
TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

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

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

Policies 2.1.1.1 - The County shall 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 - The County shall develop an annual report, on the level of service provided on the St. Lucie County roadway system and identify improvement needs and costs to meet the adopted levels of service (LOS). Improvement needs will be determined based on the plans and programs of the St. Lucie Transportation Planning Organization (TPO) including the Long Range Transportation Plan (LRTP), Advanced Transportation Management System (ATMS), Congestion Management Process (CMP), and Transportation Improvement Program (TIP). This report shall be made available during the summer of each annual reporting period.

Policy 2.1.1.3 - In coordination with the Florida Department of Transportation (FDOT) and the St. Lucie TPO, annually review the transportation network and define any areas that may identify LOS standards lower than the adopted level of service standards, consistent with the provisions of Section 163.3177, F.S.

Policy 2.1.1.4 - Provide comments and recommendations to the St. Lucie TPO in the development of the TIP in accordance with the TIP development cycle.

Policy 2.1.1.5 - Facilities currently operating at conditions below the adopted level of service standards 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 Code traffic monitoring provisions.

Policy 2.1.1.6 - Utilize the St. Lucie ATMS 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 roadway portion of the Strategic Intermodal System (SIS) is a statewide transportation networks 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 – The SIS 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 2040 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 Strategic Intermodal System (SIS).

Objective 2.1.2 - Existing and future roadway deficiencies, based on standards established in this plan, shall be mitigated through a continuous multimodal transportation improvement program when feasible. The County shall support infill development and consider multimodal transportation improvements, or reducing level of service standards, where appropriate, on constrained roadways.

Policy 2.1.2.1 - Develop and implement a Capital Improvement Program (CIP) 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 mobility plans and multimodal transportation improvements with land use, right-of-way and infrastructure plans before development approval. Traffic circulation and Mobility plans shall include the mitigation of all potential project impacts on the transportation 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 - Maintain the operation of the roadway network for which St. Lucie County has operational, maintenance or jurisdictional responsibility at or above the adopted LOS standards.

Policy 2.1.2.5 - Coordinate with the St. Lucie TPO, City of Fort Pierce, Port St. Lucie, and the FDOT to implement the US-1 Corridor Retrofit Project to meet future corridor capacity needs for US-1.

Policy 2.1.2.6 - St. Lucie County adopts the following roadway level of service standards for application within the unincorporated areas of St. Lucie County, as follows:

**MINIMUM LEVEL OF SERVICE STANDARDS FOR URBAN AND NON-URBAN ROADWAYS
IN ST. LUCIE COUNTY**

Non-SIS Facilities

Facility Type	Peak Hour/Peak Direction	Inside a Transportation Concurrency Management Area ¹	Constrained /Backlogged Facility
Non-State Roadway (Local)	D	D	Maintain ²
Non-State Roadway (Major City/County Road)	D	E ³	Maintain
Non-State Roadway (Arterial)	E ³	E ³	Maintain
Other State Roads			
Multi-Lane (Rural/Urban)			
Rural	B	N/A	N/A
Urban	D		Maintain ²
Two-Lane (Rural/Urban)			
Rural	C	N/A	N/A
Urban	D	N/A	Maintain ²
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 principles contained in in Section 163.3180, F.S.		
2.	Maintain means continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in rural areas, transitioning urbanized areas, urban areas or communities, significant degradation means (1) an increase in average annual daily traffic volume of 5 percent below the speed, of the adopted LOS standard. For roadways in urbanized areas, significant degradation means 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.		
3.	The County wishes to maintain a LOS D or better for all roadways but recognizes that allowing a LOS E allows development to proceed while a minimum of LOS D might cause severe constraints on private development. However, a LOS D will be utilized for these roadways when establishing transportation impact fees.		

SIS Facilities

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

Policy 2.1.2.7 - Designate as constrained facilities those roadways off the State Highway System 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 2.1.2.8 – 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;
- d. Not issue any development permits in the impacted area. The purpose of providing for the temporary operation below the adopted level of service is to provide a reasonable period of time to restore the level of service through appropriate improvements to roads that are forecast to operate at the adopted Level of Service, but which may unexpectedly operate at a lower Level of Service. All development orders issued pursuant to this policy shall be conditioned on the attainment of the adopted Level of Service. However, this policy shall not impair the county's right to refuse to issue a development order pursuant to this policy if the Board of County Commissioners determines that the resultant lower level of service caused by the proposed development order would constitute a threat to public health or safety; or
- e. Upon adoption of a-mobility fee, the County may consider the elimination or re-evaluation of the Level of Service standards.

Policy 2.1.2.9 - Designate roadways or roadways segments off the State Highway System as backlogged or constrained facilities which operate below the adopted level of

service standards. If so designated by the County, the County shall develop a program that addresses how to eliminate the backlog or constraining circumstances associated with the particular roadway or roadway segment with capacity improvements other than roadway widening.

Policy 2.1.2.10 - Continue utilizing tools such as Proportionate Fair Share and impact fees as further implemented in the LDC until new tools such as a mobility fee are available to help shift the burden for funding and constructing roadway capacity improvements away from the taxpayers towards new development.

Policy 2.1.2.11 – Consider amending the adopted LOS standards to conform with current FDOT standards for state facilities.

Objective 2.1.3 - The County shall continue to address backlogged or constrained facilities, consider mobility needs, and reduce greenhouse gas emissions through promoting increased transit usage, bicycle and pedestrian facilities, and more efficient roadways.

Policy 2.1.3.1 - In coordination with other relevant agencies, consider modification of the County’s transportation concurrency system, impact fee, structure LOS standards, Proportionate Fair Share, and adequate public facilities in the LDC for the ability to implement a mobility fee structure that develops the County mobility plan, encourages multi-modal planning, promotes infill development, discourages sprawl, reduces the complexity of the current system, and strengthens the interlocal coordination of inter-jurisdictional impacts.

Policy 2.1.3.2 - The County shall consider implementing a mobility fee that charges all new developments with costs varying on location and vehicles miles traveled (VMT).

Policy 2.1.3.3 - The County shall continue seek to utilize Transportation Regional Incentive Program (TRIP) funds when made available to finance projects with regional impacts when developing the County’s budget. The County shall consider the adoption of 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.

Policy 2.1.3.4 - The County will consider inclusion in the County’s budget funding for planning Transportation Demand Management (TDM) measures and related land use alternatives to reduce traffic congestion, improve levels of service, reduce single occupant automobile trips, reduce fossil fuel consumption and emissions, and reduce the need to fund, construct and maintain additional lane miles of roadway capacity within the County.

Policy 2.1.3.5 - The County shall continue supporting the implementation of the St. Lucie ATMS and Walk-Bike Network.

Policy 2.1.3.6 – In order to facilitate the construction of sidewalks as needed to infill sidewalk gaps, the County shall consider completing the following priority sidewalk areas (the list is not ordered by priority) when reviewing requests for fee-in-lieu contributions from developers:

Project	From	To	Approx. Length (miles)
Angle Road	Kings Highway	N. 53rd Street	1.26
Indrio Road	Kings Highway	Route One	2.63
Indrio Road	Route One	Old Dixie Hwy.	0.16
Juanita Avenue	N. 53rd Street	N. 25th Street	1.76
Juanita Avenue	Bridge	US1	0.17
Keen Road	Angle Road	St. Lucie Blvd.	1.0
N. Kings Hwy.	N. of I-95	Indrio Road	4.5
Oleander Ave.	Midway Road	Edwards Road	2.5
Oleander Ave.	Midway Road	Saeger Avenue	1.5
Route One	St. Lucie Blvd.	Turnpike Feeder	5.26
Selvitz Road	Edwards Road	So. of Midway Rd.	2.38
Silver Oak Drive	Easy Street	E. Midway Road	1.79
Taylor Dairy Rd.	Angle Road	St. Lucie Blvd.	1.01
Walton Road	Lennard Road	Green River	1.1
Weatherbee Rd.	US1	Oleander Ave.	0.5
St. Lucie Blvd.	Kings Highway	N. 25th Street	3.02

Objective 2.1.4: St. Lucie County shall acquire and maintain right-of-way for the roadway network based upon the right-of-way protection plan, Transportation Element and the Future Land Use Element of this plan.

Policy 2.1.4.1 - 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 2.1.4.2 - 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 LDC, with proposed development applications.

Policy 2.1.4.3 -Use the minimum right-of-way standards as described in the LDC to implement the thoroughfare right-of-way protection plan.

Policy 2.1.4.4 - Roadways and roadway corridors shown on the thoroughfare right-of-way protection plan, excluding those that are part of the SIS, 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 2.1.4.5 – 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 multimodal transportation system that meets the mobility needs resulting from 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, as identified in the Go2040 LRTP.

Policy 2.2.1.1 - Include within the LDC 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 continue to review the 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 include within the LDC 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 - To improve accessibility for all modes of transportation and reduce environmental impacts, encourage all adjacent developments to share common driveways and provide pedestrian interconnections whenever feasible, to reduce the number of driveways on major thoroughfares and potentially reduce environmental impacts on Hutchinson Island and other environmentally sensitive areas of St. Lucie County.

Policy 2.2.1.6 – To support the enhancement of a competitive regional industrial environment with the airport and port facilities, the County will continue to review the transportation network and the future land use map to ensure the proposed population densities, housing, employment patterns, and land uses are consistent and integrate multimodal transportation systems and land, sea and air distribution opportunities.

Policy 2.2.1.7 – The County supports the expansion and recruitment of manufacturing industries, especially those within the Targeted Industry List and located within the Foreign Trade Zone, and supports the development of transportation improvements, including a roadway connection of Interstate 95, the Florida Turnpike to the Treasure Coast International Airport.

Objective 2.2.2: Update the long-range transportation needs of the County on a regular basis.

Policy 2.2.2.1: - Revise the transportation element as appropriate upon the completion of updates to the St. Lucie TPO LRTP and Treasure Coast Regional LRTP.

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

Objective 2.3.1: Identify the bicycle and pedestrian transportation system needs for St. Lucie County through the continued implementation of the St. Lucie Walk-Bike Network.

Policy 2.3.1.1 - The County shall coordinate with the FDOT, the St. Lucie TPO, the City of Fort Pierce, the Town of St. Lucie Village and the City of Port St. Lucie to implement the recommendations of the St. Lucie Walk-Bike Network as it may be updated, when funding is available, or as provided in the LDC.

Policy 2.3.1.2 - The CIP for St. Lucie County shall continue to include, and address the need for, the integration of both countywide and regional/statewide greenway and trail networks into the St. Lucie Walk-Bike Network.

Objective 2.3.2: Improve the transportation system to appropriately accommodate bicycle and pedestrian roadway design and facility requirements.

Policy 2.3.2.1 - Include within the LDC design criteria and standards to be used in addressing the needs of bicyclists and pedestrians.

Policy 2.3.2.2 - Continue to participate in St. Lucie TPO advisory committees that provides input and recommendations on the implementation and updates to the St. Lucie Walk-Bike Network. The St. Lucie Walk-Bike Network should provide access to major public and private facilities including parks, schools, beach accesses and major shopping facilities.

Policy 2.3.2.3 - The County shall assist in maintaining an inventory of all significant streets within the TPO area, with particular attention given to hazards, bottlenecks, and barriers to bicyclists. The County should implement the recommendations presented in the St. Lucie Walk-Bike Network when funding is made available.

Policy 2.3.2.4 - The County shall continue to identify road segments and intersections having frequent bicycle and pedestrian-related crashes and accidents.

Policy 2.3.2.5 - Continue to implement the LDC requirement that all new development inside the Urban Service Boundary provide pedestrian facilities and/or sidewalks along all major collector, arterial and local roadways adjacent to the proposed development project as necessary to support the intensity and density of development.

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

Policy 2.3.2.7 - Mobility needs shall be identified and addressed and met for each new development approval.

Policy 2.3.2.8 - The County shall continue to implement the necessary LDC amendments to require that all new land development activities include dedicated bicycle and pedestrian facilities on internal arterial and collector roadways. Complete streets should be required along all local streets as necessary to support the intensity

and density of development. 'Complete streets' is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Policy 2.3.2.9 - Establish bicycle and pedestrian facilities 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 should be consistent with the St. Lucie TPO Walk-Bike Network.

Policy 2.3.2.10 - Continue to provide, in association with all new road construction in the urban area, bicycle and pedestrian facilities along all arterials and collectors identified in the Comprehensive Plan.

Policy 2.3.2.11 - Continue to 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 FDOT, the Treasure Coast Regional Planning Council, the St. Lucie TPO, Florida Department of Economic Opportunity, the Hutchinson Island Resource Management Plan, the City of Port St. Lucie, the City of Fort Pierce, the Town of St. Lucie Village adjacent municipalities, adjacent counties, and other private transportation-related agencies.

Objective 2.4.1: The County shall coordinate and communicate with the agencies listed in Goal 2.4 regarding transportation activities and planned improvements which may have impacts within their respective jurisdiction and request comments as applicable.

Policy 2.4.1.1 - 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 2.4.1.2 - As a part of the Capital Improvements Element update process, annually review transportation improvements planned for St. Lucie County indicating the agency responsible for the improvement and the estimated date of completion.

Policy 2.4.1.3 - Review the existing Transportation Goals, Objectives, and Policies of other agencies when revising or altering Goals, Objectives, and Policies for St. Lucie County.

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

Objective 2.4.2: St. Lucie County shall take actions necessary to preserve, maintain and enhance social, environmental and historic resources along the scenic corridor while minimizing any potential negative impacts on adjacent properties.

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

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

Policy 2.4.2.1: St. Lucie County shall encourage the protection and preservation of scenic features, natural resources, and historic sites along the Indian River Lagoon - Treasure Coast Scenic Highway Corridor through implementation of Chapter 4 and Chapter 6 of the LDC.

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 2.5.1.1 - St. Lucie County shall, in cooperation with the St. Lucie TPO and other appropriate agencies, continue to analyze the recommendations of the St. Lucie County 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 2.5.1.2 - Continue to assist the local coordinated community provider in seeking additional state and federal assistance funds in order to provide additional services.

Policy 2.5.1.3 - Continue to assist the Community Transportation Coordinator in seeking additional state and federal assistance funds in order to add vans or other vehicles to handle work trips for the transportation disadvantaged as demand increases.

Policy 2.5.1.4 - 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 FDOT, St. Lucie TPO, 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 Objective 2.5.2 to convey information on existing affairs and plans for future activities.

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

Objective 2.6.1: Continue to Monitor and evaluate the demand for transit through the implementation of the TDP.

Policy 2.6.1.1 - Continue coordination with Martin and Indian River Counties to develop a regional transit connections.

Policy 2.6.1.2 - Encourage the local Community Transportation Coordinator to expand paratransit services to meet the service needs of the transportation disadvantaged residents of St. Lucie County.

Policy 2.6.1.3 - In coordination with Community Transit or its successor agency, continue to identify and develop opportunities for private sector participation in funding both the coordinated transportation system and public transportation services.

Policy 2.6.1.4 - In coordination with the St. Lucie TPO and Community Transit or its successor agency, continue to search for and identify any realistic public/private partnerships in the provision of transportation disadvantaged services and public transportation services.

Policy 2.6.1.5 - Consider the feasibility of implementing the fixed bus route recommendations in the TDP.

Policy 2.6.1.6 - The County shall pursue transit funding sources through the South Florida Commuter Service, FDOT, FTA, and any additional sources outlined in the TDP.

Policy 2.6.1.7 - The County shall actively pursue federal funding and grants for transportation, transit, transportation demand management, transit oriented design, and other innovative strategies to meet the mobility needs of the County.

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

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

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

Policy 2.6.2.2 - In coordination with the St. Lucie TPO, explore in which cases and what types of incentives could be provided to encourage the use of high occupancy vehicles and alternative modes of transportation during the planning of transportation system improvements.

Policy 2.6.2.3 - When funding is made available, implement the recommendations developed in the TDP and the St. Lucie TPO LRTP with regard to 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 - The County will continue to designate and provide protection for future public transportation corridors. These public transportation corridors shall be based upon

the most recent St. Lucie County TDP.

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

Policy 2.6.2.6 - Continue to enforce land use, site and building design guidelines for development in future public transportation corridors to assure the accessibility of that new development to public transportation including the safe and convenient location of future public transportation terminals, such as bus stops, with appropriate bicycle/pedestrian connections.

Objective 2.6.3: St. Lucie County shall support efforts to extend passenger rail service and associated safety improvements to St. Lucie County.

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

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

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

Objective 2.7.1: Provide for a periodically updated Airport Master Plan that directs airport growth consistent with this Comprehensive Plan, County Policy, and adjacent land uses.

Policy 2.7.1.1 - Continue implementation of and ensure consistency with the 2018 Treasure Coast International Airport Master Plan Update.

Policy 2.7.1.2 - Promote the expansion of the airport as outlined in the latest Airport Master Plan.

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

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

Policy 2.7.1.5 - The Master Plan for the Treasure Coast International Airport shall be updated every five to ten years when changes have occurred such as an increase in operations, land use changes, or change in type of operations or demand. The purpose of the Master Plan is to evaluate concurrency of actual airport development with the Master Plan and to determine future development concurrent with plans of the FDOT, Federal Aviation Administration (FAA), Florida Aviation System and any other plans prepared pursuant to Chapter 380, F.S.

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

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

Airport compatible land uses are those uses which, based on the size and use of the particular airport, can coexist without major negative impacts to either the particular land use or the airport itself. In the case of "fly in" type residential subdivisions, these uses would include residential homes which under this section, would only apply to private residential airparks since there is no federal obligation for reasonable access. In the case of larger, more developed airports, these uses should be non-residential and be of a type and nature that should rely on a location adjacent to the airport for a portion of their business or be of a type and nature that would not be negatively affected by the airport operations. In no case should uses which violate federal grant assurances or any or any portion of the St. Lucie County LDC 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 Federal Aviation Regulations (FAR) Part 150 Study for Treasure Coast 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 Treasure Coast 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 dnl contour of the airport.

Policy 2.7.2.4 - St. Lucie County shall continue to maintain and enforce the adopted height restriction ordinance consistent with height restrictions as outlined the FAR Part 77 Study for applicable areas adjacent to the Treasure Coast 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 Treasure Coast 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 LDC, an airport overlay zoning district which will more clearly delineate restricted land uses within the airport approach paths.

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

Policy 2.7.3.1 - Improve and maintain the airport's image with the establishment of an ongoing improvement program that addresses identification and directional signs,

perimeter and interior/facility landscaping, facility rehabilitation, and general clean up.

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

Policy 2.7.3.3 - When applicable and funds are made available, review, revise and update as necessary the business plan for the Treasure Coast 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 (FDEP), 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-FDEP, SFWMD, and Florida Fish and Wildlife Commission.

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

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

Objective 2.7.5: All future development of the Treasure Coast International 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 Treasure Coast International Airport shall be coordinated with the transportation 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 Treasure Coast 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 TPO 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: St. Lucie County shall continue to implement the Port Master Plan for the Port of Fort Pierce.

Objective 2.8.1: Continue to implement the Port Master Plan consistent with Section 163.3178(2)(a-k), Florida Statutes.

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 TPO 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.