St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

CITIZENS ADVISORY COMMITTEE (CAC)
TECHNICAL ADVISORY COMMITTEE (TAC)
BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Joint Meeting

Tuesday, October 17, 2023, 1:30 pm

Public Participation/Accessibility

Participation in Person: Public comments may be provided in person at the meeting. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact the St. Lucie TPO at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Participation by Webconference: Using a computer or smartphone, register at https://attendee.gotowebinar.com/register/1825290891352564829. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to TPOAdmin@stlucieco.org; by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 1:00 pm on October 17, 2023.

AGENDA

1. Call to Order

2. Roll Call

3. Comments from the Public

4. Approval of Agenda

5. Approval of Meeting Summary
   - *November 29, 2022 TAC/CAC/BPAC Joint Meeting*

6. Action Items

   6a. Florida Department of Transportation (FDOT) FY 2024/25 - FY 2028/29 Draft Tentative Work Program (DTWP): Presentation of the DTWP for the St. Lucie TPO for FY 2024/25 – FY 2028/29.

   Action: Review and recommend endorsement of the FY 2024/25 – FY 2028/29 DTWP, recommend endorsement with conditions, or do not recommend endorsement.

6b. Title VI Program: Review of the draft updated Title VI Program.

Action: Recommend adoption of the draft updated Title VI Program, recommend adoption with conditions, or do not recommend adoption.

6c. 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP): Presentation of the draft 2045 Treasure Coast RLRTP.

Action: Review and recommend approval of the draft 2045 RLRTP, recommend approval with conditions, or do not recommend approval.

7. Discussion Items

7a. Florida Shared-Use Network (SUN) Trail Port of Fort Pierce Overpass Connector Feasibility Study: An update on the Florida SUN Trail Port of Fort Pierce Overpass Connector Feasibility Study.

Action: Discuss and provide input.

8. Recommendations/Comments by Members

9. Staff Comments

10. Next Meetings:

CAC Regular Meeting	*TAC Regular Meeting*	*BPAC Regular Meeting*
Tuesday, November 14th	Tuesday, November 14th	Thursday, November 16th
10:30 am	1:30 pm	3:00 pm

11. Adjourn

NOTICES

The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcome without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at lathoum@stlucieco.org.

Items not included on the agenda may also be heard in consideration of the best interests of the public's health, safety, welfare, and as necessary to protect every person's right of access. If any person decides to appeal any decision made by the St. Lucie TPO Advisory Committees with respect to any matter considered at a meeting, that person shall need a record of the proceedings, and for such a purpose, that person may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based.

Kreyol Ayisyen: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Aysiyen, tanpri rele nimewo 772-462-1593.

Español: Si usted desea recibir esta informaciòn en español, por favor llame al 772-462-1593.

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CITIZENS ADVISORY COMMITTEE (CAC)
TECHNICAL ADVISORY COMMITTEE (TAC)
BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

JOINT MEETING

DATE: Tuesday, November 29, 2022

TIME: 1:30 pm

LOCATION: St. Lucie TPO
Coco Vista Centre
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida

MEETING SUMMARY

1. Call to Order

Chairman Sanders called the meeting to order at 1:35 pm.

2. Roll Call

The roll was conducted via sign-in sheet, and a quorum was confirmed with the following members present:

CAC Members Present	Representing
Carolyn Niemczyk, Chairwoman	At Large
Bud Wild, Vice Chairman	Unincorporated County
Marvin Mendelson	At Large
Mazella Smith	Fort Pierce
Anthony Walker	Fort Pierce

TAC Members Present	Representing
Marty Sanders, Chairman	St. Lucie Co. School District
Benjamin Balcer, Vice Chairman	St. Lucie County Planning
Jesse Almand	St. Lucie County Fire District

Adolfo Covelli	St. Lucie County Transit
Patrick Dayan	St. Lucie County Public Works
Joe DeFronzo	Port St. Lucie Public Works
Robert Driscoll	Independent Public Transportation Operator
Selena Griffett	Fort Pierce Engineering

BPAC Members Present	Representing
Vennis Gilmore, Chairman	Fort Pierce Public Works
Jennifer McGee, Vice Chairwoman	St. Lucie County Environmental Resources Department
Matt Baum	St. Lucie County Parks and Recreation
Terry Davis	Resident Bicycling
Andrina Nobili	Port St. Lucie Parks and Recreation
Anna Santacroce	St. Lucie County Disability Representative
Patricia Walker	Resident Bicycling

Others Present	Representing
Kyle Bowman	St. Lucie TPO
Peter Buchwald	St. Lucie TPO
Yi Ding	St. Lucie TPO
Marceia Lathou	St. Lucie TPO
Rachel Harrison	Recording Specialist
Sabrina Aubery	Florida Department of Transportation (FDOT)
James Brown	FDOT
Christine Fasiska	FDOT
John Krane (via web)	FDOT
Mark Madgar	FDOT
Kim Michael	Maschmeyer Concrete
Joy Puerta (via web)	Martin Metropolitan Planning Organization (MPO)
Jessica Rubio	FDOT
Victoria Williams	Florida's Turnpike Enterprise (FTE)
Dan Zrallack	St. Lucie County

Mr. Buchwald welcomed the members and explained the purpose of the day's meeting, commenting on the relative rarity of joint meetings among other Florida MPO advisory committees. He then led a moment of silence in honor of former CAC member Paul Weinstein, who had recently passed away.

3. Comments from the Public – None.

4. Approval of Agenda

* MOTION by Mr. Dayan to approve the agenda.

** SECONDED by Ms. Griffett Carried UNANIMOUSLY

5. Approval of Meeting Summary
   · October 19, 2021 TAC/CAC/BPAC Joint Meeting

* MOTION by Mr. Griffett to approve the Meeting Summary.

** SECONDED by Ms. Smith Carried UNANIMOUSLY

6. Action Items

6a. Florida Department of Transportation (FDOT) FY 2023/24 – FY 2027/28 Draft Tentative Work Program (DTWP): Review of the DTWP for the St. Lucie TPO for FY 2023/24 – FY 2027/28.

Mr. Buchwald introduced Mr. Ding, who described the TPO's annual cycle of development and adoption of the Draft Tentative Work Program (DTWP) before introducing the FDOT representatives in attendance. Ms. Rubio continued the presentation with an assurance of the Work Program's fiscal stability, explaining FDOT's focus on protecting projects in the Adopted Work Program before including new projects from the TPO's List of Priority Projects (LOPP). She described the annual cycle of development for the Work Program and then reported on the status of a number of the TPO's priority projects from the LOPP. Ms. Rubio provided details on the public hearing to be held as part of the DTWP development process and concluded with her contact information.

In answer to Chairwoman Niemczyk's question, Mr. Buchwald described the process by which projects were first identified in the Long Range Transportation Plan (LRTP) and subsequently added to the LOPP during its annual update. He then outlined the challenging process required to amend the LRTP in the five-year interval between updates, noting that the difficulty of doing so served to insulate the Plan from political changes. Chairman Sanders requested clarification using a low-ranked project from the LOPP as an example. In response, Mr. Buchwald explained the relationship between the LOPP and the DTWP, noting that the annual development cycle of the latter coincided

with the Florida legislative schedule. He further explained the necessity of annual updates as a function of FDOT operating on a cash-flow basis, a system that simultaneously fostered greater transparency and some degree of flexibility. Referencing the example project under discussion, Mr. Buchwald expounded upon the various sources of funding available for projects on the LOPP. Chairman Sanders commented on the benefits of obtaining significant input when considering changes to the TPO's plans and programs, and Mr. Buchwald described the prioritization methodologies used to rank projects.

Responding to Chairwoman Niemczyk, Mr. Buchwald clarified the amount of funding the TPO received from Federal and State sources, explaining the regulations restricting the use of State funds to roadways on the State system.

Mr. Dayan requested copies of the presentation slides, and Ms. Rubio indicated that she would send them to the members.

Ms. Williams continued the discussion of the agenda item by presenting a map of Florida's Turnpike system and a comparison of the FDOT and FTE mission and vision statements. She noted the growing transportation needs in recent decades, explained FTE's funding considerations and prioritization process, and identified the projects included in the Turnpike's Work Program for the TPO area.

In answer to Chairwoman Niemczyk's question, Ms. Williams clarified that the Midway Road Turnpike interchange project would be phased, with the ramps facilitating travel to and from South Florida implemented first. Mr. Brown then provided an update on the status of the project. Ms. Williams explained that the southern ramps had been deemed a higher priority due to analyses of traffic patterns, with the northern ramps likely to be implemented in connection with the planned future widening of the Turnpike mainline.

Mr. Walker inquired about the plans for the beautification of the new Turnpike facilities, and Ms. Williams explained that such efforts would primarily be focused on landscaping. She asserted the importance of stakeholder input for that phase of design, citing past interactions with the City of Port St. Lucie, and noted the need to avoid any aesthetic elements that could be distracting to drivers. Ms. Williams commented on the use of noise walls for qualifying communities and indicated that they sometimes featured artistic embellishments.

In response to Chairman Gilmore's question regarding the consideration of alternative modes of transportation to address growth, Ms. Williams explained how the Turnpike might support transit by improving travel-time reliability. She described the regulations on how the Turnpike's toll revenues could be used, noting that they only allowed for the limited promotion of other modes, such as the setting aside of land for walking trails or the facilitation of transit access to the Turnpike at interchanges.

Mr. Dayan praised the efforts of the Turnpike team and TPO staff for the rapid progress made on the Midway Road interchange project, indicating that he was looking forward to reporting the good news to the County's elected officials. Ms. Williams noted the importance of the input provided by all the project's stakeholders, and Chairman Sanders commented that the phased interchange would be an effective solution for the community's travel needs.

* MOTION by Mr. Dayan to recommend endorsement of the FY 2023/24 – FY 2027/28 DTWP.

** SECONDED by Mr. Baum Carried UNANIMOUSLY

6b. Electric Vehicle Charging Station Plan Update: Review of the draft update to identify the need for electric vehicle super-charging stations (Level 3) at various locations in the TPO area.

Mr. Buchwald introduced Ms. Lathou, who provided an explanation of the levels of electric vehicle (EV) charging along with an overview of several studies showing the demand for public charging facilities. Ms. Lathou displayed a map illustrating the availability of Level 3 EV charging in St. Lucie County before enumerating the criteria used to site potential EV charging station locations on the Plan. She once again displayed a map with the resulting locations overlaid with the historically disadvantaged areas of the County and then provided a discussion of various factors impacting the future demand for and supply of EV charging stations, including technological advancements and private-sector initiatives. Ms. Lathou concluded with several considerations identified in the Plan.

Mr. Mendelson inquired about the costs of operating an EV versus those of a traditional gasoline-powered vehicle. Ms. Lathou explained that the Update included a cost estimate for at-home EV charging and public EV charging, with Mr. Buchwald commenting on the degree to

which the relative cost was affected by driving habits. Chairman Sanders remarked on the affordability of FPL's rates for at-home charging.

Chairwoman Niemczyk initiated a discussion regarding the costs and profitability of installing EV chargers at commercial locations. Ms. Lathou indicated that FPL had installed the chargers at the Gatlin Boulevard Jobs Express Terminal (JET) at no cost but had declined to install them at the Port St. Lucie Community Center bus station without compensation because it was not located near a highway. Mr. Buchwald explained that the profitability of commercial charging depended upon demand, and Chairman Sanders related an anecdote regarding the line of EVs he had seen waiting for charging at a Wawa gas station over Thanksgiving weekend.

Mr. DeFronzo questioned the rationale for not recommending an EV charging location in the vicinity of Becker Road and I-95, especially considering the scarcity of charging facilities in Martin County. Ms. Lathou explained that the present Update had focused on co-locating chargers at existing extended-hours facilities. She described the Federal government's current goal of implementing a network of charging facilities within 50 miles of one another near highways, a goal that was already satisfied locally by the existing charging facility near the St. Lucie West Walmart. Ms. Lathou noted that future rounds of funding might focus on filling in remaining charging gaps.

In response to Mr. DeFronzo's further inquiry, Ms. Williams described the charging facilities installed at Turnpike service plazas. Mr. Buchwald then expounded upon various Federal and State considerations regarding the use of public funds for EV charging, noting that the upcoming Sustainable Transportation Plan would address charging near highway intersections.

In answer to Chairman Gilmore's question regarding backup support for EV drivers who run out of power while driving, Ms. Lathou described the development of apps designed to locate the nearest charging station and provide real-time availability of the station's plugs. Mr. Buchwald relayed Ms. Williams' intent to investigate the possibility of Road Rangers carrying backup batteries.

Ms. Griffett expressed concern regarding the recommended siting of charging facilities on hospital grounds, citing the potential for noise disruption and other conflicts. Chairman Sanders likewise remarked on the potential for causing parking difficulties for patients and visitors.

Ms. Lathou noted that hospitals in other areas had already started offering EV charging as an amenity for visitors staying extended periods of time but reiterated that the Update was intended to function only as a guide for the most expedient use of private investment.

* MOTION by Ms. Smith to recommend acceptance of the draft update.

** SECONDED by Chairwoman Niemczyk Carried UNANIMOUSLY

6c. Sustainable Transportation Plan Scope of Services: Review of the draft scope of services to complete a Sustainable Transportation Plan for the Automated/Connected/Electric/ Shared-Use (ACES) Network.

Mr. Buchwald again introduced Ms. Lathou, who began by defining sustainable transportation. She explained the TPO's systematic planning efforts toward sustainable transportation as resulting in a recommendation to develop an ACES network along I-95. Ms. Lathou indicated that the Sustainable Transportation Plan would help develop this network of mobility hubs by identifying and coordinating opportunities for "shovel-ready" projects that would be eligible for high-priority funding from various sources. She concluded with the Plan's consultant, timeline, and cost.

In response to Chairwoman Niemczyk's question, Ms. Lathou described the approach to be taken by the consultant during the Plan's development. Mr. Buchwald indicated that the Plan would be presented to the Advisory Committees for input, with Ms. Lathou adding that she would also present the Plan to the Local Coordinating Board for the Transportation Disadvantaged (LCB).

* MOTION by Chairwoman Niemczyk to recommend approval of the scope of services.

** SECONDED by Mr. Walker Carried UNANIMOUSLY

6d. 2023 Legislative Priorities: Review of the proposed Legislative Priorities for the St. Lucie TPO for 2023.

Mr. Buchwald explained that the TPO adopts legislative priorities each year based on the results of the current year's Florida Legislative Session, the legislative priorities of other transportation organizations, the likelihood of FDOT support, and, in the case of previously unsuccessful legislation, the likelihood of its reintroduction. He then

presented the legislative priorities being recommended for consideration in 2023.

Chairwoman Niemczyk opined on the tremendous value of the input provided by the Advisory Committees, noting that she had witnessed positive impacts on the community resulting from members' suggestions over the years.

Mr. Dayan expressed disappointment regarding the deletion of some of the Legislative Priorities from the previous year, particularly the indexing of local option fuel taxes to the consumer price index, and asked whether a Vehicle Miles Traveled (VMT) tax were being considered. Mr. Buchwald explained that some legislation had been proposed for EVs, but that it did not compensate for the reduced revenues resulting from more fuel-efficient cars, noting that the present administration did not seem to support it.

* MOTION by Vice Chairwoman McGee to recommend adoption of the proposed priorities.

** SECONDED by Chairman Gilmore Carried UNANIMOUSLY

7. Recommendations/Comments by Members – Mr. Mendelson referenced a previous discussion regarding the traffic signals in the vicinity of the I-95 interchange at St. Lucie West Boulevard and the various jurisdictions controlling them, asking whether any measures were being taken to improve their coordination. Mr. Buchwald affirmed that the City of Port St. Lucie was addressing the matter. Mr. DeFronzo then provided more details, indicating that the contractor supervising the construction of the interchange had temporarily assumed control of the signals on the bridge, while the signal at Peacock Boulevard remained under the City's control.

Discussion ensued regarding the frequent congestion experienced by drivers in that area. Chairman Sanders commented on rush hour traffic backups on the northbound I-95 exit ramp caused by cars merging onto St. Lucie West Boulevard, while Chairwoman Niemczyk remarked that several of her colleagues had received citations for blocking an intersection. In response to her comment about the need to improve safety conditions in the area, Mr. DeFronzo reported on an upcoming event during which citizens could speak to the project's contractor. Mr. Buchwald noted the challenge presented by the many driveways and cross-streets emptying onto St. Lucie West Boulevard, explaining that widening the road may not be a viable congestion

solution due not only to the expense but to the latent demand that it might foster.

Ms. Smith expressed concern regarding the number of accidents occurring on the segment of U.S. Highway 1 between Edwards and Midway Roads, suggesting that additional multimodal safety improvements be considered for implementation. Mr. Buchwald reported that FDOT had already programmed additional lighting for that segment of U.S. Highway 1 and was also considering the installation of a mid-block crossing for pedestrians. Chairman Sanders commented on the likelihood that large intersections, such as those on South 25th Street, might have an accident history similar to that of the U.S. Highway 1 segment under discussion. Ms. Griffett then clarified that the City of Fort Pierce was responsible for maintenance on U.S. Highway 1 but not construction projects.

In response to Ms. Walker's question, Mr. DeFronzo indicated that the City of Port St. Lucie was applying to the League of American Bicyclists to be designated as a Bicycle Friendly Community for 2023.

Chairwoman Niemczyk expressed her regret at hearing of the recent passing of Paul Weinstein, noting that he had been a wonderful member of the CAC for many years.

8. Staff Comments – None.

9. Next Meetings:

CAC Regular Meeting	TAC Regular Meeting	BPAC Regular Meeting
Tuesday, January 17, 2023	Tuesday, January 17, 2023	Thursday, January 19, 2023
10:30 am	1:30 pm	3:00pm

10. Adjourn – The meeting was adjourned at 3:15 pm.

Respectfully submitted: Approved by:

_____ _____

Rachel Harrison
Recording Specialist

Chairperson

St. Lucie Transportation Planning Organization

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AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC) Technical Advisory Committee (TAC) Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	October 10, 2023
Item Number:	6a
Item Title:	Florida Department of Transportation (FDOT) FY 2024/25 - FY 2028/29 Draft Tentative Work Program (DTWP)
Item Origination:	FDOT
UPWP Reference:	Task 3.3 – Transportation Improvement Program (TIP)
Requested Action:	Review and recommend endorsement of the FY 2024/25 - FY 2028/29 DTWP, recommend endorsement with conditions, or do not recommend endorsement.
Staff Recommendation:	Because the DTWP was not available as of the date of the Staff Report, a recommendation could not be provided. Upon its receipt, the TPO Staff will review the DTWP and provide a recommendation based on the review.

Attachments

- Staff Report
- 2023/24 List of Priority Projects

St. Lucie Transportation Planning Organization

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MEMORANDUM

TO: Citizens Advisory Committee (CAC)
Technical Advisory Committee (TAC)
Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Peter Buchwald
Executive Director

DATE: October 10, 2023

SUBJECT: Florida Department of Transportation (FDOT) FY 2024/25 - FY 2028/29 Draft Tentative Work Program (DTWP)

BACKGROUND

The DTWP identifies the State and Federally-funded transportation projects and project phases that will be implemented during the five-year period of FY 2024/25 - FY 2028/29. The DTWP is developed annually, and FDOT District 4 uses the attached 2023/24 List of Priority Projects (LOPP) that was reviewed and recommended for adoption by the TPO Advisory Committees in May 2023 to develop the DTWP. FDOT District 4 will be presenting the DTWP for review and endorsement.

Should the DTWP be recommended by the TPO Advisory Committees and endorsed by the Board, the Final Tentative Work Program (FTWP) will be submitted to the Governor and the State Legislature for adoption during the 2024 Legislative Session which starts this January. Upon its adoption, the FTWP will be provided to the TPO for development of the TPO's Transportation Improvement Program (TIP) for FY 2024/25 – FY 2028/29 which will be reviewed by the TPO Advisory Committees next May.

In developing the DTWP, FDOT first attempts to protect the projects in the existing Adopted Work Program. FDOT then allocates funding to the projects in the TPO's LOPP to the extent that the funding is available. Existing projects may be advanced, or new projects and project phases typically are allocated to the new fifth year of the DTWP.

FDOT's presentation will address the extent to which projects from the TPO's LOPP will be funded (also known as programmed). In addition, the DTWP will include the projects of the Florida's Turnpike Enterprise (FTE) that are programmed in FY 2024/25 – FY 2028/29 in the TPO area.

ANALYSIS

In reviewing the DTWP, it should be compared to the TPO's FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP) regarding the programmed projects from the TPO's LOPP to identify any significant changes in the programming of these projects. The DTWP also should be compared with the TIP with regard to previously programmed projects under the various transit grant programs and other grant programs such as the Transportation Alternatives Program (TAP), Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).

In addition, the DTWP should be reviewed to confirm that new projects that were prioritized in the TPO's LOPP and from recent grant cycles, such as the TAP, TRIP, and CIGP grant cycles, now are included. Finally, the DTWP should be reviewed for consistency with the SmartMoves 2045 Long Range Transportation Plan (LRTP).

The DTWP was not available as of the date of this Staff Report. Upon its receipt, the TPO Staff will review the DTWP for consistency with the TIP, the 2023/24 List of Priority Projects, applicable grant cycles, and the SmartMoves 2045 Long Range Transportation Plan.

RECOMMENDATION

Because the DTWP was not available as of the date of the Staff Report, a recommendation could not be provided. Upon its receipt, the TPO Staff will review the DTWP and provide a recommendation based on the review.

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2023/24 List of Priority Projects (LOPP)

(Adopted June 7, 2023)

Master List

2023/24 Priority Ranking	Major Gateway Corridor?[1]	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP[2] Cost Feasible Plan?	Estimated Cost	2022/23 Priority Ranking
			From	To					
1	N/A[3]	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program		Yes	$400,000	1
2	Yes	Midway Road	Glades Cut Off Road	Jenkins Road	Add 2 lanes, sidewalks, bicycle lanes	PE[4] underway, ROW[5] to start in FY 24/25	Yes	$55,186,000[6]	2
3	Yes	Midway Road Turnpike Interchange Phase 2			New interchange with southbound off-ramp and northbound on-ramp		Yes	$20,000,000[7]	4b
4	Yes	Kings Highway	Angle Road	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	PE underway, ROW to start in FY 23/24	Yes	$142,162,000[6]	5
5	Yes	Northern/Airport Connector	Florida's Turnpike	Kings Highway	New multimodal corridor with interchanges at Florida's Turnpike and I-95		Yes	$137,110,000[8]	6
6	Yes	Jenkins Road	Midway Road	Orange Avenue	Add 2 lanes to existing segments, construct 4 lanes for new segments, and add sidewalks and bicycle lanes	Initial PD&E[9] activities underway	Yes	$51,890,000[8]	7
7	Yes	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Add 2 lanes and shared-use paths		Yes	$4,760,000[8]	NR[10]

[1]Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy
[2]LRTP: *SmartMoves 2045 Long Range Transportation Plan,* February 2021
[3]N/A: Not Applicable
[4]PE: Preliminary Engineering
[5]ROW: Right-of-Way Acquisition
[6]Source of Estimated Cost: Florida Department of Transportation District 4, June 2023
[7]Source of Estimated Cost: Strategic Intermodal System Cost Feasible Plan, May 2023
[8]Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan,* February 2021
[9]PD&E: Project Development and Environment Study
[10]NR: Not Ranked

Local Projects for
Carbon Reduction Program (CRP) Funding and Transportation Alternatives Additional (TAA) Funding

Funding Source	Facility/Segment or Intersection	Project Limits		Project Description	Estimated Cost	Project Source[1]	LAP-Certified Implementing Agency	Project Status/Notes
		From	To					
CRP	Midway Road	US-1	Selvitz Road	Install fiber optic cable along Midway Road and traffic cameras/video detectors and adaptive signal control at the signalized intersections	$370,000	CMP[2] LOPP[3]	St. Lucie County	
CRP	Gatlin Boulevard at Savona Boulevard			Extend eastbound and westbound left-turn lanes on Gatlin Boulevard	$750,000	CMP LOPP	City of Port St. Lucie	Right-of-way acquisition is not needed
TAA	Green River Parkway Trail	Martin County Line	Walton Road	Resurfacing of multi-use path: 2.5 miles	$350,000	TA[4] LOPP	City of Port St. Lucie	
TAA	St. James Drive	NE Lazy River Parkway	NE Royce Avenue	Sidewalk, 6-8 feet in width, 0.25 mile in length	$419,000	CSAP[5]	St. Lucie County	
TAA	Nebraska Avenue	South Lawnwood Circle	South 13th Street	Sidewalks, 6 feet in width, 1 mile in length, on both sides of street	$717,000	City of Fort Pierce	City of Fort Pierce	Project-specific LAP Certification is necessary

[1]Source of Estimated Cost is from the Project Source unless otherwise noted
[2]CMP: Congestion Management Process
[3]LOPP: List of Priority Projects
[4]TA: Transportation Alternatives
[5]CSAP: Comprehensive Safety Action Plan

Congestion Management Process (CMP) Projects

(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is $300,000 - $400,000 annually)

2023/24 Priority Ranking	Facility/Segment or Intersection	Project Description	Project Status/Notes	Estimated Cost[1]	Project Source	2022/23 Priority Ranking
1	St. Lucie Transportation Management Center (TMC)	Design, construction, and installation of equipment including communication servers, video displays, and workstations that was originally included in Phase 1 of the ATMS Master Plan[2]	Phase I of the ATMS Master Plan was completed without a TMC	$400,000	ATMS Master Plan	1
2	Orange Avenue and South 7th Street (ATMS Master Plan Phase 2A)	Install fiber optic cable along Orange Avenue from US-1 to Kings Highway and along South 7th Street from Orange Avenue to Avenue A and traffic cameras/video detectors and adaptive signal control at the signalized intersections	PE[4] to start in FY 2026/27	$700,000	ATMS Master Plan	3
3	Midway Road (ATMS Master Plan Phase 2B)	Install fiber optic cable along Midway Road from US-1 to Selvitz Road and traffic cameras/video detectors and adaptive signal control at the signalized intersections		$370,000	ATMS Master Plan	4
4	Gatlin Boulevard at Savona Boulevard	Extend eastbound and westbound left turn lanes on Gatlin Boulevard and install dedicated northbound and southbound right turn lanes on Savona Boulevard	Right-of-way acquisition is not anticipated to be needed	$750,000[5]	CMP	5

[1]Source of Estimated Cost is from the Project Source unless otherwise noted
[2]ATMS Master Plan: *Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County,* February 2013
[3]CMP: *St. Lucie Transportation Planning Organization Congestion Management Process Major Update,* June 2018
[4]PE: Preliminary Engineering
[5]Source of Estimated Cost: City of Port St. Lucie

Transit Projects

2023/24 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP[1] or TDP[2]?	Estimated Cost[3]	2022/23 Priority Ranking
1	Port St. Lucie Intermodal Hub	Phase 1 completed in 2013 - Location is in need of an upgrade. Serves as connection point to four routes and Zone 1 Micro-Transit Service	Capital	Yes	$4,500,000	NR[4]
2	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan[5]	Capital	Yes	$100,000-$650,000	3
3	Micro-Transit Zone 1	Sustain service levels in the Tradition/Gatlin Boulevard area beyond expiration of the previous FDOT Service Development Grant	Capital & Operating	Yes	$325,000-$450,000[6]	4
4	Micro-Transit Fort Pierce	Expand on Freebee services in City of Fort Pierce and continue to provide transportation in transit deserts throughout the County	Capital & Operating	No	$800,000	NR
5	Micro-Transit Zone 2	Expand the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to the Torino Boulevard area to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years	Capital & Operating	Yes	$325,000-$450,000[6]	NR
6	Express Route Bus Service	Continue to link the Port St. Lucie and Fort Pierce Intermodal Hubs with a zone through a potential Service Development Grant	Capital & Operating	Yes	$800,000	2
7	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	$200,000 (total for bus shelters)	7
8	Expand Local Services	Improve frequency to 30 minutes on high performing routes	Operating	Yes	$800,000	6
9	Transit Operations Center	Centralized operations and maintenance facility to serve the transit system fleet	Capital	Yes	$18,000,000-$20,000,000	1
10	Jobs Express Terminal Regional Service	Regional bus service to West Palm Beach with express commuter services	Operating	Yes	$460,500[6]	5

[1]LRTP: *SmartMoves 2045 Long Range Transportation Plan,* February 2021
[2]TDP: *Bus Plus, St. Lucie County FY 2020-FY 2029 Transit Development Plan Major Update,* June 2019
[3]Source of Estimated Cost: St. Lucie County Transit Staff, May 2023, unless otherwise noted
[4]NR: Not Ranked
[5]*Transit Asset Management Plan*, November 2020
[6]*Jobs Express Terminal Connectivity Study*, June 2020

Transportation Alternatives (TA) Projects

2023/24 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source[2]	Estimated Cost[2]	2022/23 Priority Ranking
			From	To				
1	38.0	Peascock Trail	Gatlin Boulevard	Dreyfuss Boulevard	Shared-Use Path: 1.0 mile	2023 TA Grant Application[3]	$1,674,174[4]	11
2	25.5	Easy Street	US Highway 1	Silver Oak Drive	Sidewalk-1.0 miles		$1,090,396[6]	2
3	50.0	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	TIP, Florida SUN Trail Grant, and St. Lucie WBN[5]	TBD[7]	3
4	42.5	Green River Parkway Trail	Martin County Line	Walton Road	Resurfacing of Shared-Use Path: 2.5 miles	City of Port St. Lucie, Florida SUN Trail, and St. Lucie WBN	$350,000	Not Ranked
4	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk: 1.3 miles		$1,500,000[6]	7
4	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk: 1.4 miles		$1,650,000[6]	7
7	42.0	Lakehurst Drive	Bayshore Boulevard	Airoso Boulevard	Sidewalk: 1.3 miles	Under design by City of Port St. Lucie	$825,000[8]	9
8	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk: 0.2 miles		$225,000[6]	12
9	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk: 2.6 miles		$3,050,790[6]	17
10	40.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk: 1.5 miles		$1,323,840	19
11	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk: 1.3 miles		$1,461,595[6]	12
12	36.0	17th Street	Georgia Avenue	Delaware Avenue	Sidewalk: 0.3 miles		$74,268	13
12	36.0	Boston Avenue	25th Street	13th Street	Sidewalk: 0.8 miles		$123,200	13
14	35.0	Abingdon Avenue	Import Drive	Savona Boulevard	Sidewalk: 0.9 miles	Under design by City of Port St. Lucie	$575,000[8]	15
14	35.0	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk: 1.3 miles		$323,000[8]	15
16	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk: 0.5 miles		$445,220	17
17	32.0	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk: 6.1 miles		$5,300,000[6]	18
17	32.0	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk: 5.0 miles		$5,753,580[6]	18
19	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk: 3.0 miles		$2,600,000[6]	20
20	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk: 2.8 miles		$2,250,000[6]	21
21	29.5	Bell Avenue	Oleander Avenue	Sunrise Boulevard	Sidewalk: 0.5 miles		$411,836[9]	22

2023/24 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source[2]	Estimated Cost[2]	2022/23 Priority Ranking
			From	To				
22	27.0	Old Dixie Highway	St. Lucie Boulevard	Turnpike Feeder Road	Sidewalk: 5.2 miles		$6,066,780[6]	23
23	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk: 2.4 miles		$2,830,390[6]	24
23	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		$1,160,000[6]	24
25	25.5	Selvitz Road	Edwards Road	South of Devine Road	Sidewalk: 1.8 miles		$562,202	26
26	24.5	Juanita Avenue	North 53rd Street	North 41st Street	Sidewalk: 1.3 miles		$393,004	27
27	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk: 1.8 miles		$2,076,392[6]	28
28	15.0	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		$1,160,000[6]	29

[1]Scores are based on the *St. Lucie TPO TA Project Prioritization Methodology*
[2]Project Source and Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan,* February 2021 (2045 LRTP), unless otherwise noted
[3]Project is anticipated to be programmed for construction in the FDOT FY 2024/25 - FY 2028/29 Work Program as a result of the 2023 TA Grant Cycle
[4]Source of Estimated Cost: 2023 TA Grant Application, March 2023
[5]WBN: Walk-Bike Network
[6]Source of Estimated Cost: St. Lucie County Engineering
[7]TBD: To be Determined
[8]Source of Estimated Cost: *City of Port St. Lucie Sidewalk Master Plan (Design and Construction), July 2017*
[9]Source of Estimated Cost: 2019 TA Grant Application

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC) Technical Advisory Committee (TAC) Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	October 17, 2023
Item Number:	6b
Item Title:	Title VI Program
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 5.1 - Public Participation, Education & Outreach
Requested Action:	Recommend adoption of the draft updated Title VI Program, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Because the Title VI Program supports nondiscrimination in the TPO's plans, programs, and activities, it is recommended that the Advisory Committees recommend adoption of the draft updated Title VI Program by the TPO Board.

Attachments

- Staff Report
- Updated Draft Title VI Program

St. Lucie Transportation Planning Organization

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772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Citizens Advisory Committee (CAC)
Technical Advisory Committee (TAC)
Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit/ACES Program Manager

DATE: October 10, 2023

SUBJECT: Title VI Program

BACKGROUND

All agencies that receive federal funds are required to incorporate Title VI, Environmental Justice, Justice40, and Limited English Proficiency (LEP) considerations into their missions. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin. Environmental Justice identifies and addresses the effects of programs, policies, and activities on minority populations and low-income populations. Justice40 (J40) is an opportunity to address gaps in infrastructure and public services by working toward the goal that at least 40 percent of the benefits from grants, programs, and initiatives flow to disadvantaged communities. LEP relates to the development of systems to ensure meaningful participation by persons who are limited in their ability to understand English.

The purpose of a Title VI Program is to establish guidelines to effectively monitor and ensure that an agency follows all Title VI, Environmental Justice, Justice40, and LEP access requirements.

ANALYSIS

The TPO is committed to ensure non-discrimination, Environmental Justice, Justice40, and access for LEP persons in the transportation decision-making

process. The TPO's Public Participation Plan (PPP) is designed to provide equal opportunities for the public to express its views and to become active participants in the planning process regardless of race, color, religion, income status, national origin, age, family status, gender, or disability.

The TPO's Title VI Program is reviewed by staff at least annually and updated as needed. The last update occurred in 2020. The draft updated Title VI Program includes analyses based on the most recent U.S. Census data.

After adoption by the TPO Board, the TPO's updated Title VI Program will be reviewed by the Federal Highway Administration (FHWA) Office of Civil Rights, Florida Division; Federal Transit Administration Regional Civil Rights Office; and the Florida Department of Transportation (FDOT) Equal Opportunity Office, Civil Rights Programs Division. The agencies will review and concur with the TPO Board's adoption or request additional information.

RECOMMENDATION

Because the Title VI Program supports nondiscrimination in the TPO's plans, programs, and activities, it is recommended that the Advisory Committees recommend adoption of the draft updated Title VI Program by the TPO Board.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
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772-462-1593 www.stlucietpo.org

TITLE VI PROGRAM

Draft

October 2023

Marceia Lathou, Title VI/ADA Coordinator
St. Lucie TPO
466 SW Port St. Lucie Boulevard, Suite 111
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772-462-1593
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Hearing/Speech Impaired:
711 Florida Relay System

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TITLE VI CHECKLIST

The table below lists the Title VI reporting requirements as described in FTA Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*. The first section of the checklist includes the general requirements that apply to all recipients of Federal funding assistance. The second section refers to requirements specific to metropolitan planning organizations (MPOs).

Federal Title VI Program Requirements

General Requirements	Section
▪ Title VI assurances	1.0, 2.1
▪ Title VI Notice to the public, including list of locations where notice is posted	3.0
▪ Title VI complaint procedures	4.1
▪ Title VI complaint form	4.2
▪ List of Title VI investigations, complaints, and lawsuits	5.0
▪ Public Participation Plan and summary of outreach efforts	6.0
▪ Meaningful access to Limited English Proficiency (LEP) persons	8.0
▪ Minority representation on planning and advisory bodies	9.0
▪ Subrecipient compliance & monitoring procedures	10.0
▪ Board approval of Title VI Program	11.0

Requirements for MPOs	Section
▪ Demographic Profile	12.0
▪ Description of procedures by which mobility needs of minority populations are identified and considered within the planning process	13.0
▪ Demographic maps that show impacts of the distribution of State and Federal funds for public transportation projects	14.0
▪ Analysis of the MPO's transportation system investments that identifies and addresses any disparate impacts	15.0

GENERAL REQUIREMENTS

1.0 TITLE VI / NONDISCRIMINATION POLICY STATEMENT AND MANAGEMENT COMMITMENT TO TITLE VI PROGRAM

The St. Lucie Transportation Planning Organization (TPO) assures the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation, and Florida Commission for the Transportation Disadvantaged that no person shall, on the basis of race, color, national origin, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity undertaken by the TPO.

The St. Lucie TPO further agrees to the following responsibilities with respect to its programs and activities to comply with the above-mentioned laws and regulations:

1. Designate a Title VI Coordinator that has a responsible position within the organization and access to the recipient's Chief Executive Officer or authorized representative.
2. Issue a policy statement signed by the Executive Director or authorized representative, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert a nondiscrimination clause into every contract subject to the Acts and the Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against the St. Lucie TPO.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or any other state or federal regulatory agency, take affirmative actions to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) days.
7. Have a process to collect racial and ethnic data on persons impacted by the agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the TPO.

Signature

_____

Peter Buchwald
Executive Director, St. Lucie TPO
Date: October 25, 2023

2.0 Introduction and Description of Services

The St. Lucie TPO submits this Title VI Program in compliance with Title VI of the Civil Rights Act of 1964, 49 CFR Part 21, and the guidelines of FHWA and FTA.

The St. Lucie TPO is a "metropolitan planning organization," a federally-funded local agency tasked with planning, project selection, and prioritizing of State and Federal funding for transportation improvements. The St. Lucie TPO is governed by a Board which is comprised of elected officials from St. Lucie County, City of Fort Pierce, City of Port St. Lucie, and the St. Lucie County School Board as well as a public transportation representative. Three Advisory Committees provide direction and recommendations to the TPO Board. These are the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Bicycle-Pedestrian Advisory Committee (BPAC). The TPO also is the designated official planning agency to receive Florida Transportation Disadvantaged Trust Funds for planning for the transportation disadvantaged population in St. Lucie County through the Local Coordinating Board (LCB) for the Transportation Disadvantaged.

The St. Lucie TPO must designate a Coordinator for Title VI issues and complaints within the organization. The Coordinator is the focal point for Title VI implementation and monitoring of activities receiving federal financial assistance. Key responsibilities of the Title VI Coordinator include:

- Maintain knowledge of Title VI requirements.
- Attend training, as appropriate, on Title VI and other nondiscrimination authorities when offered by FHWA, FTA, FDOT or any other regulatory agency.
- Disseminate Title VI information to the public including in languages other than English, when necessary.
- Develop a process to collect data related to race, gender, and national origin of the service area population to ensure low-income, minorities, and other traditionally underserved groups are included and not discriminated against.
- Implement procedures for the prompt processing of Title VI complaints.
- Maintain direct and easy access to the TPO Executive Director.

Title VI Coordinator: Marceia Lathou
Title VI-ADA Coordinator, St. Lucie TPO
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593, lathoum@stlucieco.org
Hearing/Speech Impaired:
711 Florida Relay System

2.1 ANNUAL CERTIFICATIONS AND ASSURANCES

In accordance with 49 CFR Section 21.7(a), every application for financial assistance from FHWA and FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual certifications and assurances.

The St. Lucie TPO will remain in compliance with this requirement by annual submission of certifications and assurances to FDOT as part of the annual joint certification process.

2.2 TITLE VI PROGRAM ADOPTION

This Title VI Program was approved and adopted by the St. Lucie TPO's Board at a meeting held on October 25, 2023.

3.0 TITLE VI NOTICE TO THE PUBLIC

3.1 NOTICE TO THE PUBLIC

Recipients of federal funds must notify the public of its rights under Title VI and include the notice and where it is posted in the Title VI Program. The notice must include:

- A statement that the agency operates programs without regard to race, color and national origin.
- A description of the procedures members of the public should follow in order to request additional information on the agency's nondiscrimination obligations.
- A description of the procedure members of the public should follow in order to file a discrimination complaint against the agency.

The TPO's Title VI notice to the public appears on the following pages.

Notice to the Public:

The St. Lucie TPO operates its transportation programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the St. Lucie TPO.

For more information on the St. Lucie TPO civil rights program, and the procedures to file a complaint about the transportation program, contact Marceia Lathou, Title VI Coordinator, at (772) 462-1593 lathoum@stlucieco.org or at our administrative office at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953 or our website at www.stlucietpo.org.

Alternatively, a complainant may file a complaint directly with the Florida Department of Transportation by filing a complaint with the Florida Dept. of Transportation, District 4 Title VI Coordinator, Sharon Singh Hagyan, 3400 W. Commercial Blvd, Fort Lauderdale, FL 33309, Sharon.SinghHagyan@dot.state.fl.us; (954) 777-4190.

In addition, a complainant may also file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Complaint Team, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590 or call the civil rights hotline (888) 446-4511.

If information is needed in another language, contact Marceia Lathou at (772) 462-1593; lathoum@stlucieco.org.

Kreyol Ayisyen: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Aysiyen, tanpri rele nimewo (772) 462-1593.

Español: Si usted desea recibir esta informaciòn en Español, por favor llame al 772-462-1593.

El título VI aviso de St. Lucie TPO al público:

St. Lucie TPO opera sus programas de transporte y servicios, sin importar la raza, color, origen nacional y de conformidad con lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964. Cualquier persona que cree que ella o él ha sido agraviada por cualquier práctica discriminatoria illegal en virtud del Título VI puede presentar una queja con St. Lucie TPO.

Para obtener más información sobre el St. Lucie TPO programa de derechos civiles, y los procedimientos para presentar una queja sobre el programa de transporte, contactar con Marceia Lathou, Título VI Enlace, a (772) 462-1593, lathoum@stlucieco.org o en nuestra oficina administrativa 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953, o nuestro sitio web en www.stlucietpo.org.

El demandante puede presentar una queja directamente con el Departamento de Transporte de la Florida mediante la presentación de una queja ante el Distrito 4 Título VI Coordinador (Sharon Singh Hagyan, Sharon.SinghHagyan@dot.state.fl.us).

Un demandante también puede presentar una queja directamente con la Administración Federal de Transporte mediante la presentación de una queja ante la Oficina de Derechos Civiles, Atención: Queja Team, East Building , 5th Floor - TCR , 1200 New Jersey Ave., SE, Washington, DC 20590.

Si necesita información en otro idioma, contactar a Marceia Lathou al (772) 462-1593; lathoum@stlucieco.org.

TPO's Tit VI St. Lucie bay piblik la:

TPO St. Lucie a opere pwogram ak sèvis transpò li yo san konsiderasyon ba ras, koulè, ak orijin nasyonal dapre Tit VI nan Lwa sou Dwa Sivil 1964 (Title VI of the Civil Rights Act of 1964). Nenpòt moun ki kwè li te leze poutèt nenpòt pratik diskriminasyon ilegal selon Tit VI kapab pote yon plent avèk TPO St. Lucie a.

Pou jwenn plis enfòmasyon sou pwogram dwa sivil TPO St. Lucie a, ak pwosedi yo pou pote yon plent kont pwogram transpò a, kontakte Marceia Lathou, Koòdonatè Tit VI, nan nimewo (772) 462-1593 lathoum@stlucieco.org oswa nan biwo administratif nou ki chita nan 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953 oswa nan sitwèb nou lè ou ale nan www.stlucietpo.org.

Yon pleyan kapab pote yon plent avèk Depatman Transpò nan Eta Florida (Florida Department of Transportation) dirèkteman lè yo pote yon plent avèk Koòdonatè Tit VI Distri 4 la (Sharon Singh Hagyan, Sharon.SinghHagyan@dot.state.fl.us).

Epitou yon pleyan kapab pote yon plent dirèkteman avèk Administrasyon Federal Transpò Piblik (Federal Transit Administration) la lè yo pote yon plent avèk Biwo sou Dwa Sivil la (Office of Civil Rights, Attention: Complaint Team, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590).

Si yo bezwen jwenn enfòmasyon nan yon lòt lang, kontakte Marceia Lathou nan nimewo (772) 462-1593;lathoum@stlucieco.org.

3.2 NOTICE POSTING LOCATIONS

The Notice to the Public will be posted at strategic locations to inform the public of the St. Lucie TPO's obligations under Title VI and to inform them of the protections afforded them under Title VI. At a minimum, the notice will be posted in public areas of the St. Lucie TPO office.

The Notice to the Public will be posted in the following public areas of the St. Lucie TPO office:

Location Name	Address	City
St. Lucie TPO Office Reception Area	466 SW Port St. Lucie Boulevard, Suite 111	Port St. Lucie, FL 34953
St. Lucie TPO Office Boardroom	466 SW Port St. Lucie Boulevard, Suite 111	Port St. Lucie, FL 34953

The Title VI notice and program information will also be provided on the St. Lucie TPO's website at stlucietpo.org.

4.0 TITLE VI PROCEDURES AND COMPLAINTS

4.1 COMPLAINT PROCEDURE

Any person who believes that he or she has been subjected to discrimination based upon race, color, national origin, sex, religion, age, disability, family or income status initially files a complaint with the TPO's Title VI Coordinator, Marceia Lathou, at lathoum@stlucieco.org or by mail to 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953. The St. Lucie TPO investigates complaints received no more than 180 days after the alleged incident. If possible, the complaint should be submitted in writing and contain the identity of the complainant; the basis for the allegations (e.g., race, color, national origin, sex, religion, age, disability, family or income status); and a description of the alleged discrimination with the date of occurrence. If the complaint cannot be submitted in writing, the complainant should contact the TPO's Title VI Coordinator for assistance: Marceia Lathou, St. Lucie TPO, 466 SW Port St. Lucie Blvd, Suite 111, Port St. Lucie, Florida 34953, 772-462-1593, lathoum@stlucieco.org.

The Title VI Coordinator will respond to the complaint within thirty (30) days and will take reasonable steps to resolve the matter. Reasonable steps could include coordinating multiple agency response, facilitating access to information, etc. The Florida Department of Transportation (FDOT), Equal Opportunity Office, Statewide Title VI Coordinator shall be notified of the complaint. Should the TPO be unable to satisfactorily resolve the complaint, the Title VI Coordinator will forward the complaint, along with a record of its disposition, to the FDOT Statewide Title VI Coordinator. FDOT will assume jurisdiction over the complaint for continued processing.

The complaint procedures and forms, examples of which are provided in Section 4.2, will be made available to the public on the St. Lucie TPO's website (stlucietpo.org.). The forms are also available in other formats and languages upon request.

4.2 COMPLAINT FORM

Section I:				
Name:				
Address:				
Telephone (Home):		Telephone (Work):		
Email Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	

Section II:		
Are you filing this complaint on your own behalf?	Yes*	No
*If you answered "yes" to this question, go to Section III.		
If not, please supply the name and relationship of the person for whom you are complaining:		
Please explain why you have filed for a third party: _____		
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.	Yes	No

Section III:

I believe the discrimination I experienced was based on (check all that apply):

[ ] Race [ ] Color [ ] National Origin [ ] Age

[ ] Disability [ ] Family or Religious Status [ ] Other (explain)

_____

Date of Alleged Discrimination (Month, Day, Year): _____

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.

_____

_____

Section IV		
Have you previously filed a Title VI complaint with this agency?	Yes	No

Section V
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court? [ ] Yes [ ] No If yes, check all that apply: [ ] Federal Agency: _____ [ ] Federal Court _____ [ ] State Agency _____ [ ] State Court _____ [ ] Local Agency _____
Please provide information about a contact person at the agency/court where the complaint was filed.
Name:
Title:
Agency:
Address:
Telephone:
Section VI
Name of agency complaint is against:
Contact person:
Title:
Telephone number:

You may attach any written materials or other information that you think is relevant to your complaint. Signature and date required below.

_____ _____ _____

Signature Date

Please submit this form in person at the address below, or mail this form to:

Marceia Lathou, Title VI Coordinator
St. Lucie TPO
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida 34953

Forma De Queja

Seccion I: Escribir en forma legible				
Nombre:				
Direccion:				
Telefono:		Telefono secundario(opcional):		
Direccion de correo electronico:				
Reuistos de forma accesible?	Impresion grande		Cinta de audio	
	TDD		Otros	

Section II:		
Esta presentando esta queja en su propio nombre?	Si*	No
Si usted contesto "Si", vaya a la Seccion III		
Si usted contesto "No", Nombre(s) del Individuo(s) Quien(es) Usted Allega Discrimino (naron) Contra Usted Si lo(s) Conoce:		
Cual es su relacion con este individuo:		
Por favor, explique por que han presentado para una tercera parte:		
Por favor, confirme que ha obtenido el permiso de la parte agraviada en el archivo en su nombre..	Si	No

Section III:

Creo que la discriminacion que he experimentado fue basado en (marqu todas las que correspondan):

[ ] Raza [ ] Color [ ] Origin Nacional [ ] Edad

[ ] Impedimento [ ] Familia o Estatus Religioso [ ] Otro (explicar)

_____

Fecha de supuesta discriminacion: (mm/dd/aaaa)_____

Explica lo mas claramente posible lo que ocurrio y por que usted cree que son objeto discriminacion. Describir todas las personas que han participado. Incluir el nombre y la informacion de contacto de la(s) persona(s) que discrimina contra usted (si se conoce), asi como los nombres y la informacion de contacto de los testigos. Si se necesita mas espacio, por favor adjunte hojas adicionales de papel.

Section IV		
Anteriormente ha presentado un Titulo VI denuncia con esta agencia?	Si	No

Section V
Ha presentado esta queja con cualquier otro local, estato o federal, o con cualquier Federal o Estato?? [ ] Si [ ] No Si la respuesta es si, Marque todo lo que apliqua [ ] Agencia Federal: _____ [ ] Federal Tribunal _____ [ ] Agencia Estatal _____ [ ] Tribunal Estatal_____ [ ] Agencia Local _____
Proporcionan informacion acerca de una persona de contacto en la agencia/tribunal donde se presento la denuncia
Nombre:
Titulo:
Organismo:
Direccion:
Telefono: Correo electronico:
Section VI
Nombre de organismo Transito denuncia es contra:
Persona de contacto:
Título::
Telefono:

Usted puede adjuntar cualquier material escrito u otra información que considere relevante para su reclamación.

Firma y fecha son necesarios para completer la forma siguiente:

Firma:_____
Fecha:_____

Por favor, envíe este formulario en persona o por correo este formulario a la siguiente dirección:

Marceia Lathou, Título VI Coordinador
St. Lucie TPO
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida 34953

Fòmilè pou Pote Plent

Seksyon I:				
Non:				
Adrès:				
Nimewo Telefòn (Lakay):		Nimewo Telefòn (Travay):		
Adrès Imèl:				
Egzijans pou Fòma Aksesib?	Gwo Lèt		Kasèt Odyo	
	TDD		Lòt	
Seksyon II:				
Èske ou ap pote plent sa a sou non pwòp tèt ou?			Wi*	No
*Si ou te bay yon repons "wi" pou kesyon sa a, ale nan Seksyon III.				
Si se non, tanpri bay non ak relasyon moun an sou non ou ap pote plent la:				
Tanpri eksplike rezon an poutèt ou ap pote yon plent sou non yon twazyèm pati:				
Tanpri konfime ke ou te jwenn pèmisyon leze pati a si ou ap pote plent la sou non yon twazyèm pati.			Wi	Non
Seksyon III:				
Mwen kwè ke diskriminasyon an mwen te eksperyanse te baze sou (tcheke ti kare a pou tout rezon yo ki aplikab):				
[ ] Ras	[ ] Koulè	[ ] Orijin Nasyonal	[ ] Laj	
[ ] Enfimite	[ ] Kondisyon Familyal oswa Relijye	[ ] Lòt (eksplike)		
_____				
Dat Diskriminasyon Swadizan an te Rive (Mwa, Jou, Ane): _____				
Eksplike nan fason pi klè ke posib kisa ki te rive ak rezon poutèt ou kwè ou te eksperyanse diskriminasyon. Dekri tout moun yo ki te enplike. Enkli non ak enfòmasyon kontak moun an (yo) ki te fè diskriminasyon kont ou (si ou konnen yo), osi byenke non ak enfòmasyon kontak nenpòt temwen. Si ou bezwen plis espas pou ekri, tanpri sèvi avèk do fòmilè sa a.				
_____				
_____				
Seksyon IV				
Èske ou te pote yon plent Tit VI avèk ajans sa a deja?			Wi	Non

Seksyon V
Èske ou te pote yon plent avèk nenpòt lòt ajans Federal, Leta, oswa ajans lokal, oswa avèk nenpòt lòt tribinal Federal oswa Leta? [ ] Wi [ ] Non Si se wi, tcheke ti kare tout ki aplikab: [ ] Ajans Federal: _____ [ ] Tribinal Federal _____ [ ] Ajans Leta _____ [ ] Tribinal Leta _____ [ ] Ajans Lokal _____
Tanpri bay enfòmasyon sou yon moun yo kapab kontakte nan ajans / tribinal la kote yo te pote plent.
Non:
Tit:
Ajans:
Adrès:
Nimewo Telefòn:
Seksyon VI
Non ajans la kont ki yo pote plent la:
Non moun yo kapab kontakte:
Tit:
Nimewo Telefòn:

Ou kapab kole nenpòt materiel alekri oswa lòt enfòmasyon ou panse ki enpòtan konsènan plent ou nan dokiman sa a. Yo egzije siyati ak dat la anba a

_____ _____

Siyati Dat

Tanpri soumèt fòmilè sa a nan adrès anba a, oswa voye li pa lapòs nan:

Marceia Lathou, Title VI Coordinator
St. Lucie TPO
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida 34953

4.3 RECORD RETENTION AND REPORTING POLICY

The St. Lucie TPO will submit Title VI Program information to FDOT as requested as part of the annual certification process or any time a major change in the Program occurs. Compliance records and all Title VI related documents will be retained for a minimum of three (3) years.

5.0 TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

In accordance with 49 CFR 21.9(b), the St. Lucie TPO must record and report any investigations, complaints, or lawsuits involving allegations of discrimination. The records of these events shall include the date the investigation, lawsuit, or complaint was filed; a summary of the allegations; the status of the investigation, lawsuit, or complaint; actions taken by the St. Lucie TPO in response; and final findings related to the investigation, lawsuit, or complaint. The records for the previous three (3) years shall be included in the Title VI Program when it is submitted to FDOT.

The St. Lucie TPO has had no investigations, complaints, or lawsuits involving allegations of discrimination on the basis of race, color, or national origin over the past three (3) years.

6.0 PUBLIC PARTICIPATION PLAN

The Public Participation Plan (PPP) for the St. Lucie TPO was developed to ensure that all members of the public, including minorities and Limited English Proficient (LEP) populations, are encouraged to participate in the decision-making process for the St. Lucie TPO. Policy and service delivery decisions need to take into consideration community sentiment and public opinion based upon well-executed outreach efforts. The public outreach strategies described in the PPP are designed to provide the public with effective access to information about the St. Lucie TPO plans, programs, and services and to provide a variety of efficient and convenient methods for receiving and considering public comment prior to implementing changes to plans, programs, and services. The St. Lucie TPO also recognizes the importance of many types of stakeholders in the decision-making process, including other units of government, community based organizations, major employers, and the general public, including low-income, minority, LEP, and other traditionally underserved communities.

Traditionally-underserved populations, also known as Environmental Justice (EJ) or Title VI populations, are identified by the federal government as low-income and minority populations. As part of its planning process, the TPO is required to evaluate the impact its projects have on these populations. The essence of effective environmental justice practice is summarized in three fundamental principles:

- Avoid, minimize, and lessen negative effects
- Ensure full and fair participation by all potentially affected communities
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

The TPO is committed to ensuring the full and fair participation of all potentially affected communities by striving for continuous, cooperative, and comprehensive public involvement in transportation decision-making. The TPO uses various data tools and maps to assist in identifying and building better relationships with the community. The composition of the TPO's boards and committees generally reflects the demographics of the community, which enhances the TPO's community relations.

The TPO's outreach includes persons with disabilities and their service groups. The Local Coordinating Board for the Transportation Disadvantaged (LCB) includes persons with disabilities and disability group representatives, and some TPO advisory committee members identify as persons with disabilities. A disability service group hosted the TPO's SmartMoves 2045 Long Range Transportation Plan Transportation Equity Focus Group. TPO staff often provides technical assistance to local agencies on ADA and Title VI matters.

Some TPO workshops are specifically designed to attract racial/ethnic minority and low-income populations and are thus held at times and locations that are most convenient for the communities served. In addition, members of these communities are recruited to participate in community-wide events.

The TPO collects demographic data on participation in its online events and social media sites via surveys. Because the U.S. Census estimates that 10 percent of St. Lucie households lack broadband Internet subscriptions, telephone-only access is provided for all TPO online meetings and workshops.

7.0 ADA/504 Statement

Section 504 of the Rehabilitation Act of 1973 (Section 504), the Americans with Disabilities Act of 1990 (ADA), and related Federal and State laws and regulations forbid discrimination against those who have disabilities. Furthermore, these laws require federal aid recipients and other government entities to take affirmative steps to reasonably accommodate persons with disabilities and ensure that their needs are equitably represented in transportation programs, services, and activities.

The St. Lucie TPO will make every effort to ensure that its facilities, programs, services, and activities are accessible to those with disabilities. The TPO will make every effort to ensure that its Advisory Committees, public involvement activities and all other programs, services, and activities include representation by the disabled community and disability service groups.

The TPO encourages the public to report any facility, program, service or activity that appears inaccessible to disabled persons. Furthermore, the TPO will provide reasonable accommodation to disabled persons who wish to participate in public involvement events or who require special assistance to access facilities, programs, services, or activities. Because providing reasonable accommodation may require outside assistance, organizations, or resources, the TPO asks that requests be made at least five (5) business days prior to the need for accommodation. Questions, concerns, comments or requests for accommodation should be made to the St. Lucie TPO ADA Officer: Marceia Lathou, Title VI-ADA Coordinator, St. Lucie TPO, 466 SW Port St. Lucie Blvd, Suite 111 Port St. Lucie, Florida 34953; 772-462-1593; lathoum@stlucieco.org; Hearing/Speech Impaired: 711 Florida Relay System.

8.0 LIMITED ENGLISH PROFICIENCY (LEP) PLAN

8.1 OVERVIEW

The first part of this section describes the purpose of the Limited English Proficiency (LEP) Plan. The second part of this section provides the four-factor LEP analysis used to identify LEP needs and assistance measures.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. One critical concern addressed by Title VI is the language barrier that LEP persons face with respect to accessing information and service. Government agencies must ensure that this group has adequate access to the agency's programs and activities, including public participation opportunities.

Executive Order 13166, titled "Improving Access to Services for Persons with Limited English Proficiency," forbids grant funding recipients from "restricting an individual in any way in the enjoyment of any advantage or privilege enjoyed by others receiving any service, financial aid, or other benefit under the program," or from using "criteria or methods of administration which have the effect of subjecting individuals to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program as respects to individuals of a particular race, color, or national origin."

Safe Harbor Provision: The U.S. Department of Transportation (DOT) published guidance that directed its recipients to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for LEP customers. This guidance includes a Safe Harbor Provision, which outlines circumstances that can provide a "safe harbor" for recipients regarding translation of written materials for LEP populations.

The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes *five percent (5%) or 1,000 persons*, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. Translation of non-vital documents, if needed, can be provided orally. If there are fewer than 50 persons in a language group that reaches the five percent (5%) trigger, the recipient is not required to translate vital written materials but should provide written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost. These safe harbor provisions apply to the translation of written documents only. They do not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and are reasonable.

8.2 FOUR-FACTOR ANALYSIS

The DOT guidance outlines four factors recipients should apply to the various kinds of contacts they have with the public to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons:

1	The number or proportion of LEP persons in the service area who may be served or are likely to encounter the St. Lucie TPO's programs, activities or services.
2	The frequency with which LEP persons come in contact with the St. Lucie TPO's programs, activities or services.
3	The nature and importance of programs, activities or services provided by the St. Lucie TPO to the LEP population.
4	The resources available to the St. Lucie TPO and overall cost to provide LEP assistance.

1. Number and Proportion of LEP Persons Serviced or Encountered: According to the U.S. Census *2021 American Community Survey (ACS) 5-Year Estimates of Limited English-Speaking Populations*, the Spanish-speaking population exceeds the threshold for the Safe Harbor Provision in the St. Lucie TPO area. The ACS analyzes the following language categories:

- Spanish
- Indo-European Languages
- Asian and Pacific Islander Languages
- Other Languages

Table B16003, "Age by Language Spoken at Home for the Population 5 Years and Over in Limited English Speaking Households" estimates that approximately 5,700 persons aged 18 years and older speak Spanish in LEP households in St. Lucie County. Although the Census data concludes that Spanish is the only LEP population of significance in St. Lucie County, local knowledge indicates the presence of a sizeable Haitian-Creole LEP population as well.

The map below shows the location of Census Block Groups in St. Lucie County with significant proportions of Hispanic/Latino populations. These areas are likely to contain a significant number of LEP households for whom Spanish is their first language and who have a limited ability to speak English.

The Census Bureau does not provide statistics relevant to the location of significant numbers of Haitian-Creole speaking households; the TPO relies on field surveys and community partners to help pinpoint these locations.

Hispanic/Latino Population in St. Lucie County

2. Frequency with which LEP Individuals Come into Contact with Programs, Activities, and Services: The Federal guidance for this factor recommends that agencies should assess the frequency with which they have contact with LEP individuals from different language groups. The more frequent the contact with a particular LEP language group, the more likely enhanced services will be needed.

The TPO Board, committees, and staff are most likely to encounter LEP individuals through office visits, phone conversations, and attendance at Board and Advisory Committee meetings. TPO staff reviewed the frequency with which Board, committee members, and staff have had contact with LEP persons. This includes documenting phone inquiries or office visits.

The TPO frequency of contact with LEP populations is somewhat limited especially when compared to providers of government social services which have higher instances of contact. These providers include the St. Lucie County Transit Department and the County's contracted public transportation provider. Also, most of the TPO Board and committee meetings occur every other month or quarterly, and project-specific public input meetings occur on an as-needed basis.

3. Nature and Importance of the Program, Activity, or Service Provided: The TPO undertakes a variety of planning and policy initiatives to encourage a more sustainable region now and in the future. The transportation improvements resulting from these initiatives have an impact on all residents of the metropolitan planning area.

The impact of proposed transportation investments on under-served and under-represented populations is part of the evaluation process in the development of the Long Range Transportation Plan (LRTP), the Unified Planning Work Program (UPWP), and the Transportation Improvement Program (TIP). Because the TPO must ensure that all segments of the population, including LEP persons, have been involved or have the opportunity to be involved in the transportation decision-making process, the TPO will provide translation of vital documents — including meeting agendas, brochures, and portions of the LRTP, UPWP, and TIP into other languages as requested.

In general, the TPO's planning process affects residents in the long-term and not in an immediate manner. Therefore, there has not been a significant demand from LEP residents to participate in TPO planning and policy-oriented discussions compared with the demand from LEP residents for social and community services provided by other government agencies.

4. Resources Available and Costs: The TPO assessed its available resources that could be used for providing LEP assistance and which of its documents would be most valuable to be translated if the need should arise. The TPO currently provides materials in Spanish and Haitian-Creole such as factsheets, web content through an online language translator, and certain advertising notices.

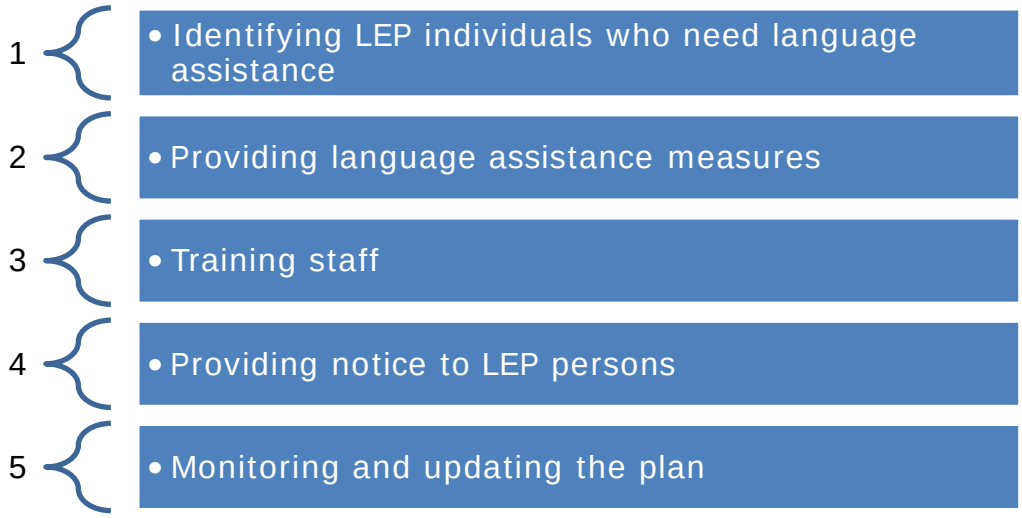
The TPO has contacted various agencies to secure language translation as needed. St. Lucie County staff will provide voluntary Spanish and Haitian-Creole translation if needed and if notified within a reasonable timeframe. Other language assistance, if needed, can be provided through the St. Lucie County Language Line, a service that helps bridge language and cultural barriers with customers and community partners.

Persons requiring language assistance would be self-identified, meaning they generally would initiate contact with the TPO for assistance. All TPO board and committee agendas include a concise statement in Spanish and in Haitian Creole notifying readers about the existence of language assistance. All TPO staff have access to "I Speak" cards to assist in identifying the type of language interpretation needed if the occasion arises.

The greater the number or proportion of eligible LEP persons; the greater the frequency with which they have contact with a program, activity, or service; and the greater the importance of that program, activity, or service, the more likely enhanced language services will be needed. Smaller recipients with more limited budgets are typically not expected to provide the same level of language service as larger recipients with larger budgets. The intent of DOT's guidance is to suggest a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on small organizations and local governments.

8.3 LIMITED ENGLISH PROFICIENCY (LEP) PLAN

In developing a Limited English Proficiency (LEP) Plan, federal guidance recommends the analysis of the following five elements, which are addressed below:



1. Identifying LEP Individuals Who Need Language Assistance:

The Federal guidance provides that there should be an assessment of the number or proportion of LEP individuals eligible to be serviced or encountered and the frequency of encounters pursuant to the first two factors in the four-factor analysis.

Using Census data, the TPO has identified the number and proportion of LEP individuals within its service area who need language assistance. As presented earlier, the largest non-English spoken language in the service area is Spanish. Other residents whose primary language is not English or Spanish are divided into a wide variety of language groups throughout the service area population. However, the TPO has determined, based on local knowledge, that a significant number of Haitian-Creole speakers may also be present. The TPO may identify specific language assistance needed for an LEP group by examining records to see if requests for language assistance have been received in the past, either at meetings or over the phone, to determine whether language assistance might be needed at future events or meetings.

2. Providing Language Assistance Measures: Federal guidance suggests that an effective Language Assistance Plan should include information about the ways in which language assistance will be provided. This refers to listing the different language services an agency provides and how staff can access this information. For this task, Federal guidance recommends that agencies consider developing strategies that train staff as to how to effectively serve LEP individuals when they either call agency offices or otherwise interact with the agency.

The St. Lucie TPO has undertaken the following actions to improve access to information and services for LEP individuals:

- Provide bilingual staff at community events, public meetings and committee meetings, where appropriate.
- Survey front-line staff on their experience concerning any contacts with LEP persons during the previous year.
- Provide Language Identification Flashcards ("I speak" cards) in the St. Lucie TPO office.
- When an interpreter is needed in person or on the telephone, staff will attempt to access language assistance services from a professional translation service or qualified community volunteers. The TPO has contracted with ALTA Language Services, Inc., a company which provides document translation and telephone interpretation services.

The TPO will use demographic maps and other tools in order to better understand and serve the LEP community.

3. Training Staff: Federal guidance states that staff members of an agency should know their obligations to provide meaningful access to information and services for LEP persons and that all employees in public contact positions should be properly trained.

Suggestions for implementing Element 3 of the Language Assistance Plan, involve: (1) identifying agency staff likely to come into contact with LEP individuals; (2) identifying existing staff training opportunities; (3) providing regular training for staff dealing with LEP individual needs; and (4) designing and implementing LEP training for agency staff.

The following training will be provided for all TPO staff:

- Information on Title VI procedures and LEP responsibilities
- Use of language identification flashcards and online resources
- Documentation of language assistance requests
- Procedures for handling a potential Title VI/LEP complaint

4. Providing Notice to LEP Persons: The St. Lucie TPO will make Title VI information available in English, Spanish and Haitian Creole on the TPO website. Key documents are written in English, Spanish and Haitian Creole upon request. Notices are also posted in the lobby and in the Boardroom at the St. Lucie TPO office. Additionally, when staff prepares a document or schedules a meeting, for which the target audience is expected to include a significant number of LEP individuals, then documents, meeting notices, flyers, and agendas will be printed in an alternative language based on the known LEP population.

5. Monitoring and Updating the Plan: The plan will be reviewed and updated on an ongoing basis. Updates will consider the following:

- The number of documented LEP person contacts encountered annually
- How the needs of LEP persons have been addressed
- Determination of the current LEP population in the service area
- Determination as to whether the need for translation services has changed
- Determination as to whether the TPO's financial resources are sufficient to fund language assistance resources needed

The St. Lucie TPO understands the value that its programs, activities, or services play in the lives of individuals who rely on them, and the importance of enhancing public participation. The TPO is open to suggestions from all sources, including partner agencies, TPO staff, other agencies with similar experiences with LEP communities, and the general public regarding additional methods to improve accessibility for LEP communities.

9.0 Planning and Advisory Bodies

The St. Lucie TPO is governed by a Board which is composed of elected officials from the three jurisdictions and representatives from the St. Lucie County School Board and the public transportation provider. There are twelve (12) voting members on the TPO Board. The TPO also maintains three committees and one other board: the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), the Bicycle-Pedestrian Advisory Committee (BPAC), and the Local Coordinating Board for the Transportation Disadvantaged (LCB) to provide opportunities for additional public involvement in the transportation planning process.

The St. Lucie TPO will make efforts to encourage minority participation on its boards and committees. These efforts are made by distributing information about participation on the committee at public meetings and through the website and social media. The TPO will use minority population demographic maps and other tools in order to focus on the areas in which board/committee participation information should be distributed.

Racial Composition of TPO Board

Position	Race	Gender
Chair	White	Female
Vice Chair	White	Male
Member	White	Male
Member	Hispanic/Latino	Female
Member	White	Female
Member	African-American	Male
Member	White	Female
Member	White	Female
Member	White	Male
Member	White	Male
Member	African-American	Male
Member	White	Male

Racial Composition of CAC

Position	Race	Gender
Chair	White	Female
Vice Chair	White	Male
Member	White	Male
Member	White	Male
Member	African-American	Female
Member	White	Male
Member	White	Male
Member	African-American	Male
Member	Hispanic/Latino	Female
Member	African-American	Female
Member	White	Male

Racial Composition of TAC

Position	Race	Gender
Chair	White	Male
Vice Chair	White	Male
Member	White	Male
Member	White	Female
Member	White	Male
Member	Hispanic/Latino	Male
Member	White	Male
Member	White	Male
Member	White	Female
Member	White	Male
Member	White	Male
Member	White	Male
Member	White	Male

Racial Composition of LCB

Position	Race	Gender
Chair	White	Female
Vice Chair	White	Female
Member	White	Female
Member	Hispanic/Latino	Female
Member	African-American	Female
Member	African-American	Female
Member	White	Female
Member	White	Male
Member	Hispanic/Latino	Male
Member	White	Female
Member	White	Male
Member	African-American	Female
Member	White	Female
Member	White	Female
Member	African-American	Female
Member	Hispanic/Latino	Female
Member	White	Male

Racial Composition of BPAC

Position	Race	Gender
Chair	African-American	Male
Vice Chair	White	Female
Member	White	Female
Member	Hispanic/Latino	Female
Member	White	Male
Member	Hispanic/Latino	Female
Member	White	Male
Member	White	Male

10.0 Monitoring of Sub-Recipients

The TPO is responsible for selection, negotiation, and administration of its consultant contracts. Specific Title VI-related text is included in all requests for proposals (RFPs), requests for qualifications (RFQs) and contracts. Once contracts are awarded, consultants must carry out the applicable nondiscrimination requirements related to work performed. Failure by a consultant to carry out these requirements is considered a breach of contract, which may result in the following remedies or other such remedies which the TPO deems appropriate:

- Withholding of payments to a consultant until the consultant complies, and/or;
- Cancellation, termination, or suspension of the consultant agreement, in whole or in part.

In addition, the TPO will review any complaint made by a citizen or agency against a contracted consultant to ensure necessary and appropriate action.

11.0 Board Approval of Title VI Program

Recipients are required to provide a copy of Board meeting minutes, resolution or other appropriate documentation showing the Board of Directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved for the Title VI Program.

The St. Lucie TPO Board adopted the 2023 Title VI Program on October 25, 2023, as required by FTA. Official documentation of approval is shown on the following page.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

RESOLUTION NO. 23-04

A RESOLUTION ADOPTING THE ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO) TITLE VI PROGRAM FOR RECIPIENTS OF STATE AND FEDERAL FUNDS AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the St. Lucie Transportation Planning Organization Governing Board hereinafter "BOARD", has made the following determinations:

1. The St. Lucie TPO is a sub-recipient of state and federal funding.
2. In conjunction with the grant assurances for recipients of state and federal funds, the TPO is required to adopt a Title VI Program to ensure nondiscrimination in the availability of TPO programs to all individuals, regardless of cultural identity, background or income level.

WHEREAS, the TPO meets its nondiscrimination objectives by promoting actions that:

1. Ensure the level and quality of transportation planning services is provided without regard to race, color, or national origin.
2. Identify and address disproportionately high impacts, and/or adverse effects of transportation services, programs and activities on minority populations and low-income populations.
3. Promote the full and fair participation of all affected populations in transportation decision-making.
4. Prevent the denial, reduction, or delay in benefits related to services, programs and activities that help minority populations or low-income populations.
5. Ensure meaningful access to programs and activities by persons with Limited English Proficiency (LEP).

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. The St. Lucie TPO Title VI Program, attached hereto and incorporated as Exhibit " A," is hereby adopted.
2. This resolution shall take effect upon the date of its adoption.

PASSED AND DULY ADOPTED this 25th day of October, 2023.

ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO)

_____
Stephanie Morgan, TPO Chairwoman

ATTEST:

_____
Marceia Lathou
Transit/ACES Program Manager

APPROVED AS TO FORM AND CORRECTNESS:

_____
Ciara Forbes
St. Lucie TPO/Asst. County Attorney

REQUIREMENTS FOR MPOS

In addition to the Title VI Program requirements described above, MPOs that receive FTA funds are also responsible for the following general requirements:

1. A demographic profile of the metropolitan area that includes identification of the locations of minority populations;

2. A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process;

3. Demographic maps that overlay the percent minority and non-minority populations and charts that analyze the impacts of the distribution of State and Federal funds for public transportation purposes;

4. Analysis of impacts identified in paragraph (3) that identifies any disparate impacts on the basis of race, color, or national origin, and, if so, determines whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.

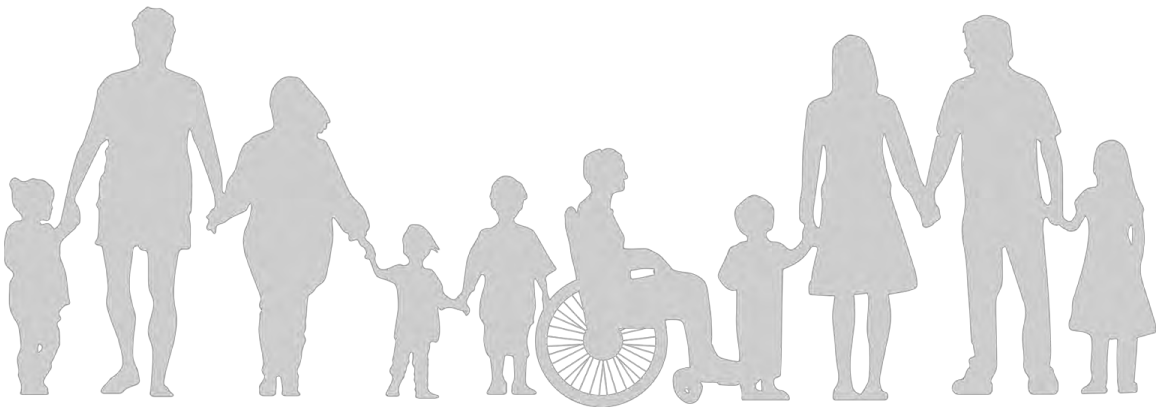
12.0 DEMOGRAPHIC PROFILE

MPOs are required to provide a demographic profile of their metropolitan areas that includes identification of the locations of minority populations.

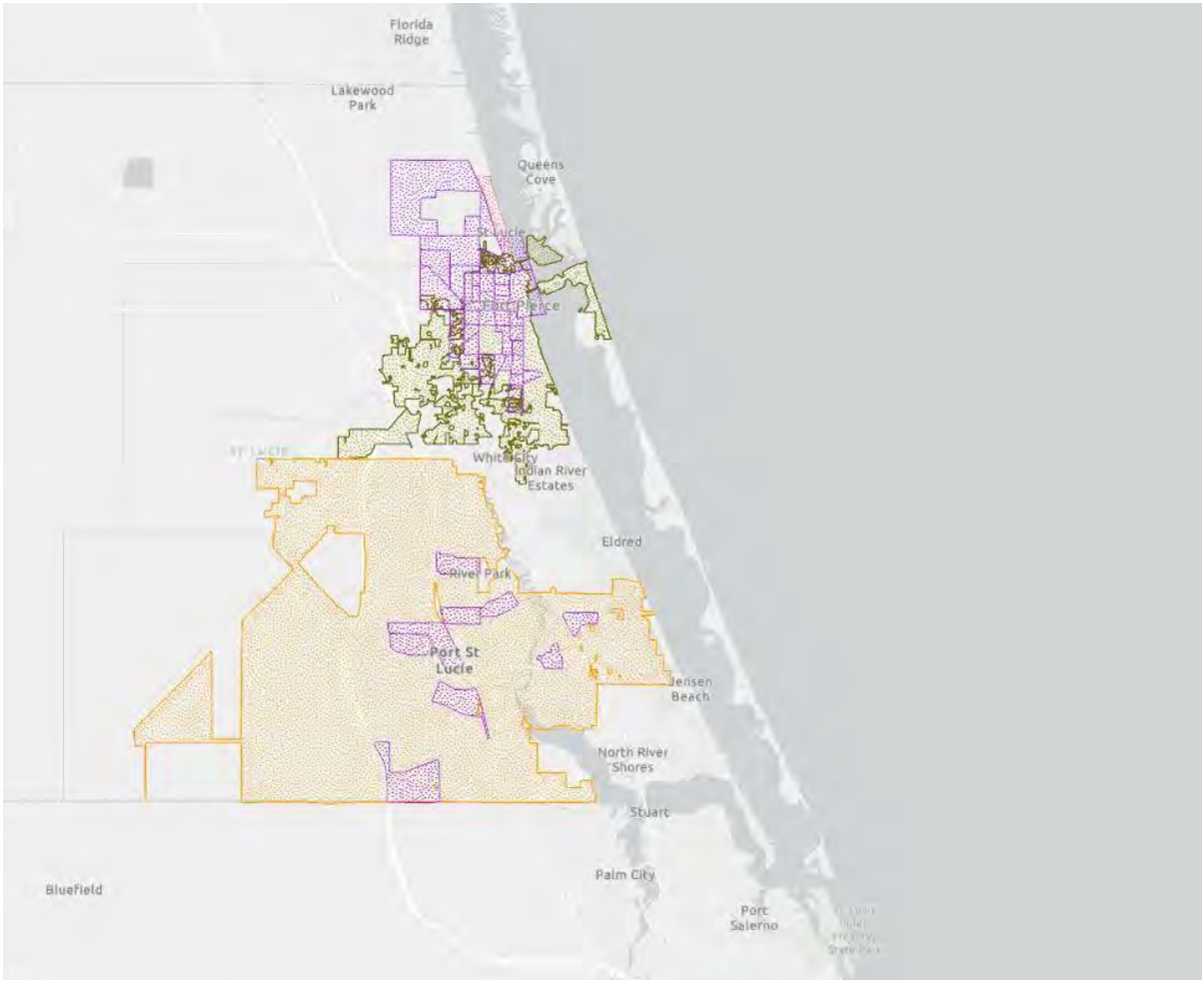
Data from the 2022 Census Estimates were used to evaluate the representation of minority and low-income populations in St. Lucie County. According to current Census estimates, 11 percent of the population of St. Lucie County lives in poverty. The following percentages of Race and Hispanic Origin are provided for St. Lucie County:

Demographics: Race and Hispanic Origin	St. Lucie County Percentage
White alone	71.9%
Black or African American alone	22.8%
American Indian and Alaska Native alone	0.6%
Asian alone	2.1%
Native Hawaiian and Other Pacific Islander alone	0.1%
Two or More Races	2.5%
Hispanic or Latino	21.9%
White alone, not Hispanic or Latino	52.6%

The representation of minority and low-income populations as a percentage of the total population was used to define Environmental Justice (EJ) areas. EJ areas were determined to be Census block groups containing either at least 50 percent minority or low-income populations. The map below shows the location of EJ areas throughout St. Lucie County. As the map indicates, a higher concentration of low-income and minority populations exists in the City of Fort Pierce.



EJ Areas in St. Lucie County



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Boundaries - Environmental Justice Area

Boundaries - Municipal Limits

Fort Pierce

Port St. Lucie

St. Lucie Village

1:288,895

0 3 6 12 mi

0 4.75 9.5 19 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

ArcGIS Web AppBuilder

FDEP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA | Map & Feature service of statewide crash data from the FDOT State Safety Office. | Florida Department of Environmental Protection,

Seminole Tribe

The Fort Pierce Reservation of the Florida Seminole Tribe is one of six Florida Seminole reservations. Established in 1995, this 50-acre site is home to approximately two dozen Seminole families. The reservation is located in a rural area west of I-95 on Okeechobee Road.

Throughout the years, the TPO has maintained contact with various members of the Fort Pierce Reservation. The TPO maintains contact with the Executive Office of the local Seminole Tribe, through which communications regarding TPO plans, programs, and activities are regularly sent to the tribal government. The TPO dialogue with the Seminole tribe remains open and outreach efforts are continually expanding.

Recently, TPO staff served as a member of the external stakeholders group for the Seminole Tribe's Seminole Tribe of Florida Transit Study, which explores the movement of people among the Tribe's five territories in Southeast Florida. Staff leveraged this relationship, as appropriate, to provide input on related transportation systems issues.


13.0 Mobility Needs Assessment

MPO recipients are required to include in the Title VI Program a description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process. In developing the St. Lucie TPO's PPP and planning activities, the TPO seeks out and considers the needs of those traditionally underserved by existing transportation systems, including minorities. The TPO strives to include all stakeholders, including protected classes, in its planning activities. For example, on all major projects, the TPO presents project phases to its Local Coordinating Board for the Transportation Disadvantaged (LCB) to obtain input from representatives of low-income persons, elderly persons, persons with disabilities, and at-risk children.

Community Profiles have been developed for the St. Lucie TPO area to ensure that traditionally underserved communities are provided with various opportunities to meaningfully engage in the transportation planning process and that there is not a significant disparity of impacts in accessibility to and delivery of transportation facilities/services in the St. Lucie TPO area. A total of 14 distinct communities have been delineated within the St. Lucie TPO area based on their demographic and geographic characteristics. The Community Profiles are updated based on the most current U.S. Census Data.

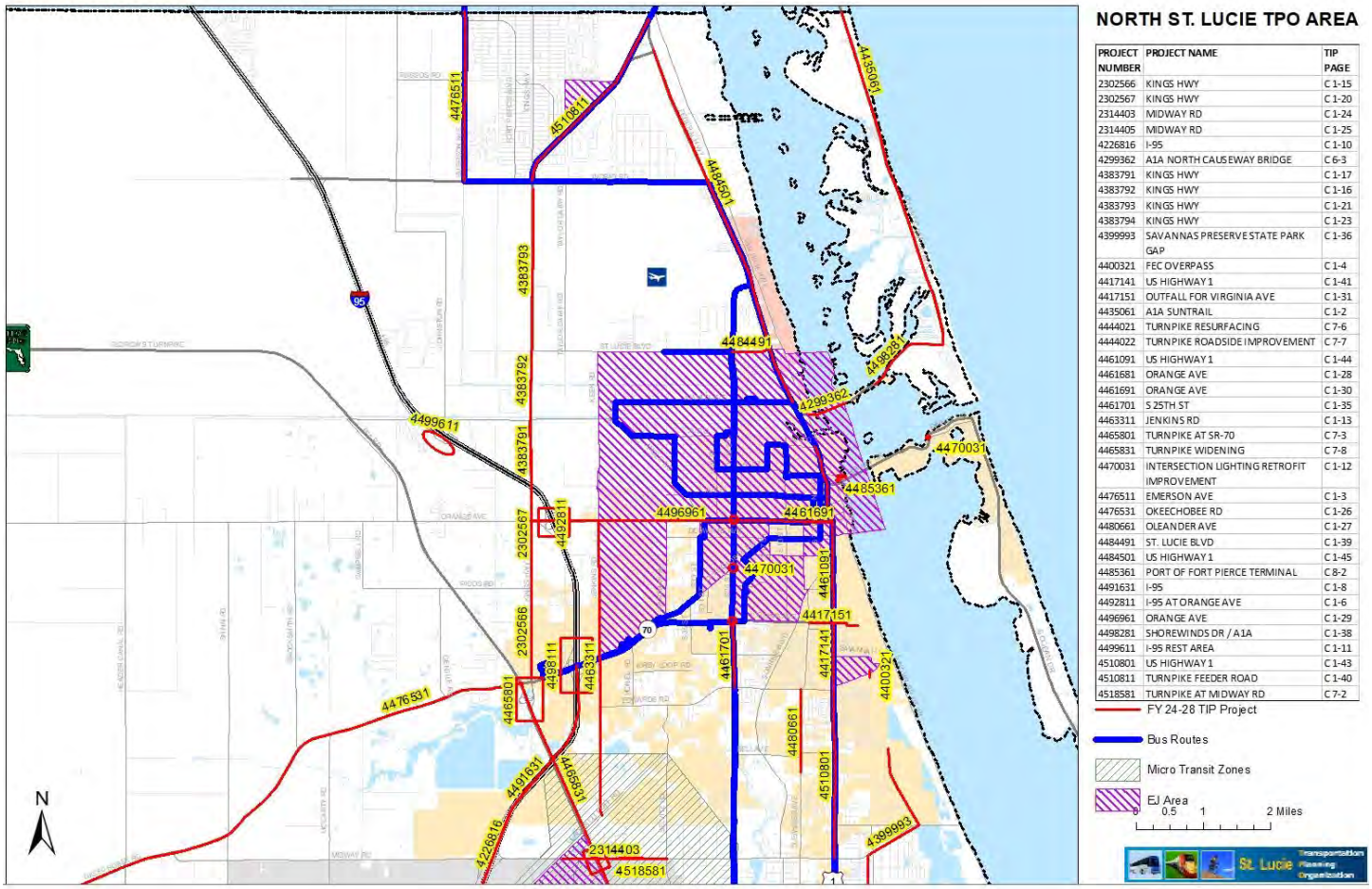
The TPO's project prioritization methodologies include as criteria the location of a project within an Environmental Justice (EJ) neighborhood and whether a project addresses a roadway segment with a history of pedestrian and bicycle crashes.

Outreach to Title VI/EJ communities was conducted during the development of the SmartMoves 2045 Long Range Transportation Plan (LRTP). An EJ analysis was also conducted, which sought to determine the existence of disproportionately high and adverse effects on these communities as well as the equitable distribution of benefits to these communities. It was determined that disproportionately high and adverse effects were not present and that EJ communities benefitted from many of the transportation improvements in the LRTP. Ongoing assessment of project outcomes from the 2045 LRTP are being addressed using the EJ analysis process as projects are further refined so that any potential impacts can be identified early and addressed well before funding and implementation.

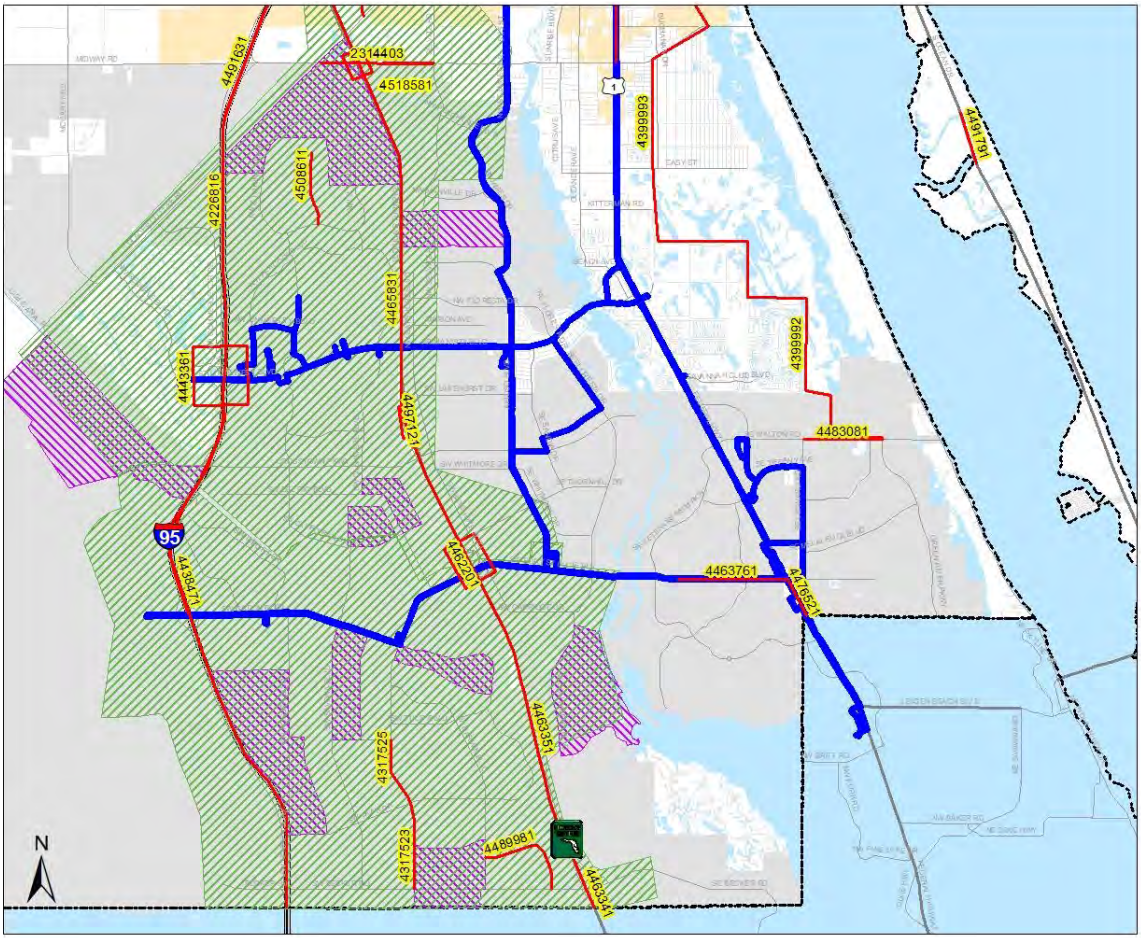
14.0 Distribution of State and Federal Funds

The St. Lucie TPO's Transportation Improvement Program (TIP) is the document that includes all the transportation improvement projects within the TPO's boundaries, including transportation projects that receive State and Federal funds. The map below shows the location of Environmental Justice (EJ) areas overlaid with the map of TIP projects and the County's fixed-route bus system. As indicated by the map, there are no EJ areas within the TPO boundaries that do not benefit from some form of transportation improvements funded with State or Federal dollars.

EJ Areas with TIP Projects & Bus Routes



PROJECT NUMBER	PROJECT NAME	TIP PAGE
2302566	KINGS HWY	C 1-15
2302567	KINGS HWY	C 1-20
2314403	MIDWAY RD	C 1-24
2314405	MIDWAY RD	C 1-25
4226816	I-95	C 1-10
4299362	A1A NORTH CAUSEWAY BRIDGE	C 6-3
4383791	KINGS HWY	C 1-17
4383792	KINGS HWY	C 1-16
4383793	KINGS HWY	C 1-21
4383794	KINGS HWY	C 1-23
4399993	SAVANNAS PRESERVE STATE PARK GAP	C 1-36
4400321	FEC OVERPASS	C 1-4
4417141	US HIGHWAY 1	C 1-41
4417151	OUTFALL FOR VIRGINIA AVE	C 1-31
4435061	A1A SUNTRAIL	C 1-2
4444021	TURNPIKE RESURFACING	C 7-6
4444022	TURNPIKE ROADSIDE IMPROVEMENT	C 7-7
4461091	US HIGHWAY 1	C 1-44
4461681	ORANGE AVE	C 1-28
4461691	ORANGE AVE	C 1-30
4461701	S 25TH ST	C 1-35
4463311	JENKINS RD	C 1-13
4465801	TURNPIKE AT SR-70	C 7-3
4465831	TURNPIKE WIDENING	C 7-8
4470031	INTERSECTION LIGHTING RETROFIT IMPROVEMENT	C 1-12
4476511	EMERSON AVE	C 1-3
4476531	OKEECHOBEE RD	C 1-26
4480661	OLEANDER AVE	C 1-27
4484491	ST. LUCIE BLVD	C 1-39
4484501	US HIGHWAY 1	C 1-45
4485361	PORT OF FORT PIERCE TERMINAL	C 8-2
4491631	I-95	C 1-8
4492811	I-95 AT ORANGE AVE	C 1-6
4496961	ORANGE AVE	C 1-29
4498281	SHOREWINDS DR / A1A	C 1-38
4499611	I-95 REST AREA	C 1-11
4510801	US HIGHWAY 1	C 1-43
4510811	TURNPIKE FEEDER ROAD	C 1-40
4518581	TURNPIKE AT MIDWAY RD	C 7-2



SOUTH ST. LUCIE TPO AREA

PROJECT NUMBER	PROJECT NAME	TIP PAGE
2314403	MIDWAY RD	C 1-24
2314405	MIDWAY RD	C 1-25
4226816	I-95	C 1-10
4317523	PORT ST. LUCIE BLVD	C 1-32
4317525	PORT ST. LUCIE BLVD	C 1-33
4399992	SAVANNAS PRESERVE STATE PARK GAP	C 1-37
4399993	SAVANNAS PRESERVE STATE PARK GAP	C 1-36
4438471	I-95	C 1-9
4462201	TURNPIKE AT PORT ST. LUCIE BLVD	C 7-4
4463341	TURNPIKE WIDENING	C 7-9
4463351	TURNPIKE WIDENING	C 7-10
4463761	PORT ST. LUCIE BLVD	C 1-34
4465831	TURNPIKE WIDENING	C 7-8
4476521	US HIGHWAY 1	C 1-42
4483081	WALTON RD	C 1-47
4489981	KESTOR DR	C 1-14
4491631	I-95	C 1-8
4491791	A1A BIG MUD CREEK AND BLIND CREEK BRIDGES	C 6-2
4497121	TURNPIKE PORT ST. LUCIE SERVICE PLAZA	C 7-5
4508611	VOLUCIA DRIVE	C 1-46
4518581	TURNPIKE AT MIDWAY RD	C 7-2

FY 24-28 TIP Project
Bus Routes
Micro Transit Zones
EJ Area

0 0.5 1 2 Miles

St. Lucie Transportation Planning Organization

The table below summarizes the amount of State and Federal funding for transit in Environmental Justice areas of St. Lucie County based on funding in the St. Lucie TPO's TIP. The County offers fixed-route transit which stops at specific locations along specific routes and microtransit which offers door-to-door services in specific areas. As shown, approximately 20% of transit funds for fixed-route services and approximately 14% of microtransit funds are distributed within EJ areas. It should be noted that the transit section of the TIP is managed by St. Lucie County Transit, which is required to prepare its own Title VI Program.

% Fixed-Route Miles in EJ Area	Amount of Total Fixed-Route Funding in FY 24-28 TIP	% Microtransit Zone in EJ Area	Amount of Total Microtransit Funding in FY 24-28 TIP
19.86%	$22,628,144	14.14%	$854,385

Justice40 Initiative: Justice40 is a government-wide initiative created through a presidential Executive Order, to address gaps in infrastructure and public services by working toward the goal that at least 40% of the benefits from federally-funded grants, programs, and initiatives flow to disadvantaged communities. The categories of investment are: climate change, clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, remediation and reduction of legacy pollution, and the development of critical clean water and wastewater infrastructure.

There are three major components of the St. Lucie TPO's implementation of the Justice40 Initiative. These include understanding:

1. The needs of a community through meaningful public engagement.
2. How a community is impacted by lack of transportation investments and options.
3. What benefits a project may create, who will receive them and how they will alleviate how the community is experiencing disadvantage.

15.0 Analysis of Disparate Impacts

MPOs are required to perform a disparate analysis to determine, based on the information provided in the previous section, if there are any disproportionate impacts on the basis of race, color, or national origin, and if so, determine whether there is a substantial legitimate justification for actions or policies that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact. The FTA defines "disparate impacts" as neutral policies or practices that have the effect of disproportionately excluding or adversely affecting members of a group protected under Title VI, and the recipient's policy or practice lacks a substantial legitimate justification.

Taken as a whole, the transportation planning services provided by the St. Lucie TPO do not pose disproportionate or adverse impacts on minority populations. Access to essential services is a critical need for disadvantaged communities, and the residents of such communities are more likely to rely on public transportation for that access. As shown in the table above, the percentage of funding directed toward EJ areas for both fixed route and microtransit combined is approximately 34 percent. The St. Lucie County Transit Department is in the process of updating its Transit Development Plan, which will result in the expansion of microtransit northward into some of the EJ areas in Fort Pierce. In addition to transit projects, there are numerous roadway and sidewalk improvements in the TIP that benefit disadvantaged communities.

To ensure nondiscrimination, on a continuous basis, the TPO collects and analyzes racial, ethnic, and other similar demographic data on beneficiaries of or those affected by transportation programs, services and activities. The TPO accomplishes this through the use of Census data, Environmental Screening Tools (EST), driver and ridership surveys, and other methods. TPO staff has developed community profiles using current Census data. To supplement the Census data, the TPO uses demographic data from its transportation and social services partners. Demographic analysis is also conducted during the development of major planning documents such as the Long Range Transportation Plan (LRTP) and the Transportation Disadvantaged Service Plan (TDSP). The TPO uses mapping and data analysis to strengthen outreach efforts in the communities most directly impacted by transportation projects.

From time to time, the TPO may find it necessary to request voluntary identification of certain racial, ethnic or other data from those who participate in its public involvement events. This information assists the TPO with improving its targeted outreach and measures of effectiveness. Self-identification of personal data to the TPO will always be voluntary and anonymous. Moreover, the TPO will not release or otherwise use this data in any manner inconsistent with federal regulations.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
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772-462-1593 www.stlucietpo.org

AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC) Technical Advisory Committee (TAC) Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	October 17, 2023
Item Number:	6c
Item Title:	2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP)
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 4.1 - Models of Regional Planning Cooperation
Requested Action:	Review and recommend approval of the draft 2045 RLRTP, recommend approval with conditions, or do not recommend approval.
Staff Recommendation:	Based on the consistency of the Regional Prioritization Projects in the St. Lucie TPO area with the SmartMoves 2045 Long Range Transportation Plan, it is recommended that the draft 2045 Treasure Coast RLRTP be recommended for approval by the TPO Board.

Attachments

- Staff Report
- Draft 2045 Treasure Coast RLRTP

St. Lucie Transportation Planning Organization

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Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Citizens Advisory Committee (CAC)
Technical Advisory Committee (TAC)
Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Yi Ding
Transportation Systems Manager

THROUGH: Peter Buchwald
Executive Director

DATE: October 10, 2023

SUBJECT: 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP)

BACKGROUND

In 2006, the Treasure Coast Transportation Council (TCTC), consisting of two members each from the St. Lucie TPO and the Indian River and Martin Metropolitan Planning Organizations (MPOs), was created to pursue Transportation Regional Incentive Program (TRIP) funds for the three-MPO region. To identify and prioritize regional projects for TRIP funding, the TCTC adopted a Regionally-Ranked Needs Project List in 2007 that was updated with the development and adoption of the 2040 RLRTP in 2017.

More recently, in 2021, the three MPOs that comprise the TCTC approved a Scope of Services for the completion of a 2045 RLRTP to develop an updated Regionally-Ranked Needs Project List. The attached draft 2045 RLRTP was developed by Kimley-Horn, who also developed the 2040 RLRTP, and is being presented for review and recommendation.

ANALYSIS

The 2045 RLRTP identifies five goals and updated the Regional Multimodal Transportation Systems based on the regional network established in the 2040 RLRTP. New projects since the 2040 RLRTP was adopted that were

identified in the Needs Plans of the individual MPO's 2045 Long Range Transportation Plans (LRTPs) were added to the regional network in accordance to the established criteria. The 2045 Regional Needs were then assessed based on a multimodal needs assessment performed for each of the three individual 2045 LRTPs. The needed projects for the Treasure Coast region subsequently were identified based on this analysis of the Regional Multimodal Transportation System. The 2045 Regional Needs projects then were evaluated through a prioritization process to identify projects that most advance the goals of the 2045 RLRTP and work toward achieving positive outcomes on key themes such as congestion mitigation, safety improvements, and equitable transportation opportunities. This process resulted in the Regional Prioritization Projects listed in Appendix A.

Based on reviews by the TPO Staff, the draft RLRTP and the Regional Prioritization Projects in the St. Lucie TPO area appear to be consistent with the TPO's SmartMoves 2045 LRTP.

RECOMMENDATION

Based on the consistency of the Regional Prioritization Projects in the St. Lucie TPO area with the SmartMoves 2045 LRTP, it is recommended that the draft 2045 Treasure Coast RLRTP be recommended for approval by the TPO Board.

2045 Treasure Coast

Regional Long Range Transportation Plan

for Martin, St. Lucie and Indian River Counties

MARTIN MPO
Metropolitan Planning Organization

St. Lucie Transportation Planning Organization

Indian River County Florida
MPO
Indian River County

Prepared By:
Kimley»Horn

Executive Summary

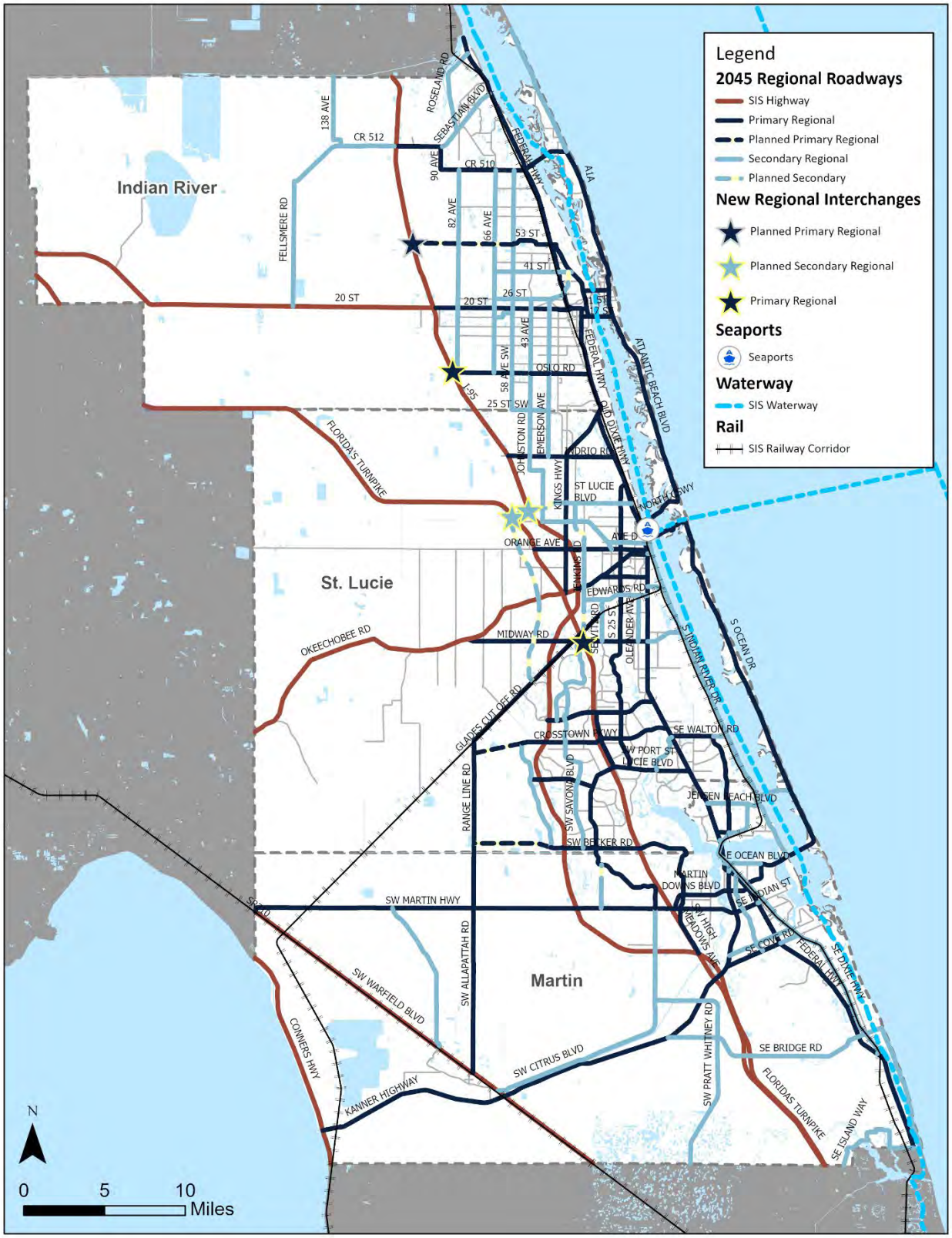
The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network. The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The RLRTP provides a focus for regional planning and decision-making, advances the facilities and quantity of modal options, improves connectivity and expands the service of public transportation, and prioritizes the improvement of safety among all transportation modes.

The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT) and the Martin MPO was designated as the lead agency in the coordination and development of the RLRTP. The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides the final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region. The TCTC serves as the Executive Board of all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities.

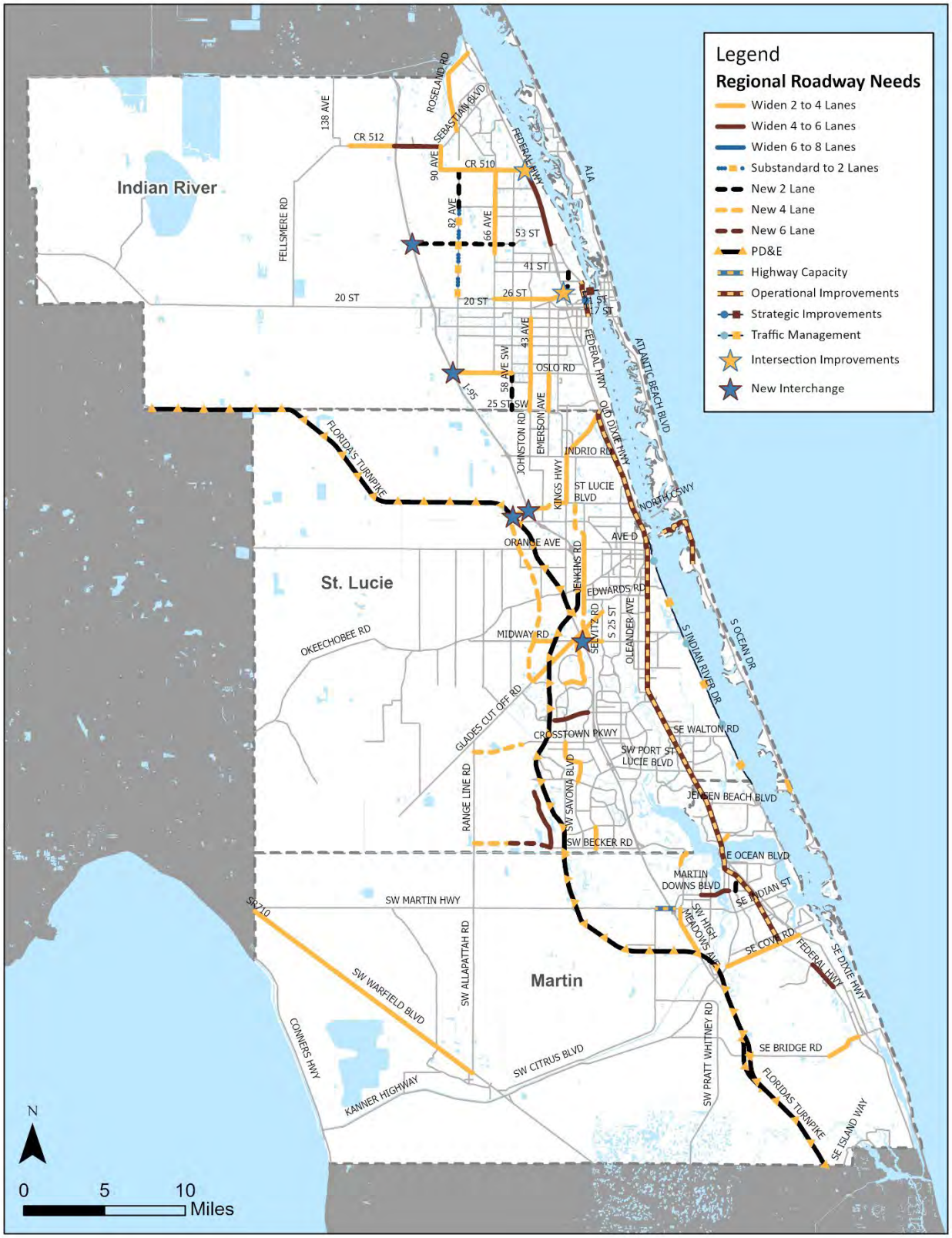
Five goals were endorsed by the TCTC for the 2045 Treasure Coast RLRTP.

The Regional Multimodal Transportation System was based on an update to the original regional network established in the 2040 RLRTP with additional evaluation from the project team, RPMT, and TCTAC. New individual M/TPO LRTP Needs Plan projects were added that were identified since the 2040 RLRTP on the regional network. The 2045 Regional Needs assessment was based on the multimodal needs assessment performed for the three individual 2045 LRTPs. The needed projects were identified based on the analysis of the Regional Multimodal Transportation System.

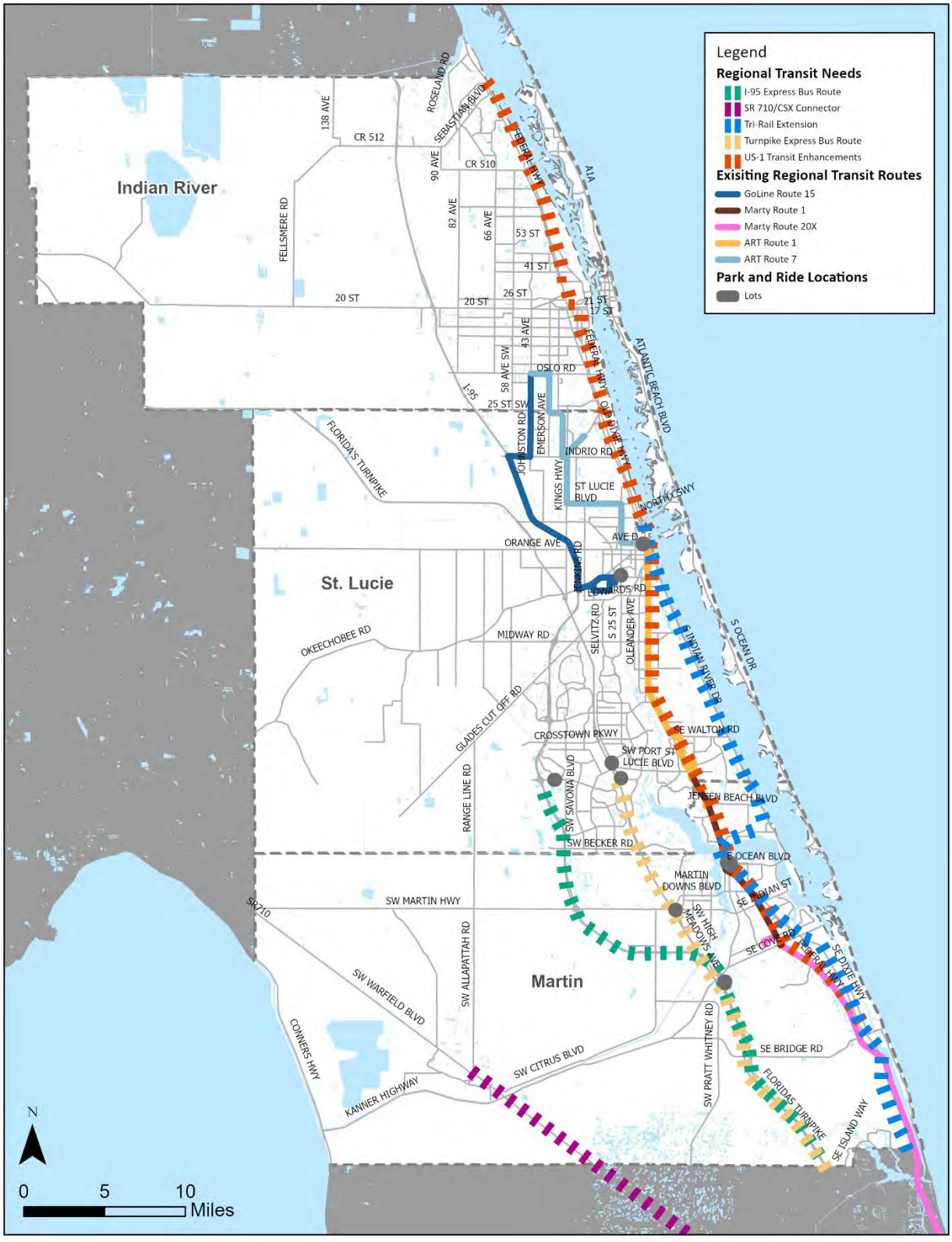
The 2045 Regional Needs projects were put through a prioritization process to identify projects that most advance the goals of the 2045 Treasure Coast RLRTP and work toward achieving positive outcomes on key themes such as congestion mitigation, safety improvements, and equitable transportation opportunities.



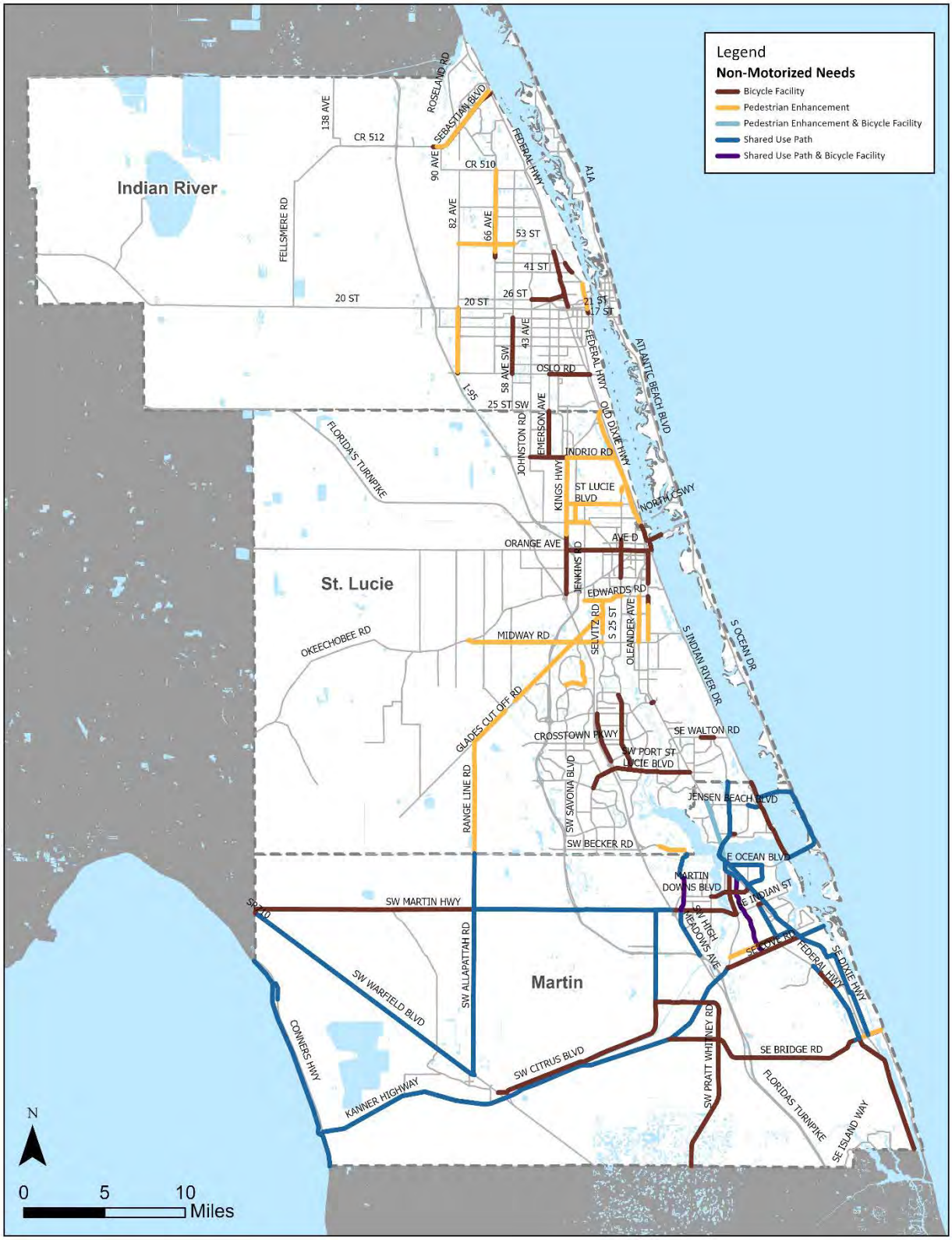
Regional Transportation Network



Regional Roadway Needs



Regional Transit Needs



Regional Non-Motorized Needs

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Chapter 1 – Introduction

The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) establishes a regional network and combines the regional projects from the local transportation plans for Martin, St. Lucie and Indian River Counties to create one long term transportation plan for the regional transportation network.

The 2045 RLRTP is complementary to each plan, with each Long Range Transportation Plan (LRTP) focused on the county level and the RLRTP focused on the regional transportation network.

The RLRTP has a 25-year planning scope, offering guidance for federal and state regional funding towards projects prioritized by the Treasure Coast region. The plan sets goals to identify projects that meet transportation needs and community goals concerning land use, economic development, environment (natural, human, and cultural), traffic demand, safety, public health, and social needs.

The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT) and the Martin MPO was designated as the lead agency in the coordination and development of the RLRTP. The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides the final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region.

The TCTC serves as the Executive Board of all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities. Individual public information brochures were created for each M/TPO explaining the 2045 RLRTP’s purpose and how it will be developed and complementary to the 2045 LRTPs.

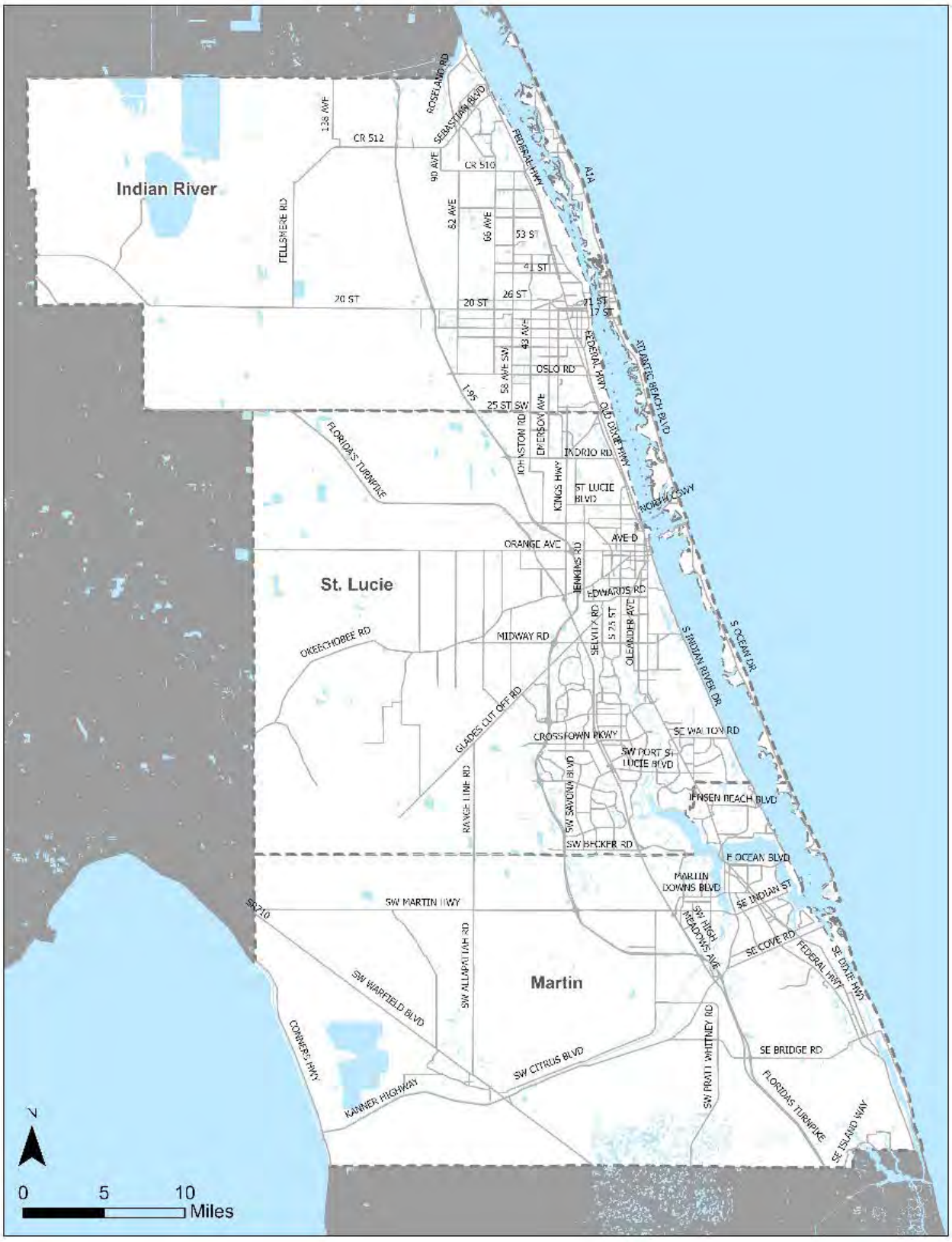


Figure 1-1. Treasure Coast Region

Chapter 2 – Review of Existing Plans, Regulations, and Requirements

The purpose of this section is to review and summarize federal and state plans that provide parameters for the 2045 RLRTP for the Treasure Coast. Regional transportation plans and studies were also reviewed and summarized. In addition, a review of the federal and state Long Range Transportation Planning requirements was conducted. The 2045 RLRTP will adhere to these preexisting guidelines and regulations.

Federal Plans, Regulations, and Initiatives

Infrastructure Investment and Jobs Act, 2021

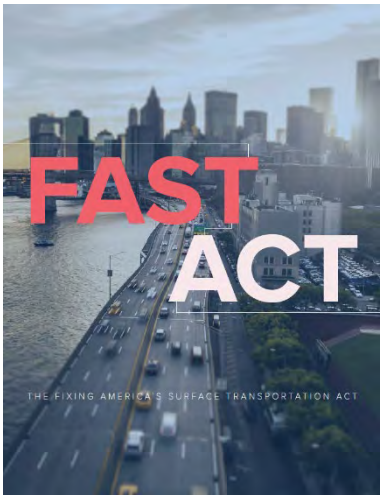
The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, as a funding and authorization bill to guide federal transportation investment over the next five (5) years. The law authorizes $1.2 trillion for transportation and infrastructure spending with $550 billion of that figure going toward new investments and programs. Within this, it includes $110 billion in new funds for roads, bridges, and major projects. The IIJA is considered the single largest dedicated bridge investment since the interstate highway system. It also is the largest federal investment in transportation investment bill in over ten (10) years to provide long-term certainty regarding surface transportation planning and investment. Competition for funding resources is at an all-time high, with discretionary grant programs being a key vehicle for the rollout of IIJA funding. The overall emphasis on grant funding is highlighted by favoring projects that focus on resiliency, equity, and safety. Within the IIJA there is a renewed emphasis on performance-based planning at both the state and Metropolitan Planning Organization (MPO) levels. The IIJA provides funding to several programs primarily involving transportation including:

- ***Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program*** – A new formula-funded grant program that will distribute $7.3 billion in grants over five years. Additionally, $1.4 billion in competitive discretionary grants are available to help states and local agencies improve the resilience of transportation infrastructure. State funds from the PROTECT program can be spent on resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure.
- ***Carbon Reduction Program*** – This formula program in the new infrastructure law will require states to develop a carbon reduction strategy within two years. This program will invest in projects that support a reduction in transportation emissions, such as transportation electrification, EV charging, public transportation, bicycle and walking corridors, infrastructure to support congestion pricing, port electrification, and diesel engine retrofit programs.

- ***Safe Streets and Roads for All*** – Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).
- ***Bridge Investment Program*** – Establishes a new bridge investment program to award competitive grants for projects that improve the condition of bridges.
- ***National Electric Vehicle Infrastructure Formula Program*** – provides funding to states to build out EV charging infrastructure and to establish an interconnected network to facilitate access and reliability for zero-emission vehicles.
- ***Railroad Crossing Elimination Program*** – A new grant program for projects that make improvements to highway and at-grade rail crossings.
- ***The Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program*** – A new grant program designed to support state, local, or community demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

The IIJA continues the Metropolitan Planning program. The program establishes that MPOs must use 2.5% of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. It also includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For Transportation Management Areas (TMA), the transportation planning process may address the integration of housing, transportation, and economic development strategies. It also may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization.

Fixing America's Surface Transportation Act (FAST Act), 2015



The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, as a funding and authorization bill to guide federal transportation investment. Although the IIJA (see above) has since been enacted into law, the FAST Act was reviewed because the three Treasure Coast MPOs initiated their most recent Long Range Transportation Plans (LRTPs) under the provisions of the FAST Act. The $305 billion FAST Act was funded without increasing transportation user fees, namely the federal fuel tax, which has not been increased nor indexed to inflation since 1993. The FAST Act is considered the first transportation investment bill in over ten years to provide long-term certainty regarding surface transportation planning and spending. It continues many of the preexisting programs and initiates several new processes as well. The new initiatives were created in order to streamline the process of seeking federal approval, create a safer transportation network, and improve freight railways. The FAST Act is meant to provide solutions to several issues primarily involving transportation including:

- ***Project Delivery*** – The FAST Act adopted multiple Administration proposals to streamline and quicken the permitting and project delivery process.

- ***Freight*** – New grant programs were created to fund critical transportation projects that benefit freight mobility and for the first time provide a dedicated source of Federal funding for freight projects.
- ***Innovative Finance Bureau*** – The Innovative Finance Bureau will be a one-stop-shop for state and local governments to receive federal funding or assistance.
- ***Safety*** – The FAST Act includes safety regulations on automobile manufacturers, improves oversight on local transit agencies, and attempts to improve efficiency on several programs in order to give power back to the states.
- ***Transit*** – Reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) responsibility. Notable exceptions include three new provisions to expand the scope of the metropolitan planning process to include improving transportation system resiliency, mitigating the stormwater impacts of surface transportation, and enhancing travel and tourism.

U.S. Department of Transportation (USDOT) Strategic Plan, FY 2022-2026

The U.S. Department of Transportation (USDOT) Strategic Plan is a roadmap for transformative investments that will modernize our infrastructure to deliver safer, cleaner, and more equitable transportation systems. The strategic goals and objectives of the USDOT Strategic Plan include the following.

- ***Safety*** – Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.
- ***Economic Strength and Global Competitiveness*** – Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.
- ***Equity*** – Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.
- ***Climate and Sustainability*** – Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.
- ***Transformation*** – Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and, in the decades, to come.

- ***Organizational Excellence*** – Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

With these goals, it is the hope of the USDOT to be able to provide safe, efficient, and sustainable transportation that can grow the economy. Projects included within the RLRTP will be developed consistent with the criteria presented in the USDOT Strategic Plan.

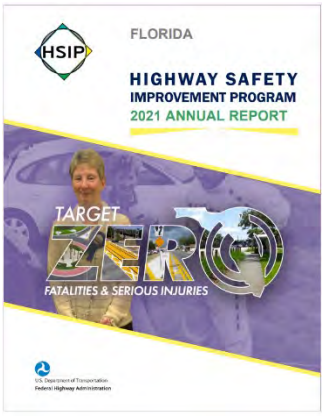
State Plans and Legislation

Florida Department of Transportation 2023 Highway Safety Plan (HSP)

The 2023 Highway Safety Plan (HSP) is Florida's action plan for distribution of National Highway Traffic Safety Administration (NHTSA) highway safety funds. The plan was assembled to implement projects and programs that will seek to lower the number of fatalities and serious injuries with the ultimate target of zero fatalities. The safety programs are the focus and foundation of Florida's 2023 HSP and separated in the following FDOT program areas:

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services
- Public Traffic Safety Professionals Training
- Speeding and Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety

Florida Department of Transportation 2021 Highway Safety Improvement Program (HSIP)



The 2021 Highway Safety Improvement Program (HSIP) is a core Federal-aid program with a purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The primary intent of this plan is to implement engineering safety improvements. These highway safety improvement projects are implemented in four ways.

- ***Systemic Projects*** – focus on mitigating highly prevalent crash types or contributing factors in the Strategic Highway Safety Plan (SHSP) that result in large numbers of fatalities and serious injuries across the network.
- ***Hotspot Projects*** – focus on the roadway segments, corridors, intersections, or ramps with the highest overall potential for safety improvement across the network.
- ***Policy-Based Projects*** – improvements to bring roadway design or operational features up to a standard.
- ***Data and Analysis Projects*** – enhance the delivery of the HSIP by advancing planning, implantation, and evaluation methods.

2021-2025 Florida Strategic Highway Safety Plan (SHSP)

The 2021-2025 Florida Strategic Highway Safety Plan (SHSP) was adopted to provide a framework for eliminating fatalities and serious injuries on all public roads. It identifies safety priorities relevant to every jurisdiction within the state. The primary focus is on motor vehicle safety but includes all roadway users. The SHSP's goals affirms the target of zero traffic fatalities and serious injuries. The key strategies detailed in the 2021-2025 SHSP include the following.

- Engineering
- Education
- Enforcement
- Emergency Response
- Intelligence
- Innovation
- Insight Into Communities
- Investments and Policies

Florida Transportation Plan (FTP)

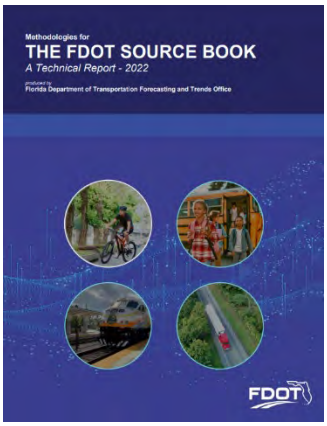
The 2060 Florida Transportation Plan (FTP) identifies the future needs for the State's transportation system with a larger focus towards improving the quality of life for Florida residents, keeping the State economically competitive, and improving environmental sustainability. Unlike individual MPOs, the state does not identify any specific improvements to the transportation system. Rather, it describes the transportation policies that will guide future FDOT investments into the transportation system statewide. The seven (7) goal areas for the 2060 FTP includes.

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality transportation infrastructure
- Efficient and reliable mobility for people and freight
- More transportation choices for people and freight
- Transportation solutions that support Florida's global economic competitiveness
- Transportation solutions that support quality places to live, learn, work, and play
- Transportation solutions that support Florida's environment and conserve energy

The Vision Element provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years. Key emphasis areas for implementing all seven goal areas include Innovation, Collaboration, Customer Service, Strategies Investments, Research, Data, and Performance Measurement.

The Policy Element defines goals, objectives, and strategies for Florida's transportation future over the next 25 years. The Policy Element is the core of the FTP and provides guidance to state, regional, and local transportation partners in making transportation decisions.

The FDOT Source Book, 2022



The FDOT Source Book presents insights into Florida's transportation user demographics, system reliability, and injury and fatality data. The FDOT Source Book uses this data to show trends that give indicators of Florida's transportation system performance and critical safety figures. The FDOT Source Book also shows how electric vehicles, transportation network companies, and other emerging technologies are being deployed on the roadways. The data was acquired from both public and private sectors and describes the mobility conditions along Florida's state roadway network, transit network, airports, railways, spaceports, and seaports. There are mobility performance and safety-related measures laid out in the FDOT Source Book.

The specific mobility performance measures are identified below, sorted into seven categories:

- **Auto:** vehicle miles traveled, person miles traveled, average travel speed, hours of delay, travel time reliability (planning time index), percent of miles by congestion level, duration of congestion, average speed vs. posted speed, and vehicles per lane mile

- **Transit:** transit revenue miles, transit passenger trips, transit revenue miles between failures, transit weekday span of service, resident access to transit, transit passenger trips per revenue mile
- **Pedestrian/Bicycle:** percent pedestrian facility coverage, percent bicycle facility coverage, non-motorized traffic counts
- **Aviation:** aviation passenger boardings, aviation departure reliability, aviation tonnage
- **Rail:** rail passengers, passenger rail on-time arrival
- **Seaport:** seaport passenger movements, seaport tonnage, seaport twenty-foot equivalent units
- **Spaceport:** space launches and sites, space payloads

Furthermore, the FDOT Source Book includes eight performance measures related to safety:

- Number of fatalities
- Number of serious injuries
- Rate of fatalities
- Rate of serious injuries
- Motorcycle fatalities and serious injuries
- Pedestrian fatalities and serious injuries
- Bicycle fatalities and serious injuries
- Safety belt use

Strategic Intermodal System (SIS)

Florida's Strategic Intermodal System (SIS) was established by FDOT in 2003 to focus on the State's critical transportation facilities. According to FDOT, SIS facilities such as I-95/SR 9 and Florida's Turnpike are key to Florida's economy and quality of life. These facilities are incorporated within FDOT's Five Year Work Program under a special "SIS" designation and funded through FDOT's SIS Work Program. The SIS Funding Strategy timeframes are First Five-Year Plan (FY 2022/2023 through FY 2026/2027), Second Five Year Plan (FY 2027/2028 through FY 2031/2032), and Long-Range Cost Feasible Plan (2029 through 2045).

Other SIS elements include the SIS Policy Plan and SIS Multimodal Unfunded Needs Plan (2045). The SIS Policy Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. The 2045 SIS Multimodal Unfunded Needs Plan's purpose is to represent a compilation of unfunded transportation projects on the SIS that promote increased mobility and reduce congestion.

Florida Department of Emergency Management (DEM) Statewide Regional Evacuation Study, 2012

The Florida Department of Emergency Management (DEM) obtained federal funding for a Statewide Regional Evacuation Study Program (SRESP) in response to the severe hurricane seasons experienced in 2004 and 2005. The program generates hypothetical evacuation scenarios for local government agencies, residents, and visitors in the region. The Transportation Analysis in the SRESP includes the impact of storms on transportation networks and roadways and determines populations that will evacuate, and which routes they are most likely to take. Those routes are subject to change due to various construction projects and the additional demand on the routes due to the evacuation. Data from hurricane models identify potential surge zones and in turn which roadways are most at risk of being flooded and obsolete. Given the Treasure Coast's susceptibility to hurricanes and proximity to the large population centers of South Florida, it is vital to create safe and efficient escape routes, as well as identify updates to roadway improvements and construction projects that are required to meet the demands during an evacuation scenario.

Florida Freight Mobility and Trade Plan (FMTP), 2020

The Freight Mobility and Trade Plan (FMTP) identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP objectives were developed by examining goals and objectives from the FTP, FDOT Modal Plans, partner agency plans, as well as by incorporating feedback provided by the Florida Freight Advisory Committee (FLFAC). The following objectives were determined:

- Leverage multisource data and technology to improve freight system safety and security
- Create a more resilient multimodal freight system
- Ensure the Florida freight system is in a state of good repair
- Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
- Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
- Improve last mile connectivity for all freight modes
- Continue to forge partnerships between public and private sectors to improve trade and logistics
- Capitalize on emerging freight trends to promote economic development
- Increase freight-related regional and local transportation planning and land use coordination
- Promote and support the shift to alternatively fueled freight vehicles

Florida Greenways and Trails System Plan, 2019-2023

The Florida Greenways and Trails System Plan was developed by the Florida Department of Environmental Protection (FDEP) in 2019. The plan outlines FDEP's vision for greenways and trails in the State of Florida as shown in **Figure 2-1**. Within the Treasure Coast region, the plans focus on the implementation of the East Coast Greenway and the blue way paddling trail along the Indian River Lagoon.

The East Coast Greenway is a developing trail system that spans nearly 3,000 miles as it winds its way from Canada to Key West. By connecting existing and planned shared use paths, a continuous route is being formed to serve self-powered users of all abilities and ages. Within the Treasure Coast region, portions of the East Coast Greenway already exist including the shared use path along Green River Parkway and the shared use path along SR A1A in Indian River County and north of the North Causeway in St. Lucie County.

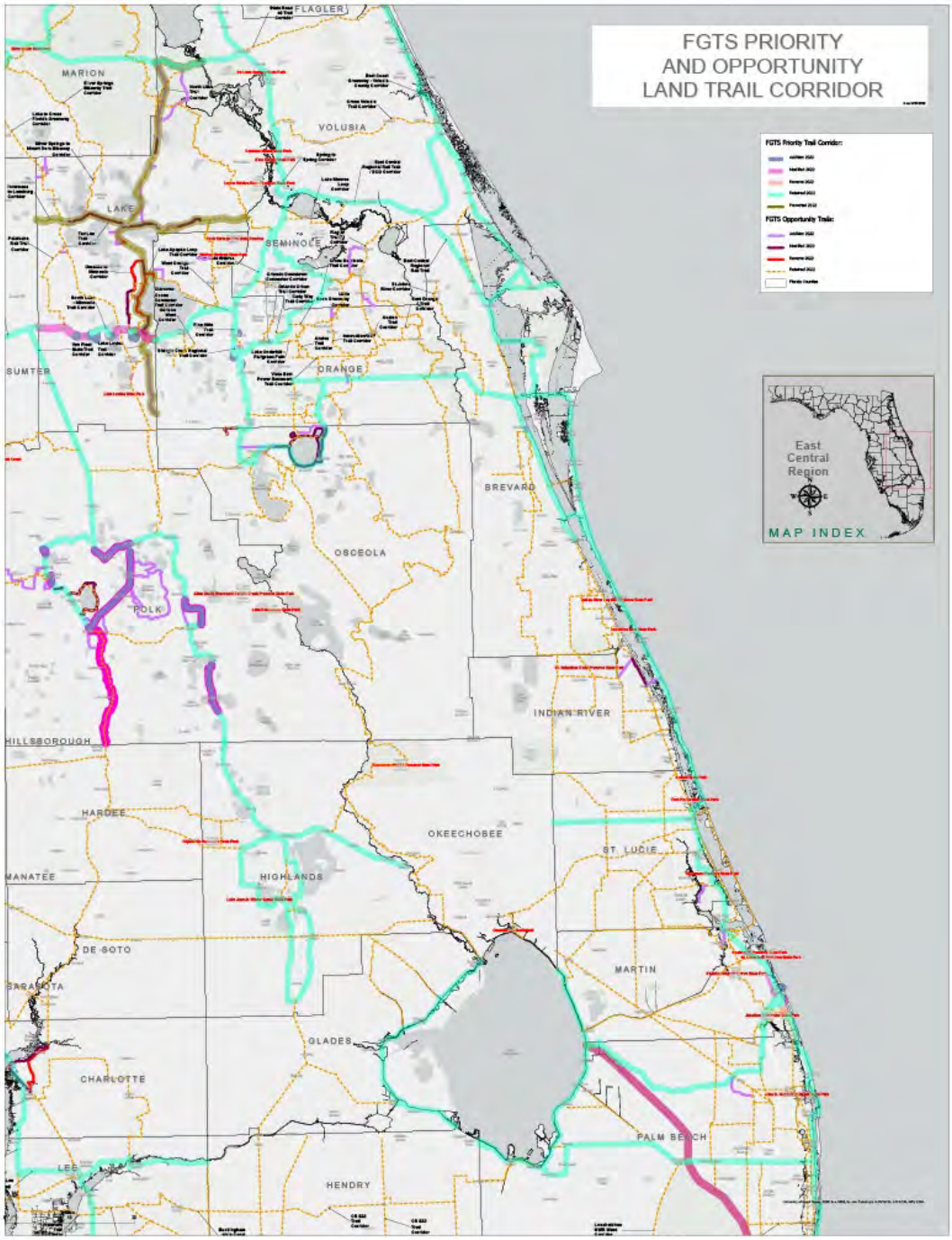
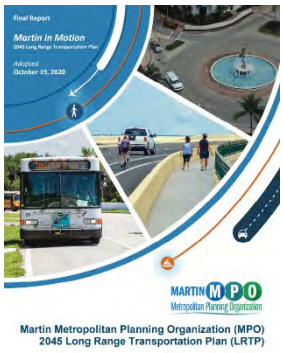


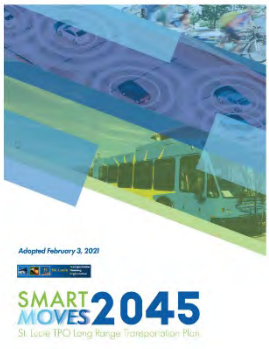
Figure 2-1. East Central Land Trail Opportunity Map

Regional Plans

2045 Long Range Transportation Plans (LRTPs)

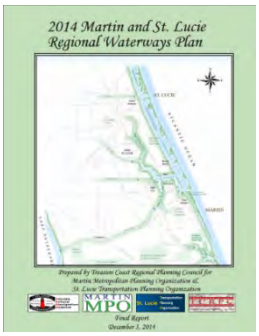
The adopted 2045 LRTPs for Martin, St. Lucie, and Indian River MPOs were reviewed. These plans serve as the mechanism for identifying and prioritizing multimodal transportation improvements over a 25-year planning horizon through the year 2045. The LRTPs set the vision for transportation for all modes by providing goals and objectives, multimodal needs plans, and cost feasible plans based on transportation revenue anticipated to be available. The regional projects identified in each LRTP will be included in the 2045 RLRTP.





Martin and St. Lucie Regional Waterways Plan, 2014

The Waterways Plan was developed to identify waterway access needs and facilities while optimizing the economic development opportunities waterfront property has to offer. The plan recommended sustaining existing waterfront land and protecting the surrounding environment through actions and education. As identified by the plan, part of this protection will be achieved by improved management of storm water and limiting the discharge of pollutants. Conservation of waterfront land will also help with mitigating against sea level rise.



Public Transportation Agency Safety Plan (PTASP), 2020

The Treasure Coast Connector St. Lucie County Public Transportation developed the Public Transportation Agency Safety Plan (PTASP). The PTASP provides policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to achieve a safe environment for all. The goal is to eliminate the human and fiscal cost of avoidable personal injury and vehicle accidents. The PTASP objectives are listed below.

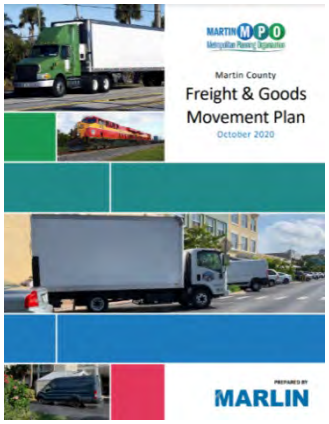
- Integrate safety management and hazard control practices within each of Treasure Coast Connector's departments.
- Assign responsibilities for developing, updating, complying with, and enforcing safety policies, procedures, and requirements.

- Verify compliance with Treasure Coasts Connector's safety policies, procedures, and requirements through performance evaluations, accident/incident trends, and internal audits.
- Investigate all accidents/incidents, including identifying and documenting the causes for implementing corrective action to prevent a recurrence.
- Increase investigation and systemic documentation of near misses.
- Identify, analyze, and resolve safety hazards promptly.
- Minimize system notifications during the operational phase by establishing and utilizing safety controls as system design and procurement phases.
- Ensure that system modifications do not create hazards.
- Provide training to employees and supervisors on the safety components of their job functions.

Transportation Improvement Programs (TIPs), 2023-2027

Each MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. At the time of the data review phase, the adopted FY 2023 to FY 2027 TIPs are in effect. The TIP specifies programmed transportation improvements to be implemented over the next five years, whereas the LRTP presents planned projects within a long-range horizon. The projects in the TIP provide a short-term implementation plan for transportation in the Treasure Coast to build from with the RLRTP. TIP projects are included in this plan as funded, near-term improvements.

Martin MPO Freight Plan, 2020

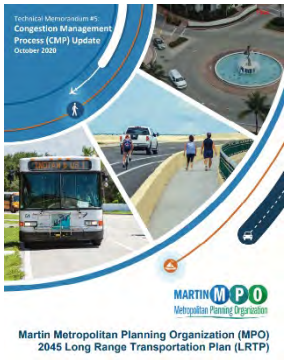


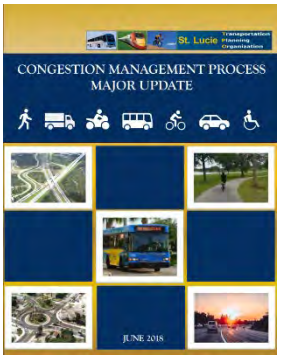
The Freight & Goods Movement plan explores existing and future transportation and land use conditions to leverage the transportation network to support economic development and the integration of freight into the multi-modal network within Martin County. Martin County is located in the heart of Florida's "Treasure Coast" and is an important gateway into the South Florida region. The County's freight transportation infrastructure provides the means by which freight and goods move into, out of, and within the County and connectivity to land use is an important factor on what goods move throughout the County. The plan identifies the most significant truck volumes on the major limited access facilities, including I-95 and Florida's Turnpike. Other significant truck traffic volumes found are on SR 714, US 1, and SR 710 and there are very high percentages of trucks on the western, rural roadways including US 98, SR 710 and, SR 76 and a link of US 1 objectives of this plan are given below:

- ***Safety and Security*** – Leverage multisource data and technology to improve freight system safety and security.
- ***Efficient and Reliable Mobility*** – Drive innovation to reduce congestion, bottlenecks and improve travel-time reliability.
- ***Economic Competitiveness*** – Continue to forge partnerships between the public and private sectors to improve trade and logistics and capitalize on emerging freight trends to promote economic development.
- ***Quality Places*** – Increase freight-related regional and local transportation planning and land use coordination.

Congestion Management Process (CMP) Update

Each MPO prepared a Congestion Management Process (CMP) Update. A CMP uses several analytic tools to define and identify congestion within a region, corridor, activity center, or project area. A CMP identifies where congestion exists, what can be done about it, and a coordinated implementation plan for appropriate strategies to reduce congestion or mitigate the impacts of congestion. At the time of the data review phase, the Martin MPO CMP Update 2020, St. Lucie TPO CMP Update 2018, and Indian River County MPO CMP Update 2009 were in effect.





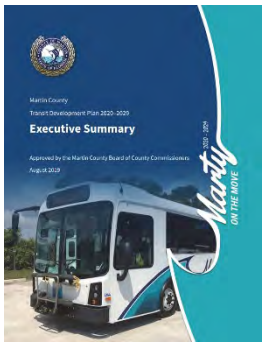
US 1 Multimodal Corridor Study, 2014

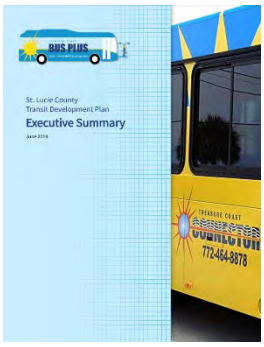
The US 1 corridor is defined as the section of US 1 from south of Cove Road in Port Salerno to north of Juanita Avenue in Fort Pierce as shown in **Figure 2-2**. US 1 is the primary north-south arterial for the coastal communities of Martin and St. Lucie counties east of I-95 and the Florida Turnpike. The principal element of the US 1 Multimodal Corridor Study is balancing local/community needs with the need to continue to support longer-distance trip-making along US 1. This project was identified in the 2035 RLRTP and 2040 individual LRTPs in St. Lucie TPO and Martin County.

Figure 2-2. US 1 Multimodal Corridor Study Area

Transit Development Plan (TDP)

The Transit Development Plan (TDP) is the strategic guide for public transportation over the next ten (10) years. It identifies public transportation service improvement priorities for the county, determines the operating and capital costs to implement these service improvement priorities, and outlines a strategy for implementing those service improvements. A major update is required every five years, with annual (or minor) updates in the interim years. At the time of the data review phase, the Martin County TDP 2020-2029 Major Update, St. Lucie County TDP 2020-2029 Major Update, and Indian River County TDP 2022 Annual Update were in effect.





Airport Master Plan

An Airport Master Plan is a study used to determine the long-term development plans for an airport. Air transportation is a vital community industry. An Airport Master Plan is a community's concept of the long-term development of its airport. The master plan considers the needs and demands of airports tenants, users, and the public. An Airport Master Plan was done for the following: Witham Field, Martin County, St. Lucie County International Airport, St. Lucie County, and Vero Beach Regional Airport, Indian River County.

Treasure Coast 2040 Zonal Data Projections

The Urban Land Use Allocation Model (ULAM) provides the Treasure Coast area with a systematic approach that uses the most current land use information to generate the future year (2040) socioeconomic data needed as input into the travel demand forecasting model. The quality of the future year land use data will ensure that the travel projections used in the development of the long-range plan will accurately reflect the future transportation needs of the area and will help determine what are the most critical and cost-effective improvements to address those needs.

Chapter 3 – Trends and Conditions

When creating a transportation plan for the future, it is important to observe the present trends and conditions facing the region and develop a plan to best optimize opportunities and address the issues. Trends that will be examined include population growth, changes and evolution of the workforce, the means by which residents commute to work, and future land use. This information was also captured in a fact sheet intended to educate the public on the purpose of the 2045 RLRTP. The fact sheet can be found in **Appendix C**. Focusing on these trends will allow the 2045 RLRTP to efficiently grow the transportation network based on population trends and the new jobs and industries that will employ residents.

Population Growth

Like many regions in the Sun Belt, the Treasure Coast has experienced a large influx of people over the past 30 years. From 1985 to 2015, the Treasure Coast more than doubled in population growing from 273,663 people to a population of 587,284, according to data from the U.S. Census Bureau. As the area grows and more people flock to warmer weather and areas with year-round recreation, the Treasure Coast is expected to grow by an additional 377,575 people from the U.S. Census Bureau, for a total population of 964,859 residents and a percent growth of 64.29% between 2015 to 2045. This growth will increase demand for a comprehensive and efficient multimodal transportation network.

The expected population growth trend indicates that the raw population growth over the next 30 years (377,575 persons) is anticipated to be more than the actual growth during the 1985-2015 period (313,621 persons). This indicates that the Treasure Coast region is expected to continue to grow with an increased growth rate.

In addition, population growth is not uniform throughout the region. St. Lucie County houses approximately one-half of the population of the region, while Martin County and Indian River County each contain about one-quarter of the population. This is primarily the result of a higher percentage of population growth in St. Lucie County since 1985 (152%) than in Indian River County (89%) or Martin County (85%). The trend of a higher population growth percentage in St. Lucie County is anticipated to continue in the foreseeable future.

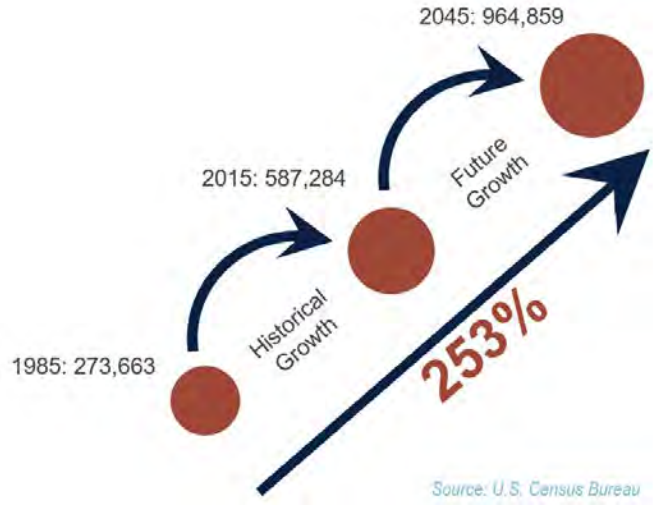


Figure 3-1. 60 Year Population Growth Trends

Changes in Employment

According to data compiled for the Treasure Coast Regional Planning Model[1] (TCRPM), 277,183 people worked within Martin, St. Lucie, and Indian River Counties in 2015. This indicates that the employment market in the Treasure Coast is just less than half of the population as compared to the TCRPM data.

By 2045, the Treasure Coast is expected to add an additional 132,784 workers, an increase of 47.90%, according to data compiled for the Treasure Coast Regional Planning Model[1] (TCRPM). St. Lucie County is projected to experience the largest gross gains in the workforce from 2015 to 2045.

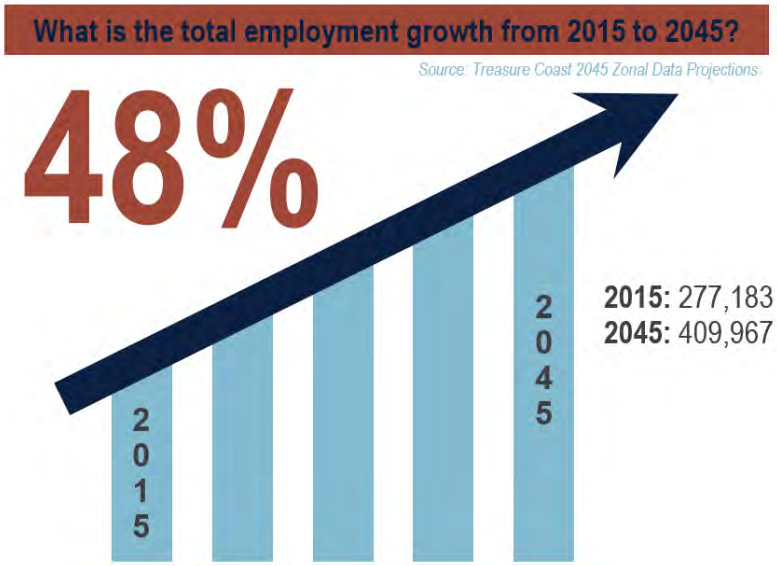


Figure 3-2. Employment Growth Trends From 2015 to 2045

Transportation

The foundation of the transportation system in the Treasure Coast is largely built on auto-dependence. As the region grows, commute times for all modes will be longer, but will disproportionately be felt by those continuing to commute by car. With this growth in mind, it is necessary for the 2045 RLRTP to address both current and future needs. Current trends within the region and around the country have shown an increasing number of people commuting via other means such as public transit, bicycle, and walking, suggesting the potential need to provide and maintain the infrastructure that will optimize these other modes while slowing the increasing traffic congestion to remain attractive for future residents and industries. The breakdown of commuters in the Treasure Coast by percentage of mode used within the overall transportation network is shown below. The rate of walking, bicycling, and taking public transportation to work is lower in the Treasure Coast than the nation and state as a whole, shown in **Table 3-1**. However, the rate of carpooling to work and working at home are higher in the Treasure Coast than the nation but not the state.

[1] The TCRPM was developed by FDOT and is used to project future transportation conditions and evaluate alternatives for future roadway system improvements.

Table 3-1. Means of Transportation to Work

Modes of Transportation	United States	Florida	Treasure Coast
Drove Alone	74.92%	77.74%	79.85%
Carpooled	8.85%	9.19%	9.08%
Public Transportation	4.58%	1.62%	0.35%
Bicycle	0.51%	0.56%	0.48%
Walked	2.57%	1.39%	1.33%
Other (Including Taxicabs and Motorcycles)	1.31%	1.74%	1.67%
Worked at home	7.26%	7.76%	7.24%

Source: 2015-2020 American Community Survey (ACS) 5-Year Estimates

A brief review and analysis of regional travel flows utilizing the OnTheMap application of the United States Census Bureau were conducted, a mapping tool that reports where people live and where they earn their paychecks. The underlying data for the OnTheMap application is the 2019 Longitudinal Employer-Household Dynamics (LEHD) data developed by the Center for Economic Studies of the United States Census Bureau. LEHD data provides information to analyze work trips including those that cross jurisdictional boundaries. The Treasure Coast region is characterized by a significant amount of cross-county travel flows for work trips, including within the region as well as to the Southeast Florida region. Approximately 58 percent (58%) of workers in the region commute outside of their home county for work.

Future Land Use

Understanding future land use data is important to mitigate the effects of land use on transportation and to enhance the efficient use of resources with minimal impact on future generations. Shown in **Figure 3-3** is Martin County's future land use map. The majority of Martin County is land that is designated for agriculture and related land uses.

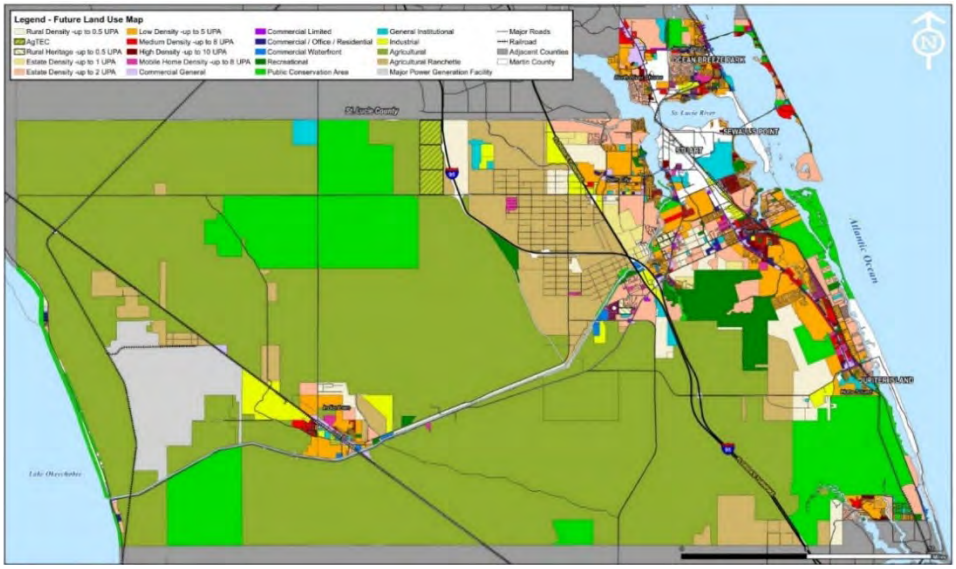


Figure 3-3. Martin County's Future Land Use Map

Shown below in **Figure 3-4** is St. Lucie County's future land use map. The majority of St. Lucie County is land that is designated for rural and agriculture land uses.

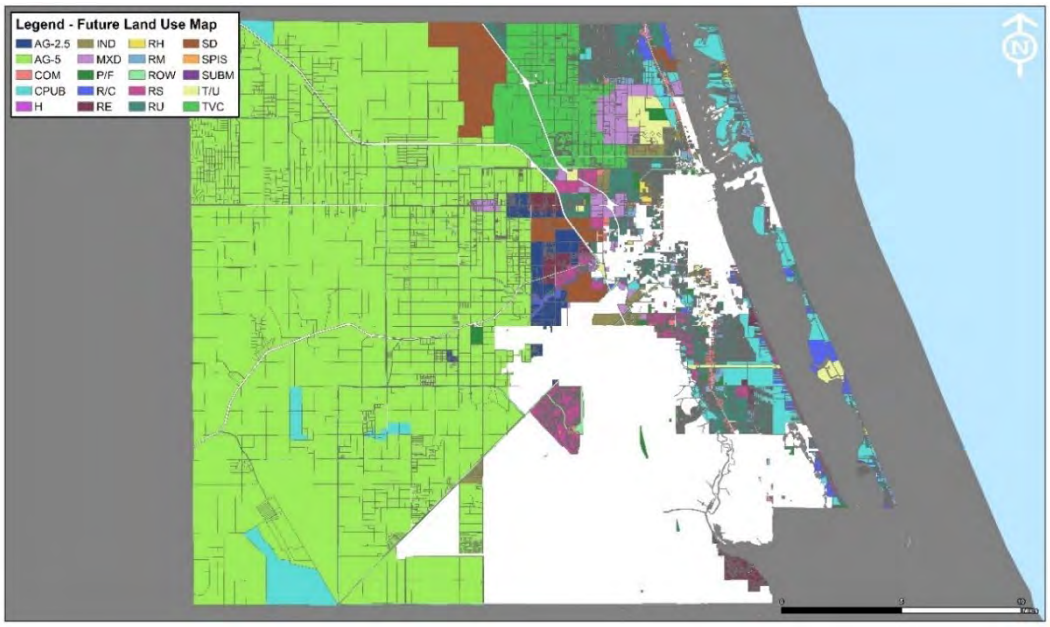


Figure 3-4. St. Lucie County's Future Land Use Map

Shown in **Figure 3-5** is Indian River County's 2035 LRTP Infill Alternative Plan. The Infill Alternative Plan includes new neighborhood, corridor, and district areas that will become the focus of infill redevelopment and business recruitment.

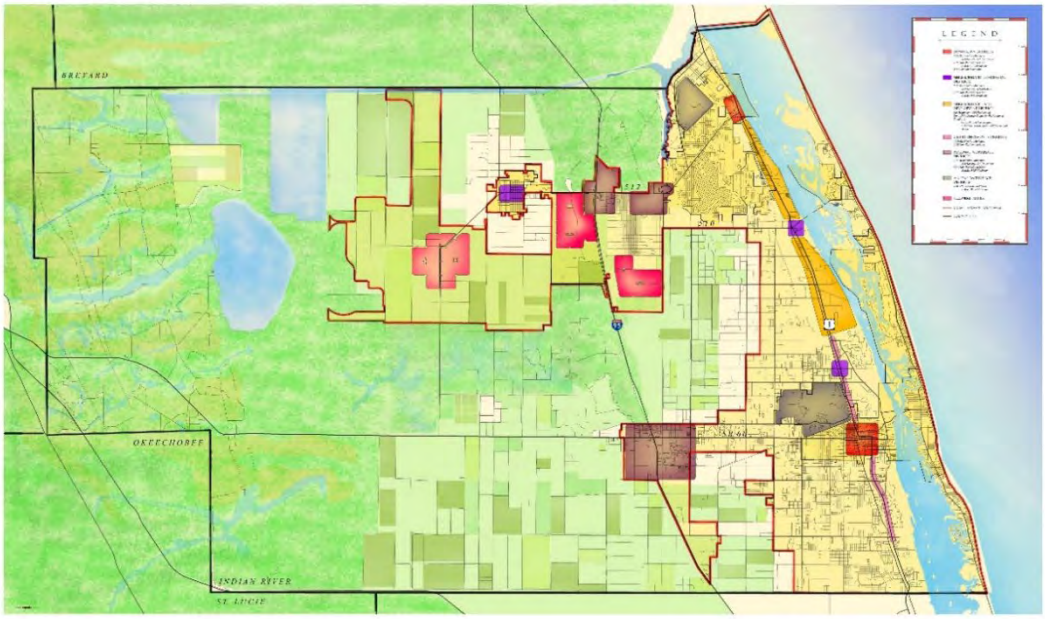


Figure 3-5. Indian River County's 2035 LRTP Infill Alternative Plan

The county seats in each of the Treasure Coast counties consist of Stuart, Fort Pierce, and Vero Beach, all of which pre-date World War II. However, most of the development in the Treasure Coast generally occurred during the golden age of the automobile in the second half of the 20th century. As such, much of the region has developed in a low-density, single-use manner expanding from east to west over time. This has created the consumption of open space for development into residential and commercial areas and led to development patterns that heavily favor usage of the private automobile for almost all trips. Commuters generally drive long distances to reach destinations or make multiple short trips to reach a number of different destinations (trip chaining), as found during the Martin County Household Travel Survey (HTS). In addition, cross-county commuting is common in the Treasure Coast region as is commuting between the Treasure Coast region and Southeast Florida, especially Palm Beach Gardens, West Palm Beach, and Boca Raton. This development pattern increases the cost of living due to increased costs for fuel, maintenance, and car ownership.

Each M/TPO conducted a series of stakeholder interviews and public workshops to establish the land use visioning process during their respective 2040 LRTPs and maintained these land use assumptions during the 2045 LRTP process. The M/TPOs have adopted LRTPs that can generally be described as proposing to retrofit a multimodal approach to integrating transportation into the current development pattern.

Chapter 4 – Regional Goals, Objectives, & Performance Measures

The goals, objectives, and performance measures for the 2045 RLRTP are based on a review of goals and objectives from the individual Long Range Transportation Plans (LRTPs) for the Martin Metropolitan Planning Organization (MPO), St. Lucie Transportation Planning Organization (TPO), and Indian River County MPO.

Review of Individual Treasure Coast's LRTP

Each of the three individual M/TPOs' goals, objectives, and performance measures from their respective 2045 LRTPs were reviewed. Each of the individual LRTP's demonstrates consistency between the M/TPO's goals, objectives, and performance measures with the Florida Transportation Plan (FTP) Next 50 Years and national goals identified in the Fixing America Surface Transportation Act (FAST Act). These goals, objectives, and performance measures were analyzed to identify and include consistent themes for the 2045 RLRTP. In addition, common issues of regional significance were identified for inclusion.

Martin MPO 2045 LRTP "Martin in Motion"

- ***Goal #1: Infrastructure Maintenance and Congestion Management.*** An efficient Multimodal transportation system that supports economic growth and enhances the quality of life.
- ***Goal #2: Safety.*** A safe multimodal transportation system that meets the needs of all the users.
- ***Goal #3: Environmental and Equity.*** Preserve natural environment and promote equity and healthy communities.
- ***Goal #4: Innovation.*** A transportation system with an ability to harness changes in the future.
- ***Goal #5: Project Streamlining and Delivery.*** A transportation system that reflects the community's needs and desires.

St. Lucie TPO LRTP "SmartMoves 2045"

- ***Goal #1: Support Economic Activities.***
- ***Goal #2: Provide Travel Choices.***
- ***Goal #3: Maintain the Transportation System.***
- ***Goal #4: Provide Equitable, Affordable, and Sustainable Urban Mobility.***
- ***Goal #5: Improve Safety and Security.***

Indian River County MPO LRTP "Connecting IRC"

- ***Goal #1: Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.***
- ***Goal #2: Enhancing mobility for people and freight and provide travel alternatives.***
- ***Goal #3: Protecting the natural and social environment.***
- ***Goal #4: Maintaining a safe transportation system for all users.***

- ***Goal #5: Preserving and maintaining the transportation system and transportation infrastructure.***

2045 RLRTP Goals, Objectives, & Performance Measures

The Treasure Coast 2045 RLRTP is intended to guide transportation decision making at the regional level to a more connected future over the next 25 years. To support this process, a review of the relevant federal, state, regional, and local documentation was conducted along with careful and thoughtful review and consideration of the individual M/TPO's transportation planning process and input received during the individual M/TPO LRTPs. Concepts of regional significance that may not have been the focus of individual LRTPs were then analyzed and incorporated. The collective goals, objectives, and performance measures will help guide the region in identifying and prioritizing investments as shown in **Table 4-1**.

Table 4-1. Goals, Objectives, and Performance Measures

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 1	**Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.**		
	Objective 1.A	**Prioritize transportation investments that maintain acceptable travel performance.**	
		1	Increase the percentage of miles meeting/exceeding roadway level of service standards.
	Objective 1.B	**Ensure travel time reliability on major roadway freight corridors.**	
		1	Increase roadway miles on the regional freight network with SIS corridor improvements to decrease the number of congestion hotspots/bottlenecks.
		2	Increase the percentage of vehicle miles traveled (VMT) that are reliable.
	Objective 1.C	**Implement the regional greenways and trails system.**	
		1	Increase miles of greenways and trails implemented.
	Objective 1.D	**Identify and fund the regional transit network.**	
		1	Reduce headways on transit services/improved on time performance when compared to previous years.
		2	Increase number of Regional Transit projects implemented/completed.
	Objective 1.E	**Improve the safety of the transportation system, which may include communications infrastructure to provide opportunities for more efficient travel flow and infrastructure to support automated vehicles.**	
		1	Decrease crash rate over each five-year period of the Regional Plan.
		2	Increase number of regional projects that include a TSM&O component that could be adapted to support autonomous vehicles.
Goal 2	**Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.**		
	Objective 2.A	**Improve access to regional destinations that support economic prosperity.**	
		1	Implement strategies that improve equitable access to regional transportation destinations and multimodal opportunities.
	Objective 2.B	**Ensure adequate funding for congestion management and maintenance.**	
		1	Increase number of implemented congestion management projects.
		2	Increase private and grant funding of transportation infrastructure.
	Objective 2.C	**Prioritize projects that improve multimodal access to community activity centers.**	
		1	Increase concentration of multimodal transportation options (bicycle facilities, bike share, bus shelters, etc.) nearby to community activity centers (regional malls, medical centers, libraries, and transit hubs).
	Objective 2.D	**Promote consistency between transportation projects and the efficient operation and management of the regional transportation system including providing opportunities for incorporating broadband fiber optic network communications.**	
		1	Increase length/coverage of the fiber optic network within regional transportation corridors.

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 3	Protect the region's natural and social environment while minimizing adverse community impacts.		
	Objective 3.A	Improve air quality and reduce greenhouse gas emissions.	
		1	Maintain or improve results of local emissions/air quality tests (tons of CO, HC, an NO emissions) at regular intervals throughout the planning horizon.
	Objective 3.B	Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.	
		1	Decrease the project acreage in sensitive environmental areas in comparison to previous years.
	Objective 3.C	Reduce regional waterway impacts from roadway runoff.	
		1	Reduce the amount of roadway runoff to regional waterways.
Goal 4	Conduct coordinated regional planning and decision-making that improves transportation options for the region.		
	Objective 4.A	Implement strategies to reduce reliance on single occupant automobiles.	
		1	Increase transit ridership over time.
		2	Increase the mileage of bicycle lanes, shared-use paths, and sidewalks.
		3	Reduce vehicle miles traveled (VMT) per capita as measured from the regional travel demand model.
	Objective 4.B	Provide a transportation system that reduces per capita fuel consumption.	
		1	Reduce carbon emissions compared to previous model output based on the TCRPM.
		2	Reduce per capita highway hours of delay based on the model output from the TCRPM.
	Objective 4.C	Manage the regional transportation system in a collaborative manner to improve the system's resiliency to climate change and performance during hurricane evacuations, emergencies, and disasters.	
		1	Increase miles of improvements along or supporting evacuation routes.
	Objective 4.D	Conduct regional meetings to provide an update of the implementation of the regional transportation plan and discuss items of regional transportation significance.	
		1	Increase the number of regional transportation projects implemented.
		2	Create an updated priorities list across the region based on an amendment process.
Goal 5	Protect and enhance the unique quality of life in the Treasure Coast region.		
	Objective 5.A	Provide for the transportation needs of the disadvantaged.	
		1	Support funding for transportation disadvantaged services.
		2	Increase transit/sidewalk ADA compliance and accessibility (stations, vehicles, crosswalks etc.).
	Objective 5.B	Support healthy living strategies, programs, and improvements.	
		1	Support and promote use of transit oriented development policies.
		2	Participate in community health plans and programs; consider shared performance measures with health plans.
	Objective 5.C	Support Target Zero policies.	
		1	Reduce per capita rate of fatalities and serious injury crashes per year.

Chapter 5 – Regional Multimodal Transportation System

The purpose of this task is to produce a 2045 Regional Multimodal Transportation System map based on the regional roadway network and the designated Strategic Intermodal System (SIS). The result will be a regional transportation network that will define the roadways upon which regional transportation needs will be based. The online version of the map, which shows the regional roadway system and the regional needs identified—divided into roadway, non-motorized, and transit projects—can be accessed here.

Regional roadway facilities were defined by criteria established in the 2040 RLRTP. The regional criteria were reviewed and determined to be applicable.

Primary Regional Facilities

All SIS and Planned SIS facilities are regionally significant and are designated as Primary Regional Facilities. In addition, all principal arterial facilities that meet at least one (1) of the following criteria and any minor arterial or major collector facilities that meet at least four (4) of the following criteria are designated as Primary Regional Facilities.

- ***Multi-County*** – Facilities that traverse more than one (1) county.
- ***SIS Connectivity*** – Facilities that connect a SIS highway to another SIS Highway.
- ***SIS Intermodal*** – Hubs, corridors, and connectors identified as SIS and emerging SIS.
- ***Freight and Passenger Hubs*** – Freight and passenger hubs not on the SIS such as airports, bus terminals, ports, or rail yards that function as intermodal hubs.
- ***Intermodal Connectivity*** – Facilities serving non-SIS freight and passenger intermodal hubs.

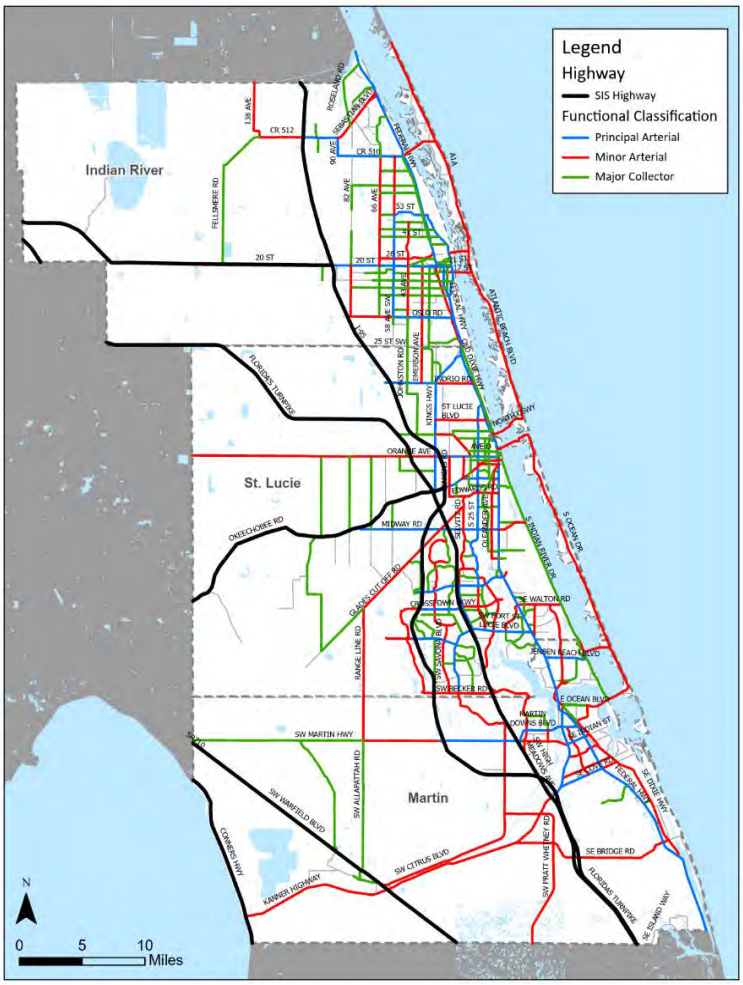


Figure 5-1. SIS Roadways and FDOT Functional Classifications

- ***SIS Access*** – Facilities that connect a SIS highway to another arterial or major collector.
- ***Evacuation Route*** – Facilities that are designated hurricane evacuation routes, per local comprehensive plans.
- ***Regional Employment Access*** – Facilities that connect to a regional employment hub (defined as a transportation analysis zone (TAZ) where the employment is two percent (2.0%) or greater of the region's employment or where the industrial employment is two percent (2.0%) or greater of the region's industrial employment).
- ***Regional Connectivity*** – Facilities that connect with the SIS or serve another regional facility such as a regional park, sports complex, beach, university, or intermodal hub.

Secondary Regional Facilities

Secondary regional facilities include all intermodal facilities, arterials, and major collectors that are not principal arterials and meet one (1) or more of the primary regional facility criteria.

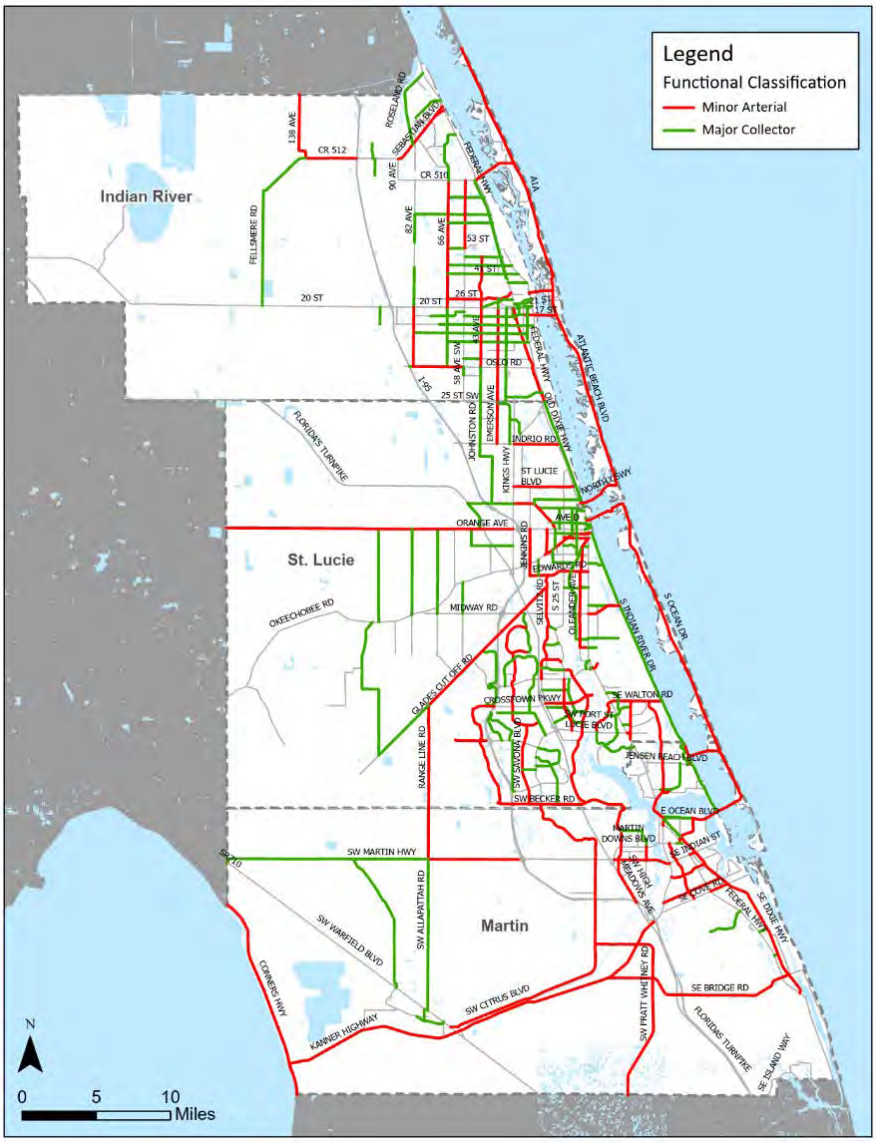


Figure 5-2. Minor Arterial and Major Collector Roadways

Chapter 6 – Regional Needs Assessment

The regional needs assessment aims to identify regionally significant roadway, non-motorized, transit, and freight needs projects presented in the individual county 2045 LRTPs to provide a comprehensive understanding of the multimodal needs within the Treasure Coast region.

Multimodal needs identified in each of the individual 2045 LRTPs were analyzed for regional significance. Establishing regionally significant roadways, or the regional multimodal transportation network, in Chapter 5 guided the regional multimodal needs assessment. Individual county needs projects were included in the 2045 RLRTP multimodal needs network if the project existed on a regionally significant roadway. Additionally, projects that link to the SIS, provide inter-county connectivity, or enable access to multimodal hubs were considered regionally significant.

Regional Roadway Needs

Roadway needs projects in the individual county 2045 LRTPs were evaluated for inclusion based on the regional multimodal transportation network. The table below represents a list of improvements and new infrastructure which will support transportation throughout the Treasure Coast Region. Each of the roadway segments shown in the table has been selected based on its presence along an existing regionally significant roadway or possesses another regionally significant trait. The roadway needs projects noted in the table below mostly involve lane widening or the creation of a new roadway. Several of these projects will serve as important transportation corridors in the future and will be necessary to maintain the efficient flow of all transportation modes throughout the region.

There is a total of 85 regional roadway needs projects, which are presented in **Table 6-1** below.

Table 6-1. Regional Roadway Needs

County	Roadway	Limits	Type
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Widen 2 to 4 Lanes
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Widen 2 to 4 Lanes
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Intersection Improvements
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4 Lanes
Indian River	43rd Avenue	Oslo Road to 16th Street	Widen 2 to 4 Lanes
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4 Lanes
Indian River	53rd Street	58th Avenue to 66th Avenue	New 4 Lane
Indian River	53rd Street	66th Avenue to 82nd Avenue	New 2 Lane
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	New 2 Lane
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	New 2 Lane

County	Roadway	Limits	Type
Indian River	66th Avenue	69th Street to 81st Street	Widen 2 to 4 Lanes
Indian River	66th Avenue	81st Street to CR-510	Widen 2 to 4 Lanes
Indian River	66th Avenue	49th Street to 69th Street	Widen 2 to 4 Lanes
Indian River	82nd Avenue	69th Street to CR-510	New 2 Lanes
Indian River	82nd Avenue	26th Street to 69th Street	Substandard to 2 Lanes
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	New 2 Lanes
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street	At US-1/SR-5	Intersection Improvements
Indian River	CR-510/85th Street	CR-512 to 87th Street	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street **	58th Avenue to US-1	Widen 2 to 4 Lanes
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Widen 4 to 6 Lanes
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Widen 2 to 4 Lanes
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Strategic Improvements
Indian River	Indian River Boulevard **	17th Street to 37th Street	Operational Improvements
Indian River	Oslo Road	I-95 to 58th Avenue	Widen 2 to 4 Lanes
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Widen 2 to 4 Lanes
Indian River	US-1 *	53rd Street to CR-510	Widen 4 to 6 Lanes
Indian River	SR-9/I-95 *	At 53rd Street	New Interchange
Indian River	SR-9/I-95 *	At Oslo Road	New Interchange
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Widen 2 to 4 Lanes
Martin	Florida's Turnpike	At I-95 Interchange	PD&E
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Widen 2 to 4 Lanes
Martin	SE Bridge Road	Powerline Avenue to US-1	Widen 2 to 4 Lanes
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Widen 2 to 4 Lanes
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Widen 2 to 4 Lanes

County	Roadway	Limits	Type
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Highway Capacity
Martin	SR-9/I-95 *	Palm Beach/Martin County Line to CR-708/Bridge Road	PD&E
Martin	SR-9/I-95 *	CR-708/Bridge Road to High Meadows Avenue	PD&E
Martin	SR-9/I-95 *	High Meadows Avenue to Martin/St. Lucie County Line	PD&E
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Widen 2 to 4 Lanes
Martin	SW Martin Downs Boulevard *	SW Matheson Avenue to SW Palm City Road	Widen 4 to 6 Lanes
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Widen 4 to 6 Lanes
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Widen 2 to 4 Lanes
Martin	US-1 *	SE Seabranch Boulevard to SE Osprey Street	Widen 4 to 6 Lanes
Martin	Willoughby Boulevard Extension	SR-714/Monterey Road to US-1	New 2 Lane
Martin/ St. Lucie	US-1 *	Cove Road to St. Lucie County/ Indian River County Line	Operational Improvements
St. Lucie	Airport Connector	I-95 to Johnston Rd	New 4 Lanes
St. Lucie	Airport Connector	Johnston Road to Kings Highway	New 4 Lanes
St. Lucie	Becker Road	N-S Road B	New 6 Lanes
St. Lucie	Becker Road	Range Line Road	New 4 Lanes
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Widen 2 to 4 Lanes
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Widen 2 to 4 Lanes
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Widen 2 to 4 Lanes
St. Lucie	Florida's Turnpike	At Northern Connector	New Interchange
St. Lucie	Florida's Turnpike	At Midway Road	New Interchange
St. Lucie	Florida's Turnpike	N of SR-70 to N of SR-60	PD&E
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Widen 2 to 4 Lanes
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Neighborhood Traffic Management
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades-Cut Off Road	New 4 Lanes
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Widen 2 to 4 Lanes

County	Roadway	Limits	Type
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	New 4 Lanes
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	New 4 Lanes
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Widen 2 to 4 Lanes
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Widen 2 to 4 Lanes
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4 Lanes
St. Lucie	Midway Road	Arterial A to I-95	Widen 2 to 4 Lanes
St. Lucie	Northern Connector	Florida's Turnpike to I-95	New 4 Lanes
St. Lucie	North-Mid County Connector	Orange Avenue to Florida's Turnpike	New 4 Lanes
St. Lucie	North-Mid County Connector	Okeechobee Road to SR-68/Orange Avenue	New 4 Lanes
St. Lucie	North-Mid County Connector	Midway Road to SR-70/Okeechobee Road	New 4 Lanes
St. Lucie	Open View Drive	Range Line Road to N-S Road A	New 2 Lanes
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4 Lanes
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	New 4 Lanes
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4 Lanes
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Widen 6 to 8 Lanes
St. Lucie	SR-9/I-95 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	PD&E
St. Lucie	SR-9/I-95 *	At Northern Connector	New Interchange
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Widen 4 to 6 Lanes
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Neighborhood Traffic Management
St. Lucie	Turnpike Feeder Road	South of Indrio Road to South of US-1	Widen 2 to 4 Lanes
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Operational Improvement
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Widen 4 to 6 Lanes

**Denotes Project on State Road System*
***Denotes Project partially on State Road System*

The regional roadway needs are displayed on the next page in **Figure 6-1**, which highlights the existing and potential interconnectivity of the region through the identification of these improvements and additions. PD&E projects were included on major limited access facilities.

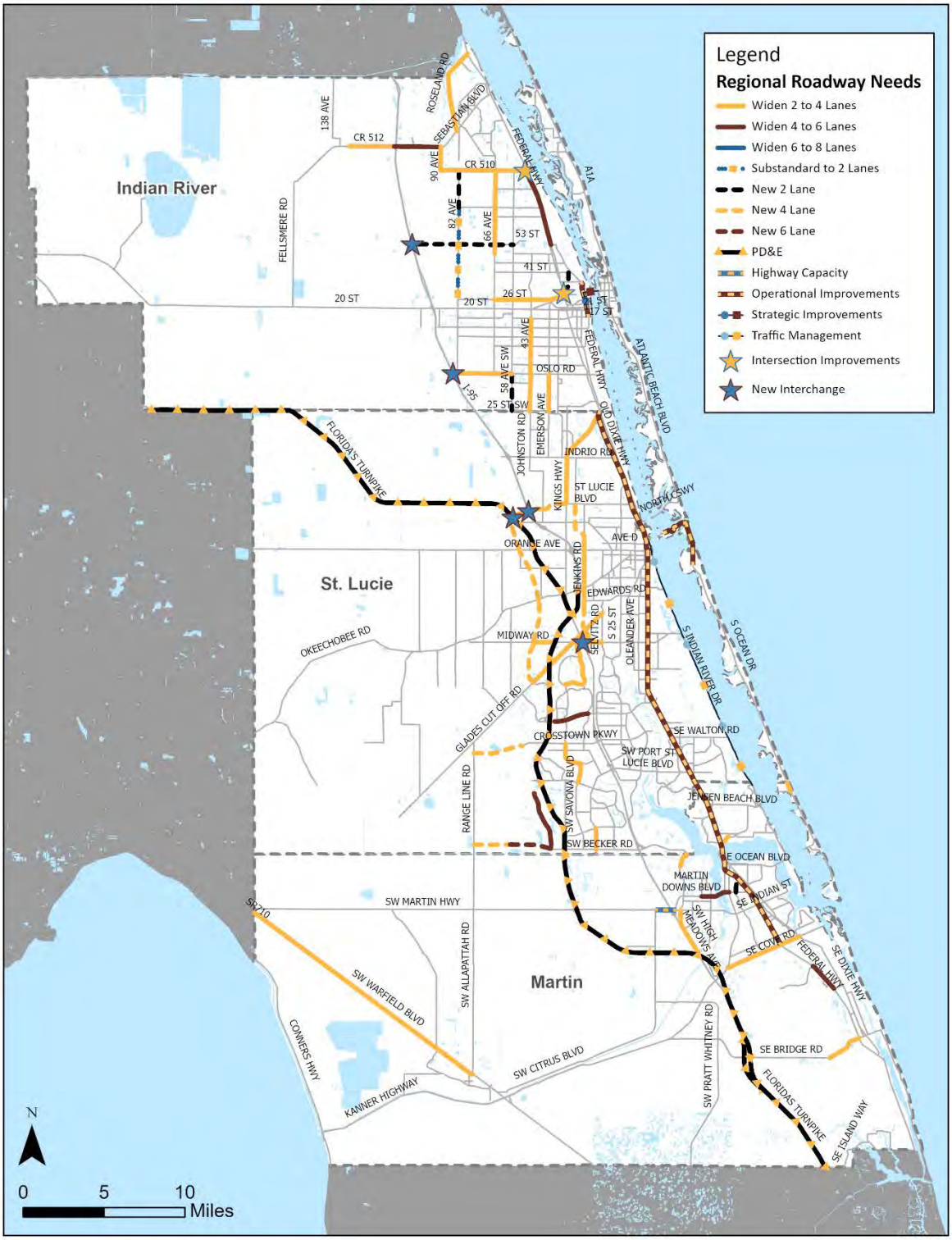


Figure 6-1. Regional Roadway Needs

Regional Transit and Non-Motorized Needs

A regional transit vision, particularly beyond the 10-year planning horizon, was created using the transit development plans (TDPs) for Martin, St. Lucie, and Indian River counties. Non-motorized needs projects presented in the three individual M/TPO LRTPs were analyzed for their regional significance and alignment with the regional LRTPs goals of increased accessibility and network connectivity. Connectivity gaps across county lines from the 2045 LRTPs were identified through the analysis that will inform development and implementation of the regional transit and non-motorized vision. Additionally, needs projects that provide transit service and non-motorized infrastructure near major destinations, areas of high population, and intermodal hubs were included in the regional needs as they are considered integral to the multimodal success of the region.

Regional Transit

Transit availability is an important feature for the Treasure Coast area. Each of the three counties has an existing bus transit system currently serving their residents. There are three primary bus transit providers in the Treasure Coast Region. Martin County is served by Martin County Public Transit (Marty), St. Lucie is being served by Area Regional Transit (ART), and Indian River is being served by GoLine. Each of these transit services has a regional impact with one or more of their existing bus routes. From the existing transit network, five (5) routes have been identified that have a regional impact. Those routes are listed below:

1. GoLine Route 15
2. Marty Route 1
3. Marty Route 20X
4. ART Route 1
5. ART Route 7

Bus terminals and intermodal centers providing regional service were also captured during the needs assessment. Within the Treasure Coast, 14 park and ride facilities are available and are strategically positioned near major regional corridors such as I-95, Florida's Turnpike, and US-1. Park and ride facilities are not found in Indian River County. A breakdown of park and ride facilities by county is provided below:

Indian River County:

1. Main Transit Hub
2. Intergenerational Center
3. Indian River Mall (NE Entrance)
4. Gifford Health Center

Martin County:

1. Kiwanis Park
2. City of Stuart SailFish Circle Park & Ride
3. Osceola Park & Ride
4. Martin Highway and Turnpike Mile Post 133
5. Halpatiokee Regional Park

St. Lucie County:

1. Fort Pierce Intermodal Facility
2. St. Lucie County Administration Complex
3. Bayshore Boulevard Park & Ride Lot
4. Council on Aging Park & Ride
5. Gatlin Boulevard (Jobs Express) Park & Ride Lot

Bus terminals along with park and ride locations allow users to access additional routes and improve the interconnectivity of the existing transportation network. It should be expected that these facilities are properly maintained and managed to offer diverse commuting options and to promote a reduction of vehicles on the regional roads.

Five (5) regional transit needs have been identified in addition to the five (5) existing regional transit routes.

1. I-95 Express Bus Route
2. SR-710/CSX Connector
3. Tri-Rail Extension
4. Turnpike Express Bus Route
5. US-1 Transit Enhancements

These newly identified needs will provide both bus and rail transit opportunities for the Treasure Coast area. As employment opportunities and total population continue to grow within the region it is essential to provide varied transportation options for commuters. Each of these needs will provide a primarily north-south transportation alternative for commuters both within and outside of the Treasure Coast. The implementation of these commuter transit alternatives will aid in the effort of reducing the dependance on the private automobile, subsequently leading to desirable outcomes such as reduced congestion, vehicle miles traveled and potentially improved travel time reliability around the region.

Existing transit terminals, routes, and the transit needs can be seen in **Figure 6-2**. The figure displays the existing interconnectivity of the Treasure Coast and the areas that will benefit from the proposed transit network.

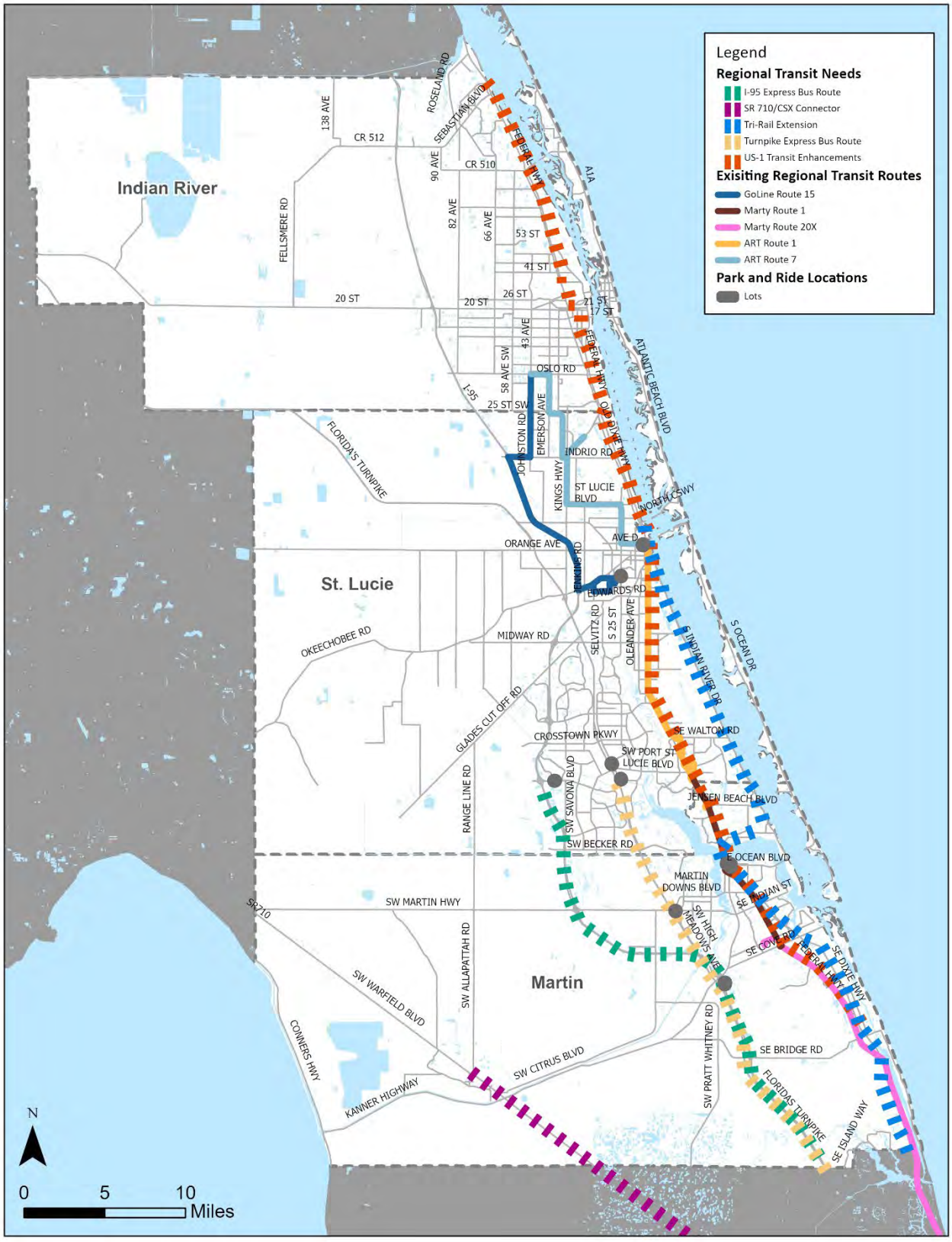


Figure 6-2. Regional Transit Needs

Regional Non-Motorized

Non-motorized transportation continues to grow in popularity throughout the country, prompting new roadway design practices that adapt to the increased variety of users. Regional non-motorized needs were included based on their presence along a regionally significant roadway, shown in Chapter 4. The Florida Greenways and Trails System (FGTS) maintained by Florida Department of Environmental Protection (FDEP) are included as part of the 2045 Regional Non-Motorized Needs and are shown in **Figure 6-3**. By implementing regional non-motorized needs, the Treasure Coast Region can provide a well-connected network of bicycle and pedestrian infrastructure that fosters a culture of non-motorized transportation as a commuting option that rivals the automobile.

There are a total of 110 non-motorized needs projects identified within the Treasure Coast region. **Appendix A** provides the list of identified needs, including regional non-motorized needs.

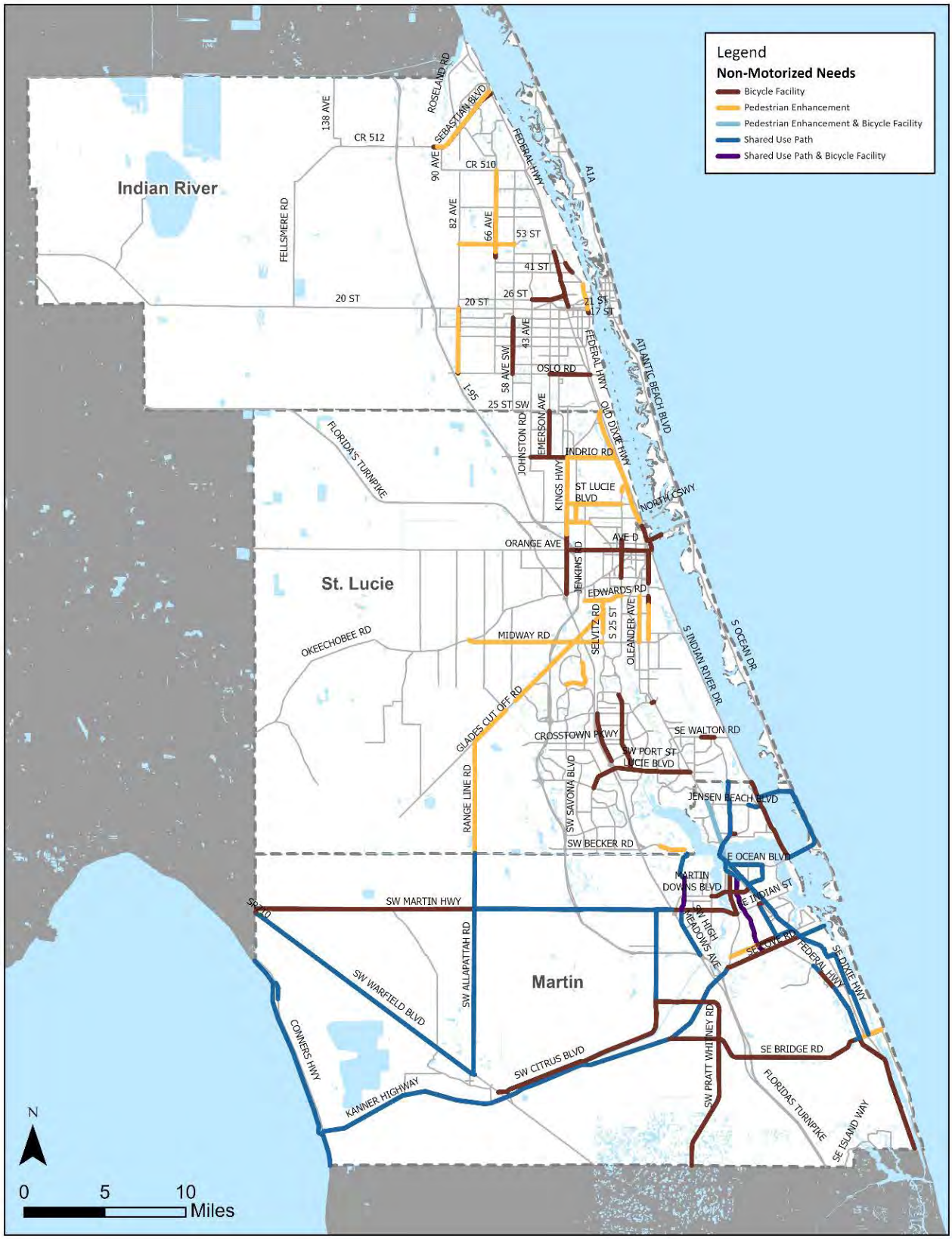


Figure 6-3. Regional Non-Motorized Needs

Chapter 7 – Regional Prioritization Criteria

A prioritization method was applied to all needs on the 2045 regional multimodal transportation system to create an updated list of regional project priorities. Projects identified in the needs plan were evaluated based on the scoring measures and criteria established in the 2040 RLRTP. Crash history data was an addition to the 2045 RLRTP prioritization criteria to target corridors with unsafe conditions by assigning more points to needs projects with higher crash totals over a five-year span (2018-2022).

Each needs project was given a score ranging from 0-11, then separated into three tiers based on the total prioritization score. Regional transportation needs projects scoring in the Top 33% were grouped in Tier I, Tier II consists of projects within the top 33-66% range, and Tier III consists of the remaining needs projects. This tiered approach creates a clear grouping of urgent, high impact projects which allows flexibility for implementation and establishes equal importance between projects within each tier. The result is a tiered regional transportation needs plan that reflects the projects most capable of improving the overall success of transportation in the Treasure Coast Region by producing positive outcomes for the goals, objectives, and performance measures such as congestion mitigation, safety improvements, and equitable transportation opportunities.

The regional prioritization criteria are shown in **Table 7.1** and the data sources established for the criteria are listed below. **Appendix A** contains the regional project needs, sorted into several categories, including by mode, county, and overall ranking.

- ***2045 Volume-to-Capacity Ratio*** – 2045 Treasure Coast Regional Planning Model (TCRPM)
- ***Mobility (connecting dense employment areas to residential areas)*** – United States Census Bureau census block group for 2020 population density and employment density
- ***Capacity Benefit*** – 2045 individual LRTPs
- ***Emergency Evacuation Routes*** – Florida Department of Emergency Management (FDEM)
- ***Freight Benefit*** – 2040 Regional Freight Plan[2]
- ***Intermodal Connectivity*** – 2045 individual LRTPs
- ***Regional Connectivity*** – FDOT SIS
- ***Environmental Impacts*** – 2045 individual LRTPs
- ***Non-Motorized Safety Benefit*** – 2045 individual LRTPs
- ***Crash History*** – Signal 4 Analytics
- ***Transportation Disadvantaged*** – United States Census Bureau

[2] An update to the 2040 Freight Plan was not completed. Therefore, regional project needs identified in the 2040 RLRTP that also appear in the 2045 RLRTP were given the same Freight Benefit score received during 2040 RLRTP prioritization process. Freight benefit scores for new needs projects were determined from the freight prioritization data used in the 2040 RLRTP, except for updated 2021 Truck Traffic Percentage and Total Truck Volume data obtained from FDOT. See Freight Prioritization Worksheet in **Appendix B** for detailed scoring criteria.

Table 7-1. Regional Prioritization Criteria

2045 Volume to Capacity
V/C >= 1.20 = 1.0
V/C >= 1.10-1.19 = 0.8
V/C >= 1.00-1.09 = 0.6
V/C >= 0.90-0.99 = 0.4
V/C >= 0.80-0.89 = 0.2
V/C < 0.80 = 0.0
Mobility (connecting dense employment and residential areas)
Project connects dense areas (1,000 persons/square mile and 500 employment/square mile) = 1.0
Project connects medium-dense areas (500 persons/square mile and 250 employment/square mile) = 0.5
Project does not connect dense nor medium-density areas = 0.0
Capacity Benefit
Improves capacity and eliminates the need to widen adjacent and parallel roadway within 1.0 mile = 1.0
Improves capacity = 0.5
Not a capacity project = 0.5
Emergency Evacuation Routes
Florida Department of Emergency Management emergency evacuation route = 1.0
Local emergency evacuation route = 0.5
Not an emergency evacuation route = 0.0
Freight Benefit
Score from the Regional Freight Plan. Freight Prioritization Worksheet / 100 (will range from 0.0-1.0)
Intermodal Connectivity
Designated airport/seaport/rail terminal facility connection and/or includes a transit route or regional trail = 1.0
Not a designated airport/seaport/rail terminal/transit connection = 0.0
Regional Connectivity
Improves the connection to an adjacent M/TPO or to a SIS Highway or facility (includes grade-separation = 1.0
Does not provide a conneciton to an adjacent M/TPO or SIS Highway = 0.0
Environmental Impacts
Project is not in an environmentall sensitive area = 1.0
Project is in an environmentally sensitive area = 0.0
Non-Motorized Safety Benefit
Project provides a bike lane and/or sidewalk, and addresses a non-motortized safety issue = 1.0
Project provides a bike lane and/or sidewalk, but does not address a non-motorized safety issue = 0.5
Project does not provide a bike lane or sidewalk
5-Year Crash History Analysis (2018-2022)
>150 crashes in the last five years = 1.0
75-150 crashes in the last five years = 0.8
50-75 crashes in the last five years = 0.6
25-50 crashes in the last five years = 0.4
10-25 crashes in the last five years = 0.2
0-10 crashes in the last five years = 0.0
Transportation Disadvantaged (average of the percent population 65+, disabled, or in poverty)
Service to a Census Tract with 35% or more transportation disadvantaged population = 1.0
Service to a Census Tract with 30-35% transportation disadvantaged population = 0.8
Service to a Census Tract with 25-30% transportation disadvantaged population = 0.6
Service to a Census Tract with 20-25% transportation disadvantaged population = 0.4
Service to a Census Tract with 15-20% transportation disadvantaged population = 0.2
Service to a Census Tract with 0-15% transportation disadvantaged population = 0.0

Chapter 8 – Regional Revenue Resources

The purpose of this task is to document existing and potential revenue sources for constructing, operating, and maintaining projects on the designated regional multimodal transportation system.

This task includes a review of the 2045 estimates of state and federal revenues and local revenues provided to the three M/TPOs for development of their 2045 LRTPs and financial/revenue analyses done and revenue estimates for projects on the SIS in the Treasure Coast region.

Federal and State Revenue Sources

Federal Highway Trust Fund[3]

The Federal Highway Trust Fund (HTF) is resulted from highway motor fuel (a Federal tax of 18.4 cents per gallon on gasoline and of 24.4 cents per gallon on highway diesel fuel), heavy vehicle use, a load rating based tax on truck tires, and a retail sales tax on trucks and trailers. The FAST Act extends the heavy vehicle use tax through September 30, 2023 and the taxes on highway motor fuel will continue past September 30, 2023, but at a reduced rate of 4.3 cents per gallon.

State Transportation Trust Fund[4]

In the State of Florida, there are five (5) revenue sources that comprise the State Transportation Trust Fund (STTF) including motor vehicle fuel tax, motor vehicle fees, document stamps, rental car surcharges, and aviation fuel tax.

State Fuel Taxes

- ***Motor Vehicle Fuel Tax*** – Sales tax to the sales of all gasoline and diesel fuels. The state fuel tax is based on the floor tax of 6.9 cents per gallon indexed to the consumer price index (CPI) (all items) and the base index 12-month period remains the same as in FY 1988-89. The rate is 16.2 cents per gallon.
- ***State Comprehensive Enhanced Transportation System (SCETS) Tax*** – Excise tax on all highway fuels and proceeds must be spent in the transportation district, to the extent feasible, in the county from which they are collected. The SCETS tax is like the fuel sales tax that it is indexed to all CPI (all items) and the base year is FY 1989-90. The rate is 8.9 cents per gallon.
- ***State Fuel Tax Distributed to Local Governments*** – The State of Florida collects a fuel excise tax of 4 cents per gallon to be distributed to local governments. The *Constitutional Fuel Tax* is set at 2 cents per gallon. The proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds and the balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties'

[3] Source: Highway Trust Fund and Taxes, FHWA
[4] Source: Florida's Transportation Tax Sources – A Primer, 2023

transportation trust funds. The *County Fuel Tax* is set at 1 cent per gallon and distributed the same as the Constitutional Fuel Tax. The *Municipal Fuel Tax* is also set at 1 cent per gallon and revenues from the tax are transferred into the Revenue Sharing Trust Fund for Municipalities.

- ***Alternative Fuel Fees*** – Non-convention fuels such as propane, butane, and other liquefied petroleum gases (LPG) or compressed natural gases (CNG). The use of these alternative fuels represents only a very small part of the state's total fuel consumption. To encourage the use of alternative fuels, the 2013 Florida Legislature passed legislation to exempt these fuels from taxation beginning January 1, 2014 and ending January 1, 2024.
- ***Fuel Use Tax*** – The tax is designed to ensure that heavy vehicles which engage in interstate operations incur taxes based upon fuel consumed, rather than purchased, in the state. The tax is comprised of an annual decal fee of four dollars ($4.00) plus a use tax based upon the number of gallons of fuel consumed multiplied by the prevailing statewide fuel tax rate.

State Motor Vehicle Fees

In Florida's transportation history, funding transportation for vehicle-related revenues started very early. There are four (4) types of motor vehicle fees: motor vehicle license fees, motor vehicle license surcharge, initial registration fee, and motor vehicle title fee.

State Aviation Fuel Tax

The current aviation fuel tax rate is 4.27 cents.

State Document Stamps

The Documentary Stamp Tax is levied on documents, including, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidence of indebtedness. The timeline of the State Documentary Stamp Tax is as follows.

- ***2005*** – Legislature passed a growth management bill to address needed infrastructure in Florida. The growth management package provided $541.75 million annually from documentary stamp revenue to fund transportation needs.
- ***2008*** – Legislature changed the distribution of documentary stamp tax collections so that the STTF received 38.2 percent of collections after other distributions are made, not to exceed $541.75 million per year.
- ***2011*** – Legislature directed the following amounts to be transferred to the State Economic Enhancement and Development (SEED) Trust Fund from the STTF portion of documentary stamp tax revenues: $50 million in FY 2012-13, $65 million in FY 2013-14, and $75 million every fiscal year thereafter.
- ***2014*** – The percentage of Documentary Stamp Tax is lowered from 38.2 percent to 24.18442 percent.
- ***2015*** – Revenue Estimating Conference estimated $271.3 million in distributions of documentary stamp revenue to the STTF for FY 2015-16 and $297.0 million for FY 2016-17.

- ***2021*** – Legislation passed reduced the percentage of documentary stamp tax revenue available to STTF from 24.18442% to 20.5453% with a cap of $466.75 million down from $541.75 million.

These estimates are net of the SEED transfers mentioned above.

Funding Estimates

FDOT developed a new long range revenue forecast in July 2018, Revenue Forecasting Guidebook. The forecast is based upon Federal, State, and Turnpike revenues that flow through the FDOT Work Program. Florida's MPOs are encouraged to use these estimates and guidance for their long range plans. FDOT has developed metropolitan estimates from the 2045 Revenue Forecast for certain capacity programs for each MPO.

State Funding Programs

- ***SIS Highway Construction and Right-of-Way (ROW)*** – Provides funds for construction, improvements, and associated ROW on the State Highway System (SHS) roadways that are designated as part of the SIS.
- ***Other Arterials (OA) Construction and ROW*** – Provides funds for construction, improvements, and associated ROW on the SHS roadways that are not designated as part of the SIS. OA revenues include additional funding for the Economic Development Program and the County Incentive Grant Program.
- ***Districtwide State Highway System (SHS) Operations and Maintenance (O&M) Funds*** – Provide financial assistance to activities to support and maintain transportation infrastructure once it is constructed and in place. Districtwide estimates were provided by FDOT.
- ***Transportation Management Area (TMA) Funds*** – Federal funds distributed to an urbanized area with a population greater than 200,000, as designated by the U.S. Census Bureau following the decennial census.
- ***Transportation Alternatives (TA) Funds*** – TA program includes TALU – estimates of TA funds allocated for TMAs; TALL – estimates of funds for areas with population under 200,000; and TALT – for any areas of the state.
- ***Transportation Regional Incentive Program (TRIP) Funds*** – Encourage regional planning and coordination by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. TRIP will fund up to 50 percent of project costs. FDOT has developed estimates of TRIP funds for each District; the estimates are based on statutory direction for allocating TRIP funds.
- ***State New Starts Transit Funds*** – Funds are from the transportation proceeds of the Documentary Stamp Tax. Annually, 10% of the transportation proceeds is allocated for major new transit capital projects in metropolitan areas.
- ***FDOT Transit Funds*** – Provide technical and operating/capital assistance to transit, paratransit, and ridesharing systems.
- ***Florida's Turnpike Enterprise (FTE)*** – The FTE is not a State funding program but part of an agency of the State of Florida. FTE manages a self-supporting operation financed primarily with tolls and concession revenue with no reliance on other FDOT revenues to pay for its operations, maintenance, and debt service.

Table 8-1 summarizes the revenues from the Federal/State funding programs.

Table 8-1. Federal and State Funding Programs (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2035	2036-2045	Total
SIS	Martin	$7.75	-	$12.10	$506.81	**$526.66**
	St. Lucie	$24.46	-	$174.45	-	**$198.91**
	Indian River	-	$50.38	-	-	**$50.38**
	Total Region	**$32.21**	**$50.38**	**$186.55**	**$506.81**	**$775.95**
OA	Martin	$48.97	$59.48	$64.18	$133.54	**$306.17**
	St. Lucie	$74.42	$98.36	$109.04	$229.86	**$511.68**
	Indian River	$49.97	$60.70	$65.49	$136.27	**$312.43**
	Total Region	**$173.36**	**$218.54**	**$238.71**	**$499.67**	**$1,130.28**
TMA[1]	Martin	$9.73	$9.73	$9.73	$19.45	**$48.64**
	St. Lucie	$20.68	$20.68	$20.68	$41.35	**$103.39**
	Indian River	-	-	-	-	**-**
	Total Region	**$30.41**	**$30.41**	**$30.41**	**$60.80**	**$152.03**
TA	Martin	$0.86	$0.86	$0.86	$1.71	**$4.29**
	St. Lucie	$1.67	$1.67	$1.67	$3.34	**$8.35**
	Indian River	$1.90	$1.90	$1.90	$3.80	**$9.50**
	Total Region	**$4.43**	**$4.43**	**$4.43**	**$8.85**	**$22.14**
TRIP	**District 4[2]**	**$28.90**	**$43.10**	**$47.90**	**$98.20**	**$218.10**
Transit	Martin	$15.23	$19.21	$21.03	$43.82	**$99.29**
	St. Lucie	$30.81	$38.85	$42.55	$88.64	**$200.85**
	Indian River	$15.14	$19.10	$20.91	$43.57	**$98.72**
	Total Region	**$61.18**	**$77.16**	**$84.49**	**$176.03**	**$398.86**

[1] TMA funds are based on 32/68 split between Martin MPO and St. Lucie TPO. Indian River County is not designated as a TMA.
[2] TRIP funds are districtwide, District 4.

Local Revenues

Local revenue sources also play a role in funding transportation investments in the Treasure Coast region. Local sources are identified in each M/TPO's individual LRTP and include the following. **Table 8-2** summarizes the revenues from the local funding programs.

- ***State-Collected Motor Fuel Taxes (FT) Distributed to Local Governments*** – Represents a major portion of local transportation revenues.
  - Martin County has the following FT; 1st Local Option Fuel Tax (6 cents), 2nd Local Option Fuel Tax (5 cents), 9th Cent (1 cent), Constitutional (2 cents), and County (1 cent).
  - St. Lucie County has the following FT: Constitutional Gas Tax (2 cents), County (1 cent), 9th Cent (1 cent), and local option fuel tax (LOFT) (12 cents) and 3 cents of State fuel tax for local use.
  - Indian River County has the following FT: County Fuel Tax, Constitutional Fuel Tax, 6-cent Local Option Gas Tax, 9th Cent Fuel Tax, Infrastructure Sales Tax, and General Fund for Transportation.
- ***Transportation Impact Fees (TIF)*** – Assessed on new development to provide a portion of the revenue needed for the addition and expansion of local roadway facilities that are necessary to accommodate travel demand from new development.
- ***Local Transit Funds*** – Each county has different local transit funds.
  - Martin County's transit is based upon General Fund (Fiscal Year 2020 Adopted Budget, Martin County. The 2020-2029 TDP includes General Funds in the amount of $756,000 per year based on the Proposed FY 2020 Martin County Budget.
  - St. Lucie County has the Transit Municipal Services Taxing Unit (MSTU), which is a local property tax which generates funding for fixed-route bus service. The mileage rate of the Transit MSTU has not increased since 2022. The 2020 St. Lucie County Transportation Disadvantaged Service Plan (TDSP) notes that funding for transportation services has not kept up with the ever-increasing travel demand.
  - Indian River County has GoLine local transit revenues

Table 8-2. Local Total Revenues (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2035	2036-2045	Total
FT	Martin	$31.39	$32.67	$34.00	$72.21	**$170.27**
	St. Lucie	-	-	-	-	**-**
	Indian River	$17.47[2]	$91.76	$99.13	$220.36	**$428.73**
	Total Region	**$48.86**	**$124.43**	**$133.13**	**$292.57**	**$599.00**
TIF	Martin	$5.10	$5.36	$5.63	$12.14	**$28.23**
	St. Lucie	-	-	-	-	**-**
	Indian River	$2.93[2]	$16.07	19.07	$50.43	**$88.50**
	Total Region	**$8.03**	**$21.43**	**$24.70**	**$62.57**	**$116.73**
Transit	Martin[1]	$5.37	$5.4	$6.16	$16.02	**$32.95**
	St. Lucie	-	-	-	-	**-**
	Indian River	$1.25[2]	$6.58	$7.09	$15.72	**$30.65**
	Total Region	**$6.62**	**$11.98**	**$13.25**	**$31.74**	**$63.60**

[1] The Local Transit Fund is based upon the General Fund and Marty – Farebox Revenue.
[2] Funds are shown in 2025.

Potential Additional Funding Sources

Given increasing transportation construction costs and operations and maintenance (O&M) costs along with expected decreases in gas tax revenues, the Treasure Coast counties face challenging decisions regarding the funding of transportation needs. The M/TPOs of the Treasure Coast have identified potential alternative revenue sources that may fund unmet transportation needs.

Discretionary Grants

Discretionary grants are administered by FHWA and FTA through various offices of the agency. These discretionary programs represent special funding categories where the federal agency solicits for candidate projects and selects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by regulation or administratively.

Developer Funding

Developer funding is part of local government development agreements for projects that will be built or paid for by the responsible party.

Public-Private Partnerships

Public-private partnerships (P3s) are contractual agreements formed between a public agency and a private sector entity that allow for greater private sector participation in the delivery of and financing of transportation projects. Typically, this participation involves the private sector taking on additional project risks, such as design, construction, finance, long-term operation, and traffic revenue. It is important to note that P3s are a procurement option, not a revenue source. Although P3s may increase financing capacity and reduce costs, public agencies must still identify a funding source to pay its share of the costs.

Shared-Use Nonmotorized (SUN) Trail

The Florida Shared-Use Nonmotorized (SUN) Trail is a funding program to develop a statewide system of paved non-motorized trails as a component of the FGTS. Funding comes from the redistribution of new vehicle tag revenues, which provides $25 million annually to SUN Trail projects. In order to be eligible for funding, the individual trails must meet the four eligibility criteria. In addition to the eligibility criteria, there are selection criteria that if met will help the projects advance more quickly.

- Project is a paved component of the FGTS Priority Land Trail Network.
- Project is identified as a priority by the applicable jurisdiction.
- Project has an entity formally committed to operation and maintenance.
  Project is consistent with the applicable comprehensive plan or the long-term management plan.

Chapter 9 – Conclusions

The 2045 Treasure Coast RLRTP offers a vision for the regional multimodal transportation network that takes into account the demand of facilities roadway, transit, freight, bicycle, and pedestrian facility needs. This plan highlights the regional priority projects and offers a responsible framework for sustaining and enhancing the current transportation system.

The first step toward creating a transportation system that supports important regional traffic patterns in an accessible, effective, and safe way is developing and adopting the 2045 RLRTP. This plan is meant to be considered as a dynamic document that may be modified as it is put into practice. Project additions, priority rankings modifications based on new information, changes resulting from new or updated federal legislation or regulations are just a few of the adjustments that could be made. For any revisions to the plan, the TCTAC and TCTC processes should be used for regional planning coordination for the Treasure Coast.

Appendix A

Regional Prioritization Projects

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Bouleva	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
Indian River	CR-512/Sebastian Bouleva	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulev	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	26th Street/Aviation Boulev	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	Aviation Boulevard Extensic	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	US-1 *	SE Seabranch Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
Martin	SW Martin Downs Bouleva	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Martin	CR-713/High Meadows Ave	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2
Martin	A1A/NE Ocean Boulevard *	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Li	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Martin	Willoughby Boulevard Exte	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharlys Street to SE Seabranch Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boule	Non-Motorized	destrian Enhancement/Bicycle Faci	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Martin	Lake Okeechobee Scenic T	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Lir	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
Martin	US-98/SR-15 / SW Conner	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
Martin/St. Lucie	Turnpike Express Bus Rout	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin/St. Lucie	Tri-Rail Extenstion	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2

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St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River Count	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0..2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
St. Lucie	North-Mid County Connecto	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	North-Mid County Connecto	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connecto	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
St. Lucie	Airoso Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
** Denotes Project Partially on State Road System

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	SE Seabranch Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Bouleva	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
Martin	SW Martin Downs Bouleva	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
Indian River	CR-512/Sebastian Bouleva	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Martin	CR-713/High Meadows Ave	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Martin/St. Lucie	Turnpike Express Bus Rout	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin/St. Lucie	Tri-Rail Extenstion	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulev	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	26th Street/Aviation Boulev	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
Martin	A1A/NE Ocean Boulevard *	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Li	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Martin	Willoughby Boulevard Exte	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharlys Street to SE Seabranch Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boule	Non-Motorized	destrian Enhancement/Bicycle Faci	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River Count	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0..2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Indian River	Aviation Boulevard Extensic	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
St. Lucie	North-Mid County Connecto	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Martin	Lake Okeechobee Scenic T	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Lir	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	North-Mid County Connecto	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connecto	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
Martin	US-98/SR-15 / SW Conner	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
St. Lucie	Airoso Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
** Denotes Project Partially on State Road System

Prioritized Needs Projects (Roadways, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	SE Seabranch Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Bouleva	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
Martin	SW Martin Downs Bouleva	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
Indian River	CR-512/Sebastian Bouleva	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Martin	CR-713/High Meadows Ave	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulev	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Indian River	26th Street/Aviation Boulev	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2

Prioritized Needs Projects (Roadways, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Martin	Willoughby Boulevard Exte	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0..2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
Indian River	Aviation Boulevard Extensi	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
St. Lucie	North-Mid County Connecto	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	North-Mid County Connecto	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connecto	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3

* Denotes Project on State Road System
** Denotes Project Partially on State Road System

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
Martin	A1A/NE Ocean Boulevard *	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Li	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharlys Street to SE Seabranch Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boule	Non-Motorized	destrian Enhancement/Bicycle Faci	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River Count	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Martin	Lake Okeechobee Scenic T	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Lir	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
Martin	US-98/SR-15 / SW Conner	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
St. Lucie	Airoso Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
** Denotes Project Partially on State Road System

Prioritized Needs Projects (Transit, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
Martin/St. Lucie	Turnpike Express Bus Rout	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin/St. Lucie	Tri-Rail Extenstion	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2

* Denotes Project on State Road System
** Denotes Project Partially on State Road System

Appendix B

Freight Prioritization Criteria

Freight Prioritization Worksheet

Prioritizing roadway needs based on freight movement.

1- Truck Traffic

Truck Percentage _____ Total Truck AADT _____

_____

Truck Traffic - 40 Points			
Percentage (20 pts)	***1-20 pts***	***Volume (20 pts)***	***1-20 pts***
≥30%	20 pts	>10,000	20 pts
25-29%	19 pts	9,501-10,000	19 pts
21-24%	18 pts	9,001-9,500	18 pts
18-20%	17 pts	8,501-9,000	17 pts
16-17%	16 pts	8,001-8,500	16 pts
15%	15 pts	7,501-8,000	15 pts
14%	14 pts	7,001-7,500	14 pts
13%	13 pts	6,501-7,000	13 pts
12%	12 pts	6,001-6,500	12 pts
11%	11 pts	5,501-6,000	11 pts
10%	10 pts	5,001-5,500	10 pts
9%	9 pts	4,501-5,000	9 pts
8%	8 pts	4,001-4,500	8 pts
7%	7 pts	3,501-4,000	7 pts
6%	6 pts	3,001-3,500	6 pts
5%	5 pts	2,501-3,000	5 pts
4%	4 pts	2,001-2,500	4 pts
3%	3 pts	1,501-2,000	3 pts
2%	2 pts	1,001-1,500	2 pts
1%	1 pts	<1,000	1 pt

Truck Percent Score (1-20) _____
Truck Volume Score (1-20) _____
"Truck Traffic" Total Score (1-40) _____

2- Truck Activity Centers (located within 0.5-mile distance)

Number of Transportation businesses (threshold 10 employees or more): _____

Number of Manufacturing businesses (threshold 20 employees or more): _____

Number of Retail/Restaurant businesses (threshold 50 employees or more): _____

Total Number of Establishments: _____

Truck Activity Centers - 25 Points	
Number of Establishments	***1-25 pts***
> 30	25 pts
27-29	24 pts
24-26	23 pts
22-23	22 pts
21	21 pts
20	20 pts
…	… pts
1	1 pts

"Truck Activity Center" Score (1-25): _____

3- Type of Project. The projects were categorized into the following groups: Infrastructure, Operational/Technology, and Regulatory/Institutional/Other. "Infrastructure" includes projects that increase current capacity on a given corridor. "Operational/Technology" includes projects that streamline traffic flow without increasing capacity. "Regulatory/Institutional/Other" includes projects related to policies and regulations, or projects that could not be categorized into the two preceding categories.

Type of Projects - 15 Points	
Infrastructure	***5-15 pts***
Adding lanes/New roadways	15 pts
Improving Interchanges	10 pts
Improving Intersections	5 pts
Operational/Technology	***3-10 pts***
Intelligent Transportation Systems	10 pts
Geometric/Traffic Improvements	8 pts
Congestion Management	3 pts
Regulatory/Institutional/Other	***5 pts***

"Type of Project" Score: _____

4- Facility Type. This identifies the roadway classification of the corridor or arterial that the project will occur on.

Facility Type - 10 Points	
SIS Corridor	10 pts
SIS Connector	8 pts
Other Principal Arterial	4 pts
Other Minor Arterial	2 pts

"Facility Type" Score: _____

5- Intermodal Connectivity. This identifies whether a project improves access to an intermodal facility.

Intermodal Connectivity - 10 Points	
Connectivity to an intermodal facility	10 pts
None	0 pts

"Intermodal Connectivity" Score: _____

Total Project Score (out of 100): _____

Appendix C

Public Involvement
Fact Sheet

What is the RLRTP?

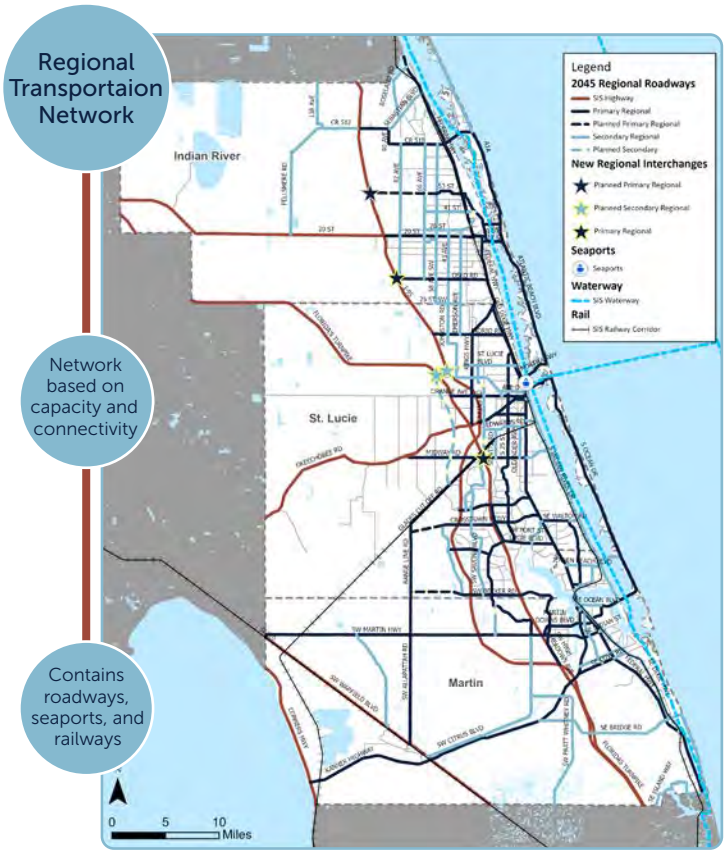
The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and gathers the transportation-related projects identified in the individual 2045 LRTP's from Martin, St. Lucie, and Indian River counties to create one long-term transportation plan for the future. The 2045 RLRTP will ensure connectivity and continuity between facilities throughout the counties, well integrated with land use, to meet community/county level and regional level transportation needs.

Integrating Local Visions

Analyzing the needs and priority projects from each county's LRTP ensures connectivity and seamless transitions between counties and contributes to a unified vision for the Treasure Coast.

Goals of the RLRTP

The following goals are based on a review of goals and objectives from the individual county 2045 LRTP's, where concepts of regional significance that may not have been the focus of the 2045 LRTPs were analyzed and incorporated to form a set of regional transportation goals that will guide future initiatives and transportation projects within the Treasure Coast Region.



Goal 1
Provide a safe, connected, and efficient multimodal transportation system for the regional movement of people and goods.

Goal 2
Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.

Goal 3
Protect the region's natural and social environment while minimizing adverse community impacts.

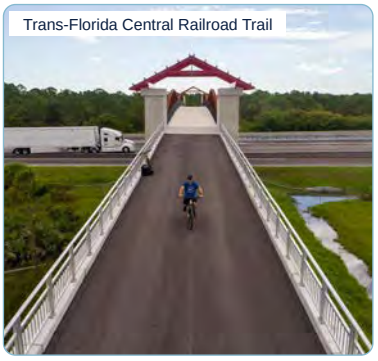
Goal 4
Conduct coordinated regional planning and decision-making that improves transportation options for the region.

Goal 5
Protect and enhance the unique quality of life in the Treasure Coast region.

Key Regional Facilities

Identifying key intermodal facilities in the Treasure Coast Region is a major component of the RLRTP. Regional intermodal facilities indicate areas of frequent transportation activity that provide critical connections to major destinations and/or multimodal facilities. Improving these facilities is critical to advancing the multimodal goals of the region.


Kiwanis Park-N-Ride (Stuart, FL)


Trans-Florida Central Railroad Trail


Port of Fort Pierce

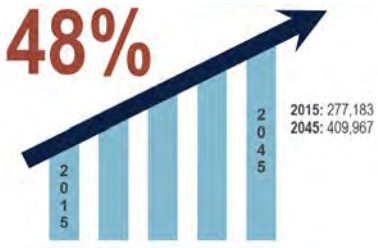
Benefits of the RLRTP

- Consistent multimodal transportation plan
- Increased mobility
- Safety coordination
- Advances sustainable transportation modes
- Streamlined implementation
- Clearly prioritized projects

Regional Trends

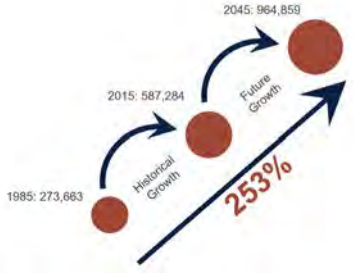
Population and employment trends help gauge the future demand on all modes of transportation. Shown to the right are future employment and population projections. A breakdown of commuting trends to work by multiple forms of travel are displayed below.

Est. Employment Growth 2015-2045



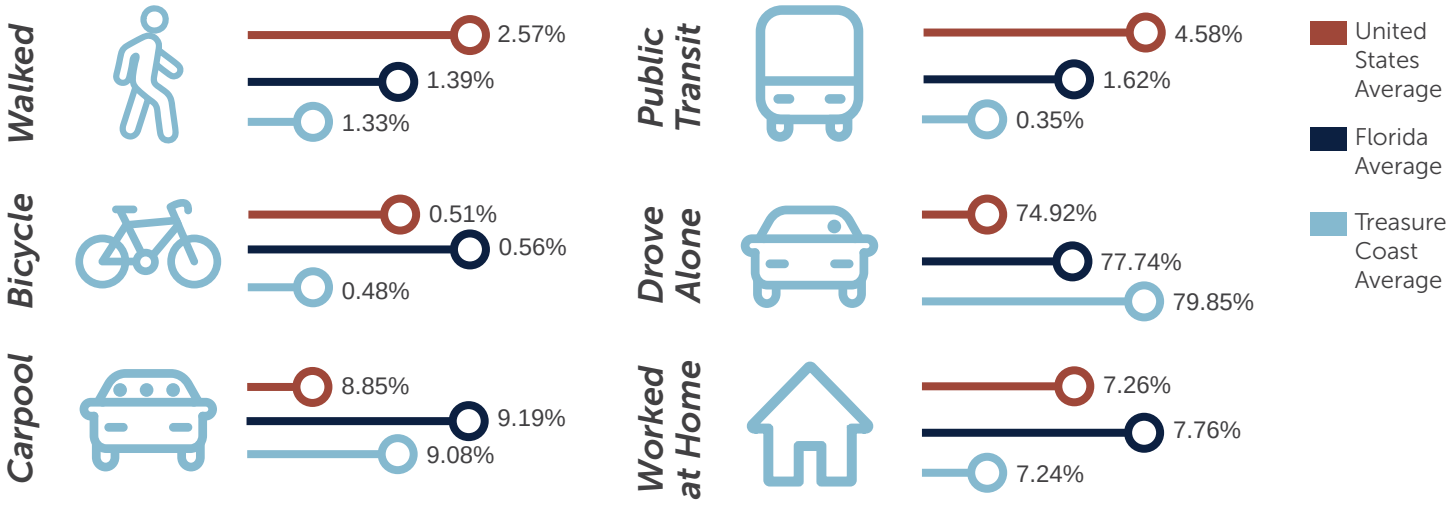
Source: Treasure Coast 2045 Zonal Data Projections

60-Year Population Growth Trends



Source: U.S. Census Bureau

How do we get to work?



Source: 2015-2020 American Community Survey 5-Year Estimates

Appendix D

Online Regional Roadway and Needs Map-
https://tinyurl.com/tc2045map

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC) Technical Advisory Committee (TAC) Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	October 17, 2023
Item Number:	7a
Item Title:	Florida Shared-Use Network (SUN) Trail Port of Fort Pierce Overpass Connector Feasibility Study
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.5 – Bicycle-Pedestrian/Complete Streets Planning
Requested Action:	Discuss and provide input.
Staff Recommendation:	It is recommended that the work completed to date is discussed and that input to the Feasibility Study is provided.

Attachments

- Staff Report
- Draft Feasibility Study (work completed to date)

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Citizens Advisory Committee (CAC)
Technical Advisory Committee (TAC)
Bicycle-Pedestrian Advisory Committee (BPAC)

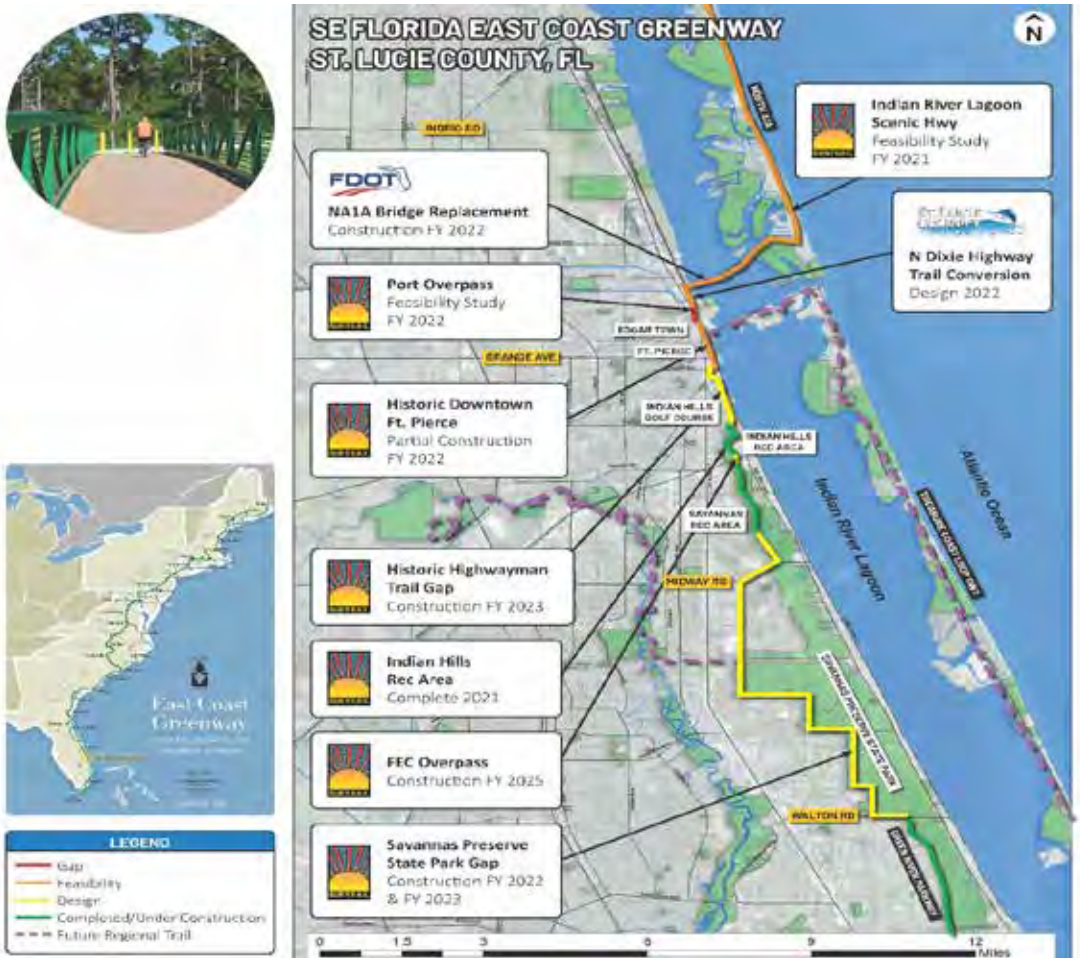
FROM: Peter Buchwald
Executive Director

DATE: October 10, 2023

SUBJECT: Florida Shared-Use Network (SUN) Trail Port of Fort Pierce Overpass Connector Feasibility Study

BACKGROUND

The FY 2022/23 – FY 2023/24 Unified Planning Work Program (UPWP) includes the completion of a Feasibility Study of the Port Overpass Connector SUN Trail Project, the location of which is identified as "Port Overpass" in the below map.



The Study is supported by SUN Trail grant funding from the Florida Department of Transportation (FDOT) and is attempting to assess the feasibility of a project that would address the remaining gap, depicted below, on the Florida SUN Trail Network that extends through the St. Lucie TPO area.

The work completed to date on the Feasibility Study that is documented in the attached report is being presented for discussion and input.

ANALYSIS

The Feasibility Study is being completed by Kimley-Horn, which is one of the TPO's General Planning Consultants. The work completed to date includes a Literature Review, Site Analysis, Design Guidelines, Construction Methods, and Alternatives Analysis.

RECOMMENDATION

It is recommended that the work completed to date is discussed and that input to the Feasibility Study is provided.

St. Lucie Transportation Planning Organization

Florida Shared-Use Network (SUN) Trail

Port of Fort Pierce Overpass Connector Feasibility Study

October 2023

Prepared By:

Kimley»Horn

Project Background

St. Lucie TPO, St. Lucie County, and the City of Fort Pierce are partnering to conduct an overpass feasibility study for a critical gap in the Shared-Use Nonmotorized (SUN) Trail network. The proposed overpass aims to accomplish the following:

- Provide a direct and safe connection between two major multimodal trails
- Reduce conflict points for cyclists and pedestrians connecting from the SUN Trail to the ECG
- Build a high-level shared use facility, separated from the roadway to improve access to major destinations within the Port of Fort Pierce area
- Maintain the current alignment of the SUN Trail, which follows the low-volume roadway of N 2nd Street

The site of a vacant FEC Rail Spur west of the intersection of N 2nd Street and Avenue M Extended E (see "Proposed Location #1" in Figure 1) was chosen as the primary location for the study. Two additional locations were evaluated for their ability to support the proposed overpass connector as part of an alternatives task. The first alternative location is approximately 1,000 feet north near a retention pond and the Taylor Creek Marina (see "Proposed Location #2" in Figure 1) and is being evaluated for a shared-use overpass or underpass. The second alternative location proposes an alignment that does not involve constructing an elevated overpass to connect the SUN Trail to the East Coast Greenway (see "Proposed Location #3" in Figure 1). The alignment would begin at the intersection of Fishermans Wharf and N 2nd Street on the north side of Fishermans Wharf, then continue west following US-1 north on the east side of the roadway until it meets Old Dixie Highway.

The proposed project locations provide a link between a portion of the SUN Trail identified as partially funded for pre-construction and an existing segment of the East Coast Greenway. The two multimodal networks are highly utilized within the state of Florida and provide continuous, dependable corridors for users due to the specific design standards the designated corridors abide to. Currently, the portion of the SUN Trail within the project area spanning from Fisherman's Wharf to the south and North Causeway to the north along N 2nd Street and Old Dixie Highway is classified as "Partially Funded for Pre-Construction", per the FDOT SUN Trail Mapping Information website- https://www.fdot.gov/planning/systems/suntrail/maps.shtm. The classification presents the opportunity to use allocated funding for the construction of an overpass spanning across the Florida East Coast (FEC) railroad to complete a critical gap on the SUN Trail network in St. Lucie County.

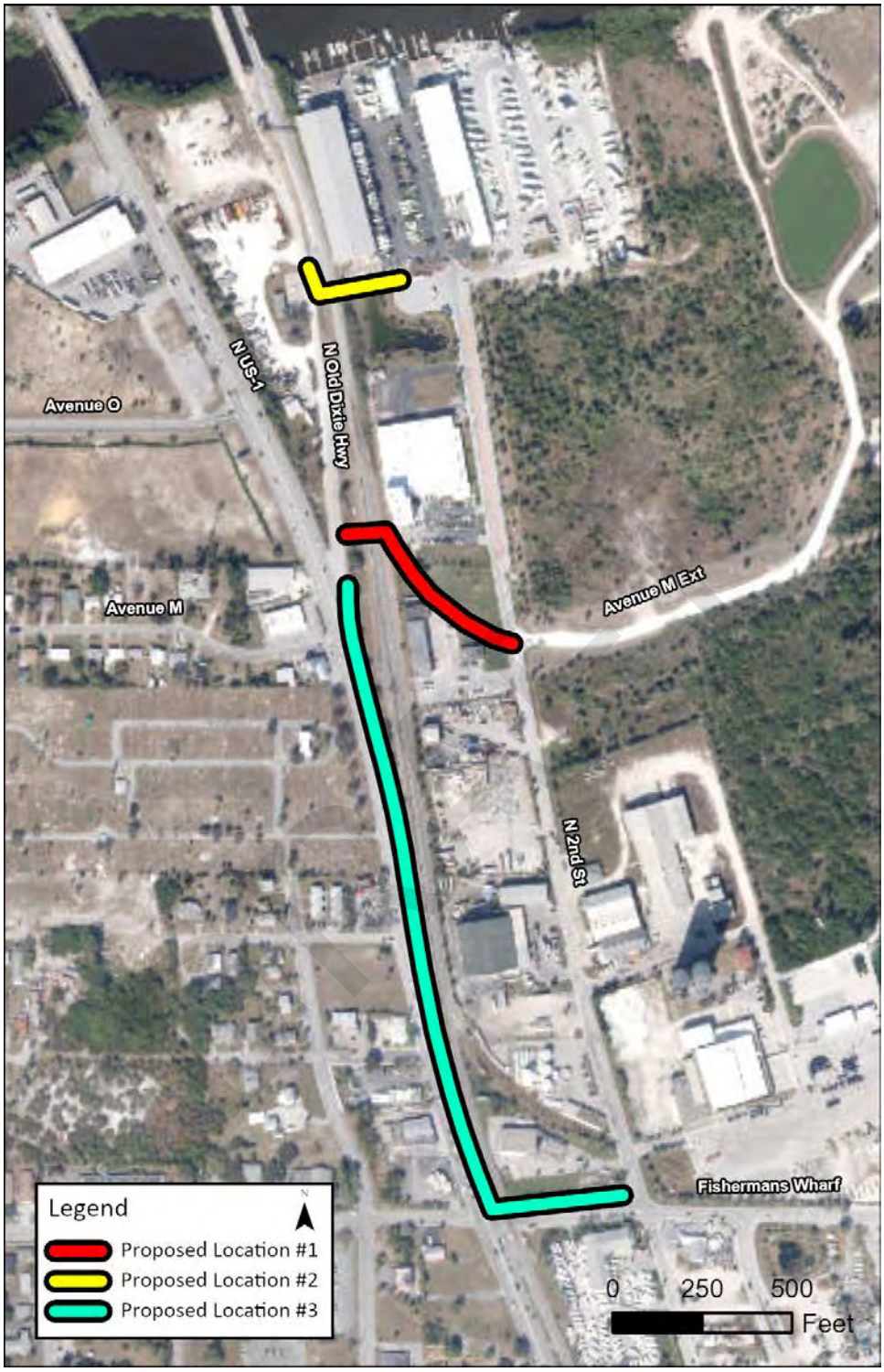


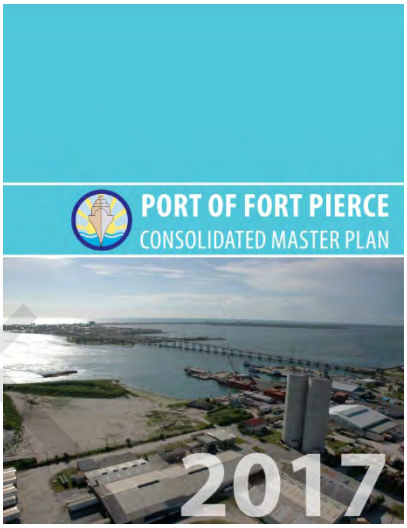
Figure 1. Potential Overpass Locations

Literature Review

St. Lucie Transportation Planning Organization

Review of Existing Plans, Regulations, and Requirements

Port of Fort Pierce Master Plan



The 2017 Port of Fort Pierce Master Plan is a consolidation of the Port of Fort Pierce 2002 Port Master Plan, the 2012 update to the 2002 master plan and two studies recently performed for development of the Port's Fisherman's Wharf area in 2015 and 2016. This consolidated master plan for the Port of Fort Pierce has been undertaken by FDOT, District 4, Office of Modal Development at the request of the Port of Fort Pierce and St. Lucie County. The Port of Fort Pierce Master Plan clearly defines the community vision, strengthens local control over the process, and provides flexibility to ensure intergovernmental coordination and the desired mix of uses.

The strategic goals and objectives of the Port of Fort Pierce Master Plan include the following.

- ***Responsibility to the Port*** - The overall responsibility for the management of the Port of Ft. Pierce is vested by law with the St. Lucie County Commission and should be managed in the public interest of all the citizens of St. Lucie County
- ***Port Activities*** - The quality of life for St. Lucie County residents will be strengthened and maintained by enhancing the economic viability, attractiveness, environmental quality, and social benefits associated with activities at the Port of Ft. Pierce.
- ***Environmental Protection*** - The Indian River Lagoon is recognized as the most biodiverse estuary in North America and as an important Port of Fort Pierce 2017 Consolidated Master Plan component of the local economic base and the overall quality of life in the community. As such, the integrity of the Indian River Lagoon shall be protected by correcting any detrimental effects caused by current operations and ensuring long-term development and improvement activities are consistent with all local, state, and federal environmental laws and regulations.
- ***Public Access*** - The Port of Ft. Pierce, working with other governmental bodies, private Interests, and other interested parties, shall enhance public access to the Port Planning Area.
- ***Emergency Management*** - The public will be protected in various emergency situations through cooperation between the Port of Ft. Pierce and other governmental bodies to achieve maximum levels of safety and to restrict or manage movement of hazardous materials in the Port of Ft. Pierce
- ***Landside Infrastructure*** - Landside and waterside infrastructure serving the Port of Ft. Pierce should meet the Port's future requirements in a manner consistent with the abilities of the appropriate agencies to provide the services needed to support approved port activities.
- ***Navigation Channels*** - Navigation channels serving the port's maritime and recreational activities shall meet existing and limited future needs as outlined in this plan.

Weblink: https://www.stlucieco.gov/home/showpublisheddocument/6419/636568018553730000

City of Fort Pierce Comprehensive Plan – Transportation Element, 2011

The City of Fort Pierce Comprehensive Plan Transportation Elements goal is to 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.

The following are the Goals and Objectives in the Transportation Element.

- Continue to administer a roadway level of service (LOS) based concurrency management system to review development impacts.
- 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.
- 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.
- Maintain the existing roadway network and multimodal transportation system to enhance efficiency, convenience, safety, and energy efficiency through implementation of the following policies.
- 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.
- 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.
- Develop a ROW plan consistent with its Future Land Use Element to preserve, plan, and acquire future ROW.
- Include projects to achieve and maintain the adopted LOS standards in the Capital Improvement Element, as required.
- 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.
- 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.
- 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.
- Support bicycling and walking as integral parts of the City's multimodal transportation system by providing connected, convenient, and user friendly facilities along with requiring developments to be designed incorporating bicycle and pedestrian friendly principles.
- 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.

Weblink: https://cityoffortpierce.com/DocumentCenter/View/901/Chapter-2-Transportation-Element?bidId=

St. Lucie County Comprehensive Plan – Transportation Element, 2019

St. Lucie County Comprehensive Plan Transportation Elements goal is to 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. The plan also considers social, economic, energy and environmental effects including greenhouse gas emissions of the transportation system.

The following are the Goals and Objectives in the Transportation Element.

- Establish an integrated multimodal transportation system that meets the mobility needs resulting from future development of the County.
- To develop a safe bicycle and pedestrian transportation system accessible to all major public and private facilities.
- 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.
- Provide public transportation for the transportation disadvantaged population of St. Lucie County in a safe and convenient manner.
- Incorporate the potential for mass transit into long range transportation needs.
- 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.
- St. Lucie County shall continue to implement the Port Master Plan for the Port of Fort Pierce.

Weblink: https://www.stlucieco.gov/home/showpublisheddocument/7379/636947387328370000

St. Lucie TPO Long Range Transportation Plan (LRTP), 2045

The adopted 2045 LRTP for St. Lucie was reviewed. The plan serves as the mechanism for identifying and prioritizing multimodal transportation improvements over a 25-year planning horizon through the year 2045. The LRTP set the vision for transportation for all modes by providing goals and objectives, multimodal needs plans, and cost feasible plans based on transportation revenue anticipated to be available. The overall objective of the plan is to provide the public a safe and efficient multimodal transportation system. The goals of the plan include:

- ***Support Economic Activities***
- ***Provide Travel Choices***
- ***Maintain the Transportation System***
- ***Provide Equitable, Affordable, and Sustainable Urban Mobility***
- ***Improve Safety and Security***

Weblink: http://www.stlucietpo.org/documents/SmartMoves2045_finalreport_rev.pdf

St. Lucie TPO Transportation Improvement Program (TIP), FY 2022/23 – FY 2026/27

St. Lucie County TIP is used to identify and prioritize transportation improvement projects receiving Federal and State funding over a five-year period that are located within the St. Lucie TPO MPA. In addition, the TIP is used to coordinate the transportation improvement projects of the U.S. Department of Transportation (USDOT), the Florida Department of Transportation (FDOT), and the local governments located within the MPA. Projects in the TIP are presented in Year of Expenditure (YOE), which considers the inflation rate over the five years in the TIP. Therefore, the programmed cost estimate for each project is inflated to the year that the funds are expended based on reasonable inflation factors developed by the State and its partners. The TIP is also used to identify all regionally significant transportation projects for which Federal action is required, whether the projects receive Federal funding.

Weblink: http://www.stlucietpo.org/documents/StLucieTPOTIP_FY2022-23FY2026-27FINAL.pdf

FDOT Strategic Intermodal System (SIS) Plan

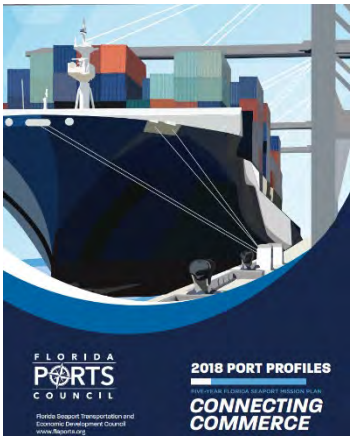
Florida's Strategic Intermodal System (SIS) was established by FDOT in 2003 to focus on the State's critical transportation facilities. According to FDOT, SIS facilities such as I-95/SR 9 and Florida's Turnpike are key to Florida's economy and quality of life. These facilities are incorporated within FDOT's Five Year Work Program under a special "SIS" designation and

funded through FDOT's SIS Work Program. The SIS Funding Strategy timeframes are First Five-Year Plan (FY 2022/2023 through FY 2026/2027), Second Five Year Plan (FY 2027/2028 through FY 2031/2032), and Long-Range Cost Feasible Plan (2029 through 2045).

Other SIS elements include the SIS Policy Plan and SIS Multimodal Unfunded Needs Plan (2045). The SIS Policy Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. The 2045 SIS Multimodal Unfunded Needs Plan's purpose is to represent a compilation of unfunded transportation projects on the SIS that promote increased mobility and reduce congestion.

Weblink: https://www.fdot.gov/planning/systems/documents/brochures/default.shtm - maps

Florida Seaport Transportation and Economic Development (FSTED) Council Five Year Florida Seaport Mission Plan, 2018



Florida seaports offer definitive advantages to the state's consumers and producers by developing state-of-the-art infrastructure, and services and connectivity to move freight and passengers with ever-increasing speed and efficiency. The purpose of the mission plan is to regularly update plans, consistency with the comprehensive plans of the seaports' respective local governments, establish goals and objectives, address forecasted needs, and identify five-year capital seaport improvement programs to implement.

Florida seaports and their trade partners have developed five important priorities to help grow their trade volumes:

- Addressing burdens such as out-of-date processes and unnecessary regulations that hamstring supply chain efficiency
- Developing additional tools that allow Florida to compete with nearby states to attract new manufacturers and businesses
- Continuing to invest in port infrastructure and channel upgrades that provide Florida with the ability to be the first inbound and last outbound port-of-call for import and export shipments
- Creating aggressive marketing campaigns to attract to Florida those beneficial cargo owners and carriers that are importing and exporting cargo through non-Florida ports
- Identifying incentives that would entice import distribution centers and export-oriented manufacturing companies to locate in Florida

Weblink: https://s3.amazonaws.com/fla-ports-resources/2018+SMP+Port+Profiles-web.pdf

Florida Rail System Plan, 2018

Rail service goals aligned with the vision statement were developed based on the rail-related benefits, issues and obstacles that had been identified. These goals are as follows:

- ***Safety and Security***: Identify and support rail and rail-highway safety improvements and coordinate with appropriate partners to identify and implement security and emergency response plans.
- ***Agile, Resilient, Quality***: Maintain and preserve rail infrastructure and service, and modernize the rail system.

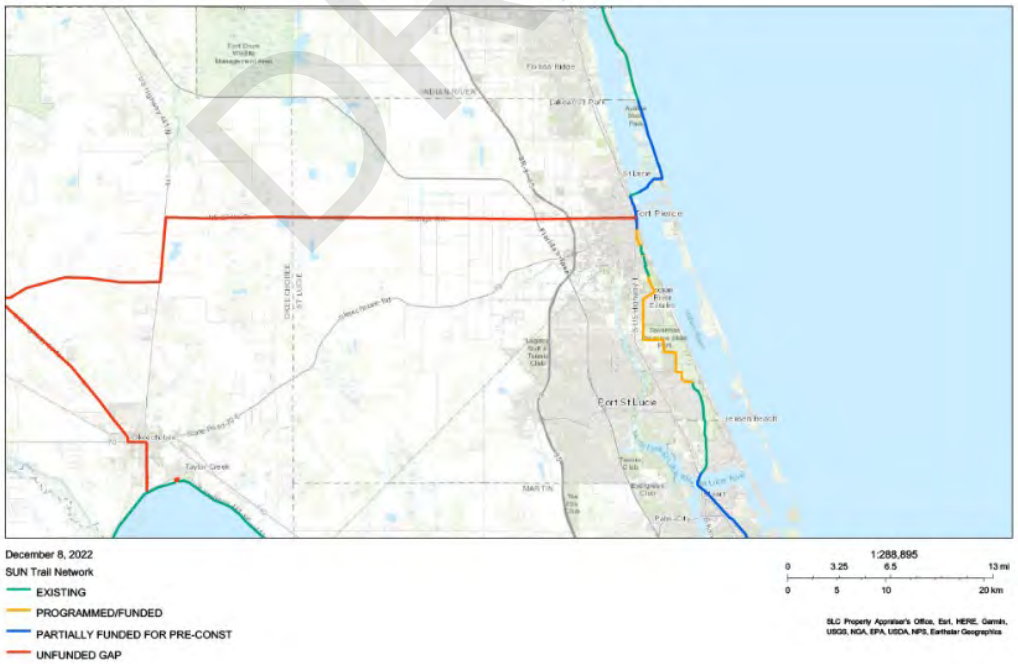
- ***Efficient and Reliable Mobility***: Emphasize improvements in on-time performance of passenger trains and for fluidity of the state's rail system for handling freight and passenger rail traffic.
- ***More Transportation Choices***: Aggressively pursue opportunities for funding rail projects in cooperation with leaders at the local, regional, state, and national levels.
- ***Economic Competitiveness***: Invest in rail system capacity improvements to enhance the interstate and intrastate movement of people and goods when public benefit can be demonstrated.
- ***Quality Places***: Integrate rail and land use planning at the state, regional, and local levels.
- ***Environment and Conserve Energy***: Integrate transportation and environmental decisions into the statewide, regional, and local planning processes.

FDOT Implementing Florida's Shared-Use Nonmotorized (SUN) Trail Program

The SUN Trail network is the statewide system of high-priority (strategic) paved trail corridors for bicyclists and pedestrians. Today, the SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails; it is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trails Priority Network. The Department works with partners to advance the SUN Trail network by closing gaps between existing multi-use trails. By enhancing infrastructure and increasing the reliability of all modes of Florida's transportation system, the implementation of projects within the SUN Trail network has the ability to reduce incidents with vulnerable road users and enhance safety. The SUN Trail Handbook helps to provide guidance for implementation of the SUN Trail program. FDOT publishes design criteria for multi-use trails (shared-use paths) in both the FDOT Design Manual (FDM) and the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook). The general criteria parameters for a SUN Trail project are:

- Paved asphalt facility physically separated from motorized vehicular traffic by an open space or barrier.
- Located within existing roadway right-of-way or an independent right-of-way.
- Does not replace existing on-street bicycle lanes.
- Widths range from a minimum 10 feet to 14 feet, with a standard width of 12-feet. May be as narrow as 8 feet in in environmentally sensitive lands.

SUN Trail Network East Central Florida



Weblink: https://www.fdot.gov/planning/systems/suntrail.shtm

Property and Right-of-Way Maps

Right of Way is real property or an interest therein, donated or acquired by purchase or condemnation, to accommodate transportation improvements. When improvements are designed which will fall outside of the existing R/W boundaries, additional lands must be identified and acquired.

Mapping weblink:
https://fdot.maps.arcgis.com/apps/webappviewer/index.html?id=a2930d50e6d9416981d30b02ed9e3ca6

East Coast Greenway (ECG) Alliance

The East Coast Greenway is a walking and biking route stretching 3,000 miles from Maine to Florida, connecting our nation's most populated corridor. The East Coast Greenway Alliance promotes the vision of the Greenway and provides an advocacy network. Through funding from the Florida SUN Trail program, St. Lucie County is working on $1.2 million worth of improvements to hiking and biking trails that will connect 22 miles of the Greenway through the heart of the Treasure Coast, including urban areas, forests, wetlands, and coastal zones, including a portion which is designated as a Florida Scenic Highway.

Mapping weblink:
https://map.greenway.org/?loc=14,27.46529,-80.32341

North 2nd Street Roadway Improvements

The North 2nd Street Roadway Improvement project began in 2001, when the county began the process of developing a new Master Plan for the Port of Fort Pierce. Plans were implemented to improve North 2nd Street as primary access to the Port. The project consists of a total reconstruction of North 2nd Street, including relocation and upgrading of all existing utilities, and construction of a new stormwater management system. Including improvements to the stormwater drainage to the Indian River Lagoon and Taylor Creek areas. The North 2nd Street Roadway Improvements project was a cooperative effort by St Lucie County, the City of Fort Seaport Transportation and Economic Development Council.

N 2nd Street Roadway Improvement Alternative Concept Design

Weblink: https://www.stlucieco.gov/departments-and-services/county-administration/port-of-fort-pierce/projects/north-2nd-street

Harbour Pointe Park

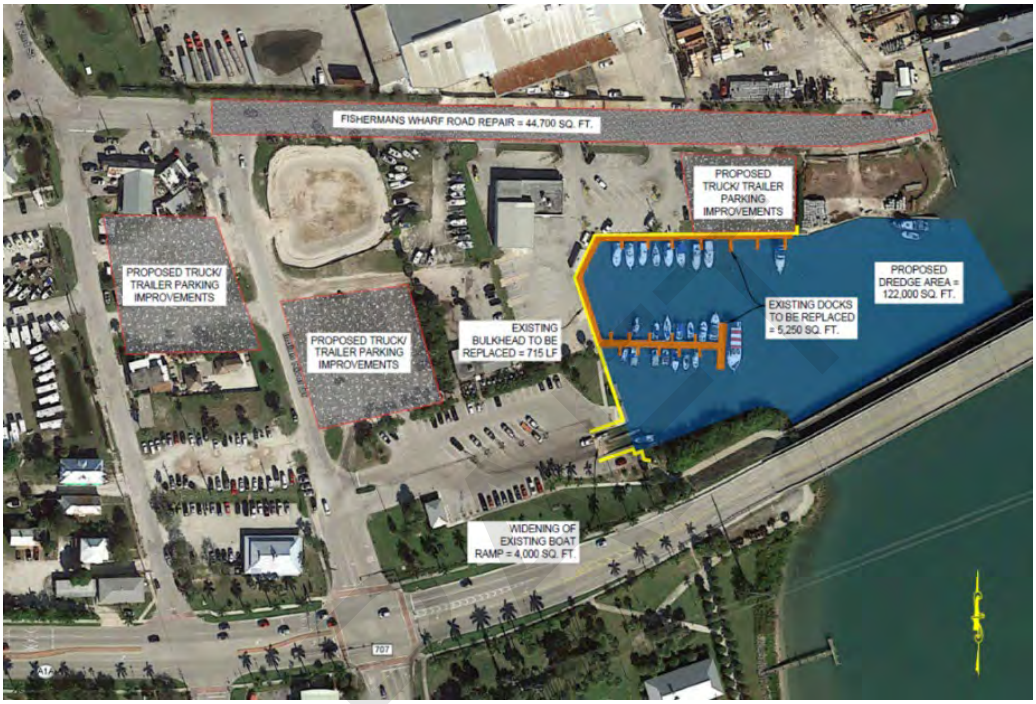
The Port of Fort Pierce Master Plan details the plans for redevelopment of Harbour Pointe Park. The county continues to work with private companies to develop its 20-acre waterfront property slated for tourism, recreational and marine commercial uses. The second phase of a new master planning effort is beginning. It strives to refresh the port's vision and its strategic direction and set strategies for revitalization, as well as tackle heavy county unemployment. New strategies are expected to address defining and optimizing the land-use mix, cargo opportunities, mega-yacht markets, and provision of preliminary infrastructure for mixed marine uses. In January 2017, the County solicited proposals from private firms or developers for the development of a mega yacht facility on the Harbour Pointe property (20 acres) within the Port's Operating Area. Two proposals were received and rejected by the County. Nevertheless, the focus of future port development is still on the mega yacht industry and the multiple related business lines; manufacturing, marinas, yacht services and retail outlets.

An overview of the newly planned Harbour Pointe Park with a marina near the top right, Derecktor Fort Pierce, and the Fisherman's Wharf, near the bottom left. In the middle are a planned cargo wharf and various marine businesses

Fisherman's Wharf Improvements

Fisherman's Wharf is located at the southern end of the Port and acts as a buffer between the working port area and historic downtown Fort Pierce. It is currently underutilized and prime for redevelopment. The County and City are moving forward to develop a Fisherman's Wharf Plan which will address connectivity and buffering, a market feasibility study, urban design, street design, massing, and scale, and three (3) conceptual site plans and elevation renderings integrating the findings from the plan. The design of the Fisherman's Wharf area, though preliminary in nature, envisions the continued use of the boat ramps and parking for cars and boat trailers in the vicinity of the existing ramps on City property in order to provide adequate

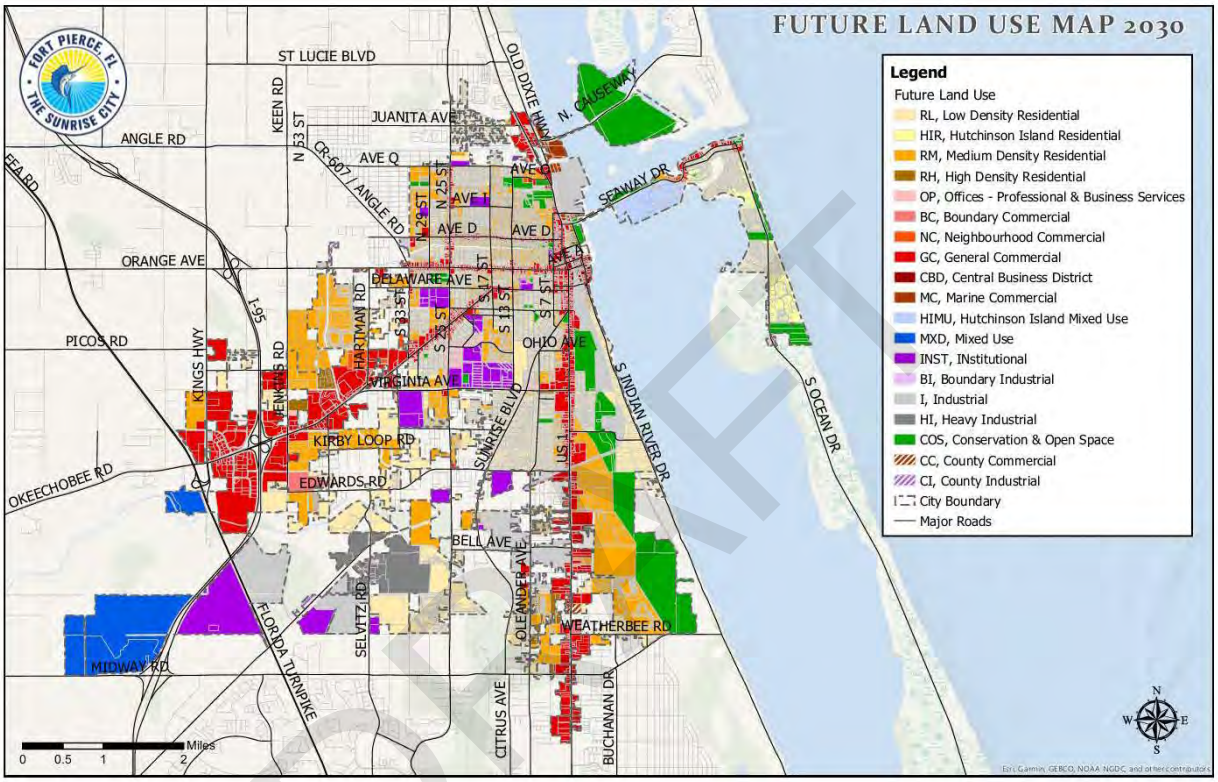
parking for ramp users. The Port recently completed two planning studies related to Fisherman's Wharf. The first study evaluated the three potential property configurations for FW after developing preliminary infrastructure designs and cost estimates and then comparatively evaluating the three configuration options based upon weighted evaluation factors agreed upon by Port, County and City staffs as well as FDOT D4. The second study identified the most viable uses of the property after a series of stakeholder interviews and then identified and preliminarily designed the improvements and infrastructure that the Port would have to provide as a landlord to attract long term port tenants.



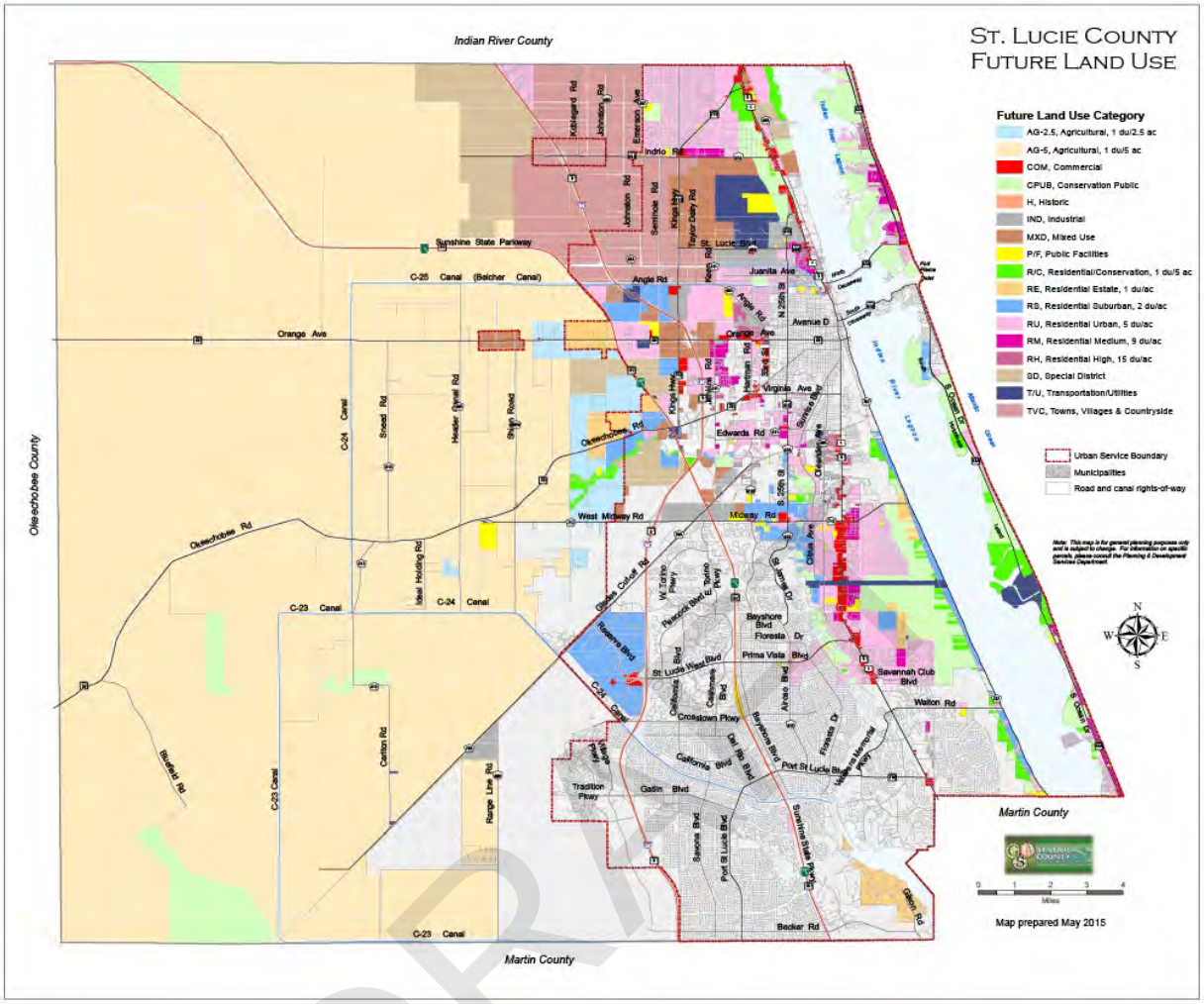
Concept Design of Fishermans Wharf Redesign

Future Land Use

Understanding future land use data is important to mitigate the effects of land use on transportation and to enhance the efficient use of resources with minimal impact on future generations. Current and future zoning around the project location include commercial (general and marine), industrial, medium density residential, high density residential and conservation and open space.



Fort Pierce's Future Land Use Map



St. Lucie County's Future Land Use Map

Site Analysis

Site Inventory

The site analysis of the location at the intersection of N 2nd Street and Avenue M identified potential conflicts including utilities, drainage, and ROW along with opportunities and constraints of the location. The site was also assessed on its ability to improve bicycle and pedestrian mobility within the study area. Various measurements were recorded during an on-site evaluation conducted on February 9th, 2023 and have been used to estimate available space and determine feasible alignments for the proposed shared-use overpass.

General Study Area Observations

The area surrounding the three locations primarily consist of private, industrial properties. The existing infrastructure for non-motorized uses is limited to a 5-foot sidewalk on the west side of N 2nd Street despite the proximity to Harbour Pointe Park and other highly utilized transportation corridors.

The portion of Old Dixie Highway from US-1 to N Causeway is planned for a lane repurposing project that will convert the roadway to one-way, one-lane northbound. The existing northbound lane will be converted to a multi-purpose path, while the existing southbound lane will serve as the northbound lane after the project is complete. The lane repurposing project presents an opportunity for the existing northbound lane to be used as either a landing point for the proposed overpass at both potential site locations, or as a link between the possible multi-purpose path and the overpass.

Additionally, the Port of Fort Pierce Master Plan suggests a redevelopment of the entire Fisherman's Wharf and Harbour Pointe Park area and envisions revamped public park spaces, commercial storefronts and improved multimodal connectivity. In this Master Plan, the area overlapping Location 2 is designated as the site for an "Urban Greenway Pedestrian Overpass" (see image below). The road immediately east of Location 2, labeled Harbour Pointe Access Road in the Master Plan, will be the main east-west connector linking key destinations in the area to Harbour Pointe Park. The opportunity to provide recommendations for the potential overpass that are consistent with the future concepts of the Port of Fort Pierce Master Plan can ensure the vision of the Port of Fort Pierce area is advanced.

Redevelopment Concept from the Port of Fort Pierce Master Plan

Location 1: FEC Rail Spur (at the intersection of N 2nd Street and Avenue M Extended E)

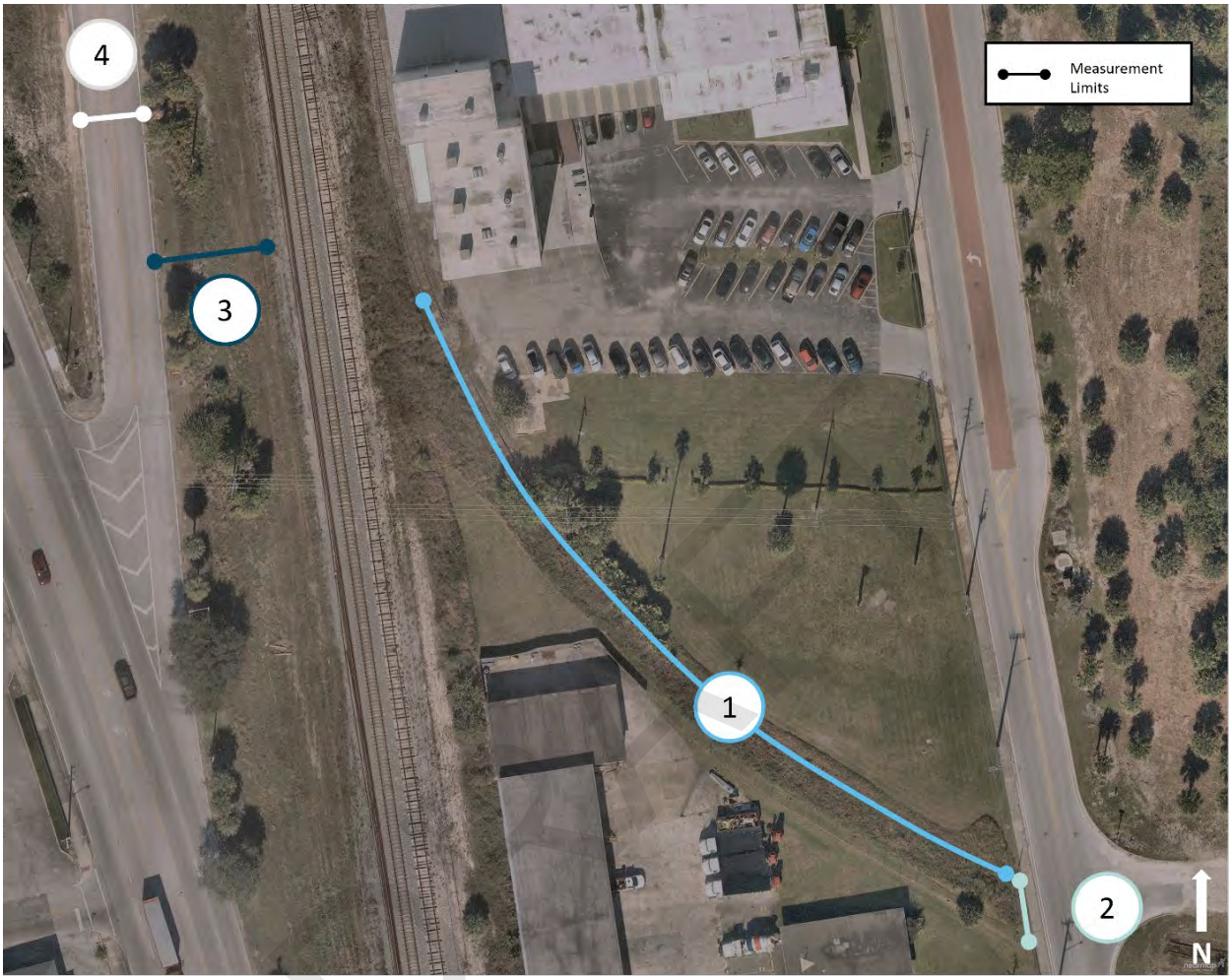


Figure 2. Location 1 Measurement Locations

1 Measurement: 480 ft.

2 Measurement: 40 ft.

3 Measurement: 60 ft.

4 Measurement: 30 ft.

Key Observations

Proposed location 1 presents an opportunity for a direct connection into Harbour Pointe Park through Avenue M Extended E, which is east of what would be the eastern entrance of the proposed overpass. Located near the park and the active Port of Fort Pierce area, the overpass facility would be easily identifiable from frequently traversed roadways such as US-1 and Fisherman's Wharf. The vertical incline to access the overpass at the western entrance can be reduced by utilizing the elevated terrain west of the FEC railroad (see photo below) to maintain a level path with few long, winding ramps, which is more convenient than walking or biking on an incline and would improve accessibility to the overpass further.

Another advantage of this site is the wide grass space immediately west of the FEC railroad, which is maintained by St. Lucie County (see image below). Aside from most of the overpass being within FEC ROW (see Figure 3), there is a portion of ROW owned by St. Lucie County that is approximately 40 feet wide (measurement 3 on Figure 2) at the potential landing spot of overpass. At its widest near the southeast corner of the intersection of US-1 and Old Dixie Highway the parcel owned by St. Lucie County is approximately 55 feet wide.

Looking west across the FEC Railroad at the vertical elevation of *Old Dixie Highway*

Other key characteristics are listed below:

- Overhead powerlines present along the western side of N 2nd Street (approximately 20ft. tall
- Overhead powerlines running east-west across FEC rail line & overpass location (approximately 40 feet tall)
- No built developments within probable alignment

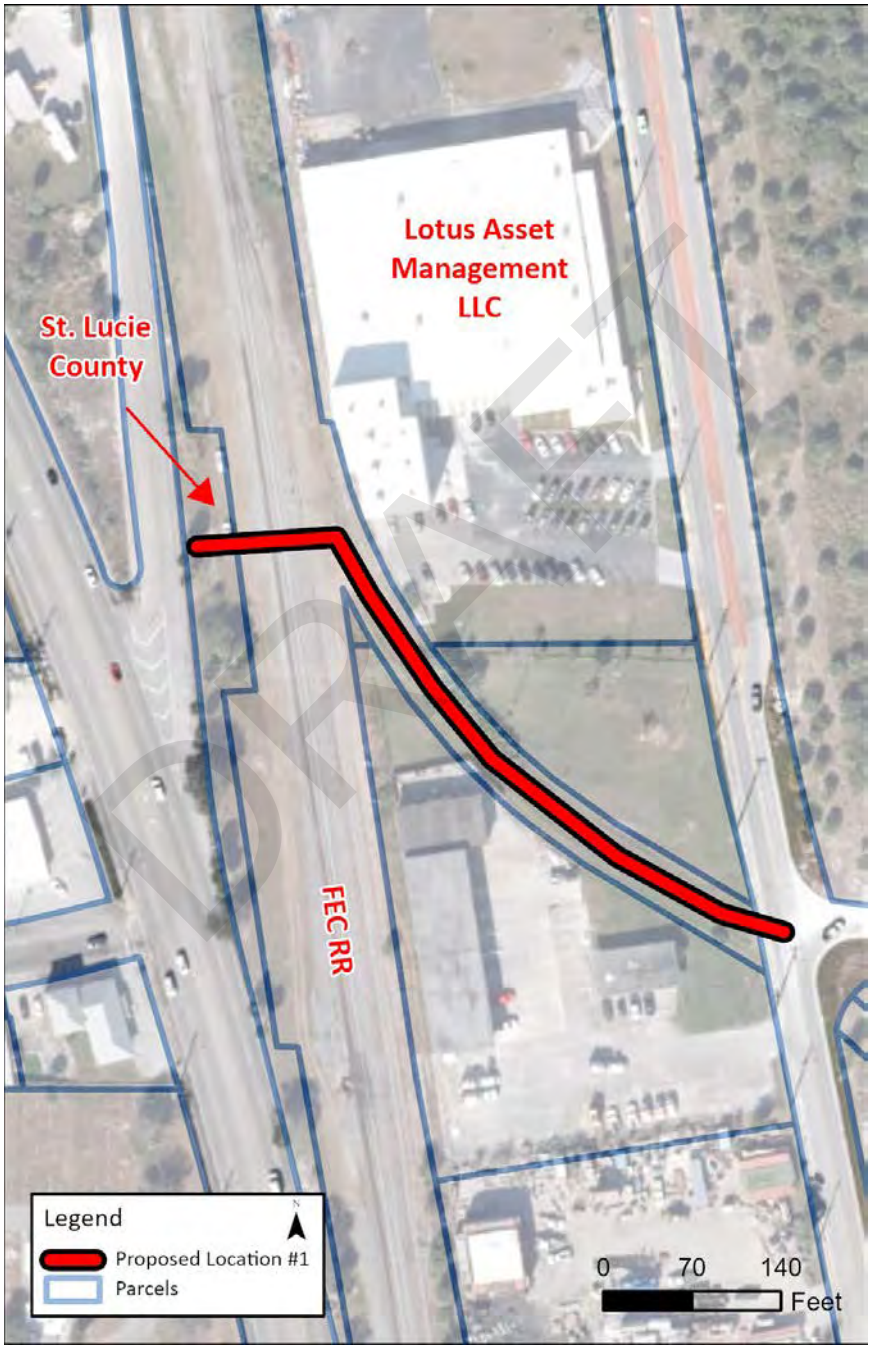


Figure 3. Location 1 Parcel Ownership

Design Guidelines

Design Guidelines

Shared use path design, while simple on the surface, has been evolving over the last two decades. The evolution of design has come through the increase in usage and creation of more trail miles across the country. This evolution has brought on new national and regional design guides, which have provided improved direction and definition to the best practices in this field. These design guides have been developed through learning from trail user experience and ways to increase safety for all users. Even today with the rise of e-bikes, we are learning new practices and standards to assist with building safer trails that accommodate this new, larger group of users.

FDOT's SUN Trail network provides guidance for funding trails of statewide and regional significance in Florida. As this trail system takes shape, it necessitates a set of design standards that accommodates the larger number of local and regional users of the trail that should be expected on the system. This forward-looking stance is not just a matter of infrastructure, but a testament to the dedication of fostering enriching outdoor experiences for a diverse multitude of transportation and recreational trips that will be accommodated on the trail.

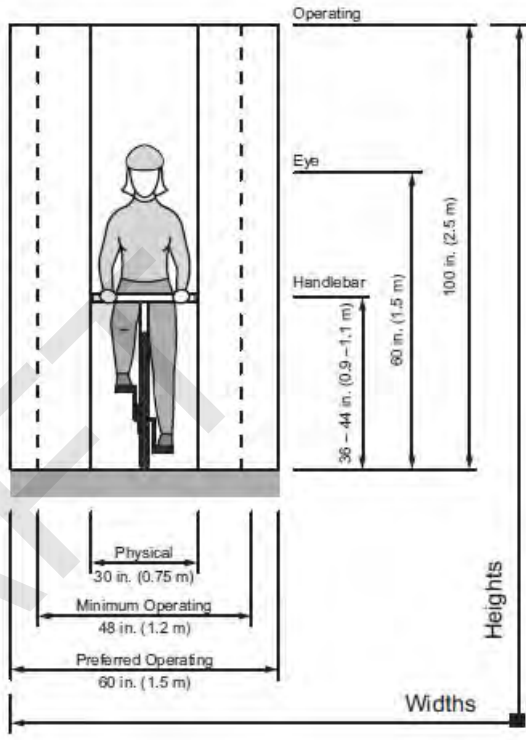
The following design standards should be used to set the footprint for future SUN Trail development within St. Lucie County, in particular for the Port of Fort Pierce connector portion of the SUN Trail network and should evolve with the latest information.

Trail Section Design

Trail design should be thought of through the lenses of form and function. At the heart of trail design endeavor is the trail cross-section – a set of items that determines the very essence of user experience. More than just the physical design, the trail cross-section contains items that intertwine safety, accessibility, environmental, and human interaction. Every detail, no matter how big or small, matters greatly for the overall user experience. The following items cover both the form and function of the trail cross-section, leading to a better experience for the users and create a trail that is more resilient for the future.

Width

The most discussed element of the trail cross-section design is the width of the trail itself. It serves as the foundational component that shapes the trail's usability and overall experience. Traditionally. trails often adhere to a 10-foot width. With the demands of the SUN Trail network and the centralized location of the Port of Fort Pierce portion of the trail close to downtown Fort Pierce and connecting to different sections of SR-A1A, a recommended minimum width of 12 feet is proposed for this portion of trail. A 12-foot recommendation is rooted in accommodating a diverse array of trail users. The trail is not just a singular path, but rather a regional thoroughfare, where individuals can traverse side by side, engaging in conversations or shared activities without the constant need to navigate around approaching travelers or moving to accommodate faster-moving trail users.



Bicycle Operating Space from AASTHO Bicycle Design Guide

In the development of the trail width recommendations, consideration needs to turn to the operation space required for the user base, with the SUN Trail widest operator being the bicyclist. The typical operational space of a bicycle spanning approximately 4 feet, the 12-foot width of the trail effortlessly accommodates three lanes of traffic. In areas of high traffic, a 14-foot-wide trail allows bicycles and pedestrians to essentially have their own areas of the trail, but also allows users to still ride or walk side-by-side. This width allocation not only increases safety by allowing full operating space for a user but also encourages the establishment of a vibrant trail where interactions are unimpeded and allow for users to have a more enjoyable experience.

Surface Materials

Diverse in nature, multi-use trails include a variety of hard surface types, each with its own unique attributes, benefits, and considerations. Exploring these options unveils a spectrum of choices that weave together function, aesthetics, and sustainability. Ultimately, the choice of hard surface type hinges on a delicate balance between functional needs, user preferences, budget considerations, and environmental impact. By understanding the benefits and challenges of each option, trail designers can craft a multi-use trail that seamlessly melds with its surroundings while offering a safe and enjoyable experience for all who tread upon it.

Asphalt

Asphalt surfaces provide a smooth and even pathway, ideal for various activities like cycling, rollerblading, and walking. The flexibility of the pavement material is better for walking and running, allowing more forgiveness for the user's joints. They are low-maintenance, durable, and offer a consistent traction surface in most weather conditions. The sleek appearance of asphalt complements urban environments and is not as harsh on trail users' eyes as white concrete.

Asphalt Trail in Miami, FL

Yet, over time, asphalt can develop cracks and potholes, requiring periodic maintenance. Asphalt material needs to be graded appropriately to shed water from its surface or more maintenance issues will occur over time. Additionally, the heat-absorbing nature of asphalt can result in higher surface temperatures in sunny conditions.

Additional consideration could be made for porous asphalt. While porous asphalt will cause more maintenance due to the vacuuming of the trail to clear the pores of fine materials debris, it can create a more sustainable trail by allowing water to pass through the surface. This means less water run-off from the project and water rechanging into the earth. Porous asphalt can also be used to reduce impacts in constrained areas adjacent to existing trees and landscaping.

Concrete

Concrete trails boast excellent durability and a smooth, stable surface. They are resistant to cracking and deformation, making them suitable for heavy foot and bike traffic. Concrete's longevity requires minimal maintenance, and its aesthetics can be enhanced through color and texture options.

Concrete Trail in Colorado

Initial installation costs for concrete can be higher than other materials. Like asphalt, concrete can become uncomfortably hot in direct sunlight. The harder surface may also contribute to a more pronounced impact on the running and walking user's joints.

Additional consideration could be made for porous concrete. Similar to porous asphalt, there is additional costs to the installation, but there is a more sustainable outcome for the overall trail.

Pervious Pavers

Pervious pavers consist of interconnected units that allow water to permeate through, minimizing runoff and aiding in groundwater recharge. They offer an eco-friendly solution, reducing stormwater management needs. Pavers provide a stable surface while maintaining natural water flow. These pavers also create a more decorative finish in areas of higher traffic and where user speed should be reduced for safety.

Installation requires careful planning and expertise, often translating to higher upfront costs. Regular maintenance is essential to prevent clogging, maintain permeability, and maintain a good riding surface. The surface texture of pavers may be less comfortable for activities like cycling.

Indianapolis Cultural Trail

Base Course and Sub-grade

Just like in roadway pavement design, the most critical elements are the base course and subgrade. These areas are often overlooked and minimized to save costs, but spending extra time and money getting the base course right will lead to a trail that is more resilient and needs less maintenance over time. Typical depths of base courses for trails range from 4” under concrete up to 8” under asphalt. Geotechnical engineers should be consulted to explore the conditions in the areas of trail installation and provide recommendations for treatment of the sub-grade and base course.

Clear Zone

Just as important as the trail surface is the clear zones adjacent to the trails. The often-overlooked areas due to cost or constraints has the biggest safety impact on the overall trail. The clear zone design necessitates a comprehensive understanding of the trail environment, user interactions, and potential risks. The clear zones are defined as the space beyond the immediate trail surface that need to be clear of obstructions, but also could be rideable surfaces that aid in recovery of being out of control.

Shoulders

The inclusion of well-defined shoulders along a multi-use trail is an invaluable design consideration that significantly enhances both the functionality and safety of the trail system. Shoulders, often referred to as trail margins or buffers, serve as a crucial element in creating a comprehensive and user-centric trail experience.

Trail with Shoulders in Washington (Carl Sundstrom, pedbikeimages.org)

Safety Enhancements

Shoulders act as a protective barrier, providing a physical separation between the trail and adjacent hazards, such as roadways, drop-offs, or steep embankments. They are also providing an opportunity for out-of-control users to recover and remain riding. This separation also enhances the overall safety of trail users by reducing the risk of unintentional slips, trips, or falls.

Increased Accessibility

Shoulders play a vital role in the accessibility of the trail for individuals with varying mobility needs. Wheelchair users, those with strollers, or anyone requiring extra space benefit from a wider trail area that accommodates their equipment comfortably. This promotes inclusivity and enables everyone to enjoy the trail without constraints.

Multi-Functionality

The availability of shoulders transforms a trail into a versatile space capable of accommodating a wide range of activities simultaneously. Cyclists can safely pass pedestrians, runners can jog alongside walkers, and individuals can pause to enjoy the scenery without obstructing the primary trail route. This multi-functionality encourages harmonious coexistence and minimizes user conflicts.

Passing and Overtaking:

Adequate shoulders enable smoother passing and overtaking scenarios. Bicyclists feel more comfortable getting to the edge of the trail because there is a rideable surface that allows them recover if needed. Cyclists can also move to the shoulder to pass slower-moving users without disrupting their flow, thus reducing congestion and frustration. Similarly, pedestrians can step onto the shoulder to allow faster trail users to pass comfortably.

Buffer from Natural Elements
Shoulders act as a buffer between the main trail surface and surrounding natural elements. In areas with dense vegetation or uneven terrain, shoulders can provide a clear area for users to move without brushing against plants or encountering obstacles.

Visual and Psychological Comfort:
Wide shoulders create a sense of openness and visual comfort, making users feel less confined and more connected to the environment. This psychological aspect can contribute to a more enjoyable and relaxing trail experience.

Emergency Access:
In the event of medical emergencies or situations requiring swift access, shoulders provide space for emergency response vehicles adequate space to reach individuals in need with minimal disruption to trail users.

Design Details
The design of shoulders for multi-use trails is a critical aspect that requires thoughtful consideration to ensure optimal functionality, safety, and user satisfaction. These trail margins, while often seen as secondary to the main path, are a key component in creating a comprehensive and user-centered trail experience and aid in better resiliency of the pathway.

Width and Consistency
The width of the shoulder should be carefully determined to accommodate various user needs and potential activities. A width of at least 2 to 3 feet is recommended to allow users to comfortably step aside without encroaching on the main trail surface. Ensuring a consistent width throughout the trail prevents confusion and maintains a predictable user experience.

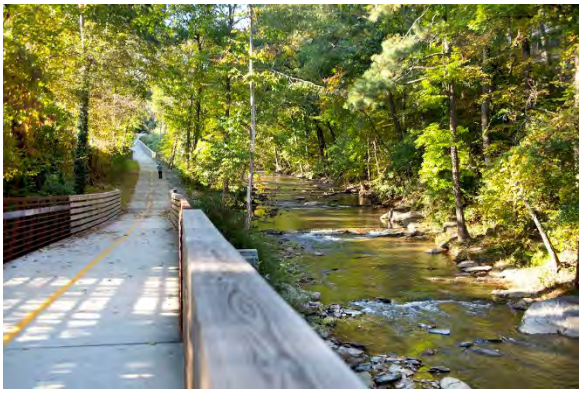
Surface Material and Texture:
Select a surface material for the shoulder that complements but is visually distinguishable from the main trail surface while providing adequate traction and comfort. The texture should be smooth enough for walking and wheelchair use, yet not overly abrasive for cyclists. A recommended surface would be a crushed limestone or decomposed granite, similar to soft-surface trails. Some places utilities a compacted base course material, but this can have issues with the larger aggregate with water erosion.

Grading and Slope

The grading of the shoulder should be sloped away from the trail at a minimum of 2% but a maximum of 5% from the main trail to encourage water runoff and prevent pooling. Avoid sharp transitions between the main trail and the shoulder to ensure smooth navigation. If the shoulders are intended to be used by mobility devices, adhering to slope in accessibility guidelines to accommodate those users.

Buffer Zone and Hazards

The shoulder should provide a buffer between the trail and potential hazards, such as roadways, cliffs, or bodies of water. Minimize the presence of obstacles that could impede users on the shoulder. Consider incorporating plantings, railings, or other elements to demarcate the boundary between the trail and adjacent areas.



Trail with Fencing to Protect from Hazards in Cobb County, GA

Maintenance

Ensure that shoulders are maintained regularly to prevent the accumulation of debris, overgrowth, or other obstructions. Careful attention should be given to the transition between the trail and the shoulder surface to make sure there is not a tripping or wheel-grabbing hazard. While grass and weed growth is possible, reducing the encroachment of plants growing in the shoulders will lead to longer lifespan of the shoulder surfacing.

Integration with Amenities:

Strategically design the shoulders to integrate with amenities such as benches, resting areas, or viewpoints. These features can enhance the usability of the shoulder and provide users with convenient spots to pause and enjoy the surroundings.

Tree/Shrub Clearance

Part of the trail experience is seeing nature's beauty as a speed that is much slower than in a motor vehicle. Shrubs and trees add to this beauty, provide cooling through shade, and help reduce the heat island effect overall. Yet, there is a critical issue of establishing adequate clearance from trees and shrubs to the trail itself for safety. This delicate dance between nature and trail infrastructure ensures that the serenity of the surroundings harmonizes seamlessly with the well-being of trail users.

Safe Passage

Maintaining a sufficient distance between vegetation and the trail ensures unobstructed passage. Users should not have to maneuver around branches, trunks, or overgrowth, which reduces the useable width of the trail and increases the likelihood of accidental collision or falling by the trail user.

Line of Sight

Clear zones free of obstructive vegetation facilitate unobstructed visibility, enhancing user awareness and safety. A clear line of sight allows users to anticipate potential obstacles, oncoming traffic, or changes in trail conditions. This means inside of curves, the clear zone must be increased to allow for visibility around the curve.

Future Growth

Anticipating the growth of trees and shrubs over time is essential to prevent ongoing encroachment onto the trail. Planning for future clearance ensures that the trail remains user-friendly for years to come.

While the ideal clearance distance can vary based on factors such as trail type, local flora, and user preferences, a general guideline is to establish a minimum distance of at least 5 feet from the trail edge to nearby vegetation. Regular monitoring and maintenance are essential to uphold this clearance and ensure a safe, welcoming, and unhindered trail environment.

Mowing

Establishing mowing guidelines for clear zones along trails is a pivotal aspect of maintaining a safe and visually appealing trail environment. Not keeping a mowing schedule that is consistent is one way for vegetation to encroach on the trail and shoulders, degrading the pathways and reducing the usable space. The following guidelines help strike a balance between keeping vegetation at a manageable level while preserving the natural beauty of the surroundings.

Frequency of Mowing

Clear zones should be mowed regularly to prevent overgrowth and encroachment onto the trail. The frequency may vary depending on factors such as climate, vegetation growth rate, and trail usage. In general, mowing every two to four weeks for native grasses and more regularly for lawn grasses during the growing season is advisable.

Mowing Height

Set the mowing height to ensure that the vegetation remains at a safe and visually pleasing level. For lawn grasses, a mowing height of 2 to 4 inches is generally appropriate. Taller grasses and wildflowers may require slightly higher mowing heights to maintain their aesthetic appeal. Research on the optimal height for the species of grasses is needed before proceeding with mowing.

Edging

Consider using mechanical edging tools to create a defined boundary between the trail surface/shoulders and the vegetation. Edging prevents encroachment and gives the trail a neat and organized appearance.

Avoid Scalping

Avoid mowing the vegetation too closely to the ground, as this can damage plants, deter growth of desired plants and promote weed growth. Scalping can also create uneven terrain that is less comfortable for users.

Environmental Considerations

When a trail is located in an environmentally sensitive area, consult with local conservation experts or environmental agencies to determine the best mowing practices that minimize ecological impact.

Trail Profile

Outside of the width of the trail, the other item that gains the most attention is the grade of the trail. Grading the trail needs to consider multiple items to blend into nature, create accessibility, and enhance the user experience. The process of setting a trail profile needs to consider the maximum and minimum slopes for accessibility, adjacent grades of the roadway and landscape, and drainage patterns to create a trail that is both harmonious and functional.

Maximum and Minimum Slopes

The gradients of a trail's slopes exert a profound influence on the user experience. Striking a balance between comfort and accessibility is key to ensuring that the trail is enjoyed by individuals of varying fitness levels and mobility. Maximum slope specifications prevent steep inclines that might hinder users' progress or pose safety risks. These guidelines not only ensure the trail's usability but also safeguard the surrounding ecosystem from erosion and degradation.

Conversely, the establishment of minimum slopes addresses issues of water drainage and stagnation. Gentle gradients encourage efficient runoff, preventing the formation of puddles and reducing erosion. By thoughtfully adhering to both maximum and minimum slope parameters, the trail's profile becomes a choreography of fluid movement, where users can traverse with ease while nature's forces find equilibrium.

Based upon PROWAG (Public Rights-of-Way Accessibility Guidelines), the maximum trail slope shall be 5%, unless adjacent to the roadway, in which steeper is allowed but cannot exceed the adjacent roadway slope (R302.4).

Grade Reversals

Grade reversals are strategically introduced changes in slope direction, is a major mechanism for managing water drainage along the trail. These grade reversals allow water to not follow the trail for long stretches, causing erosion. The reversal in grade allows rainwater flows away from the trail, preventing erosion and maintaining a dry, safe surface for users. These transitions play a dual role: allowing water to flow away from the trail to prevent ponding or erosion, making the trail more resilient while directing water flows in a predictable manner that can be utilized in stormwater management plans.

Grade-Separated Crossings

Grade-separated crossings are a high-comfort solution for mitigating conflicts between trail users, such as bicyclists and pedestrians, and high-traffic roadways and railway tracks. Beyond merely providing a way to avoid interaction with these obstacles, these crossings offer a seamless continuation of the trail experience, ensuring that users can flow with minimal interruption. When considering the optimal type of grade separation for the SUN Trail, various essential factors come into play, shaping the final design choice. These factors encompass the elevation difference between the trail and the roadway or railway, clearance requirements for both users and infrastructure, visibility considerations, drainage solutions, construction methods, and the potential for creating vibrant placemaking opportunities. In the subsequent sections, we will delve into the distinct advantages and limitations presented by both overpasses and underpasses in the context of the SUN Trail.

Overpass Design Standards

An overpass, where the trail is elevated above the roadway or railway, presents an array of promising opportunities for the SUN Trail. Elevating the trail offers unobstructed passage for users, minimizing the potential for conflicts and ensuring a continuous, safe journey. Overpasses also offer enhanced visibility, allowing users to anticipate oncoming traffic. By embracing an elevated perspective, overpasses often provide panoramic views of the surrounding landscape, immersing users in a unique experience. Additionally, overpasses can serve as architectural landmarks, seamlessly blending functionality with aesthetic appeal. However, it's essential to consider the impact on the local environment and the visual integration of the overpass with the natural surroundings.

Overpasses have several key constraints as they go up and over the railroad crossings. Those constraints will be space for ramps to the bridge crossing, height of the bridge for clearance requirements of the railroad, and types of structures possible. Additional factors to consider with the placing of an overpass are the general aesthetics of the structure and railings, railing requirements, addition of overlooks on the bridge, and if and where to place landings or resting places on the ramps.

Clear Width

For user experience, one of the key design pieces is the clear width of the trail itself. As the SUN Trail is a regional trail system, the clear width is vitally important to define a high-quality, low-stress user experience. Due to the regional nature of the trail, it is expected to be a minimum of 12 feet wide throughout. When traversing the ramps and the bridge structure itself, users will not hug the sides of the trail, creating a shy distance from the railing of the structure. It is assumed that shy distance would be a minimum of 2'. This buffer zone becomes essential, a space where riders can navigate without feeling too close to the edge yet can utilize it if circumstances demand.

Due to the addition of a 2-foot shy distance on either side of the structure to accommodate the 12-foot riding surface, the overpass becomes a 16-foot clear width. This wider structure allows for people to rest within the clear width of the bridge, and not impede side-by-side walking or wheeling.

Structure Height

The biggest driving factor of how high the bridge should be from the surface below is the clear height requirements of the roadway or railway. The controlling agency of the facility below the bridge sets these requirements, which are set to ensure clear movement of good or people below the structure. For the railway bridge, the railroad company has set a clear height of 16 feet. This means the bottom of the bridge structure can be no lower than 16 feet from the top of the rails. The trail surface height will vary based on the structural design of the bridge itself, which is dependent on the length of the span of the bridge.

Ramp Slope

To get to the top of the structure takes ramps on both sides of the structure unless the facility being crossed is below grade. When it comes to getting to the top of the structure, there are three distinct approaches: stairs and elevators, maximum slope with landings, and maximum slope without landings. When deciding on the type of approach to use, you need to identify the primary target user and their best experience.

Stairs and Elevators

The option of stairs and elevators, though providing a direct route, comes with considerations that extend beyond simplicity. The regional context of the trail means there will be a larger than normal number of bicyclists, for whom stairs and elevators is not be the most practical or preferred mode of passage due to having to dismount their bicycle. While this approach uses less overall space, due to the number of bicyclists on this trail, the other alternatives serve the SUN trail better.

Maximum Slope with Landings

The concept of using a maximum slope (8.33%), with landings (2%) every 50', embodies a balanced compromise between elevation and accessibility. These intermediate platforms not only offer users a moment to catch their breath but also ensure a comfortable ascent for pedestrians and cyclists alike.

Maximum Slope without Landings

The more traditional approach is creating ramps that are a consistent grade (<5%) that does not require landings. This easier to climb grade allows users of all abilities to gain the altitude to get to the bridge grade in one climb. The negative of this approach is it lengthens the ramps, which can have a greater impact to the surrounding environment.

Both ramps should consider the type of ramp that could be made to achieve the height. The choices for ramps are either an earthen ramp or a structural ramp. The decision on which to use depends on various factors, including topography, aesthetics, and cost considerations. Earthen tamps, created through gradual grading and soil manipulation, blend seamlessly with the natural landscape. Structural landings, on the other hand, involve the use of engineered materials to create an elevated platform. The selection should be context-driven, harmonizing with the trail's surroundings while meeting safety and accessibility standards.

Structure Type

There are a variety of structure types that can be used for the overpasses of the SUN Trail system. The structure type should be narrowed based on the needs for the bridge, but also thinking thorough the aesthetics of the structure itself.

Beam and Girder Structures

Beam and girder structures are straightforward and efficient choices. These consist of horizontal beams supported by vertical columns or piers. They're known for their cost-effectiveness and quick construction. Beam and girder structures prioritize utility, making them ideal for ensuring smooth trail transitions without excessive visual impact.

Arch Bridges

Arch bridges offer timeless charm with their graceful curves and iconic profiles. While they add aesthetic value, they also provide reliable structural support. Arch bridges can become distinct features of the landscape, blending well with natural surroundings while serving their functional purpose.

Cable-Stayed Bridges

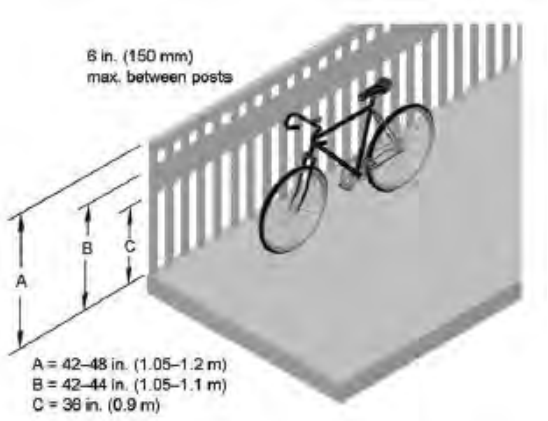
Cable-stayed bridges are modern feats of engineering. Cables suspend the trail above the crossing, showcasing innovation and strength. These bridges can accommodate varying trail widths and are notable for their efficient span lengths. The visual impact of cable-stayed bridges adds a contemporary touch to the trail's infrastructure.

Truss Structures

Truss structures combine strength with efficiency. They consist of triangular patterns that distribute loads effectively. Truss designs come in various styles, each offering specific advantages. These structures are dependable choices, fitting well with the trail's practical requirements.

Railings

As we shape the SUN Trail's design, railing standards take center stage in ensuring both user safety and the aesthetic harmony of the trail environment. These guidelines encompass essential aspects such as height, handrail construction, openings, and potential value-added features, all working together to create a trail experience that is secure, accessible, and visually pleasing.



Bridge Railing Graphic from AASHTO Bicycle Design Guide

Height

Safety is paramount when it comes to trail railing design. To ensure secure passage, the railing height should adhere to a minimum of 42 inches above the trail surface. This height provides a protective barrier, preventing accidental falls and instilling confidence in trail users, whether they are on foot or on bicycles.

Handrail

The design of the handrail is equally crucial in promoting user safety. A continuous handrail, required on the ramps, must be capable of being comfortably gripped, should be integrated with the railing. Additional considerations should be made if handrail should be included on the bridge structure itself. The handrail should be positioned at a height of 34-38 inches above the trail surface, offering a supportive guide for individuals of varying heights. This handrail aids in stability and reassurance, especially for those who might require additional support while traversing the ramps and overpass.

Openings

The spaces between railings and other elements should be designed with careful consideration. Openings should be limited to prevent the passage of small objects or limbs that could pose hazards. Openings should not exceed 4 inches in width, maintaining a fine balance between accessibility and safety. This standard ensures that users can experience unobstructed views while still feeling secure.

Value Adds

Railing design offers opportunities for value-added elements that enhance both functionality and aesthetics. The incorporation of aesthetically pleasing materials, colors, or patterns can contribute to a trail environment that resonates with users. These value-add features should, however, never compromise safety, ensuring that the primary purpose of the railing remains intact.

Structure Types

As the design of an underpasses unfolds, an array of structure types beckons, each with distinctive attributes that shape the trail experience. Primarily there are two main options, culvert style and bridges.

Culvert Style

Culverts offer a pragmatic solution for creating underpasses. These underground structures are often used to facilitate trail crossings beneath roadways or railways all across the county and are readily available in pre-cast or cast-in-place. Culverts overall prioritize functionality and cost-effectiveness. However, limitations in width and height may be a consideration. The styles of culverts can be round, box, box with arch tops, and more.

Bridge

Bridges bring an element of elevation and architectural significance to underpasses. The bridge in this case is for the facility above the trail surface. Bridges also allow for the opportunity for wider openings, which allow for more natural light and better visibility. While enhancing aesthetics, bridges may involve higher costs and engineering complexities...

Underpass Aesthetics

Underpasses also offer a canvas for artistic expression and architectural significance, enhancing both functionality and visual appeal. The following ideas enrich underpass design, creating a trail experience that transcends mere passage.

Art Opportunities

Underpasses should not be solely functional; they are also spaces where art can flourish. Integrating art into underpass design transforms these utilitarian pathways into captivating experiences. Designers should explore opportunities for artistic interventions, from murals and sculptures to interactive installations. This also brings an opportunity to celebrate the culture and history of the surrounding areas.

Structure Additions

While underpasses serve as connectors, they also present an opportunity to integrate structural elements that enhance both form and function. Considerations such as lighting fixtures, decorative railings, and textured surfaces can elevate the visual appeal of the underpass. These structural enhancements not only contribute to aesthetics but also enhance user experience, creating an environment that is both inviting and functional.

Lighting

Lighting plays a crucial role in underpass design, enhancing safety, visibility, and aesthetics. The following design standards outline the types of lighting and the incorporation of skylights to ensure that underpasses are well-lit, inviting, and secure environments for trail users.

Light Types

Different types of lighting can be used to illuminate underpasses effectively. LED lighting is recommended due to its energy efficiency, longevity, and minimal maintenance requirements. The color of the lighting should be considered to not blind users but also provide enough lighting to be clear. Lighting fixtures should be strategically placed to provide uniform illumination, minimizing shadows and ensuring clear visibility for trail users. Adequate lighting enhances safety, helping pedestrians and cyclists navigate the underpass confidently, regardless of the time of day.

Skylights

Skylights present a unique opportunity to introduce natural light into underpasses. Thoughtfully positioned skylights can not only reduce the reliance on artificial lighting during daylight hours but also create a dynamic interplay of light and shadow, enhancing the underpass environment. Skylights should be designed to minimize glare and ensure even distribution of light. By harnessing the beauty of natural light, underpasses become inviting and pleasant spaces for trail users.

Ramps and Landings

Underpass ramps link to the trail itself to the crossings beneath obstacles. Slopes, widths, and walls are the major factors to consider when it comes to underpass design.

Slopes

Slopes leading to and from underpass landings are integral to user experience. Slopes should adhere to a maximum slope standard of 5% to ensure accessibility for individuals of all abilities. This gradual change in elevation facilitates comfortable movement for pedestrians and cyclists, ensuring that transitions are smooth and safe.

Widths

Underpass landings should be designed to the same width as the trail throughout. There should also be shy distances from any adjacent walls to make sure there is adequate width for the users. This combined width provides ample room for users to move comfortably, pass one another, and maintain unobstructed movement.

Walls

The walls of underpass landings play a role in both safety and ambiance. Walls should be constructed with durable materials that ensure stability and security and be spaced to provide shy distance from the trail. Considerations for addition of lighting fixtures and decorative elements to the walls can contribute to the underpass's overall atmosphere. Walls are a real opportunity to make the underpass feel like part of the landscape.

Construction Methods

The creation of overpasses and underpasses is a balance between engineering precision, innovative techniques, and a vision for seamless connectivity. These structures are not only functional connectors but also artistic opportunities that weave together the trail with its surrounding landscapes. The means and methods that bring overpasses and underpasses to life is a critical one due the nature of the facilities being crossed. Typically, the railroad does not want to be closed for traffic due to their vital nature, complicating the construction methods that can be used. Ranging from use of pre-cast materials, cast-in-place construction, or using trenchless techniques for underpasses, the construction methods are critical to the overall structure selection.

Overpass Construction

The construction of overpasses involves a lot of details for the construction of both the piers and the structure. For the piers of the bridges, there are two main options, cast-in-place and precast, both offering unique attributes.

Cast-in-Place

The cast-in-place construction method involves creating the overpass structure directly on-site. This approach offers a high level of customization, allowing for adaptation to specific site conditions. Construction crews pour concrete into molds and gradually build up the structure, accommodating design intricacies and varying loads. While offering flexibility, this method may extend construction timelines due to curing periods, when crews are able to work with passing vehicles, and overall weather. This method is best suited for projects where customization is paramount.

Precast Method

In the precast construction, segments of the overpass are manufactured off-site in controlled environments before being transported to the construction site. This approach offers efficiency and quality control, as the segments are crafted to precise specifications. Once on-site, the segments are assembled like puzzle pieces, reducing construction time and minimizing disruption to existing railroads and roadways. Precast construction is well-suited for projects with tight timelines and where consistent quality is a priority.

Underpass Construction

Creating a trail underpass beneath an active railroad while maintaining the uninterrupted flow of train traffic demands a strategic and meticulously planned construction approach. Overall, there are two primary methods of construction that allow for movement of the railroad during construction.

Cut-and-Cover Method

The cut-and-cover method involves excavating a trench along the route of the underpass. This trench is then reinforced with supportive structures, forming the foundation for the underpass. The active railroad remains operational during excavation, with traffic potentially rerouted to adjacent tracks. Once the trench is reinforced, the railroad tracks are temporarily lifted, allowing the underpass components to be assembled in the cleared space. Upon completion, the tracks are reinstated, and the underpass area is backfilled and restored.

The advantages of this construction method are the minimized disruption to rail operations during construction, the efficient method for shallow underpasses (which means less ramps to access the underpass), and an overall more stable environment for construction.

Box or Pipe Jacking Method

Box or pipe jacking involves the creation of an underground tunnel space using pre-constructed boxes, culverts, or segments. These segments are progressively pushed forward using hydraulic jacks, gradually forming the tunnel as they advance. This technique offers several benefits, including reduced surface disruption, minimized environmental impact, and accelerated construction times compared to traditional open-cut methods. It is completed and provide a controlled and guided tunneling process ensures accurate alignment and minimizes the need for extensive excavation.

Both of these methods are going to be more expensive than traditional underpasses construction, but it allows for less disruption of the railroad facility.

Site Alternatives

St. Lucie Transportation Planning Organization

Alternatives Analysis

Two additional sites were evaluated for their ability to support a SUN Trail Overpass. Additionally, the concept of a pedestrian underpass was analyzed at Location 2. Similar to the first location, the alternatives analysis identified potential conflicts with utilities, drainage, and ROW along with opportunities and constraints of each location. An evaluation matrix is also included to summarize advantages and disadvantages between the four overpass/underpass proposals.

Figures 4 and 5 detail the parcel delegations and land ownership within the study area. Both elements are critical to understanding potential ROW acquisitions and construction limitations. Currently, Location 2 is maintained by the County and City of Fort Pierce, and Location 3 would be located on a roadway currently maintained by the Florida Department of Transportation (FDOT). The third proposed alignment involves building into FEC-owned land on the east side of US-1 to construct a ground-level shared-use path adjacent to the existing roadway.

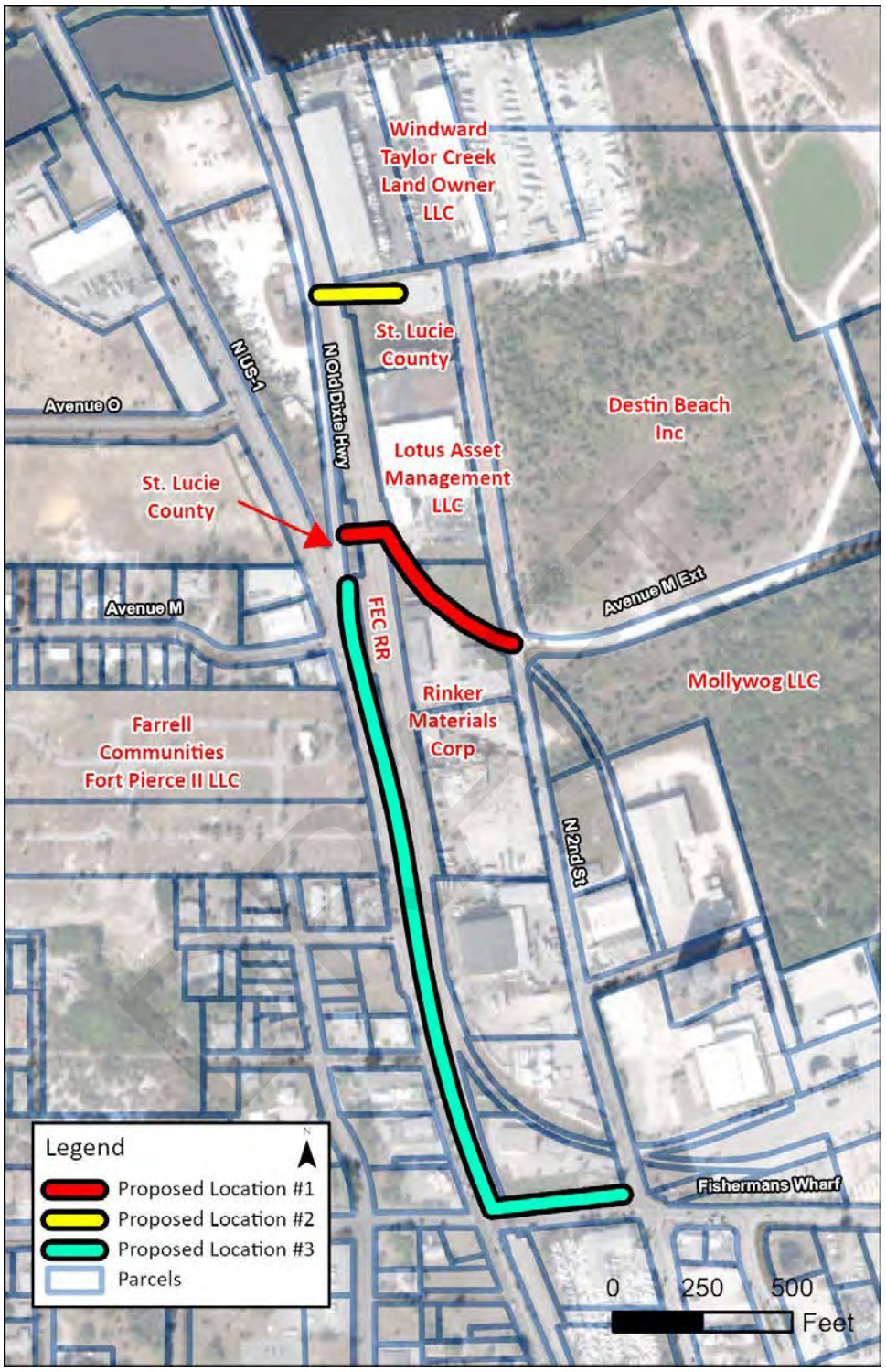


Figure 4. Study Area Parcels

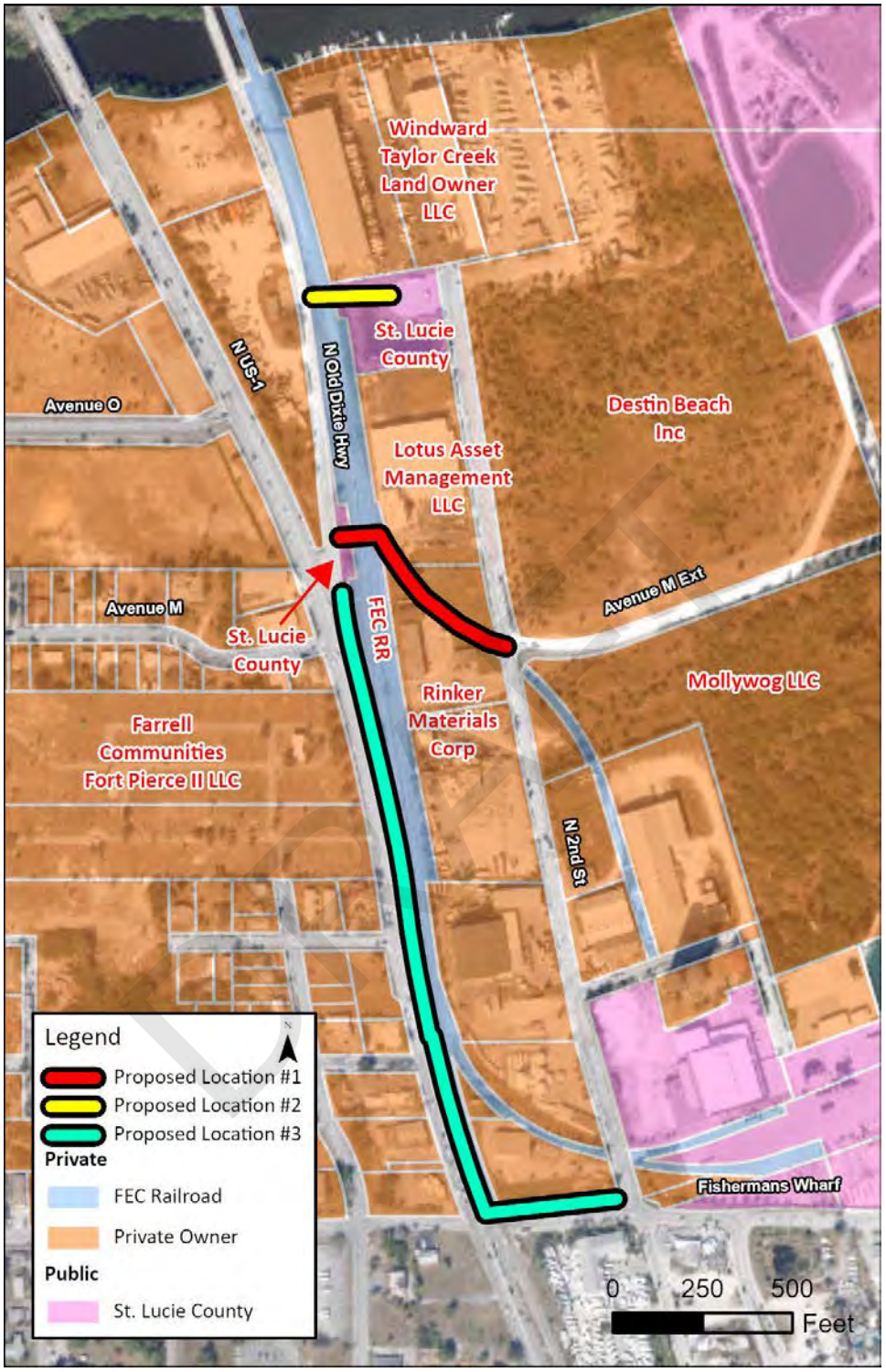


Figure 5. Land Ownership

Location 2: Retention Pond/Truck Turnaround Area

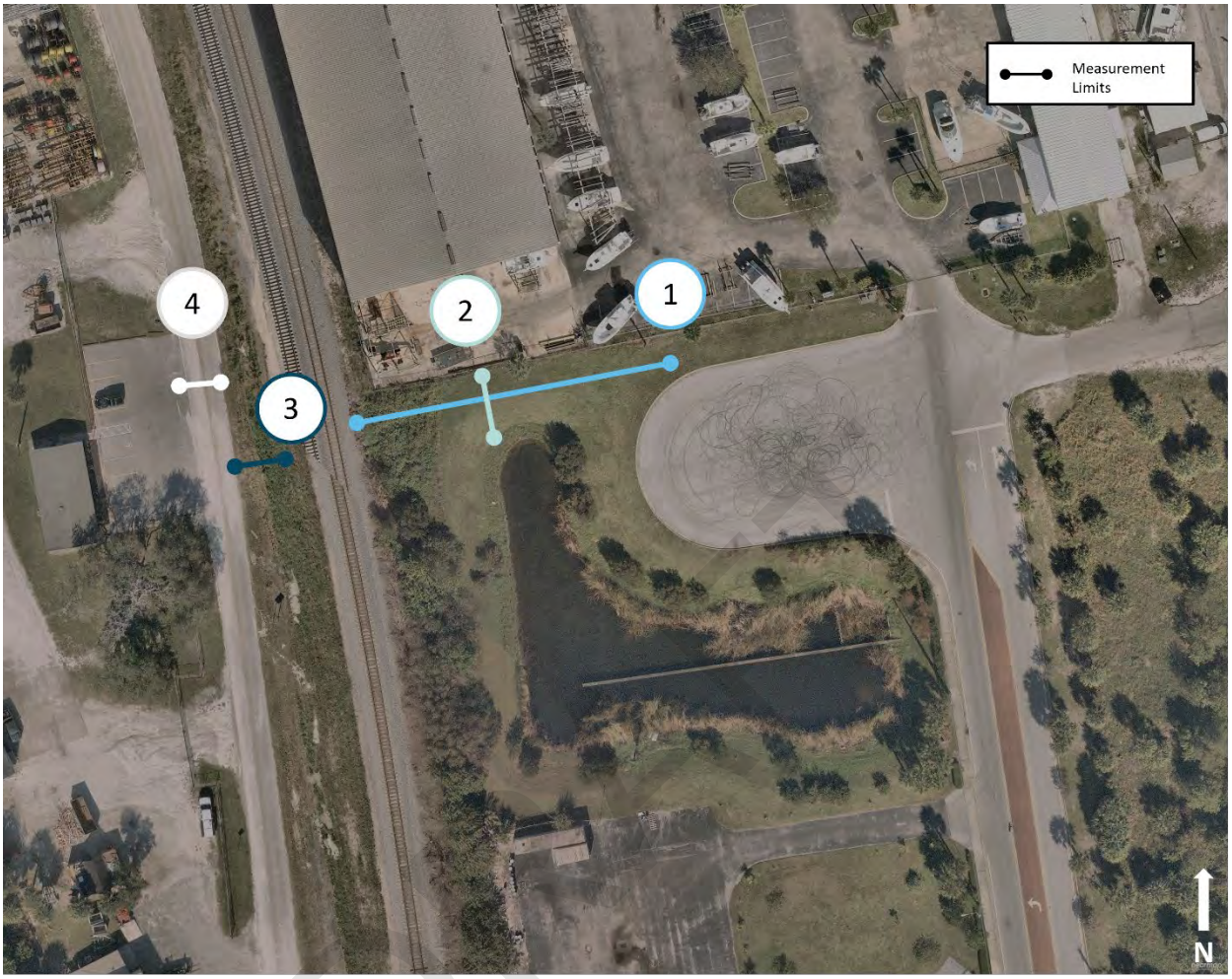


Figure 6. Location 2 Measurement Locations

1 Measurement: 160 ft.

2 Measurement: 35 ft.

3 Measurement: 40 ft.

4 Measurement: 20 ft.

Key Observations

Approximately 1,000 feet north along N 2nd Street of proposed Location 1 is a potential site for a shared-use overpass (2A) or a shared-use underpass (2B). The location at the northern terminus of N 2nd Street results in minimal through-traffic activity which would assist in creating a low-stress environment for non-motorized users. The existing truck turnaround feature, which is maintained by St. Lucie County, is likely to become obsolete as the development of the Port of Fort Pierce area accelerates. As noted in the *General Study Area Observations* section, the existing retention pond/truck turnaround area is envisioned as the location of an urban greenway pedestrian overpass in the Port of Fort Pierce Master Plan. Additionally, the access roadway directly east of the terminus of N 2nd Street is suggested as the new entry point into Harbour Pointe Park. Both concepts will create additional flexibility related to the positioning and alignment of an overpass or underpass and implementing either option at this location would ensure consistency with the Port Master Plan and support proposed developments and connectivity efforts.

2A: Overpass

An overpass could be an effective strategy to provide a passage across the existing retention pond. East of the FEC Railroad there is adequate space to align the overpass in a way that does not require changes to the existing railroad alignment while also providing a comfortable slope for users to traverse. Conditions become more constrained on the west side of the FEC Railroad, where there is only 60 feet of width between the edge of the FEC Railroad and western side of Old Dixie Highway. The limited space would likely result in multiple landings and switchbacks along with steeper slopes that reduces accessibility and could deter users.

2B: Underpass

A culvert-style underpass beneath the FEC Railroad would likely be limited to the area north of the existing retention pond due to geographical constraints. There is approximately 35 feet of width between the retention pond and property to the north where the underpass could be located, which is adequate given the suggested minimum path width of 12 feet There is adequate space within the County-Owned parcel to create a gradual slope to the section passing underneath the railroad, which is a significant advantage for accessibility the underpass provides as users would not need to traverse an inclined path on an overpass. Additionally, the culvert-style underpass provides a much simpler alternative in terms of structure and design, and also reduces the distance cyclists and pedestrians need to travel compared to an overpass. Design considerations would need to be made to combat flooding to ensure the overpass is always accessible.

Other key characteristics are listed below:

- No existing overhead or ground-level utility conflicts
- Consider retention pond in concept designs
- ROW narrower on east side of Old Dixie Highway compared to Location 1
- Relatively flat geography near the County-Owned parcel
- Approximately 10-15 feet of vertical difference from the top of the retention pond to the existing roadway (N 2nd Street)

Location 3: East Shoulder of US-1 (No Overpass)

Figure 7. Location 3 Measurement Locations

1 Measurement: 1.750 ft.

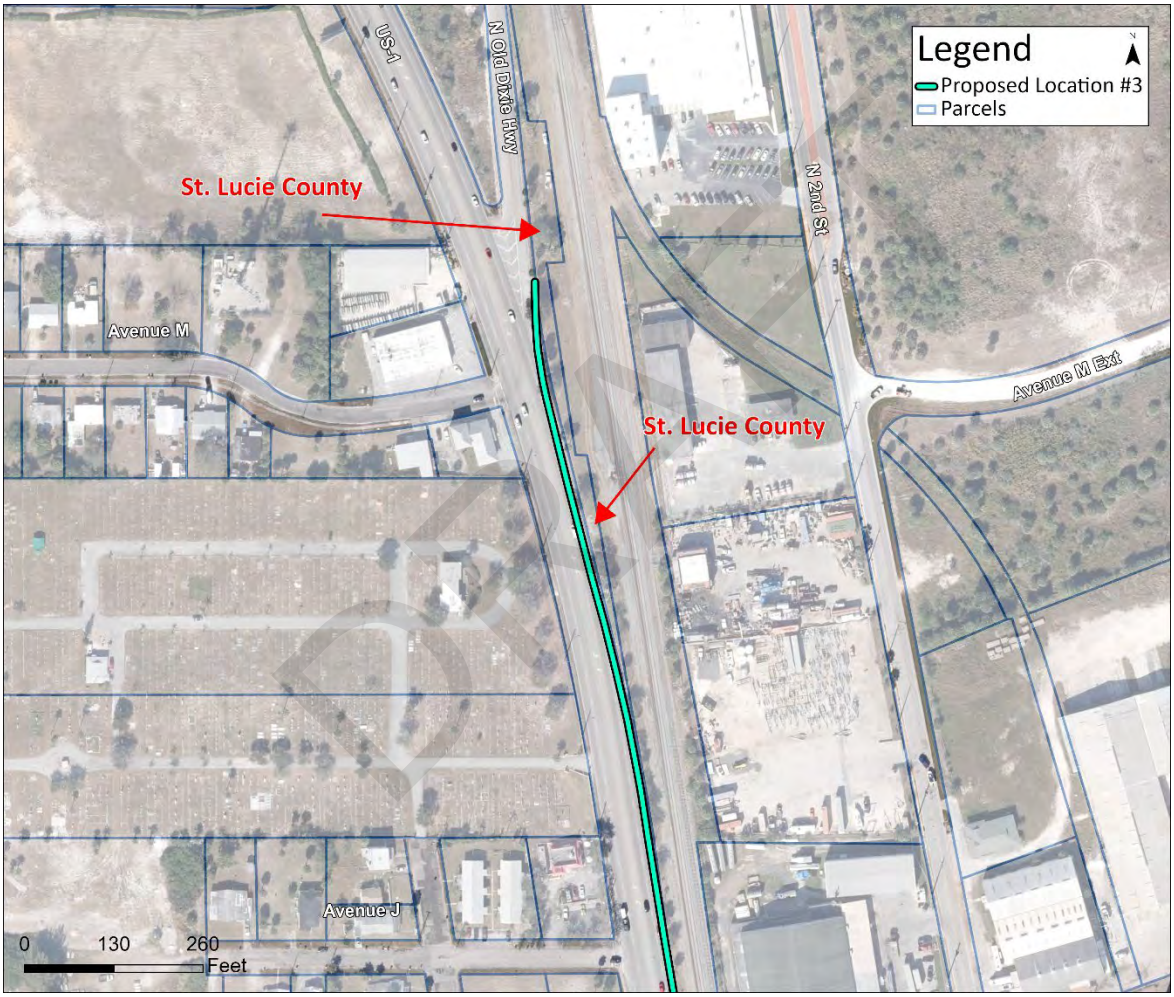
2 Measurement: 350 ft.

3 Measurement: 15 ft.

4 Measurement: 60 ft.

Key Observations

Location 3 provides an alternative alignment that does not involve constructing an elevated overpass to connect the SUN Trail to the East Coast Greenway. Overhead utilities such as power lines and streetlights along with medium-sized trees currently occupy the 15-25-foot-wide land on the east side of US-1 between the curb and existing railroad. Any future bicycle/pedestrian facility implemented in this area would require realignment of the current utilities and lighting features and removal of the existing trees. The FEC Railroad owns most of the land between the curb and the railroad at the southern end of US-1 near Fishermans Wharf. Approximately 375 feet north of the intersection of US-1 and Avenue J is where the ownership of that land divides between St. Lucie County and FEC Railroad (see Figure 6 below).



St. Lucie SUN Trail Overpass- Existing Conditions

Project Locations

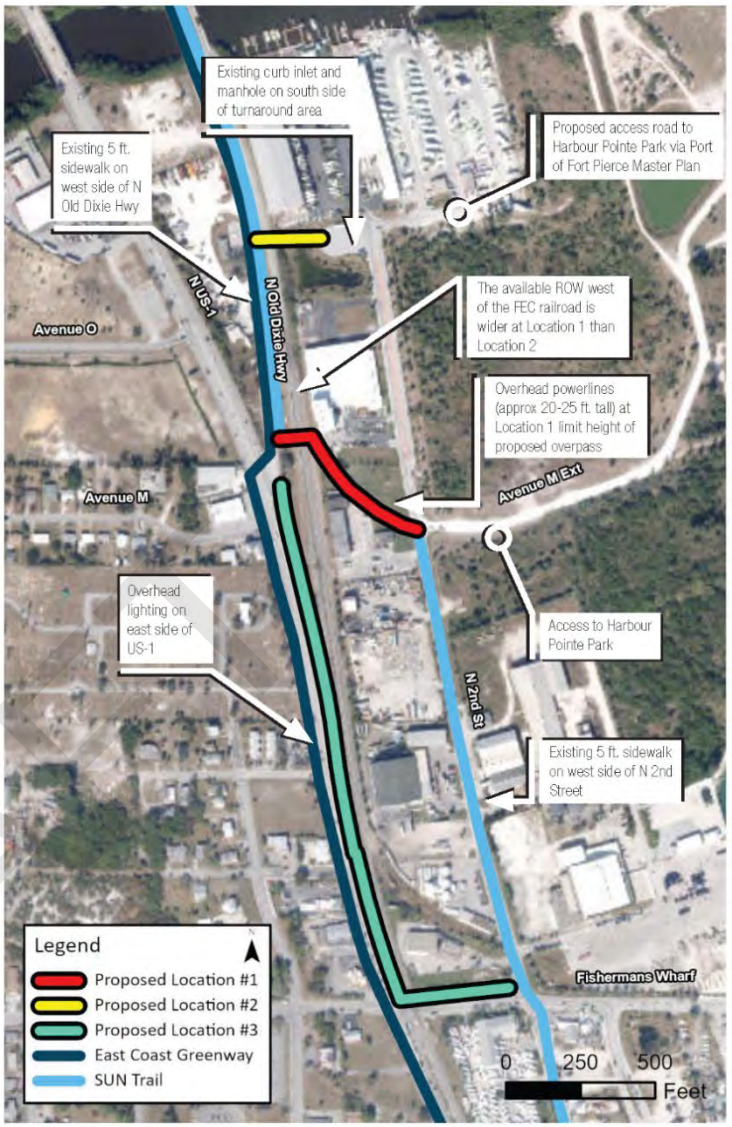
North View of Old Dixie Hwy

Location 1
West View on N 2nd St

Location 1
East View from FEC ROW

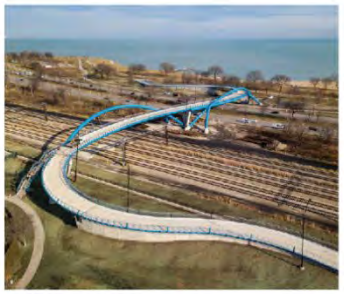
Location 2
West View of Retention Pond

Location 2
East View of Retention Pond

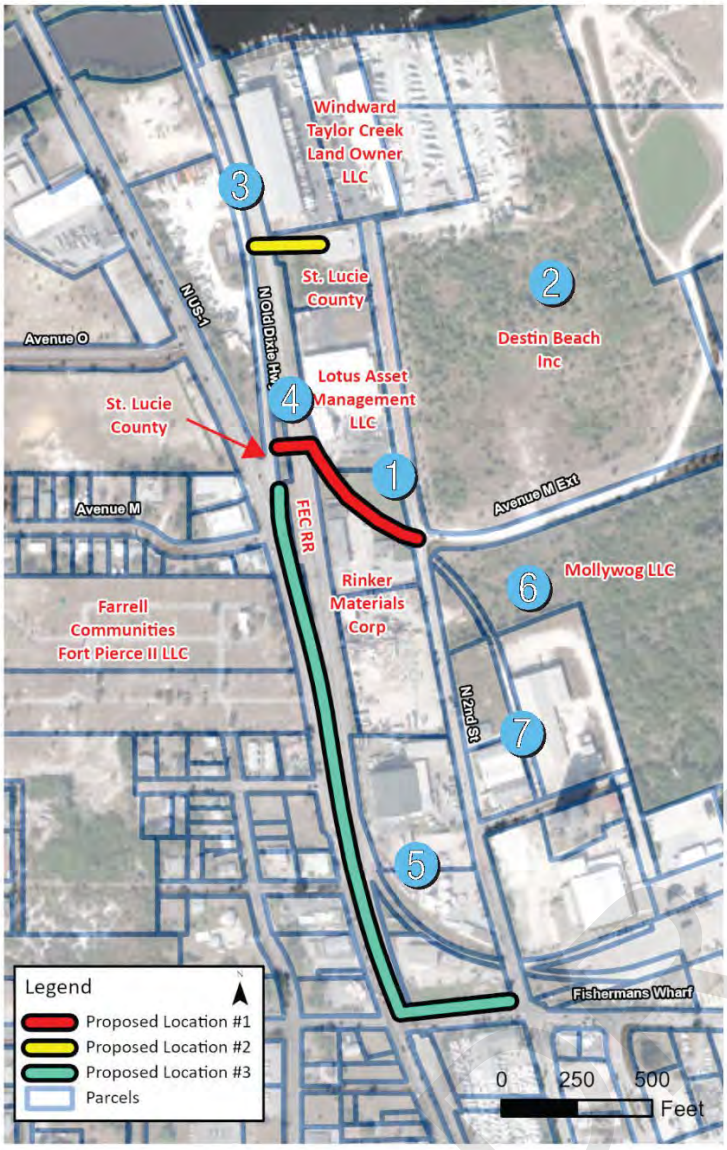


Study Area Opportunities

- Land within FEC ROW is undeveloped, allowing flexibility in the design of the shared-use overpass (Location 1)
- Location 2 is within land owned by the County and City of Fort Pierce
- N 2nd Street is a "no-outlet" street
  - Low-traffic volumes, low-stress roadway ideal for multimodal activity
- Likely to attract several users given proximity to major destinations, including:
  - Causeway Island
  - St. Lucie Aquarium
  - Historic Downtown Fort Pierce
  - Riverwalk Center
- Overpass provides a gateway into Harbour Pointe Park at both locations

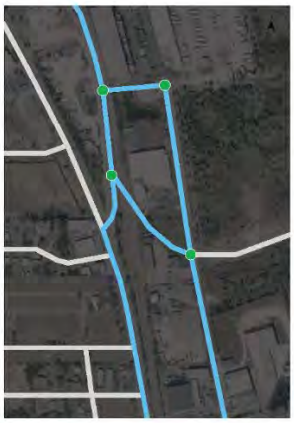


Florida Shared-Use Network (SUN) Trail
Port of Fort Pierce Overpass Connector Feasibility Study



1. 40 ft. wide ROW at proposed Location 1, which is within FEC ROW. Space is currently undeveloped and is not being used for rail activity
2. Public land maintained by St. Lucie County and the City of Fort Pierce is the site of Location 2
3. 10 ft. NB lane of N Old Dixie Highway will be repurposed to a shared-use multimodal path
4. 20 ft. of undeveloped space on the east side of N Old Dixie Hwy, within St. Lucie County ROW
5. Multiple parcels within the study are industrial uses that are privately owned
6. Concepts from Port of Fort Pierce Master Plan imply a future marine park with commercial storefronts on privately owned land
7. FEC owns rail spurs at, and near, Location 1 that were separated from the north-south mainline as part of N 2nd Street redevelopment

Current gaps noted by red "X" between the existing multimodal trails (blue lines) at both potential overpass locations.



Both potential overpass locations would link two regional trails, improving multimodal access and eliminating road-level crossings.

Study Area Observations

Nearby Projects

- N Dixie Highway Repurposing
  - Conversion to one-way, one lane northbound. Current northbound lane will be repurposed to accommodate shared-use path
- Port of Fort Pierce Redevelopment
  - Proposed multimodal greenway near Taylor Creek Marina
  - New access points to Harbour Pointe Park near Taylor Creek Marina
- Fisherman's Wharf Streetscape Project
  - Reconstruction of the roadway, drainage & lighting improvements, sidewalks, and landscaping
  - Undergrounding overhead utilities

Potential Conflicts

- Power lines above Location 1 and the west side of N 2nd Street present challenges to achieve necessary vertical clearance
- Utilities (curb inlet and manhole) near Location 2 could increase implementation costs
- Narrow ROW west of the FEC railroad
- Land near the proposed overpass locations is mostly privately owned
- Retention pond at Location 2 raises design constraints
- Location 3 is proposed as an on-road facility along a segment of US-1 experiencing high AADT and 77 crashes from 2017 to 2022.
- Expansion of US-1 needed to consturct Location 3 facility

Advantages

- Zero street-level crossings between Fishermans Wharf and Ave M Extended E (approx. .25 miles) heighten the demand for a shared-use overpass that improves multimodal connectivity
- Wide ROW at both proposed locations allow for flexibility in design to meet FDOT design criteria
- N 2nd Street & Old Dixie Highway can be targeted for lane repurposing efforts to create space for the proposed overpass
- At nearly 700 feet long, Location 1 allows for a smooth transition to roadside facilities
- County and City-owned land at Location 2 eliminates the land acquisition process

The matrix below provides a summary of some of the key advantages and disadvantages of each potential overpass/underpass location. Checkmarks within a green box indicate an advantage, while an "X" indicates a disadvantage.

Table 1. Evaluation Matrix

Potential Site	County-Owned Property	Low Implementation Cost	Meets SUN Trail Requirements	Avoids Utility Conflicts	Consistent with Port Master Plan
Location 1 (Overpass)	X	X	✓	X	X
Location 2A (Overpass)	✓	X	✓	✓	✓
Location 2B (Underpass)	✓	X	✓	✓	X
Location 3 (On-road Facility)	X	✓	X	X	X