/TSM strategies, have widening projects proposed that might prove infeasible. Intersections improvements in the Transportation Plan include intersections along Kings Highway; West Midway Road; Floresta Drive; Edwards Road; and US 1. As with the TSM/TDM strategies, the intersection improvements are considered as alternatives to widening projects.

**TABLE 2-9
2025 Transportation Plan Congested Roadways**

Facility	Segment Limits		2025 E&C Volume/Capacity Ratio
	From	To	
13th Street	Avenue D	Avenue Q	0.84
25th Street (SR 615)	Avenue D	Virginia Avenue (SR 70)	.65 - .87
25th Street (SR 615)	Virginia Avenue (SR 70)	Edwards Road	0.69
25th St/ St. James Dr.	Scepter Drive	Airoso Blvd.	0.74
Angle Road	Orange Avenue (SR 68)	Avenue D/ Metzger Road	0.44
Becker Road	Southbend Blvd.	Martin County Line	0.17
Cashmere Blvd.	St. Lucie West Blvd.	Del Rio Blvd.	0.74
Del Rio Blvd.	Port St. Lucie Blvd. (SR 716)	California Blvd.	0.58
Delaware Avenue	25th Street (SR 615)	33rd Street	1.01
Delaware Avenue	10th Street	13th Street	1.71
Edwards Road	Jenkins Road	Selvitz Road	0.40
Edwards Road	Selvitz Road	25th Street (CR 615)	0.48
Floresta Drive	West Virginia Drive	Port St. Lucie Blvd. (SR 716)	1.04
Floresta Drive	Port St. Lucie Blvd.	Southbend Blvd.	1.62
Gatlin Blvd. *	I-95 / SR 9	Port St. Lucie Blvd. (SR 716)	0.85
Indrio Road (SR 614)	Emerson Avenue (SR 607)	Kings Highway (SR 713)	0.75
Jenkins Road	Graham Road	Edwards Road	0.50
Kings Highway (SR 713)	US 1 (SR 5)	Indrio Road (SR 614)	0.67
Kings Highway (SR 713)	Indrio Road (SR 614)	St. Lucie Blvd.	0.73
Kings Highway (SR 713)	St. Lucie Blvd.	Angle Road	0.69
Kings Highway (SR 713)	Angle Road	Orange Avenue (SR 68)	0.74
Kings Highway (SR 713)	Okeechobee Road (SR 70)	FL Turnpike Entrance	0.80

**TABLE 2-9
2025 Transportation Plan Congested Roadways**

Facility	Segment Limits		2025 E&C Volume/Capacity Ratio
	From	To	
Lennard Road *	US 1 (SR 5)	Tiffany Avenue	0.50
Midway Road	US 1 (SR 5)	Buchanan Drive	0.63
Midway Road *	25th Street (SR 615)	Selvitz Road	0.72
Midway Road	I-95/ SB Ramps	I-95/ NB Ramps	0.45
Okeechobee Road (SR 70)	Kings Highway (SR 713)	I-95/ SR 9	0.73
Okeechobee Road (SR 70)	I-95/ SR 9	Jenkins Road	0.98
Okeechobee Road (SR 70)	Jenkins Road	Virginia Avenue (SR 70)	0.76
Okeechobee Road (SR 70)	30th Street	33rd Street	0.83
Orange Avenue (SR 68)	Kings Highway (SR 713)	I-95/ SR 9	0.84
Orange Avenue (SR 68)	Angle Road	25th Street (SR 615)	0.78
Port St. Lucie Blvd.	Midport Road	Floresta Drive	1.04
Port St. Lucie Blvd.	Floresta Drive	Airoso Blvd.	0.95
Port St. Lucie Blvd.	Darwin Blvd.	Parr Drive	0.57
Prima Vista Blvd.	US 1 (SR 5)	Floresta Drive	0.64
Prima Vista Blvd.	Floresta Drive	Airoso Blvd.	0.46
Prima Vista Blvd.	Airoso Blvd.	Bayshore Blvd.	0.61
Prima Vista Blvd.	Bayshore Blvd.	Cashmere Blvd.	1.20
SR A-1-A (Seaway Drive)	South Bridge	Binney Drive	1.08
Selvitz Road	Edwards Road	Glades Cut-Off Road	0.87
St. Lucie West Blvd.	I-95/ NB Ramps	I-95/ SB Ramps	0.54
Sunrise Blvd.	Oleander Avenue	US 1 (SR 5)	1.00
US 1 (SR 5)	Indrio Road (SR 614)	25th Street (SR 615)	0.96
US 1 (SR 5)	St. Lucie Blvd.	SR a-1-A (south bridge)	1.05
US 1 (SR 5)	Avenue D	South Bridge (SR A-1-A)	1.16
US 1 (SR 5)	Orange Avenue (SR 68)	Delaware Avenue	1.30
US 1 (SR 5)	Delaware Avenue	Sunrise Blvd.	1.25
US 1 (SR 5)	Sunrise Blvd.	Virginia Avenue (SR 70)	1.20
US 1 (SR 5)	Virginia Avenue (SR 70)	Edwards Road	0.96
US 1 (SR 5)	Edwards Road	Midway Road	1.12

**TABLE 2-9
2025 Transportation Plan Congested Roadways**

Facility	Segment Limits		2025 E&C Volume/Capacity Ratio
	From	To	
US 1 (SR 5)	Midway Road	Saeger Avenue	1.17

NOTE: Congested segments are determined based on a "No Build" review of the local area network. "No build" means no improvements beyond those shown in the E + C network
 " * " -- "Spring, 2000 Traffic Count" Comprehensive Plan Level-of-Service Analysis - St. Lucie MPO
 " + " -- Gatlin Blvd E & C includes trip impacts assigned through separate local development agreements with adjoining properties.

TRANSIT

- Multi-Modal Projects

Recognizing that it may not be fiscally possible to construct all of the projects shown in the 2025 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.

While the first three options represent a traditional, if somewhat expensive, approach to addressing mobility matters, the fourth option would represent a fundamental community shift in development that, if it were implemented, would take potentially a generation to materially effect the need for community transportation improvements. In recognition of this, the following comments will focus on the transit and other non-motorized methods of improving community mobility. In closing this chapter will address the issue of how land use and transportation are interrelated.

As part of the 2025 Transportation Plan, three levels of inter-community transit services have been assessed. They are:

- maintain the current level of demand response transit services;
- expand to a limited type of fixed route transit system in the community, while still maintaining a modified demand responsive system; and,
- implement a full inter/intra-county transit program that serves not only St Lucie County, but the Treasure Coast Region as well.

It is important to note that the projects identified for a given alternative are intended to collectively represent a systemwide level of emphasis on multi-modal mobility in the community. Thus, for the most part, specific projects within any recommended alternative are subject to change upon more detailed, short-term analysis, such as through a Transit Development Plan.

X Current Level of Alternative Transportation System Investment

This alternative assumes no additional emphasis on multi-modal alternatives beyond that which currently exists today in St. Lucie County. The purpose of this alternative would be to provide a basis for comparison with other alternatives that do place additional emphasis on multi-modal enhancements.

Transit Service

Community Transit (CT) is the transit service provider for all of St. Lucie County. CT operates a demand response system serving all residents of the county. Service is provided five (5) days per week from 7 AM to 6 PM. Customers must pre-register with CT and are requested to call ahead 24 hours in advance of pickup. Vehicles are dispatched from Fort Pierce (North County) and Port St. Lucie (South County), serving corresponding geographic areas.

In cooperation with CT, the Florida Department of Transportation (FDOT) is in the process of performing a transit development study that entails the potential subdivision of the Port St. Lucie/South County service area into six subzones to improve the efficiency of the system. Also planned within the near term is the implementation of an automated vehicle locator system (AVL) to enhance vehicle dispatching and operations. These system enhancements are also assumed within the current investment alternative because they have already been programmed.

Transit/Other Capital Facilities

There are currently two park and ride lots located in St. Lucie County, one on Bayshore Boulevard at Florida's Turnpike in Port St. Lucie and the other at the Port St. Lucie Senior Center. Park and ride lots are dedicated (joint use or stand-alone) locations for private automobiles for carpooling and, in some cases, transit. There are currently no dedicated facilities for transit transfer activity in the county.

X **Lower Emphasis Multi-Modal Transportation Alternative**

The second transit alternative assumes a relatively moderate expansion of existing transit services provided by CT. The key feature of this alternative is the transition of the CT, or other approved transit provider, from a solely demand responsive transit system to a form of a formalized fixed route transit system. This option includes the requisite facilities to make transit viable. This Multi-modal Alternative is depicted in the *Lower Emphasis Multi-Modal Alternative* map at the shown in Figure 2-7.

Fixed Route Transit Service

In 1999, the St. Lucie MPO adopted the Transit Element of the 2020 Long Range Transportation Plan. Based on data and analysis found in that update, the Transit Element recommended the implementation of a fixed route transit system, including a limited number of routes serving Fort Pierce, Port St. Lucie/St. Lucie West with connections between Fort Pierce and Port St. Lucie and to Martin County. This plan broke down the implementation strategies into short term (2006) and long term (2016-2020). The recommended plan represents a moderate level of investment into a comprehensive fixed route system for the County. The route numbers in the descriptions correspond to the route numbers on the map, and are listed by priority as recommended in the Transit Element.

Short Term (2006/2015) Recommended Routes:

All Short Term routes will initially operate on 60 minute headways, with a reduction to 30 minute headways in the long term. All short term recommended routes will have this same short term/long term headway plan and operate generally between 6 AM and 6 PM (12 hours per day).

- A. Route 12 Northwest Fort Pierce/SLCIA: This route provides a connection between downtown Fort Pierce, neighborhoods in the northwest and the St. Lucie County International Airport.
- B. Route 11 Southwest Fort Pierce: This route operates between downtown Fort Pierce and the Greyhound Bus Station on SR 70 (Okeechobee Road) and includes service on Virginia Avenue to Indian River Community College, the County Administration complex, the Orange Blossom Mall and Lawnwood Medical Center.
- C. Route 21 US 1 between Port St. Lucie and Martin County: This route will provide a link between Port St. Lucie and the Treasure Coast Square Mall in Martin County. In Port St. Lucie, Route 21 will operate in a loop fashion serving Prima Vista Boulevard, Airoso Boulevard and Port St. Lucie Boulevard and be coordinated with the six-subzone demand.
- D. response system currently under study.
- E. Route 31 US 1 between Fort Pierce and Port St. Lucie: This route will provide a link between downtown Fort Pierce and Port St. Lucie via US 1.
- F. Route 23 St. Lucie West: Route 23 provides service to St. Lucie West via Prima Vista Boulevard.
- G. Route 32 North Beach Route: This route would provide service to North AIA and South AIA in Fort Pierce with a connection to downtown. A potential variation of this route is that it be split into two individual routes, one serving North AIA and the other serving south AIA.

Figure 2-7 Lower Emphasis Transit Alternative

Figure 2-7b - transit generators

Transit Facilities

Transfer Points

For counties such as St. Lucie, where long trip lengths, multiple destinations and cross-county/intercounty travel are all common characteristics, it is critical to have a system in place for the coordinated and efficient transfer of passengers between fixed routes, from fixed route to/from demand response, and to/from other modes of travel. The cornerstone of such a system is dedicated transfer locations for both vehicles and passengers. Dedicated transfer points provide for efficient vehicle operation, are easily recognizable, and ensure passenger comfort and safety.

As shown in Figure 2-7, the Lower Emphasis alternative includes the strategic placement of transfer points at key locations throughout the county that complement the proposed fixed route and demand response systems. Seven (7) locations have been identified specifically for the placement of transfer points, including:

- X The Lawnwood Medical Center in Fort Pierce;
- X North AIA (transfer to Indian River Community Coach);
- X US 1 and Midway Road;
- X US 1 and Walton Road;
- X St. Lucie West Boulevard and Peacock Boulevard;
- X Government Complex at Port St. Lucie Boulevard, and Prima Vista Boulevard and Airoso Boulevard.

Transfer points can be on-street or off-street facilities that include, at a minimum, bus bays (if on-street), shelters, lighting, signage and landscaping.

Intermodal Facilities

Also included within the Lower Emphasis alternative are intermodal facilities that emphasize transit access to other modes of travel as well as transit transfers. Four (4) locations have been identified for intermodal facilities:

- X Downtown Fort Pierce Amtrak station (contingent upon proposed Amtrak service, otherwise this would be a transfer point);
- X St. Lucie County International Airport
- X Greyhound Bus Station, and
- X Port of Fort Pierce.

Unlike the transfer points described above, the intermodal facilities would be off-street facilities integrated within the existing site. They would probably include enhanced passenger amenities, such as larger shelters, more signage and connections to the modal facilities.

Passenger Shelters

A critical component to making fixed route transit viable is the provision of shelters for waiting passengers. An average of one shelter per route mile, more closely spaced in high demand areas, less closely spaced in others, is a reasonable standard for the Lower Emphasis alternative.

Park and Ride Facilities

As the map shows, park and ride facilities are designated adjacent to each interchange at Florida's Turnpike and Interstate 95. Rather than be stand-alone facilities, the park and ride lots should be encouraged within existing and future developments with necessary signage and pavement marking. Where relevant, the park and ride lots may also serve as transfer points between demand response and fixed route service.

Bicycle and Pedestrian Facilities

As part of the Lower Emphasis alternative, bicycle lanes, sidewalks and bus bays should be included concurrent with new road construction, where feasible. Although this does not represent a significant improvement over existing bicycle and pedestrian conditions in the county, it is consistent with this alternative's moderate emphasis on multi-modal projects.

■ **Higher Emphasis Multi-Modal Transportation Alternative**

As the name of this alternative implies, it takes a step beyond the Lower Emphasis alternative to place a higher priority on enhancing alternatives to highway travel in St. Lucie County. Additional fixed route service, priority transit service, enhanced facilities and new bicycle and pedestrian facilities are all considered as part of this alternative. The Higher Emphasis Multi-modal Alternative is shown in the ■Higher Emphasis• Multi-Modal Alternative map at the end of this chapter.

Fixed Route Transit Service

The Higher Emphasis alternative includes all fixed route transit service proposed as part of the Lower Emphasis alternative. In addition, this alternative includes nine (9) new routes developed in collaboration with staff from St. Lucie County, the MPO, and Community Transit. These new routes include : three cross-county/inter-county routes, one new route in the north County, four new routes in the south County/Port St. Lucie area, and one route connecting Port St. Lucie to A-I-A. Under this alternative, all routes will run on 30 minute headways, 12 hours per day. The new fixed routes are described below, with the route numbers in the descriptions corresponding to the route numbers in the map. Unlike the Lower Emphasis alternative, the routes described here are listed in no order of priority.

- | | | |
|----|----------|---|
| A. | Route 14 | Fort Pierce to Lakewood Park: this route provides a connection between the community of Lakewood Park in north St. Lucie County and downtown Fort Pierce, with service on US 1 to provide a connection with Indian River Community Coach. |
| B. | Route 24 | Southwest Port St. Lucie: Route 24 provides a connection between the Port St. Lucie Government Complex and the residential areas in the southwest area of the city, operating on portions of Gatlin Boulevard, Darwin Boulevard, Tulip Boulevard and Savona Boulevard. This route also provides a connection to a potential park and ride lot/transfer point at Gatlin Boulevard and I- 95. |

- C. Route 25 West Virginia Corridor: The proposed West Virginia Corridor, extending from Interstate 95 to US 1 in Port St. Lucie.
- D. Route 26 Central Port St. Lucie Circulator II: An additional circulator is proposed for central Port St. Lucie with connections to US 1 and The Port St. Lucie Government Complex. Route 26 would operate in a counterclockwise loop along Floresta Drive and Bayshore Boulevard.
- E. Route 27 Lennard Road: Lennard Road, a proposed parallel corridor to US 1 in Port St. Lucie, would provide fixed route transit service concurrent with the construction of Lennard Road.
- F. Route 33 Fort Pierce to Port St. Lucie via 25 th Street South: Route 33 would provide an additional cross-county connection between downtown Fort Pierce and The Port St. Lucie Government Complex. In Port St. Lucie, Route 33 would operate in a loop along Airoso Boulevard, Port St. Lucie Boulevard, Bayshore Boulevard and Prima Vista Boulevard.
- G. Route 34 Port St. Lucie to Martin County via the proposed Western Corridor: A new roadway connection between St. Lucie County and Martin County, west of the river, is currently under study. Nicknamed the ■Western Corridor■, Route 34 would provide an additional transit connection between Port St. Lucie and Martin County via this route.
- H. Route 35 South Beach Route via proposed Walton Road Bridge: A new bridge is proposed to connect Port St. Lucie to South Hutchinson Island via the extension of Walton Road. Route 35 would provide a connection between US 1 in Port St. Lucie and South Hutchinson Island along this bridge. Route 35 would extend into Martin County on South AIA.
- I. Route 36 North/South AIA: Route 36 would also connect US 1 in Port St. Lucie to South Hutchinson Island via the proposed Walton Road bridge. This route would provide north/south service along AIA with a connection to fixed route service in Fort Pierce. A potential variation is to merge Routes 35 and 36 into one route serving AIA.

Premium Transit Service

Two forms of premium transit service within the US 1 corridor, light rail and Tri-Rail, have received initial consideration for incorporation into the Higher Emphasis Multi-modal Alternative. A screening process was performed to assist in the evaluation of their feasibility for St. Lucie County. The Corridor Strategy Screening Process, developed by JHK & Associates in 1995, was used for this task. The Corridor Strategy Screening Process entails a series of screening questions on specific conditions within the corridor, including congestion, population density and employment intensity. The Level 2 Strategy Screen focuses on appropriate premium transit solutions, including heavy rail, commuter rail, light rail and busways.

Based on the results of the strategy screening process, light rail transit (along with heavy rail and busways) can be decisively eliminated from consideration for the foreseeable future. The screening criteria for light rail transit includes a net residential density requirement of nine (9) dwelling units per acre or a gross density of 6,550 persons per square mile, a major employment center of 20 million square feet non-residential space and/or 42,000 total employees and an employment intensity of 10,000 employees per square mile. Although pockets of development in Fort Pierce and along the Midway Road approach a gross population density 6,550 persons per square mile, the US 1 corridor as a whole falls well below this threshold. Light rail transit simply cannot receive strong consideration in St. Lucie County until such time

as densities or land use intensities are increased to a sustainable level.

Tri-Rail commuter service did pass the strategy screen. The screening criteria for commuter rail included a net residential density of at least one dwelling unit per acre or gross density of 350 persons per square mile and a major employment center of least 75 million square feet, 150,000 employees and/or employment intensity of 15,000 employees per square mile. Because Tri-Rail provides service to West Palm Beach, Fort Lauderdale and Miami (employment centers that will collectively well exceed the thresholds in 2025), it is considered a potentially viable option. As shown in the map, Tri-Rail service is part of the Higher Emphasis alternative and includes a station in downtown Fort Pierce, which is expected to be combined with the proposed Amtrak station. A Tri-Rail station has not been shown in Port St. Lucie because it is assumed that there will be a station in downtown Stuart, several miles south, and the fact that there are limited opportunities to locate any facilities in the city due to environmental constraints.

Fort Pierce Transit Greenway

The City of Fort Pierce has recently completed a *Transit Greenway Conceptual Master Plan* for the downtown area of Ft. Pierce, the Port of Fort Pierce, and the beaches. Transit greenways are a relatively new, innovative concept, consisting of dedicated rights of way that blend a community-based transportation system, including transit vehicles, bicycles and pedestrians, with mixed-use development. The Master Plan includes four distinct concepts served by either a narrow gauge or rubber-tired trolley:

- X Transit Beachway
- X Downtown Transit Mall
- X Port Transitway
- X Community Transitway

The Fort Pierce Transit Greenway is an important project for the City of Ft. Pierce to enhance the viability of its downtown and create a transit and pedestrian-supportive environment. Unfortunately, the Greenway's significant capital cost (estimated at \$50.0 million at buildout) and locally-oriented travel market make it extremely difficult to compete with regionally significant projects for limited traditional funding sources. Nevertheless, the Transit Greenway is an important project and is therefore identified as part of the Higher Emphasis Multi-modal Alternative in the map as a transportation need for St. Lucie County.

Transit Facilities

Multi-modal Hubs

To complement the increase in multi-modal emphasis associated with the Higher Emphasis alternative, multi-modal hubs are recommended for routes converging in Fort Pierce and Port St. Lucie. The hubs represent a substantial increase in magnitude over the transfer points proposed under the Lower Emphasis alternative, providing a central focal point not only for fixed route service, but also for bicycle and pedestrian systems. The hubs should be truly dedicated facilities with large, sheltered structures for transfer activity and include provisions for bicycle storage, automobile parking and advanced information systems.

In Fort Pierce, one hub is proposed to be co-located with the proposed Amtrak/Tri-Rail station, where all proposed north County routes will converge. In Port St. Lucie, two hubs are recommended: one at US 1 and Walton Road and one at The Port St. Lucie Government Complex. Two hubs are needed in Port St. Lucie to complement

the fixed route focal points that are present at each location.

To truly be effective, the hubs will need a strong supportive land use environment in place that is transit-friendly and encourages walking and bicycling. At each of the three proposed locations, the relative potential for such a land use pattern exists. In Port St. Lucie, a stronger potential exists at the Walton Road and US 1 location (it is within the city's redevelopment area), and should ultimately emerge as the dominant of the two hubs.

Transfer Points

To facilitate transfer activity elsewhere in the county, dedicated transfer points are still needed. In addition to the transfer points identified as part of the Lower Emphasis alternative, two new transfer points are recommended concurrent with new fixed route service proposed in the Higher Emphasis alternative:

X US 1 and SR 713 (transfer to Indian River Community Coach), and South AIA in Fort Pierce.

Passenger Shelters

The Lower Emphasis Multi-modal Alternative recommends that passenger shelters be placed at an average of one every route mile. For the Higher Emphasis alternative, an enhanced level of service is proposed in which an average of two shelters be placed for each route mile.

Intermodal and Park and Ride Facilities

The same intermodal and park and ride facilities proposed for the Lower Emphasis Multi-modal Alternative are included in the Higher Emphasis alternative.

Bicycle and Pedestrian Facilities

For the Higher Emphasis Multi-modal Alternative, an interconnected network of multi-modal corridors is proposed. Shown in the map, the multi-modal corridors emphasize safe bicycle and pedestrian travel and access to transit. Consistent with the recommendations of the recently completed MPO Bicycle and Pedestrian Plan, the corridors entail sidewalks, bicycle lanes, off-road paths and bus bays where feasible.

Beyond the placement of bicycle and pedestrian facilities, the multi-modal corridors should also be the focus of development standards or guidelines that emphasize a bicycle, pedestrian and transit-friendly environment. This could potentially occur through the implementation of overlay corridors or districts. Community Transit has suggested that multi-modal corridors also be designated as public transportation corridors in local government comprehensive plans to ensure that bicycle, pedestrian and transit accommodations are included in the planning of roadway improvements.

Summary of Multi-modal Transportation Alternatives

Three multi-modal alternatives have been developed for consideration as part of the St. Lucie County Transportation Plan, in coordination with the 2025 Long Range Transportation Plan of the St. Lucie MPO. Each of these alternative options provided perspectives of varying degrees of emphasis on alternatives to highway travel. The first alternative represents the status quo, in which no additional emphasis is placed on alternative travel modes beyond what currently exists today. The second

alternative, an expanded version of the 2020 LRTP Transit Element, represents an incremental step toward enhancing the viability of alternative travel modes primarily through the initiation of fixed route transit service and associated facilities. Although a moderate step by some standards, any level of emphasis on fixed route transit is a significant advancement over the current demand response system. The third and final alternative represents the maximum level of emphasis the community can reasonably place on multi-modal travel. In essence, the final alternative is a multi-modal needs plan, the ideal end state of a balanced transportation system.

Hurricane Evacuation

The 1990 Coastal Management Element of the St. Lucie County Comprehensive Plan included an extensive discussion on the Hurricane Evacuation needs for the coastal area of the community. The evacuation information, and plans referenced in the 1990 Comprehensive Plan, were developed before the effects of Hurricane Andrew were felt in Florida. It is generally accepted that Hurricane Andrew rewrote the book on disaster planning and management for the State of Florida. In 1994, the Federal Emergency Management Agency and the Army Corp of Engineers completed the Treasure Coast Regional Hurricane Evacuation Study. This study includes an assessment of the psychological effects of Andrew and the impacts that the memories of the storm will have on the majority of the populace to leave the area when a similar size storm approaches.

Generally, the ■In-County• evacuation times for St. Lucie County, under the worst case scenario, are 10 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. Rather, the 1994 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 over 50 hours evacuation time.

As it relates to this study there are four transportation corridors that may be considered regional evacuation routes, I-95; the Florida Turnpike; SR 70 ,west of Ft. Pierce and CR 68, west of Ft. 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. Figure 2-7a highlights the primary evacuation (regional and local) routes in the community. As part of the project prioritization process that the County and the local MPO use each year in developing a priority list for funding, emergency evacuation is one of the key considerations in assessing the impacts and need of the proposed project.

Figure 2-7a Hurricane Evac Routes

GOALS, OBJECTIVES AND POLICIES

The following Comprehensive Plan Goals, Objectives, and Policies are modifications of the portions of the Element as adopted in 1990.

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 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, 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 develop bi-annual report, on the level of service provided on the St. Lucie County roadway system and identify improvement needs and costs to provide the levels of service listed in Policy 2.1.2.8. Improvement needs will be determined based on and consistent with the 1997 MPO 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 Planning Organization (MPO), annually review the transportation network and define any areas that may warrant LOS standards lower than 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 Planning Organization (MPO), 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 2.1.1.5	Facilities currently operating at conditions below those standards listed in Policy 2.1.2.8 shall be maintained at least at their current LOS through development order conditions for roadway improvements within the radius of influence of a proposed development. The radius of influence for a given development shall be further defined in the County's Land Development Regulations traffic monitoring provisions.

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

Policy 2.1.1.6	Utilize the County's closed loop signal coordinated system to maintain the signal control for all roads for which St. Lucie County has operational, maintenance and jurisdictional responsibility.
Policy 2.1.1.7	The County recognizes that the Florida Intrastate Highway System (FIHS), is a statewide transportation network that provides for high-speed and high-volume traffic movements for 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, and as such should not be relied upon as a local circulator for trips of local origin or destination.
Policy 2.1.1.8	As recognized in policy 2.1.1.6, the Florida Intrastate Highway System (FIHS), shall not be relied upon as a local circulator for trips of local origin or destination within the urban service area of the county. Accordingly, the 2025 Transportation Plan, as contained in this Transportation Element, shall include the identification and development of alternative arterials/collectors within the urban service area of the County to redirect local traffic from having to use the Florida Intrastate Highway System (FIHS).
Objective 2.1.2:	Existing and future roadway deficiencies, based on standards established in this plan shall, be mitigated through a continuous roadway improvement program.
Policy 2.1.2.1	Develop and implement a Transportation Improvement Program (TIP) that is consistent with the goals, objectives and policies of this plan. Update this plan annually in conjunction with review of the capital improvement budget.
Policy 2.1.2.2	Review all proposed developments for consistency with the goals, objectives, and policies of this plan and require coordination of traffic circulation plans and improvements with land use, right-of-way and infrastructure plans before development approval. Traffic circulation plans shall include the mitigation of all potential project impacts on the roadway system.
Policy 2.1.2.3	Review access driveways and new roadway connections associated with development to assure safety and compatibility with the existing and future roadway network. Impose requirements for conformity, as condition of development approval.
Policy 2.1.2.4	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 has operational, maintenance or jurisdictional responsibility at or above the LOS standards as listed in Policy 2.1.2.7.
Policy	Coordinate with the City of Fort Pierce and the Florida Department of Transportation to meet future corridor capacity needs for U.S. 1. Explore the cost and

**TRANSPORTATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

2.1.2.5 feasibility of alternative traffic corridors/options through the downtown area of Ft. 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 US #1 corridor in Port St. Lucie.

Policy 2.1.2.7 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:

TABLE 2-4 Level of Service Standards for Urban and Non-Urban Roadways in St. Lucie County						
Facility Type			Peak Hour /Peak Direction		Inside a Transportation Concurrency Management Area ¹	Constrained /Backlogged Facility
Non-State roadway (local)			D		D	Maintain ³
Non-State roadway (major city/county road)			D		E	Maintain
Non-State roadway (arterial)			E		E	Maintain
Intrastate/ FIHS (rural)						
Limited Access/ Freeway			B		n/a	Maintain ³
Controlled Access			B		n/a	Maintain ³
Intrastate/ FIHS (urban)						
Limited Access/ Freeway			C (D)		D (E)	Maintain ³
Controlled Access			C		E	Maintain ³
Other State Roads						
Multi-lane (Rural/Urban)						

**TABLE 2-4
Level of Service Standards for Urban
and Non-Urban Roadways in St. Lucie County**

Facility Type		Peak Hour /Peak Direction	Inside a Transportation Concurrency Management Area ¹	Constrained /Backlogged Facility
	rural	B	n/a ²	n/a
	urban	D		Maintain ³
Two lane (Rural/Urban)				
	rural	C	n/a ²	n/a
	urban	D	<u>0</u>	Maintain ³

() Level of Service Standard inside of parentheses apply to general use lanes only when exclusive through lanes exist

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.
3. 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

**TRANSPORTATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

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 2-10 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 2-10
STATE BACKLOGGED FACILITIES**

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

Policy 2.1.2.9 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 2.1.2.10 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 levels of service 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."

Policy 2.1.2.11 In coordination with FDOT, designate roadways or roadway segments as backlogged or constrained facilities which operate at levels of service as established in policy 2.1.2.7. If so designated 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.

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, with proposed development applications.

Policy 2.1.3.3 The following minimum right-of-way standards shall be used by the County 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	2 lane arterial 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, 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, 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.

Policy 2.2.1.4 The County shall, within its land development regulations, include incentives to encourage the use of reduced parking standards in areas of the County designated for Mixed and Planned Unit developments.

Policy 2.2.1.5 The County shall, by July 2002, consider the adoption of 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 Planning Organization (MPO).

Policy 2.2.1.6 The County shall, by 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 MPO project priority rankings.

- Policy 2.3.2.5 Include within the Land Development regulations 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.
- Policy 2.3.2.6 Coordinate bicycle planning activities with other agencies associated with bicycle planning activities in Okeechobee, Martin and Indian River Counties.
- 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, the County shall consider and 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 2.3.3.1 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 MPO Bicycle and Pedestrian Plan.
- Objective 2.3.4 A usable pedestrian circulation system shall be developed.**
- Policy 2.3.4.1 Provide, 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 2.3.4.2 Provide 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 METROPOLITAN PLANNING ORGANIZATION, FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS, THE HUTCHINSON ISLAND RESOURCE MANAGEMENT PLAN, 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 on-going basis with the transportation-related agencies listed in Goal 2.4, where common interests are involved.
Policy 2.4.1.1	Review the existing Transportation Goals, Objectives, and Policies of other agencies when revising or altering Goals, Objectives, and Policies for St. Lucie County.
Objective 2.4.2	The County shall 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 2.4.2.1	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 2.4.2.2	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.
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 MPO, and other appropriate agencies, analyze the recommendations of the St. Lucie MPO'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	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	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 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 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 completion of a Transit Feasibility/Development Study by August 2001 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 Coordinate with Martin and Indian River Counties, 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 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 By December 2002, in coordination with Community Transit or its successor agency, 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 2.6.1.7 By December 2002, in coordination with Community Transit or its successor agency, search for and identify any realistic public/private partnerships in the provision of transportation disadvantaged services and public transportation services.

Policy 2.6.1.8 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.

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 and identify those areas which have a high probability for being served by transit.

Policy 2.6.2.2 In coordination with the MPO 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 Analyze 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, the County will 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 Metropolitan Organization.

Policy 2.6.2.5 By January 1, 2003, St. Lucie County will 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 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. 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 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 Ft. 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 **By July 2002 St. Lucie County shall prepare and adopt an Update of the existing Airport Master Plan which will include specific recommendations for airport operation and development.**

Policy 2.7.1.1 The Master Plan shall guide the County in the development of a state-of-the-art facility serving general aviation and the air transportation needs of the community, consistent with the approved Business Plan for the St. Lucie County International Airport (SLCIA).

Policy 2.7.1.2 The Master Plan shall thoroughly review the scope of proposed airport development, as described in the approved Business Plan for the St. Lucie County International Airport in order to minimize environmental impacts, mitigation requirements and contain significant noise impacts within the airport's boundaries.

Policy 2.7.1.3 The Master Plan shall recognize the fundamental industrial/commercial nature of the airport; allow for appropriate recreational uses on the airport property that do not conflict with airport operations or safety issues and provide for adequate buffering/mitigation of those surrounding uses that could be adversely effected through the development of St. Lucie County International Airport.

Policy 2.7.1.4 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.

Policy 2.7.1.5 The St. Lucie County International Airport shall be developed and operated in conformance with all applicable local, state and federal regulations.

Policy 2.7.1.6 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 2.7.1.7 The Master Plan for the St. Lucie County International Airport shall be updated every five years 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.

Policy 2.7.1.8 The need for expansion shall be monitored on a periodic basis to meet the general aviation needs of the community.

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. 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 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 Ldn 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, 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 on going 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 every two years thereafter, 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 run-off 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 Planning Organization (MPO) 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 DEVELOP A NEW PORT MASTER PLAN FOR THE PORT OF FT. PIERCE TO REPLACE THE EXISTING 1989 PORT MASTER PLAN.
Objective 2.8.1	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 MPO 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.

