
TRANSPORTATION ELEMENT GOALS, OBJECTIVES, AND POLICIES

GOAL 2

The City shall provide a safe, convenient, effective, and energy efficient multimodal transportation system which is coordinated with the Future Land Use and provides mobility of people and goods.

2.1 Objective:

The City of Fort Pierce is designated as a transportation concurrency exception area pursuant to Section 163.3180, Florida Statutes (F.S.). The City is exempt from state-mandated transportation concurrency. The City will continue to administer a roadway level of service (LOS) based concurrency management system to review development impacts. Land use and transportation strategies to support and fund mobility shall be implemented to comply with 163.3180(5)(b)4, F.S.

2.1.1 Policy:

Development impacts will continue to be mitigated through the administration of a roadway LOS based concurrency management system that requires transportation facilities needed to serve new development to be in place or under construction within three years after the City approves a building permit or its functional equivalent.

2.1.2 Policy:

The City shall implement land use and transportation strategies to include, but not be limited to, capacity improvements, operational improvements, transit/bicycle/pedestrian facilities, transportation demand management (TDM), transportation system management (TSM), complete streets designs, and parking strategies.

2.1.3 Policy:

Additional land use and transportation strategies will be incorporated in the Comprehensive Plan once additional rulemaking has been authorized per the Joint Report on the Mobility Fee Methodology Study prepared on December 1, 2009 by the Florida Department of Community Affairs and the Florida Department of Transportation.

2.2 Objective:

Maintain the adopted LOS standards for all City roadways. The City shall coordinate with St. Lucie County and the Florida Department of Transportation (FDOT) to maintain the adopted LOS standards on County and State roadways within the City.

2.2.1 Policy:

The roadway network shall be maintained at the adopted LOS standards through capacity improvements, operational improvements, or mobility strategies. Roadway improvement projects which are needed to maintain the adopted LOS standards shall

be included in the CIP or added to the CIP during the annual update to the Capital Improvements Element.

2.2.2 Policy:

Maintain the adopted LOS standard of “D” for all non-FIHS, SIS and TRIP funded roadways within the City for the peak hour. Table 2.2.2a reflects adopted level of service standards for FHIS, SIS, and TRIP Funded facilities:

Roadway	From/To	Adopted LOS
<i>SIS Facilities</i>		
I-95	Midway Road to SR 70/Okeechobee Road	C
I-95	SR 70/Okeechobee Road to SR 68/Orange Road	D
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/Okeechobee Road	C
Florida's Turnpike	SR 70/Okeechobee Road to Indian River County Line	B
SR 70/Okeechobee Road	McCarthy Road to Florida's Turnpike	B
SR 70/Okeechobee Road	Florida's Turnpike to I-95	C
<i>TRIP-Funded Facilities</i>		
SR 713/Kings Highway	SR 70/Okeechobee Road to Orange Avenue	D

2.2.3 Policy:

Roadways projected to exceed the adopted LOS standard will be addressed through intergovernmental coordination and/or capacity and operational improvements, or implementation of mobility strategies. Coordination with the County and the FDOT shall be required if a proposed development impacts County or State roadways.

2.2.4 Policy:

Maintain the adopted roadway LOS standards through appropriate development review conditions and monitoring of the City's transportation facilities.

2.2.5 Policy:

The City shall coordinate with FDOT to develop strategies to encourage local traffic to utilize the local street network to support the regional travel on State roadways. In support of mobility in the City, Fort Pierce shall continue to improve connectivity of its roadways to reduce vehicle miles traveled, provide more route choices, and disperse traffic to maintain the adopted LOS standards.

2.2.6 Policy:

For new developments or redevelopments, the City shall allow the projected impacts on the roadway LOS standard to be mitigated through proportionate fair share contributions. The City shall apply the method for determining the proportionate fair share contribution as adopted by ordinance. The contribution may be made for capacity or operational improvements.

- 2.2.7 Policy:
Proposed land use changes shall evaluate the net difference in traffic impacts between the current land use and the proposed land use. Any change in land use which exceeds the LOS standard for a roadway shall also be accompanied by a strategy to address the impact. The strategy may consist of a capacity or operational improvement or implementation of a mobility strategy. The LOS evaluation shall be completed using professionally accepted transportation engineering methodology including generalized roadway and detailed roadway analysis as needed.

2.3 *Objective:*

The City shall integrate the Future Land Use Map with the City's existing, programmed, and planned transportation system to maintain the adopted roadway LOS standards and support multimodal transportation to service the existing and projected population.

- 2.3.1 Policy:
The City shall require TDM strategies to reduce the peak hour demand on the City's roadways. The City shall also permit TDM strategies to be implemented as a part of a development's traffic impact mitigation plan thereby reducing single occupancy vehicle trips. The specifics of the proposed TDM strategies will be adopted within the respective development orders.

- 2.3.2 Policy:
Proposed Future Land Use Map amendments shall be supported by the Transportation Element. An evaluation of the net change in impacts to the roadways shall be determined. The proposed amendment shall maintain the adopted LOS standard. If the LOS standards are not maintained, the amendment shall be accompanied by strategies including capacity and operational improvements, and mobility strategies to achieve the adopted LOS standard.

- 2.3.3 Policy:
The City shall integrate transportation and land use to support multimodal transportation through site design and development standards that address building placement and orientation, pedestrian access, bicycle parking, and transit-oriented development principles.

- 2.3.4 Policy:
The City shall develop a TDM program to address car and van pooling, parking requirements, mobility strategies, accessibility to transit, and employer-based initiatives such as flexible work schedules. The TDM program shall focus on reducing travel during peak periods to improve the LOS of the City's roadways, reduce single occupancy vehicle trips, and efficiently use the existing infrastructure.

- 2.3.5 Policy:
The City shall implement a "complete streets" policy which is designed and operated to address the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in all planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities. The City shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Fort Pierce and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

2.3.6 Policy:
The City shall seek to determine the modal split of its modes and set specific targets aimed at increasing the modal split for non-single occupancy automobile modes including transit, bicycling, and walking. The City shall coordinate with St. Lucie County, St. Lucie County Transportation Planning Organization (TPO), and FDOT to achieve a higher modal split.

2.4 Objective:
Support preservation of the Historic Districts and the redevelopment of the Downtown Area through strategies that prioritize walking, bicycling and transit and related design principles for development, thereby reducing the need to drive.

2.4.1 Policy:
Coordinate with the FDOT to develop, plan, and fund transportation improvements to support and enhance the revitalization of the US 1 corridor adjacent to the Downtown District and the Historic Districts. The priority should be Transportation System Management (TSM) strategies that enhance the efficient use of the existing infrastructure through targeted physical and operational improvements on US 1 to maintain the urban characteristics of the Downtown and Historic Districts.

2.4.2 Policy:
The City shall coordinate with St. Lucie County to enhance the transit services along US 1 by improving headways and service of existing transit lines. For developments along US 1, the City may consider a contribution to the St. Lucie County Transit system or supporting facilities within the context of the development as mitigation for projected traffic impacts.

2.4.3 Policy:
Improve pedestrian and vehicular linkages from US 1 to the Historic Districts and to the Downtown Area. The City will continue to require new developments and redevelopments to plan and provide pedestrian and vehicular circulation linking buildings directly to US 1 and connecting the Historic Districts and Downtown.

2.5 Objective:
Maintain the existing roadway network and multi-modal transportation system to enhance efficiency, convenience, safety, and energy efficiency through implementation of the following policies.

2.5.1 Policy:
Resurface and maintain badly worn or deteriorated roads on a regular basis, as needed, through programmed and funded improvements in the City's CIP.

2.5.2 Policy:
Identify poor drainage areas within roadway rights-of-way (ROWs) where the accumulation of water is becoming a safety hazard and could generate a structural deficiency. The City shall annually program and fund improvements in the City's CIP for these areas, as needed. The City shall also coordinate with related agencies having jurisdiction over the impacted roadways for proper maintenance and facility improvements.

- 2.5.3 Policy:
Coordinate with agencies having jurisdiction over signs, pavement markings, transit facilities and signs, sidewalks, and any other transportation infrastructure within City limits regarding maintenance to plan, program, and implement improvements to support system efficiency and enhance safety.
 - 2.5.4 Policy:
Apply access management standards along main arterial and collector roads to improve safety. Access management strategies such as inter-parcel or shared driveway access shall be implemented.
 - 2.5.5 Policy:
Implement pedestrian cross-access, pedestrian features, transit features and other transportation demand strategies on all primary City corridors.
 - 2.5.6 Policy:
The City shall require the provision of safe and convenient on-site vehicular traffic flow within the required vehicle parking areas and address the needs of non-motorized traffic as a part of this provision.
- 2.6 *Objective:*
The City shall coordinate its transportation system with the plans and programs of St. Lucie County, St. Lucie County TPO and FDOT to maintain and enhance regional mobility.
- 2.6.1 Policy:
Coordinate with local authorities for the timely implementation of regional system improvement projects in the Five-Year Schedule of Capital Improvements.
 - 2.6.2 Policy:
New roadways shall be designed to enhance connectivity to existing roadways and improve mobility of the City's transportation system.
- 2.7 *Objective:*
The City shall work with the FDOT and St. Lucie County TPO to provide a secure transportation system for the roads that comprise the Strategic Intermodal System (SIS) through implementation of the following policies.
- 2.7.1 Policy:
Coordinate with the FDOT, the St. Lucie TPO, and St. Lucie County to maintain a safe, convenient, and effective regional transportation system including I-95, the Florida Turnpike, SR 70/Okeechobee Road, and US 1.
 - 2.7.2 Policy:
Coordinate with the FDOT to establish guidelines for access management standards for development on all roads that comprise the Strategic Intermodal System (SIS). The standards shall address driveway locations, number of access points, and cross access requirements with adjacent properties.

2.8 *Objective:*

The City shall develop a ROW plan consistent with its Future Land Use Element to preserve, plan, and acquire future ROW. The ROW plan shall identify the existing, proposed and future ROWs and the respective widths. The ROW plan shall also establish the standards for ROWs based upon the future needs of the City including all modes of transportation. The City shall administer the ROW plan regarding proposed development and associated ROW dedication requirements.

2.8.1 Policy:

The City shall not allow development to encroach an existing ROW. All development will be required to be setback from the edge of the ROW pursuant to the zoning code.

2.8.2 Policy:

The City shall prepare a ROW plan to preserve existing ROWs and plan for future ROWs. The City shall prepare the ROW plan by 2012, in coordination with St. Lucie County and St. Lucie Transportation Planning Organization.

2.8.3 Policy:

ROW dedication requirements for proposed developments or redevelopments shall be consistent with the City's ROW plan and standards. Large developments or redevelopments may be required to provide additional ROW to enhance the City's connectivity.

2.8.4 Policy:

Administer the City's and St. Lucie County's ROW width standards according to the functional classification of the roadways. Minimum ROW width requirements are as follows:

Functional Classification	Width (in feet)
Limited Access/Controlled	325' (Width may vary)
Arterials	200' - 106'
Collectors	94' - 70'
One-Way Pair	60'

2.9 *Objective:*

The City shall include projects to achieve and maintain the adopted LOS standards in the Capital Improvement Element, as required.

2.9.1 Policy:

The Capital Improvement Element will be updated annually by December 1 of each year to include transportation projects needed to address LOS issues identified as a part of the LOS analysis reporting required by the City's Transportation System Monitoring database (formerly referred to as the Concurrency Management System).

2.9.2 Policy:

The Capital Improvement Program (CIP) addressing transportation facilities shall include the entire system, inclusive of backlogged facilities.

2.9.3 Policy:
The City may also include multimodal transportation projects and related programs in the CIP for traffic impact mitigation for LOS issues. The City may also consider implementation of the City's mobility strategies as a means to address the impacts of development as appropriate and available.

2.10 *Objective:*
Continue to coordinate with the FDOT, the St. Lucie County TPO, the Treasure Coast Regional Planning Council (TCRPC), and adjacent municipalities to achieve safe, convenient, and energy efficient mobility of people and goods.

2.10.1 Policy:
The City representatives will attend regularly scheduled meetings with the regional agencies to provide input on regional transportation projects affecting the City, convey the City's transportation needs and direct the City's priorities through the TPO's Transportation Improvement Program (TIP).

2.10.2 Policy:
Coordinate with the FDOT, St. Lucie County TPO, and St. Lucie County to plan, program, and implement transportation projects, programs, and strategies identified in the Transportation System Monitoring database.

2.10.3 Policy:
Participate in the FDOT's Five-Year Work Program development process to convey the City's transportation needs and direct the City's priorities through the FDOT.

2.10.4 Policy:
The City shall coordinate with the St. Lucie County Division of Emergency Management regarding implementation and communication of procedures for any emergency evacuation such as a hurricane threat to the region.

2.10.5 Policy:
The City shall participate in the regional public transportation planning initiatives including the St. Lucie County transit service and the proposed Amtrak service along the Florida East Coast (FEC) railway to promote and enhance regional transportation and mobility within St. Lucie County.

2.10.6 Policy:
The City shall continue to participate in the TPO's Technical Advisory Committee to assist in the annual update of the TPO's Congestion Management System.

2.10.7 Policy:
The Transportation Element shall be consistent with and further the transportation goals outlined in the 2035 Regional Long Range Transportation Plan (RLRTP). The City shall rely upon the goals, objectives, and policies listed in the RLRTP in addressing mobility through incorporation of multimodal considerations during the decision making process. The Comprehensive Plan and the Land Development Regulations will be updated, as necessary, upon adoption of the 2035 RLRTP by St. Lucie County.

2.11 *Objective:*

The City shall coordinate with the Port, St. Lucie County, the St. Lucie County TPO, and the FDOT to maintain a safe and effective transportation system serving the Port and integrate with all modes of surface or water transportation. The City shall also coordinate with the Army Corps of Engineers and Department of Environmental Protection regarding the Port facilities plans regarding new or expanded facilities.

2.11.1 Policy:

The City shall maintain the adopted LOS standard for roadways serving the Port. The City shall coordinate with the Port and the appropriate agencies regarding the intermodal management of surface transportation.

2.11.2 Policy:

The City shall coordinate with St. Lucie County, the St. Lucie County TPO, and the FDOT to prepare a truck route study to plan, program, and implement the most effective truck routing to serve the Port. The City of Fort Pierce will coordinate with St. Lucie County and the FDOT to designate truck routes to serve the Port of Ft. Pierce.

2.11.3 Policy:

As a part of the City's Transportation Concurrency Management System and the requirements for developments to provide traffic impact analyses, the City shall monitor future development relative to the potential impact on the Port's transportation and operations. The City shall also coordinate with the Port regarding development proposals adjacent to the Port facilities to protect the Port from incompatible land uses.

2.11.4 Policy:

The City, in partnership with St. Lucie County, shall implement the recommendations of the Port of Fort Pierce Master Plan.

2.11.5 Policy:

The City shall coordinate with the Port, Army Corp of Engineers, and Department of Environmental Protection to protect and conserve natural resources within the Port. The City shall work with the Port to mitigate the impacts from the Port upon adjacent natural resources and land uses.

2.12 *Objective:*

The City shall coordinate with regional agencies and transit providers to support and enhance the transit service to increase transit use, increase the transit mode split, reduce vehicle miles traveled, reduce greenhouse gas emissions, and promote a multimodal transportation system.

2.12.1 Policy:

The City shall coordinate with St. Lucie County Transit to identify strategic transit corridors for transit service enhancements including, reduced headways and convenient hours of operation, increased route coverage, and predictable scheduling. The City shall also coordinate with St. Lucie County Transit to establish measures for the acquisition and preservation of existing and future public transit ROWs.

- 2.12.2 Policy:
The City shall coordinate roadway and transit improvements with St. Lucie County, the St. Lucie TPO, the St. Lucie County Airport, the Port of Fort Pierce, and FDOT for the update to the City's CIP.
- 2.12.3 Policy:
The City shall coordinate with St. Lucie County Transit to ensure that transit stops are located in areas that are accessible to a large portion of the community by reviewing the location of transit stops and evaluating the need for improvements including new shelters and to amenities.
- 2.12.4 Policy:
The City shall partner with the FDOT, the TCRPC and the other regional agencies planning for the provision of passenger rail service along the FEC corridor and extend commitment to implementation of transit service within the City.
- 2.12.5 Policy:
The City shall provide incentives, such as increased allowable densities and reduced parking requirements, to promote mixed-use developments within the City, and especially within the downtown and around the future AMTRAK passenger rail station, by requiring a mix of land uses in all non-residential future land use categories and allowing density bonuses for developments located within ¼-mile of a rail station, a multimodal transit center, or a transit stop as identified in Future Land Use Element Policy 1.1.5.
- 2.12.6 Policy:
The LOS standard for transit shall be consistent with St. Lucie County's adopted LOS standard for the St. Lucie County Transit system.

2.13 *Objective:*
The City shall support bicycling and walking as integral parts of the City's multi-modal transportation system by providing connected, convenient, and user-friendly facilities along with requiring developments to be designed incorporating bicycle and pedestrian-friendly principles.

- 2.13.1 Policy:
The City shall prepare a Citywide Sidewalk Facilities Report that inventories the existing sidewalk network including widths, condition, and other elements that contribute to pedestrian safety and comfort and evaluates the need for enhancements including filling sidewalk gaps and other pedestrian enhancements to comply with Section 163.3180(5)(b)4, F.S.
- 2.13.2 Policy:
Consistent with the City's "complete streets" approach, all streets within the City shall have sidewalks on both sides. The City shall also require additional pedestrian amenities including lighting, shade, safe crosswalks, and separation from the roadways (when feasible).
- 2.13.3 Policy:
Coordinate with the FDOT, St. Lucie County TPO, and St. Lucie County to install and/or repair sidewalks and bicycle facilities as part of any State or County roadway widening or construction project.

2.13.4 Policy:

As part of the Citywide Sidewalk Facilities Report, the City shall coordinate with the FDOT to target pedestrian improvements for intersections along US 1 including, but not limited to, freshly painted crosswalks and/or more appropriate paving materials, improved lighting, improved pedestrian signals and pedestrian refuge areas.

2.13.5 Policy:

Coordinate with the FDOT, St. Lucie County TPO, and St. Lucie County to provide traffic control and design features to enhance pedestrian and bicycle safety and comfort along State and County facilities.

2.13.6 Policy:

The City shall prioritize sidewalk improvements within a one-mile area around schools to enhance its “safe routes to school” and to provide handicapped accessible pedestrian connections around all transit stops.

2.13.7 Policy:

The City shall prepare a Citywide Bicycle Facilities Report that inventories and evaluates the City’s bicycle facilities network and develop a plan to provide an interconnected bicycle facilities network within the City to comply with Section 163.3180(5)(b)4, F.S.

2.13.8 Policy:

Consistent with the City’s “complete streets” approach, safe and convenient bicycle facilities shall be provided along all roadways within the City, as feasible. All new roads shall be designed to include bicycle lanes or separated facilities. For local streets where the speed differential between automobiles and bicycles is lower, the City may consider an alternative approach such as a wide shoulder or lane.

2.14 Objective:

The City of Fort Pierce shall coordinate with all local, state and federal agencies to execute the safe, efficient, and effective evacuation of all residents and visitors to the City in the coastal evacuation areas in the event of a hurricane or other natural disaster.

2.14.1 Policy:

The City shall maintain the effectiveness of the evacuation routes within the coastal area by reviewing all development proposals in the Coastal High Hazard Area to determine the potential impact on hurricane evacuation times. Developments which are projected to cause an increase in addition to the City’s adopted evacuation times shall be required to mitigate the impacts on hurricane evacuation times caused by the development.

2.14.2 Policy:

The City shall coordinate with St. Lucie County to enhance public awareness of hurricane evacuation plans, routes and shelters in order to help prevent loss of life and property.

2.14.3 Policy

The City shall adopt the evacuation time prescribed by St. Lucie County and derived from the TCRPC Transportation Analysis Hurricane Evacuation Study, update 2003.

2.14.4 Policy:

The City shall continue to coordinate with St. Lucie County to maintain or improve hurricane evacuation times and to annually update the Local Emergency Evacuation Plan.

2.14.5 Policy:

The City shall coordinate with St. Lucie County and the TCRPC to implement strategies identified in the County Evacuation Plan to maintain efficient and timely evacuation procedures in the event of a hurricane or other catastrophic event.

2.14.6 Policy:

The City shall coordinate with St. Lucie County to prepare and implement evacuation plans and procedures to address the needs of the elderly, handicapped, hospitalized, or other special needs within the City including the provision of public transit and paratransit services.