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

BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Regular Meeting

Thursday, January 22, 2026
3:00 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 (not intended for Committee Members): Using a computer or smartphone, register at https://attendee.gotowebinar.com/register/7982778126586085467. 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 2:30 pm on January 22, 2026.

AGENDA

1. Call to Order

2. Roll Call

3. Comments from the Public

4. Approval of Agenda

5. Approval of Meeting Summary
   - *November 20, 2025 Regular Meeting*

6. Action Items

   6a. Annual Officer Elections: Election of a Chairperson and a Vice Chairperson for the BPAC for 2026.

   Action: Nominate and Elect a Chairperson and a Vice Chairperson for the BPAC.

6b. 2026 Safety Performance Targets: Review of the 2026 Safety Performance Targets and Interim Benchmarks for the TPO.

Action: Recommend adoption of the 2026 Safety Performance Targets and Interim Benchmarks, recommend adoption with conditions, or do not recommend adoption.

6c. Community Participation Plan (CPP) Annual Evaluation: Review of the CPP Annual Evaluation.

Action: Recommend acceptance of the CPP Annual Evaluation, recommend acceptance with conditions, or do not recommend acceptance.

6d. Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development: Review of the Reimagine Mobility 2050 LRTP.

Action: Recommend adoption of one of the two Cost Feasible Plan Alternatives and the draft Report for the Reimagine Mobility 2050 LRTP, recommend adoption with conditions, or do not recommend adoption.

7. Recommendations/Comments by Members

8. Staff Comments

9. Next Meeting: The next St. Lucie TPO BPAC meeting is a regular meeting scheduled for 3:00 pm on Thursday, March 19, 2026.

10. 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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BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

REGULAR MEETING

DATE: Thursday, November 20, 2025

TIME: 3:00 pm

MEETING SUMMARY

1. Call to Order

The meeting was called to order at 3:03 pm.

2. Roll Call

The roll call was conducted via sign-in sheet. A quorum was confirmed with the following members present:

Members Present	Representing
Jennifer McGee, Chairperson	St. Lucie County Environmental Resources Department (ERD)
Calvin King Jr.	Port St. Lucie Parks and Recreation
Anna Santacroce	Disability Representative
Joyania Hawthorne	St. Lucie County Parks and Recreation
Selena Griffett	Fort Pierce Public Works
Theodore Agnew	Resident Pedestrian
Mariana Payne	Alternate

Others Present	Representing
Kyle Bowman	St. Lucie TPO
Peter Buchwald	St. Lucie TPO
Yi Ding	St. Lucie TPO
Marceia Lathou	St. Lucie TPO
Stephanie Torres	St. Lucie TPO
Teresa Lane	Recording Specialist
Srin Varanasi	The Corradino Group

3. Comments from the Public – None.

4. Approval of Agenda

* MOTION by Ms. Hawthorne to approve the agenda.

** SECONDED by Ms. Griffett Carried UNANIMOUSLY

5. Approval of Meeting Summary
   - July 24, 2025 Regular Meeting

* MOTION by Ms. Hawthorne to approve the meeting summary.

** SECONDED by Ms. Griffett Carried UNANIMOUSLY

6. Action Items

6a. 2026 Meeting Dates: Approval of the proposed 2026 meeting dates for the St. Lucie TPO BPAC.

* MOTION by Ms. Payne to approve the proposed 2026 meeting dates.

** SECONDED by Ms. Hawthorne Carried UNANIMOUSLY

7. Discussion Items

7a. Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development: Review of the initial draft Cost Feasible Plan of the Reimagine Mobility 2050 LRTP.

Mr. Buchwald explained that the 2050 Cost Feasible Plan (CFP) is the culmination of the year-long 2050 LRTP development process to identify future transportation needs and program the implementation of projects to match projected revenues. Referencing the 2045 CFP, he summarized the performance of the TPO in implementing projects in the 2045 CFP including projects such as Port St. Lucie Bouelvard, Midway Road, the new Florida's Turnpike interchange at Midway Road, and several transit projects. He then introduced Mr. Varanasi to present the initial draft 2050 CFP.

Mr. Varanasi indicated that with more than 400 projects identified in the 2050 LRTP Needs Plan, an in-depth scoring methodology may be used to program projects to fund. The methodology incorporates how a project will improve mobility, safety, security, roadway connections, accessibility, etc. State and Federal projects funded by the Strategic Intermodal system (SIS) and State Highway System (SHS) were grouped with developer-funded projects because they are funded outside of the LRTP. The main focus of the CFP is the programming of Federal and State revenues for local, off-system roadway projects between 2031 and 2050.

Mr. Varanasi continued by summarizing three alternatives to address the long-range needs that improve north-south and east-west connectivity and regional access, The alternatives consist of Advancing the List of Priority Projects, which includes the Jenkins Road, California Boulevard, and St. Lucie West Boulevard projects; the Glades Cut Off Road Linkage, which creates a north-south connection via Jenkins Road between Orange Avenue and Glades Cutoff Road and an east-west connection of California Boulevard between Crosstown Parkway and East Del Rio Boulevard; and the Range Line Road Connection, which completes the north-south connection along Jenkins Road, Edwards Road, Glades Cutoff Road, and Range Line Road.

Ms. Santacroce initiated a discussion about how the scoring methodology considers congested roads using volume of cars and roadway capacity. Chairwoman McGee expressed her preference for Alternative 3, the Range Line Connection, to improve north-south connectivity across the County. She further opined that adding more lanes to St. Lucie West Boulevard will not sufficiently address traffic congestion because of the number of traffic lights and driveways on the roadway and noted the area around Jenkins and Edwards Roads is highly industrial. Chairwoman McGee also added that she favors the alternative because it avoids a bridge crossing over Ten Mile Creek, and Mr. Buchwald noted that it also avoids a railroad crossing.

When Ms. Santacroce inquired how often traffic counts are collected, Mr. Buchwald responded that they are conducted annually during peak season.

7b. FY 2026/27-2027/28 Unified Planning Work Program (UPWP) Call for Planning Projects: Initial discussion of the development of the FY 2026/27-2027/28 UPWP for the St. Lucie TPO.

Mr. Buchwald introduced Ms. Lathou, who explained that the UPWP is a two-year business plan that describes the TPO's tasks and programs. She further explained that because the current plan ends in July 2026, planning for the next UPWP was initiated, and the members are invited to suggest projects and programs to be studied and implemented over the next two years. Ms. Lathou reported that several project ideas are already being considered, including an Autonomous Vehicle Study Update and a Mobility Hub Study to identify where hubs containing park and ride lots and bus transfer stations should be located. The encouragement of travel outside of rush hour and the creation of an interactive application for bicyclists and pedestrians also are being considered. In addition, the completion of freight rail planning is being suggested that would examine the relocation of the Florida East Coast Railroad (FECR) intermodal facility away from downtown Fort Pierce and the feasibility of realigning the K-Line rail corridor further west to avoid residential conflicts.

When Ms. Santacroce inquired about robotaxis, Ms. Lathou explained that they are driverless taxis that will become available in Miami and Orlando next year. Ms. Lathou predicted that the driverless taxis will not fully replace typical rideshare providers like Uber and Lyft because the robotaxis typically stop on side streets where temporary parking is permitted, forcing riders to walk farther to reach their ride.

Chairwoman McGee proposed that the UPWP include a feasibility study for a pedestrian underpass to cross Indian River Drive and allow pedestrians to reach Walton Scrub Preserve along the Indian River. She indicated that an observation tower will open at the Preserve soon and will be followed by the construction of a fishing pier and boardwalk opposite the tower providing rare waterfront access to the public. When Ms. Lathou suggested also improving access to Walton Scrub Preserve itself, Chairwoman McGee stated the County will be adding a second driveway entrance soon that will be easier to identify.

8. Recommendations/Comments by Members – None.

9. Staff Comments – Mr. Buchwald reviewed the BPAC’s achievements over the past year and thanked the members for their participation and input.

10. Next Meeting: The next St. Lucie TPO BPAC meeting is a regular meeting scheduled for 3:00 pm on Thursday, January 22, 2026.

11. Adjourn – The meeting was adjourned at 4:00 pm.

Respectfully submitted:

_____
Teresa Lane
Recording Specialist

Approved by:

_____
Jennifer McGee
Chairperson

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AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	January 22, 2026
Item Number:	6a
Item Title:	Annual Officer Elections
Item Origination:	TPO By-Laws, Rules, and Procedures
UPWP Reference:	Task 6.1 – Public Involvement
Requested Action:	Nominate and elect a Chairperson and a Vice Chairperson for the BPAC for 2026. In 2025, the Chairperson was Jennifer McGee, and the Vice Chairperson was Terry Davis.
Staff Recommendation:	Not applicable

Attachments

- None

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AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	January 22, 2026
Item Number:	6b
Item Title:	2026 Safety Performance Targets
Item Origination:	Unified Planning Work Program (UPWP), Federal Requirements, and the Florida Department of Transportation (FDOT)
UPWP Reference:	Task 2.4 - Performance Management
Requested Action:	Recommend adoption of the 2026 Safety Performance Targets and Interim Benchmarks, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Based on sharing the understanding with FDOT that the death or injury of any person is unacceptable and the annual data from 2024 is the lowest in five years with the most recent annual data from 2025 confirming the downward trends, it is recommended that the same targets as FDOT's 2026 Safety Performance Targets and the 2026 Safety Performance Interim Benchmarks be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Excerpt from FDOT's FY 2024-2026 Highway Safety Plan

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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Transportation Systems Manager

DATE: January 13, 2026

SUBJECT: 2026 Safety Performance Targets

BACKGROUND

Federal Transportation Performance Management (TPM) requirements ensure that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) choose the most efficient investments for Federal transportation funding. To comply with the requirement, State DOTs are required to establish statewide targets annually for the safety performance measures, and MPOs have the option to support the statewide targets or adopt their own quantifiable targets for the MPO's planning area. The St. Lucie TPO (TPO) incorporated TPM into its planning process by dedicating a task to it in the FY 2024/25-FY 2025/26 Unified Planning Work Program.

Since 2017, the Florida Department of Transportation (FDOT) has adopted "0" annually for all five required safety performance measures to reflect its goal of zero deaths and injuries, and the TPO Board has adopted the same target as the FDOT's Safety Targets every year. For calendar year 2026, FDOT continues with its Vision Zero targets for all five safety performance measures. Consequently, to comply with the Federal requirements, the TPO must support the FDOT Safety Performance Targets or establish its own targets by February 27, 2026.

ANALYSIS

As meeting the target of zero deaths and injuries is a tremendous challenge, FDOT publishes every year the attached safety performance forecasts as part of its Highway Safety Plan that is statistically probable as they strive to drive

down fatalities and serious injuries to the ultimate target of zero. The TPO has been setting interim benchmarks to monitor the progress toward meeting the ultimate "0" targets. The safety performance results, for both FDOT and the TPO, using 5-year rolling averages which include the newly-released 2024 results, are compared to the 2024 TPO interim benchmarks as follows:

2024 Safety Performance Results												
	Fatality	%D	VMT (100 million)	%D	Fatality Rate*	%D	Serious Injury	%D	Serious Injury Rate*	%D	Non-Motorized Fatality and Serious Injuries	%D
Statewide												
2015 5-Year Rolling Average	2,531.4		1,966.34		1.277		20,505.0		10.36		3,207.6	
2016 5-Year Rolling Average	2,683.8	6.0%	2,011.91	2.3%	1.329	4.1%	20,832.8	1.6%	10.35	-0.1%	3,289.0	2.5%
2017 5-Year Rolling Average	2,825.0	5.3%	2,067.86	2.8%	1.361	2.4%	20,917.2	0.4%	10.13	-2.2%	3,286.0	-0.1%
2018 5-Year Rolling Average	2,972.0	5.2%	2,126.09	2.8%	1.398	2.7%	20,728.8	-0.9%	9.77	-3.5%	3,308.8	0.7%
2019 5-Year Rolling Average	3,110.6	4.7%	2,175.46	2.3%	1.420	1.6%	20,181.0	-2.6%	9.22	-5.6%	3,287.4	-0.6%
2020 5-Year Rolling Average	3,190.0	2.6%	2,177.22	0.1%	1.450	2.1%	18,978.4	-6.0%	8.64	-6.3%	3,159.4	-3.9%
2021 5-Year Rolling Average	3,304.8	3.6%	2,183.07	0.3%	1.517	4.6%	18,012.4	-5.1%	8.25	-4.5%	3,153.2	-0.2%
2022 5-Year Rolling Average	3,391.2	2.6%	2,198.05	0.7%	1.543	1.7%	17,137.2	-4.9%	7.79	-5.6%	3,153.8	0.0%
2023 5-Year Rolling Average	3,441.8	1.5%	2,230.59	1.5%	1.543	0.0%	16,380.6	-4.4%	7.34	-5.7%	3,148.2	-0.2%
2024 5-Year Rolling Average	3,423.2	-0.5%	2,267.02	1.6%	1.510	-2.1%	15,564.2	-5.0%	6.87	-6.5%	3,145.2	-0.1%
St. Lucie TPO												
2015 5-Year Rolling Average	31.0		30.84		1.00		166.6		5.40		27.2	
2016 5-Year Rolling Average	33.6	8.4%	31.53	2.2%	1.07	6.3%	165.0	-1.0%	5.21	-3.5%	24.4	-10.3%
2017 5-Year Rolling Average	36.2	7.7%	32.23	2.2%	1.12	5.5%	164.2	-0.5%	5.10	-2.1%	26.8	9.8%
2018 5-Year Rolling Average	38.0	5.0%	33.29	3.3%	1.14	1.6%	162.2	-1.2%	4.91	-3.7%	29.2	9.0%
2019 5-Year Rolling Average	38.2	0.5%	34.35	3.2%	1.11	-2.6%	146.2	-9.9%	4.29	-12.8%	26.2	-10.3%
2020 5-Year Rolling Average	40.8	6.8%	34.64	0.8%	1.18	6.1%	145.2	-0.7%	4.21	-1.7%	27.8	6.1%
2021 5-Year Rolling Average	43.8	7.4%	35.10	1.3%	1.25	5.9%	148.0	1.9%	4.23	0.5%	32.2	15.8%
2022 5-Year Rolling Average	44.2	0.9%	35.66	1.6%	1.24	-0.8%	146.8	-0.8%	4.12	-2.6%	31.2	-3.1%
2023 5-Year Rolling Average	45.2	2.3%	36.46	2.2%	1.25	0.4%	158.6	8.0%	4.35	5.6%	32.0	2.6%
2024 5-Year Rolling Average	48.2	6.6%	37.16	1.9%	1.30	4.2%	164.0	3.4%	4.41	1.4%	32.6	1.9%
2024 Interim Safety Performance Benchmarks	38				1.09		148		4.04		26	

Data Source: FDOT Forecasting & Trends Office

*Rate per 100 million Vehicle Miles Traveled (VMT)

The 5-year rolling averages above indicate that all five Statewide safety performances trended downward in 2024. The 5-year rolling averages also indicate that all five safety performances trended upward and missed the benchmarks in the TPO area the past two years. However, the annual data for 2024 compared to the previous four years identifies a reverse in that trend:

ANNUAL DATA	2020	2021	2022	2023	2024	2025*	INTERIM BENCHMARKS
Fatalities	49	50	42	49	51	37	38
Fatality Rate	1.458	1.408	1.128	1.241	1.252	N/A	1.09
Serious Injuries	156	165	160	187	152	109	148
Serious Injury Rate	4.643	4.647	4.296	4.734	3.732	N/A	4.04
Non-Motorized Fatalities and Serious Injuries	35	36	35	35	22	27	26
							*Through 11/12/25

The annual data for the TPO area identifies 2024 to have the lowest results of the five years that comprise the 5-year rolling average, and the Serious Injury Rate and the number of Non-Motorized Fatalities and Serious Injuries meeting the Interim Benchmarks. The most recent data for 2025 confirms the downward trends.

In addition, the table below indicates that the TPO continues to outperform all the MPOs/TPOs with populations between 300,000 and 400,000 in almost all of the safety performance results:

2024 Safety Performance Results						
MPO/TPO	Fatalities	Fatality Rates *	Serious Injuries	Serious Injury Rates *	Non-motorized Fatality and Serious Injuries	Population **
Gainesville MTPO	54.0	1.64	197.8	6.06	42.8	296,300
Hernando/Citrus MPO	74.2	1.87	482.8	11.44	52.2	376,700
St Lucie TPO	48.2	1.43	164.0	4.41	32.6	385,700
Capital Region TPA	64.4	1.39	225.8	5.02	44.4	400,000
Collier County MPO	45.4	1.11	212.2	5.62	43.6	408,400
Ocala/Marion County TPO	104.2	2.17	360.2	7.50	56.0	419,500
Data Source: FDOT Forecasting & Trends Office *Rate per 100 million Vehicle Miles Traveled (VMT) **2024 MPO population estimates						

The top reasons for traffic accidents and fatalities continue to be speeding and districted driving. Therefore, the TPO continued its efforts to improve roadway safety through speed management by building upon the Speed Kills Analysis conducted in 2021 with Spot Speed Studies to evaluate speed limits and travel speeds on arterial roadways. In addition, the TPO adopted Hands-Free Florida as a Legislative Priority for the 2026 Florida Legislative Session to continue its efforts to reduce distracted driving.

Understanding that meeting the “0” targets is a comprehensive effort among the TPO, local governments, and law enforcement, it is expected that the speed management efforts and the efforts to address districted driving will ultimately reduce the number of traffic fatalities and serious injuries and meet the interim benchmarks and final targets.

Since both the State and the TPO area are experiencing downward trends in the safety performance results, it appears to be appropriate for the TPO to continue to share FDOT’s approach to safety that the death or injury of any person is unacceptable and to partner with FDOT in meeting the safety targets to optimize the use of Federal funds. Therefore, it appears to be appropriate for the TPO to adopt the same targets as FDOT’s 2026 Safety Performance Targets of “0”. Since the annual data from 2024 in the TPO area is the lowest

in five years and meets two of the Interim Benchmarks, and the most recent annual data from 2025 confirms the downward trends, it appears to be appropriate for the TPO to adopt for 2026 the same Safety Performance Interim Benchmarks that were adopted in 2025 to monitor the TPO's progress in meeting the "0" targets.

RECOMMENDATION

Based on sharing the understanding with FDOT that the death or injury of any person is unacceptable and the annual data from 2024 is the lowest in five years with the most recent annual data from 2025 confirming the downward trends, it is recommended that the same targets as FDOT's 2026 Safety Performance Targets and the 2026 Safety Performance Interim Benchmarks be recommended for adoption by the TPO Board.

PERFORMANCE PLAN

DATA FORECASTS

Realizing that zero fatalities likely will not be reached within Florida's 3HSP, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida's data forecasts have been established using an autoregressive integrated moving average (ARIMA) Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including VMT, gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only VMT and gas consumption have relatively high correlations with fatalities and serious injuries; and, of these two variables, only VMT was useful in predicting future fatalities and serious injuries.

The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecast based on five-year rolling averages; and the remaining performance measures will be forecasted annually. The forecasts for 2023 to 2026 are based on monthly data from 2007 through 2022 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2023 to 2026 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to any COVID-19 anomalies.

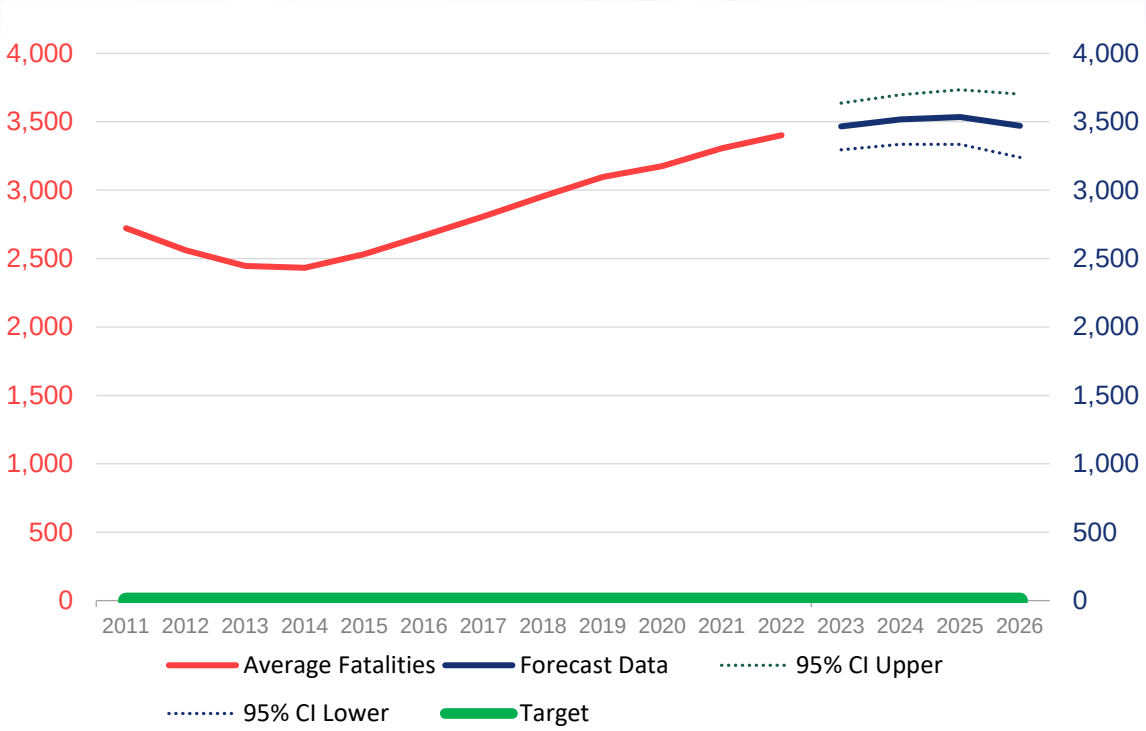
C1—Number of Traffic Fatalities

- **Target:** Florida's target for fatalities is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

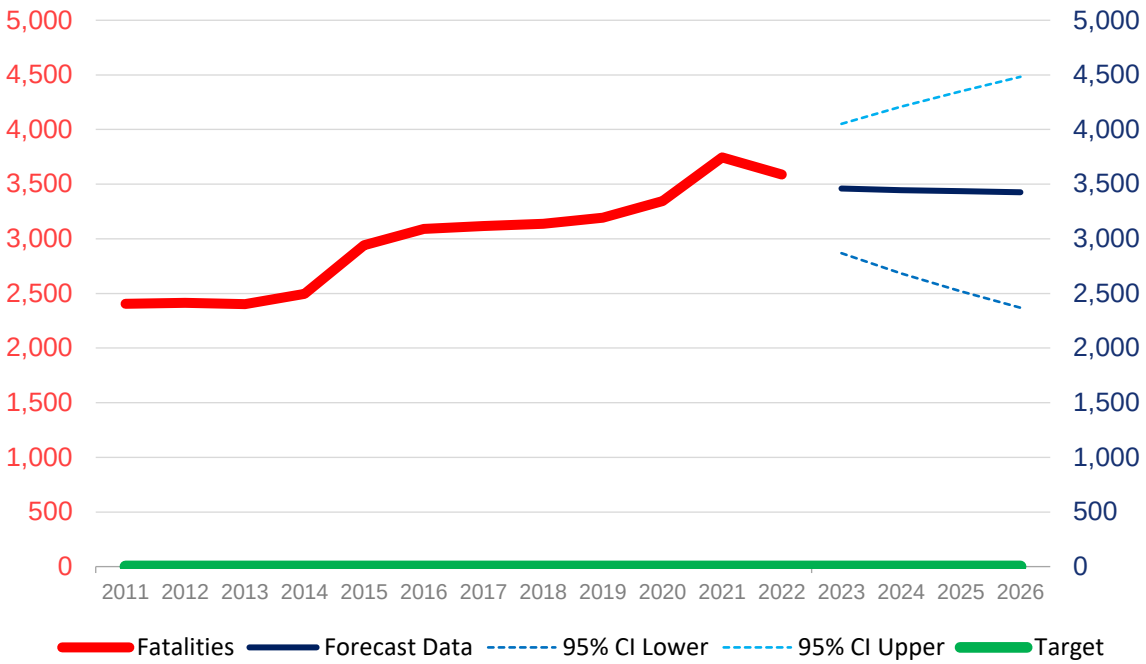
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-1	Number of fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	4,052	4,208	4,350	4,482
			Lower	2,868	2,683	2,520	2,369

- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP—with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables—the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecasts for 2023 through 2026.



Actual Annual Fatalities Graph: The chart below reflects the annual fatalities for each year and the data forecasts for 2023 through 2026.



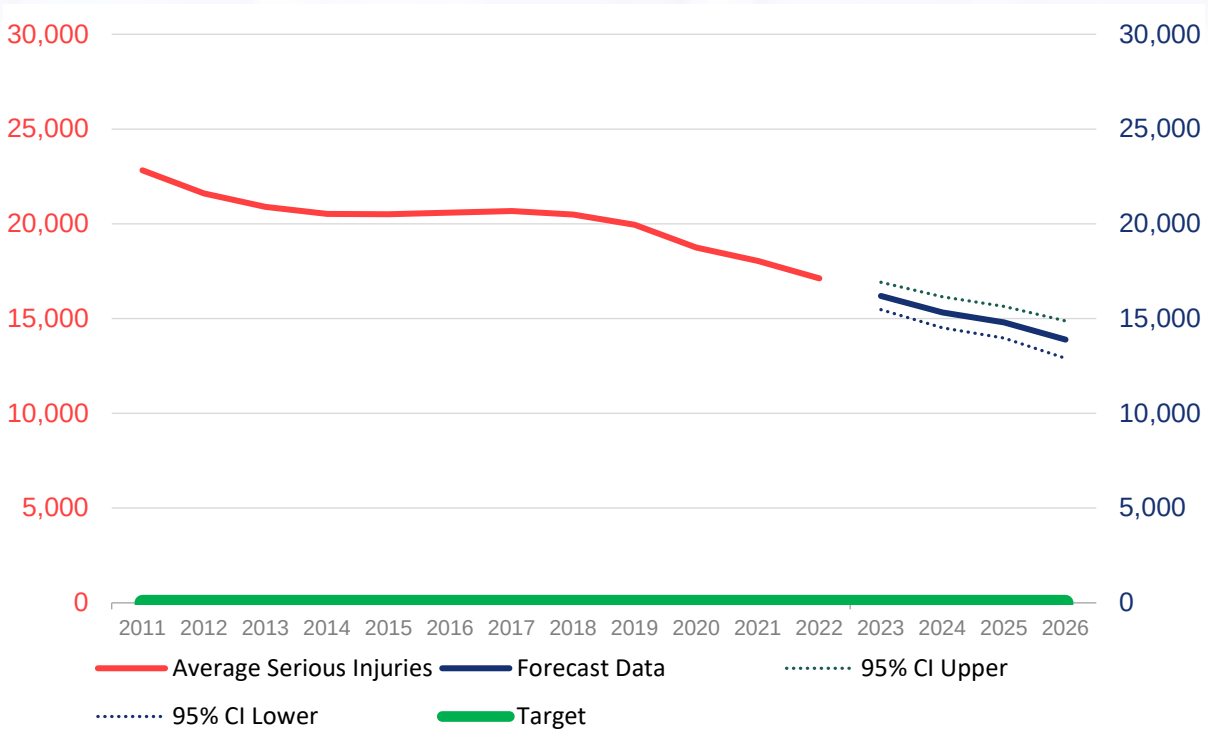
C2—Number of Serious Injuries

- **Target:** Florida's target for serious injuries is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

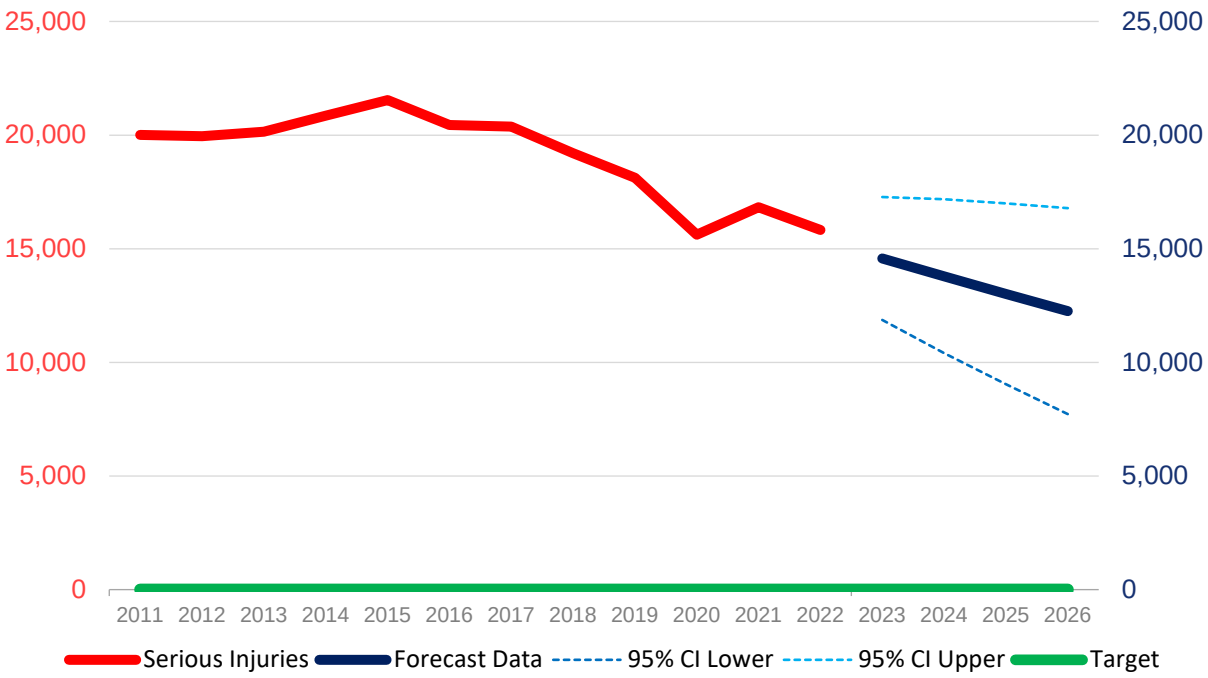
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-2	Number of serious injuries	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	17,274	17,177	16,988	16,785
			Lower	11,866	10,404	9,039	7,722

- **Strategy:** The data forecast indicates Florida's five-year rolling average for serious injuries will continue to trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of serious injuries to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of serious injuries.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: The chart below reflects the five-year rolling average of serious injuries for each year and the data forecasts for 2023 through 2026.



Annual Serious Injuries Graph: The chart below reflects the total annual serious injuries for each year and the data forecasts for 2023 through 2026.



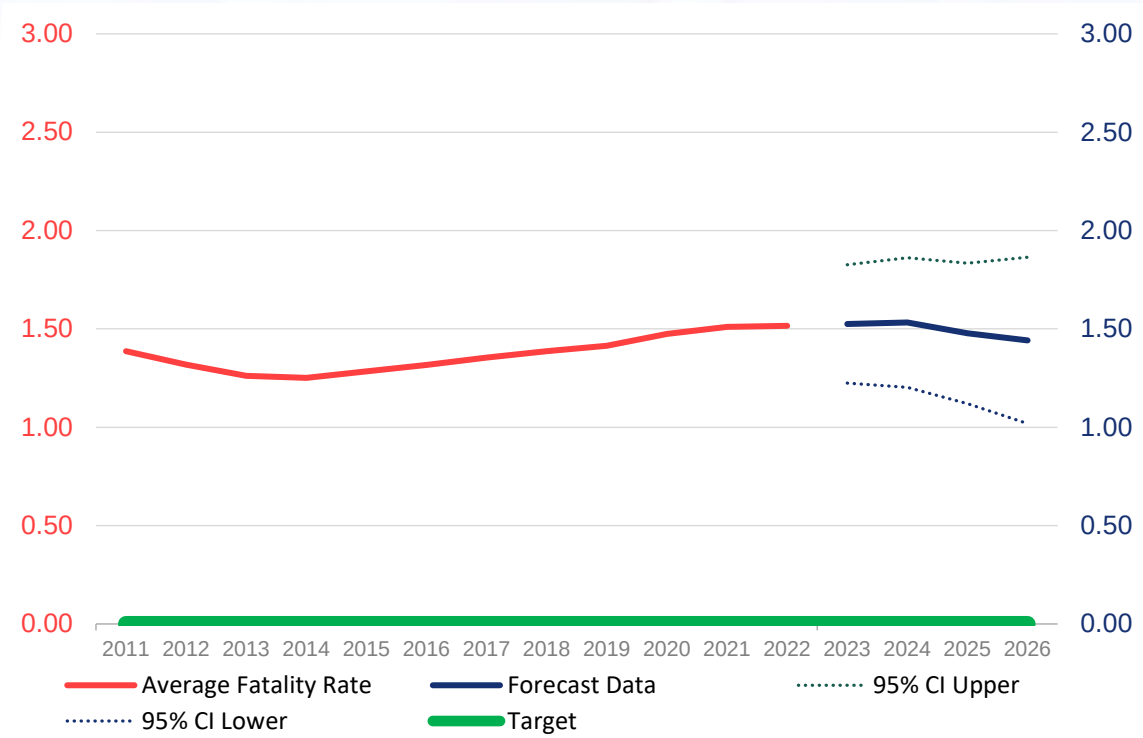
C3—Fatality Rate

- **Target:** Florida's target for fatality rate is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatality rate per 100M VMT on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

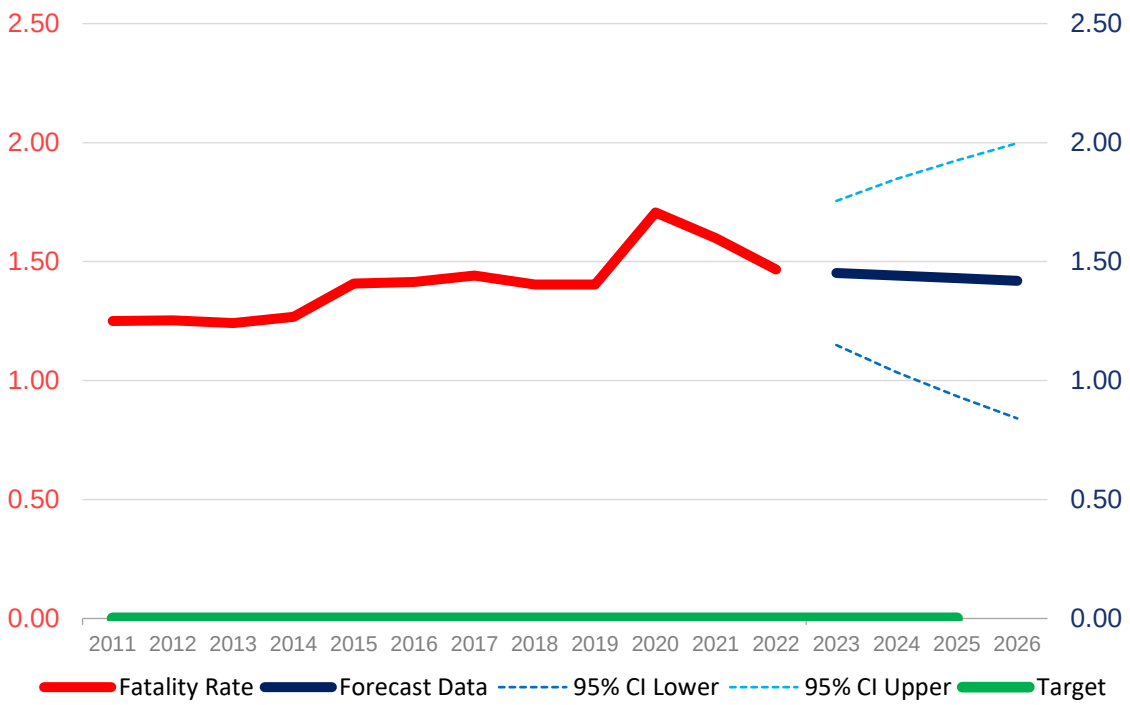
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-3	Fatality rate per 100 VMT	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	1.75	1.85	1.93	2.00
			Lower	1.15	1.03	0.93	0.84

- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatality rate could trend slowly downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the fatality rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: Fatality Rate—The chart below reflects the five-year rolling average for fatality rate per VMT for each year and the data forecasts for 2023 through 2026.



Actual Annual Graph: Fatality Rate—The chart below reflects the annual fatality rate per VMT for each year and the data forecasts for 2023 through 2026.



St. Lucie Transportation Planning Organization

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AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	January 22, 2026
Item Number:	6c
Item Title:	Community Participation Plan (CPP) 2025 Annual Evaluation
Item Origination:	Unified Planning Work Program (UPWP) and Federal and State requirements
UPWP Reference:	Task 5.1 - Public Participation, Education & Outreach
Requested Action:	Recommend acceptance of the CPP Annual Evaluation, recommend acceptance with conditions, or do not recommend acceptance.
Staff Recommendation:	Because the CPP Annual Evaluation assists the TPO in tailoring its approach to community participation in the transportation decision-making process, it is recommended that the draft CPP Annual Evaluation be recommended for acceptance by the TPO Board.

Attachment

- Staff Report

St. Lucie Transportation Planning Organization

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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit Program Manager

DATE: January 13, 2026

SUBJECT: Community Participation Plan (CPP) Annual Evaluation

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BACKGROUND

Public participation is an intentional, dynamic process informing all stages of development of TPO plans, programs, and activities. The process is outlined in the TPO's Community Participation Plan (CPP) adopted by the TPO Board on February 5, 2025.

The CPP is evaluated quarterly by TPO staff with annual presentations to the Local Coordinating Board for the Transportation Disadvantaged (LCB), the TPO Advisory Committees, and the TPO Board. These evaluations help gauge the effectiveness of the CPP in accomplishing its goals. The effectiveness of the CPP is determined by using performance measures, setting targets for those measures, and comparing the measurable results to the targets. Tools and techniques of the CPP subsequently are selected and/or updated based on the evaluations.

ANALYSIS

The performance measures of the CPP Annual Evaluation align with the Engagement Output and Outcome Measures described in *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making* (2023). Output Measures are based on metrics such as event attendance and online engagements. Outcome Measures identify the level of influence of the participation methods such as how public input received by the method was used by the TPO and affected the resulting end products.

A variety of tools and techniques were used during 2025. Online strategies included website content, social media posts, and eblasts. Participant engagement in these strategies was measured by links clicked, survey responses, eblast opens, and social media views/interactions. Combined, this engagement resulted in 11,723 unique participations in the TPO's transportation process which exceeded the target of 10,000.

In-person tools/techniques included public meetings, advisory committee meetings, focus groups, and attendance at events hosted by others. Participation was counted as attendees at TPO-hosted events and persons who interacted with TPO Staff at events hosted by other agencies. Combined, this participation resulted in 1,920 interactions which, although impressive, fell short of the target of 2,000.

Of note is that community engagement for the Reimagine Mobility 2050 Long Range Transportation was the focus of 2025, with the majority of online and in-person activities devoted to this effort. Nevertheless, the top-performing social media post was the Express Bus Birthday Bash on Facebook. Celebrating the one-year anniversary of the express bus service to West Palm Beach, the post earned 8,883 views and 99 interactions. In a distant second place was the Reimagine Mobility Comment Map post, which received 2,976 views and 35 interactions.

Output Measures

Output measures are number-based metrics used to track how many people are reached by public engagement activities. They differ from outcome measures, which look at how effective or meaningful the engagement was. Output measures focus on clear data, such as the number of meetings held, people who attended, or social media interactions. This information helps identify gaps in participation and improve outreach strategies.

2025 Output Measures

Participation Output Measure	Target	Result	Target Met?
Total Participation (online)	10,000	11,723	Yes
Total Participation (in-person)	2,000	1,920	No

Outcome Measures

Outcome Measures were assessed by summarizing the level of influence of each participation method. The levels, which range from low to high influence, are categorized as follows:

Inform: Distribute information to the community. (Examples: announcements, meeting agendas, etc. on website, social media, and in-person).

Consult: Obtain community feedback with the community seeing the results of its participation. (Examples: initial surveys, posts at the beginning of a planning process, TPO items on other agencies' agendas).

Involve: Understand and consider the concerns and needs of the community with the community seeing the results of its participation. (Example: feedback on draft plans).

Collaborate: Partner with the community in the refinement of alternatives and solutions to address the needs and concerns of the community with the community seeing the results of its participation. (Examples: Advisory Committee and TPO Board meetings).

Empower: Partner with the community in the development of community-initiated alternatives and solutions to address the needs and concerns of the community with the community seeing the results of its participation. (Example: recommendations made during public meetings).

Level of Influence Category	Number of Participation Methods Used	Target*	Result*	Target Met?
Inform	11	20%	14	N
Consult	21	20%	14	Y
Involve	7	20%	14	N
Collaborate	23	20%	14	Y
Empower	8	20%	14	N
TOTAL	70	100%	100%	

*Percentage of Total Number of Participation Methods Used

The first four levels of influence can be seen as a progression of the planning process. For example, the community is informed of a project at its inception, the community is consulted during the visioning and data collection/analysis phases, community involvement is solicited for feedback on drafts, and the project works its way through the TPO Advisory Committees and TPO Board action during the collaboration phase. Empowerment can occur during any phase of the planning process.

Some of the Levels of Influence are constrained by definition. For instance, the Collaborate Level is constrained by the number of public meetings hosted by the TPO. This includes meetings of the Local Coordinating Board for the Transportation Disadvantaged (LCB), TPO Advisory Committees, TPO Board, Treasure Coast Scenic Highway (TCSH) Committee, and occasionally the Treasure Coast Technical Advisory Committee (TCTAC) and Treasure Coast Transportation Council (TCTC).

Likewise, the Consult Level is constrained by the number of TPO major projects, e.g., projects that necessitate surveys, draft documents, and final documents. Notable examples in 2025 were the Community Participation Plan and the Reimagine Mobility 2050 LRTP.

Instances of empowerment occur when citizen requests result in agenda items or when TPO Staff attendance is requested at events. Therefore, the Empowerment Level may not occur as frequently, for instance, as when the TPO distributes public information.

RECOMMENDATION

Because the CPP Annual Evaluation assists the TPO in tailoring its approach to community participation in the transportation decision-making process, it is recommended that the draft CPP Annual Evaluation be recommended for acceptance by the TPO Board.

St. Lucie Transportation Planning Organization

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AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	January 22, 2026
Item Number:	6d
Item Title:	Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development
Item Origination:	2050 LRTP Development Process
UPWP Reference:	Task 3.1 – Long Range Transportation Planning
Requested Action:	Recommend adoption of one of the two Cost Feasible Plan Alternatives and the draft Report for the Reimagine Mobility 2050 LRTP, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Based on the Reimagine 2050 LRTP complying with State and Federal requirements and addressing the needs of the TPO area, it is recommended that one of the two Cost Feasible Plan Alternatives and the draft Report for the Reimagine Mobility 2050 LRTP be recommended for adoption.

Attachments

- Staff Report
- Draft Reimagine Mobility 2050 LRTP Report

St. Lucie Transportation Planning Organization

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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Transportation Systems Manager

DATE: January 13, 2026

SUBJECT: Reimagine Mobility 2050 Long Range Transportation Plan (LRTP)

BACKGROUND

At their November meetings, the Advisory Committees reviewed and discussed the initial draft Cost Feasible Plan (CFP) for the Reimagine Mobility 2050 Long Range Transportation Plan (LRTP). The draft CFP was subsequently reviewed and discussed by the TPO Board at its December meeting. Based on the Board's comments, the draft CFP has been revised into two final alternatives for review and recommendation. In conjunction with the CFP, the draft Reimagine Mobility 2050 LRTP is now ready for review and recommendation for adoption. The document incorporates all input received and reflects the elements reviewed by the TPO Advisory Committees throughout its development.

ANALYSIS

The revised CFP includes two alternatives, both of which focus on improving north–south and east–west connectivity and enhancing regional access. The alternatives share a common core set of projects, including improvements along the Jenkins Road and Glades Cut-Off Road corridors.

Alternative A: Balancing Development & Mobility with California Boulevard. This alternative prioritizes the creation of a continuous north–south corridor by connecting the Jenkins Road segments—from Orange Avenue through

Edwards Road—to Range Line Road, providing a critical link from the county's core to its southern boundary. To strengthen east–west connectivity, this alternative funds the widening of California Boulevard between Crosstown Parkway and East Del Rio Boulevard.

Alternative B: Balancing Development & Mobility with St. Lucie West Boulevard. This alternative maintains the same strategic north–south connections as Alternative A, including improvements to Jenkins Road and Range Line Road, but differs in its east–west investment approach. Rather than widening California Boulevard, this alternative funds the widening and Complete Streets retrofit of St. Lucie West Boulevard to address congestion within the northern commercial district of Port St. Lucie.

Chapter 6 of the Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) present a tabular listing of projects along with detailed maps illustrating both CFP alternatives and their respective performance outcomes.

Within the draft Reimagine Mobility 2050 LRTP Report, Chapter 1 documents the public engagement activities undertaken throughout the planning process. Chapter 2 develops the future land use and socioeconomic data for the plan. Chapter 3 establishes consistency with applicable federal and State requirements, as well as with State, regional, and local plans. Chapter 4 defines the plan's goals, objectives, and performance measures. Chapter 5 identifies multimodal transportation needs, and Chapter 6 summarizes the financial resources analysis and the development of the Cost Feasible Plan (CFP).

The Reimagine Mobility 2050 LRTP incorporates numerous tables, figures, and maps to clearly and concisely convey key information. Supporting materials including public participation elements, workshop presentations, environmental and transportation system data, roadway project scores, and CFP projects are provided in the appendices contained in Chapter 7.

The Reimagine Mobility 2050 LRTP addresses the transportation needs of the TPO area through comprehensive stakeholder engagement and public participation, while minimizing or mitigating potential environmental impacts on a systemwide basis. The CFP is consistent with the LRTP's Vision, Goals, and Objectives. In addition, the plan demonstrates no disproportionate impacts and the distribution of benefits to all within the TPO area. Finally, the Reimagine Mobility 2050 LRTP incorporates quantitative performance measures to evaluate and monitor plan performance.

RECOMMENDATION

Based on the Reimagine 2050 LRTP complying with State and Federal requirements and addressing the needs of the TPO area, it is recommended that one of the two Cost Feasible Plan Alternatives and the draft Report for the Reimagine Mobility 2050 LRTP be recommended for adoption.

Reimagine MOBILITY 2050
LONG RANGE TRANSPORTATION PLAN

LONG RANGE TRANSPORTATION PLAN

St. Lucie Transportation Planning Organization

CORRADINO

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Introduction

The Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) serves as the blueprint of St. Lucie county's multimodal transportation network for the next 25 years. Guided by a vision "To Reimagine an Innovative, Safe, and Sustainable Multimodal Transportation System," the LRTP 2050 update reflects the region's long-term aspirations.

The St. Lucie Transportation Planning Organization (TPO) is required by federal law to review and update its transportation plan every five (5) years. This plan ensures that transportation investments remain responsive to shifting growth patterns, emerging technologies, and community priorities. To provide a comprehensive roadmap, the report is structured into the following major sections:

1. **Public Engagement:** Outlines the strategies used to involve the public and the feedback received.
2. **Land Use and Socioeconomic Data Development:** Details the population and employment data that underpins the travel demand model.
3. **Study Area Data Review and Analysis:** Analyzes existing safety conditions, network performance, and prior planning studies.
4. **Goals, Objectives, and Performance Measures:** Establishes the metrics used to evaluate success and track progress.
5. **Multimodal Needs Plan:** Identifies all transportation needs regardless of funding availability.
6. **Cost Feasible Plan:** Prioritizes projects based on available revenue forecasts.

1. Public Engagement

A robust and inclusive outreach initiative was undertaken to ensure Reimagine Mobility 2050 was grounded in the true aspirations of the public. A diverse suite of engagement tools was deployed to capture community sentiment. These strategies ranged from high-tech immersive workshops and gamification exercises to broad digital polling and formal oversight by advisory committees.

The public engagement process was aligned with the St. Lucie TPO's Community Participation Plan. This process adheres to Title VI of the Civil Rights Act of 1964 and ADA requirements, ensuring that the planning process benefits all segments of the community equitably—regardless of race, color, national origin, or ability—with a specific focus on reaching those traditionally underserved by existing transportation systems.

To achieve broad dialogue, the TPO utilized specific strategies to promote the continuing involvement of citizens and stakeholders, creating opportunities for feedback throughout the development of the 2050 LRTP.

1.1 Public Participation Strategies

The unified engagement strategy executed by the project team was carefully calibrated to align with the TPO's defined levels of influence—ranging from **Informing** and **Consulting** the public to actively **Involving** and **Collaborating** with and **Empowering** stakeholders. By utilizing interactive techniques, formal oversight, and supporting data tools, the planning process ensured that community feedback was not just heard but was actively used to shape the plan's direction.

Interactive Workshops

Three key public engagement events were conducted to involve the public directly at critical decision points. Workshop locations were identified and reserved by TPO staff to meet ADA accessibility requirements, with a specific focus on locations accessible to populations traditionally underserved by existing transportation systems (Title VI communities).

- **Earth Day Workshop: Goals and Objectives and Issues Identification (Oxbow Eco-Center, St. Lucie County, April 12, 2025)**
    - **Focus:** Project Launch and Visioning.
    - **Summary:** This initial engagement aligned with Earth Day events to maximize community reach. Over 120 participants were engaged. The focus was on raising awareness of the 2050 LRTP and gathering input on the community's high-level goals and objectives. In addition, the transportation issues faced by the community members were gathered and mapped. Large scale plots of congested roadways were presented and public feedback on possible solutions was obtained in four broad categories- Roadway, transit, bike/pedestrian and congestion management/safety. This event served as the "kick-off" for public involvement, establishing a vision for the plan. The workshop maps and public feedback are presented in Appendix B.

- **Unity in Our Community Needs Plan Workshop (Fort Pierce Recreation Center, July 16, 2025)**

  - **Focus:** Needs Assessment and Prioritization.
  - **Summary:** This session utilized gamification techniques to engage participants in a dynamic environment. Over 100 participants were engaged. Through interactive exercises (such as budget allocation games or priority mapping), transportation needs and trade-offs were identified by stakeholders. This interactive approach helped citizens understand constraints and clarify which improvements mattered most to the community. The participants were given colored chips that needed to be distributed into 4 different buckets of transportation investments: Roadway, Transit, Bike/Pedestrian, and Congestion Management/Safety. The community in Fort Pierce favored road transportation safety (37%), followed by transit (26%), bike/pedestrian (22%) and roadways capacity enhancements (16%).

- **Cost Feasible Workshop (Tradition Square Farmers Market, Port St. Lucie, December 28, 2025)**
  - **Focus:** Cost Feasible Alternatives.
  - **Summary:** This session focused on the draft Cost Feasible Plan alternatives. Two different alternatives were presented. Over 75 participants were engaged at this pop-up event.

    - Alternative A: Widening Jenkins Road and connecting to Glades Cut-off Road via Selvitz Road, widening Glades Cut Off Road and Range Line Road. This option also included widening California Boulevard.

    - Alternative B: Widening Jenkins Road and connecting to Glades Cut-off Road via Selvitz Road, widening Glades Cut Off Road and Range Line Road. This option also included widening St. Lucie West Boulevard.

  Participants favored Alternative B (78%) over Alternative A (22%). Majority of public focused on St. Lucie West boulevard congestion mitigation as this has more community wide impacts than more localized impacts of improving California Boulevard.

  In addition, public comments were focused on express buses and park-and-ride lots. Several members requested express bus services to Palm Beach International Airport and Downtown Fort Pierce from Port St. Lucie. Public also are keen to access Treasure Coast Brightline station.

Committee Engagement

Formal technical and policy oversight was provided through the TPO's standing committees and Board. All plans, programs, and actions related to the 2050 LRTP were subject to review by the following bodies as outlined in the TPO's Public Participation Plan:

- The Technical Advisory Committee (TAC)
- Citizens Advisory Committee (CAC)
- Bicycle-Pedestrian Advisory Committee (BPAC)
- Local Coordinating Board for the Transportation Disadvantaged (LCB)

Online Survey and Digital Information

- **Online Survey:** To reach a broader audience, an online survey was developed and to gather input from the community members on their needs and priorities. The responses were analyzed summarized to ensure the community needs are aware and incorporated into the plan. The design of the online survey and the survey results are included in Appendix A.

- **Website & Public Review:** The TPO LRTP website: LRTP 2050 – St Lucie TPO serves as the central hub for information. Technical content, project maps, meeting information and document updates are provided for public review. Draft adoption documents were also made accessible by TPO staff for comment prior to final adoption.

1.2 Engagement Schedule and Milestones

The engagement process was supported by a series of targeted focus groups and formal committee reviews to ensure technical accuracy and community alignment.

Focus Group Meetings

To address specific planning factors, targeted focus groups were convened with key subject matter experts and community leaders. These sessions allowed for in-depth discussion on specialized topics. Table 1-1 listed the focus group meetings.

Table 1-1: Focus Group Meetings

Focus Group (Planning Factor)	Date	Participants	Presented
Travel and Tourism	October 1, 2025	St. Lucie Tourist Development Council (TDC)	Needs Plan
Transportation Network Alternatives and Modeling	October 3, 2025	City Managers/County Administrator	Options and Possibilities / 3D Immersive Technology
Safety and Security	October 8, 2025	Police Chiefs and Sheriff	Safety and Security Needs
Environmental/Resiliency/Mitigation	November 6, 2025	FDOT Environmental Management, St. Lucie County, St. Lucie Conservation Alliance	Environmentally Sensitive Areas and System Mitigation
Project Prioritization	November 25, 2025	City Managers/Assistant County Administrator	Draft Cost Feasible Plan

Committee and Board Meeting Schedule

The following table lists the schedule established for the review and adoption of key deliverables by the Advisory Committees (TAC, CAC, BPAC, LCB) and the TPO Board.

Table 1-2: Committee and Board Meetings

Meeting Dates	Task / Deliverable
Advisory Committee Meetings	
October 21, 2025	Final Needs Plan; Revenue Forecasts; Transportation Alternatives
November 18 & 20, 2025	Draft Cost Feasible Plan
January 20 & 22, 2026	Final Cost Feasible Plan and Reimagine Mobility 2050 LRTP Adoption
TPO Board Meetings	
October 29, 2025	Final Needs Plan; Revenue Forecasts; Transportation Alternatives
December 3, 2025	Draft Cost Feasible Plan
February 4, 2026	Final Cost Feasible Plan and Reimagine Mobility 2050 LRTP Adoption

1.3 Documentation and Response

Stakeholder feedback was systematically collected, evaluated, and incorporated by the TPO and its consultants throughout the entire 2050 LRTP development process. When appropriate and within the project scope and budget, additional analysis was undertaken to ensure community voices are heard and actively used to shape plan outcomes. Supplemental material, including the survey format, public education flyers, and workshop advertisements, are attached presented in Appendix A.

2. Land Use and Socioeconomic Data Development

St. Lucie County's rapid growth is driving increased demand on transportation infrastructure. Based on demographic and employment trends, projections for 2050 show the population doubling (101% increase) and employment rising by 100%. Figure 2-1 details these forecasts, drawn from the Bureau of Economic and Business Research (BEBR)'s "High" projections, emphasizing the need for strategic investment in transportation to manage congestion, maintain safety, and preserve quality of life. Figure 2-1 and Figure 2-2 illustrate the population growth and employment growth for 2050. The St. Lucie TPO board has adopted these control totals and the socioeconomic data forecasts during the April 2025 board meeting.

Table 2-1: Forecasted Population and Employment Growth, 2020 to 2050

	Population	Total Employment
2020	326,451	133,019
2050	655,403	266,471
Total Growth	328,952	133,452
Percent Growth	101%	100%

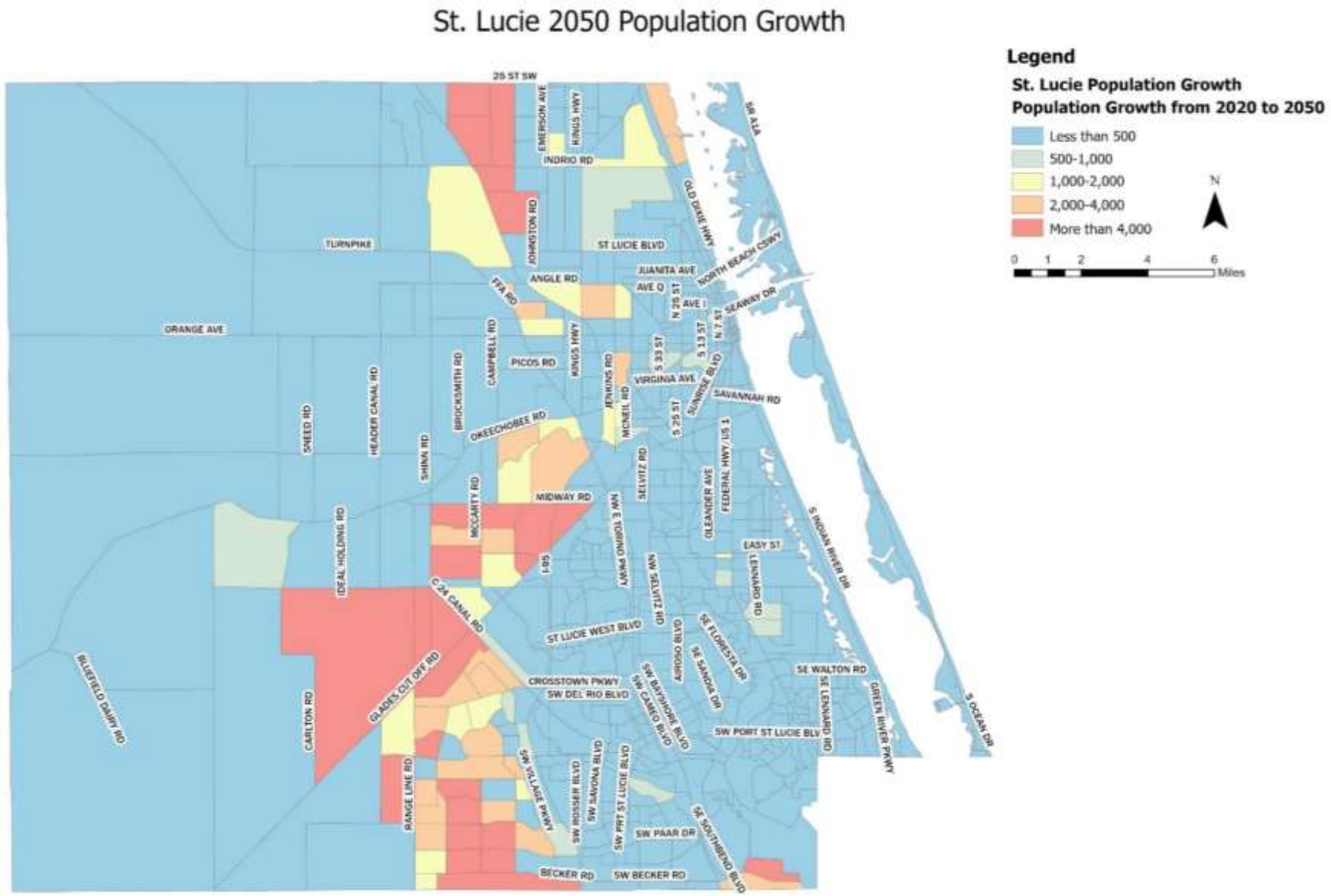


Figure 2-1: St. Lucie Population Growth from 2020 to 2050

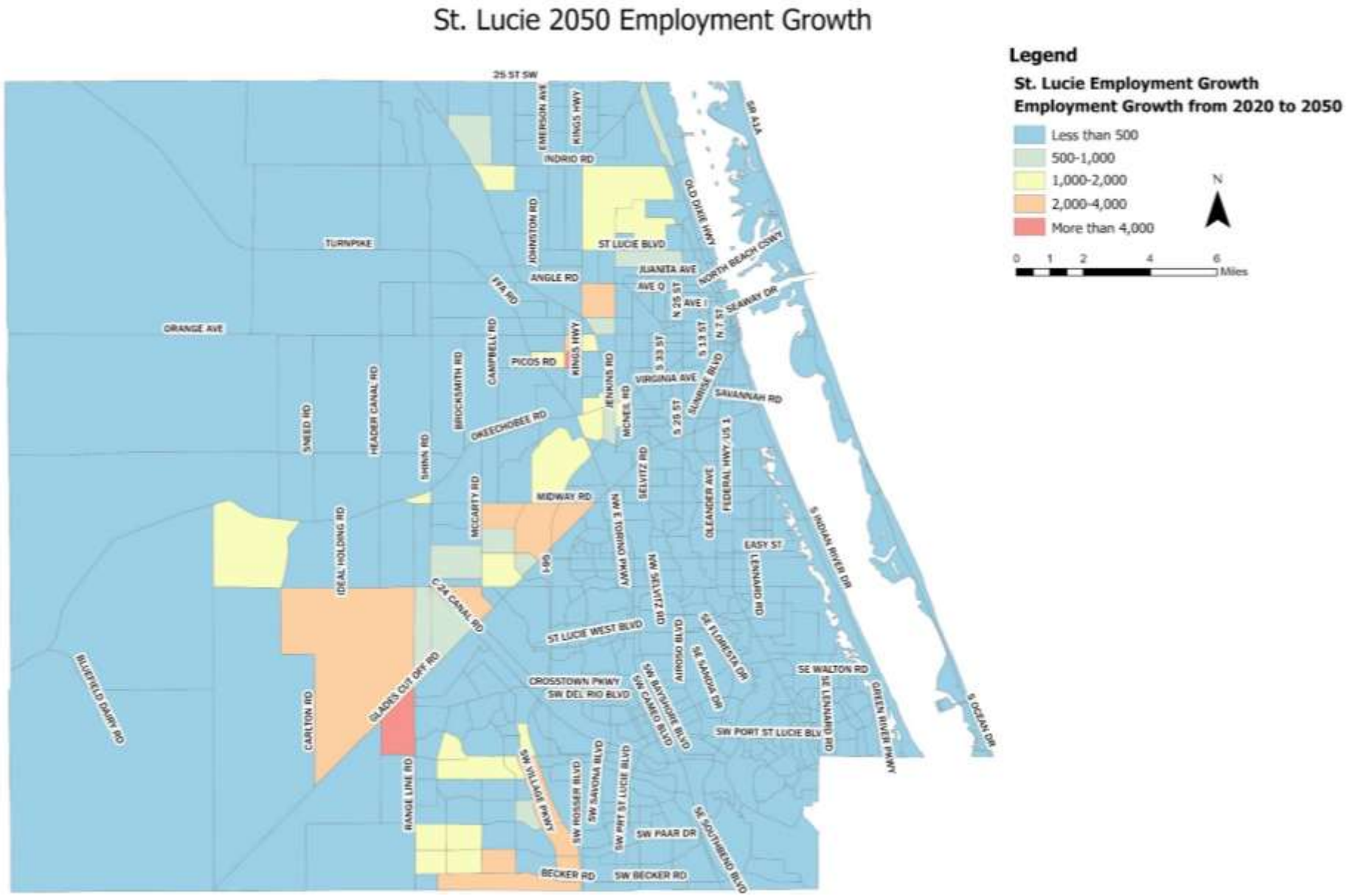


Figure 2-2: St Lucie Employment Growth from 2020 to 2050

3. Study Area Data Review and Analysis

To develop an inclusive and robust plan for 2050, a comprehensive review of existing conditions, historical trends, and adopted plans was conducted. The study area data review and analysis process ensured that the St. Lucie 2050 LRTP recommendations were grounded in current realities while remaining consistent with the long-term vision of local and state partners. This chapter details the review of major planning documents, the analysis of safety data, and the evaluation of the existing transportation network.

3.1 Major Studies Reviewed

To ensure consistency across jurisdictions and to build upon previous planning efforts, a thorough review of existing local, regional, and state planning documents was performed. These documents provided the regulatory framework, strategic vision, and baseline data necessary for the development of the 2050 LRTP. The following major studies were reviewed and incorporated into the analysis:

State and Regional Plans

- **2055 Florida Transportation Plan:** This document was reviewed to ensure the St. Lucie 2050 LRTP goals aligned with the Florida Department of Transportation's (FDOT) long-range vision for safety, resilience, and supply chain efficiency.
- **Smart Moves 2045:** As the predecessor to the current update, the previous Long Range Transportation Plan (Smart Moves 2045) served as the baseline. Committed projects and unfunded needs from this plan were re-evaluated to determine their continued viability and priority.

Local Comprehensive Strategic Plans

Long-term growth strategies and land use policies were identified through a review of local comprehensive plans. These documents provided critical insight into where population growth and employment growth are anticipated over the next two decades, and the anticipated transportation improvements:

- **St. Lucie County Comprehensive Plan (2020-2040)**
- **Port St. Lucie Comprehensive Plan (2020-2040)**
- **Fort Pierce Comprehensive Plan (2020-2030)**

Strategic Plans

Short-term priorities and immediate fiscal goals were assessed through the review of current municipal and county strategic plans. These documents helped bridge the gap between immediate capital improvement programs and the long-range planning horizon:

- **St. Lucie County Strategic Plan (FY 2025)**
- **Port St. Lucie Strategic Plan (FY 24-25)**
- **Fort Pierce Strategic Plan (FY 2025)**

Programming and Priority Documents

To verify the funding status of near-term projects and track historical investment trends, programming documents were analyzed:

- **Transportation Improvement Programs (TIP):** A comprehensive review of the current TIP (FY 2024/25 – FY 2028/29) as well as historic TIP documents dating back to FY 2013/14 was conducted to track project completion status and funding sources.
- **2025/26 List of Priority Projects (LOPP):** The LOPP was reviewed with the focus of immediate funding priorities submitted by the TPO to FDOT, ensuring that the 2050 LRTP reflected the most urgent needs of the community.

- **FDOT Five-Year Work Program:** Updated documents were reviewed to ensure the cost estimates and funding strategies are aligned with the region's recent Five-Year Work Program.

Modal and Mobility Plans

Specific modal needs, particularly regarding public transit and multimodal mobility, were analyzed using specialized studies:

- **Reimagine Transit Development Plan (FY 2025-34):** This ten-year plan was utilized to identify near-term transit service expansions, fleet needs, and operational improvements.
- **Port St. Lucie 2045 Mobility Plan:** This plan was reviewed to integrate city-specific mobility fees, multimodal corridors, and connectivity projects into the broader regional network.
- **Public Transportation Agency Safety Plan (PTASP):** The updated document from March 2024 was reviewed to ensure transit safety targets and procedures were integrated into the broader safety planning framework.

In addition, the following studies were reviewed:

- Treasure Coast 2045 Regional LRTP
- St. Lucie TPO Advanced Air Mobility (AAM) Phase II Study
- St. Lucie TPO Congestion Management Process
- St. Lucie TPO Comprehensive Safety Action Plan
- St. Lucie TPO Coordinated Rail Safety Improvement Plan
- St. Lucie TPO Speed Kills Analysis
- St. Lucie TPO Spot Speed Study
- St. Lucie TPO Midway Road Safety Study
- St. Lucie TPO Walk-Bike Network
- St. Lucie TPO Micro-Mobility Study
- St. Lucie TPO EV Charging Station Plan
- St. Lucie TPO US-1 Corridor Congestion Study
- St. Lucie TPO Electric Bicycle Study
- FDOT Strategic Intermodal System (SIS) Plan
- Florida's Turnpike System Plan

- Fort Pierce Comprehensive Safety Action Plan
- Port of Fort Pierce Master Plan 2020

3.2 Crash Data and High Injury Network (HIN)

To effectively prioritize safety investments within the Reimagine Mobility 2050 plan, the TPO analyzed the 5-year crash data and developed a High Injury Network (HIN). The HIN serves as a strategic tool to identify roadway segments where the highest concentrations of severe crashes occur. The analysis utilized crash data obtained from Signal Four Analytics, covering the period from January 1, 2019, to November 3, 2024.

The HIN methodology was designed to align with Vision Zero principles through two key strategies:

- Severity Weighting: The analysis applied a weighted scoring system that assigns significantly higher value to fatal and serious injury crashes compared to minor incidents. This ensures the network prioritizes "saving lives" rather than simply reducing congestion-related fender-benders.

- Density-Based Normalization: The St. Lucie County HIN was designed to measure crash density (crashes per mile). Normalized data by roadway length, corridors that are inherently dangerous to users are identified. This approach effectively captured risk roadways for pedestrians and bicyclists on local roadways.

Based on this severity-weighted analysis, the roadway network (excluding limited-access freeways) was classified into three priority tiers:

- High Priority (Tier 1): The top 10% of the network with the highest concentration of severe crashes. These corridors are the primary targets for immediate safety interventions.
- Medium Priority (Tier 2): The subsequent 15% of the network, representing areas with significant safety concerns.
- Low Priority (Tier 3): Corridors with emerging safety issues that comprise the remainder of the HIN.

The map of St. Lucie High Injury Network by priority tiers is included in the Appendix C.

3.3 Transportation System Networks

The existing transportation network was evaluated to determine current capacity, connectivity, and physical condition. The review of multimodal transportation system networks established the baseline against which future scenarios were tested.

Roadway Network

The major roadway network, consisting of the Strategic Intermodal System (SIS), state roads, and major county and city arterials, was analyzed. Key characteristics such as number of lanes, functional classification, and existing traffic volumes were reviewed based on the past five years of traffic counts.

Transit Facilities and Network

Existing fixed-route transit services, paratransit coverage, and the micro transit networks were mapped using data from the St. Lucie County Area Regional Transit (ART). The maps are presented in Appendix C.

Walk-Bike Network

The active transportation network was reviewed to identify existing coverage and gaps. Table 3-1 provides a breakdown of sidewalk and bike lane mileage. The overall network map and detailed serial maps showing existing bicycle facilities by type are shown in Appendix C.

Table 3-1: Bike Walk Facilities

FACILITY TYPE	MILES
8'-12' wide sidewalks	215
4'-6' wide sidewalks	769
Marked bike lanes	115
4-ft. wide paved shoulders	29
Unpaved hiking-biking trails	124
TOTAL	**1,252**

3.4 Environmental Screening Data

Spatial data on environmentally sensitive areas was utilized to evaluate the environmental impacts of the Transportation Needs Plan. The base map of environmentally sensitive areas was updated to reflect current classification categories. The areas identified in the current dataset included, but not limited to:

- Major water bodies
- Wetlands
- Parks and preserves
- The Fort Pierce Reservation

These datasets covered various forms of sensitive natural environments as well as government-designated conservation and reservation lands.

Detailed maps depicting these environmentally sensitive areas are provided in Appendix C.

4. Goals, Objectives and Performance Measures

4.1 Goals and Objectives

The Reimagine Mobility 2050 Long Range Transportation Plan serves as the comprehensive blueprint for St. Lucie County's future transportation network. To ensure this network meets the evolving needs of the community over the next 25 years, the TPO has established a robust framework of Goals and Objectives. These guiding principles

translate the region's broad vision into actionable strategies, ensuring that every investment contributes to a safer, more efficient, and sustainable system.

Figure 4-1: Reimagine Mobility 2050 Goals

Developed through a collaborative process with the public, local municipalities, and committee boards, these goals reflect a holistic approach to mobility. The key focuses of the framework include ensuring economic vitality, enhancing safety for all modes of travel, and integrating resilience to protect infrastructure against environmental challenges.

To evaluate the improvements and prioritize the projects, specific scoring criteria have been developed for each objective. This data-driven methodology allows the TPO to measure how well a project aligns with community

priorities—rewarding projects that improve safety and accessibility while identifying potential negative impacts to natural resources. The following table details the goals, objectives, and quantitative performance measures.

Table 4-1: Goals, Objectives and Performance Measures

GOALS	OBJECTIVES	PERFORMANCE MEASURES
GOAL 1: Support Economic Growth	1.1 Improve mobility of people on the transportation network	• % of person-miles traveled on the interstate that are reliable • % of person-miles traveled on the non-interstate NHS that are reliable • % of uncongested roadway miles on NHS • % of uncongested roadway miles on SHS • Level of Travel Time Reliability (LOTTR) index on SHS
	1.2 Improve mobility of goods on the transportation network	
GOAL 2: Improve Safety and Security	2.1 Improve Safety and Security of **Highway** System	• Number of fatalities • Rate of fatalities per 100 million VMT • Number of serious injuries • Rate of serious injuries • Total number of reportable fatalities • Rate of reportable fatalities per total vehicle revenue miles by mode • Total number of reportable injuries • Rate of reportable injuries per total vehicle revenue miles by mode • Total number of reportable safety events • Rate of reportable safety events per total vehicle revenue miles by mode • Mean distance between major mechanical failures by mode • Non-motorized fatalities and serious injuries
	2.2 Improve Safety and Security of **Transit** System	
	2.3 Improve Safety and Security of **Non-Motorized** System	
GOAL 3: Enhance Mobility Choices by Improving Connectivity/Accessibility	3.1 Improve multimodal access to public transit	• % of roadways with transit that have sidewalks • % of pedestrian facility coverage • % of bicycle facility coverage • Combination truck miles traveled SIS • Total number of lane miles • Transit passenger trips • Transit revenue miles • % of low-income, older adults, or persons with disabilities withing 1/4 mile of transit route
	3.2 Improve bicycle and pedestrian infrastructure	
	3.3 Improve directness of SIS connection	
	3.4 Improve roadway network connectivity	
	3.5 Improve transit service	
	3.6 Improve transit service in transportation underserved communities	

GOALS	OBJECTIVES	PERFORMANCE MEASURES
GOAL 4: Promote Environmental Sustainability and Disaster Resilience	4.1 Limit impacts to natural resources like parks and preservation areas 4.2 Promote disaster resilience by improving roadway conditions 4.3 Maintain mobility on evacuation routes	• # of additional roadway lane miles impacting environmentally sensitive areas • % of roadway lane miles subject to sea level rise (NOAA Int High 2050) • % of lane miles of evacuation routes within acceptable LOS
GOAL 5: Embrace Technology and Innovation	5.1 Increase the use of technological and/or operational strategies	• % of miles with TSM&O strategic network deployment
GOAL 6: Maintain the Transportation System	6.1 Address transit assets	• Rolling stock-percent of revenue vehicles that have either met or exceeded their useful life benchmark • Equipment - Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark • Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale

4.2 Performance Measures

Background

To comply with the Statewide and Metropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450, an MPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

St. Lucie County Transportation Planning Organization (TPO) 2050 Long-Range Transportation Plan will be adopted on February 4, 2026. Per the Planning Rule, the System Performance Report for the St. Lucie TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

Highway Safety Measures (PM1)

The first of FHWA's performance management rules, referred to as the PM1 rule, establishes measures to assess fatalities and serious injuries on all public roads. Effective April 14, 2016, the rule requires DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets for the following calendar year in the Highway Safety Improvement Program (HSIP) Annual Report that it transmits to FHWA each August. The current safety targets established in the 2023 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

This System Performance section presents the performance for each measure as well as progress achieved in meeting targets over time. Table 4-2 presents statewide and countywide performance for each PM1 measure in recent years, and the 2025 targets established by FDOT.

Table 4-2: Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average				Florida CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	
Statewide					
Number of Fatalities	3,190.00	3,304.80	3,391.20	3,441.80	0

Performance Measures	Five-Year Rolling Average				Florida CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	
Statewide					
Rate of Fatalities per 100 Million VMT	1.466	1.516	1.543	1.543	0
Number of Serious Injuries	18,978.40	18,012.40	17,137.20	16,380.60	0
Rate of Serious Injuries per 100 Million VMT	8.708	8.243	7.786	7.344	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,159.40	3,153.20	3,153.80	3,148.20	0
St. Lucie County					
Number of Fatalities	40.8	43.8	44.2	45.2	0
Rate of Fatalities per 100 Million VMT	1.179	1.250	1.242	1.245	0
Number of Serious Injuries	145.0	147.8	146.4	158.6	0
Rate of Serious Injuries per 100 Million VMT	4.203	4.226	4.107	4.350	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	27.6	31.6	31.4	32.0	0

Source: 2023 Statewide Conditions http://fdotsourcebook.com/

The St. Lucie County Transportation Planning Organization (TPO) agreed to support FDOT's highway safety targets. By adopting FDOT's targets, the St. Lucie County Transportation Planning Organization (TPO) agrees to plan and program projects that help FDOT achieve these targets.

Recent performance trends in the planning area show mixed progress toward achieving the region's safety targets. Fatalities increased from 40.8 in the 2016–2020 period to 45.2 in 2019–2023, and the fatality rate rose from 1.179 to 1.245, remaining below the statewide average. Serious injuries fluctuated but ultimately increased, rising from 145.0 to 158.6, while the serious injury rate grew from 4.203 to 4.350, in contrast to the statewide downward trend. Non-motorized fatalities and serious injuries showed only modest change, shifting slightly from 27.6 to 32.0, indicating persistent vulnerability among pedestrians and bicyclists. Overall, while some indicators remain relatively stable, the increase in both fatalities and serious injuries suggests that additional targeted safety strategies will be necessary to move the region closer to statewide performance expectations.

The St. Lucie County Transportation Planning Organization (TPO) recognizes the importance of linking goals, objectives, and investment priorities to establish performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway

Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.

- HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries.

- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

The St. Lucie County Transportation Planning Organization (TPO) 2050 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The St. Lucie TPO makes safety a top priority in the 2050 LRTP update. The primary goal is to improve safety and security. This commitment to safety is guided by key policies, including alignment with the county, the City of Port St. Lucie, and the City of Fort Pierce's Vision Zero / Target Zero aspirations outlined in their Comprehensive Safety Action Plans. The LRTP is also coordinated with the Florida Department of Transportation (FDOT) Highway Safety Improvement Plan and supports federal "Target Zero" safety performance goals.

The planning process utilizes proven national research, such as NCHRP Report 546, to guide the integration of safety into every stage of development. This framework is put into action through the technical analysis and project selection process. Historic crash data, including the identification of the High Injury Network (HIN) is used to identify high-risk corridors with a special focus on vulnerable road users. This analysis directly informs the prioritization process, where safety needs are considered, and safety scores are assigned to evaluate projects. This ensures that safety is a key component in the evaluation of all improvements, including those primarily focused on capacity enhancements like road widenings. Additionally, current efforts to support this performance measure includes: Fort Pierce Comprehensive Safety Action Plan, St. Lucie County Comprehensive Safety Action Plan, and City of Port St. Lucie Target Zero Initiative. To implement these strategies, safety projects were prioritized in the Cost Feasible Plan (CFP) under a dedicated "Boxed Funds" category. These projects were identified through the Congestion Management Process (CMP) and the Treasure Coast Midblock Crosswalks Master Plan. Key investments included speed management on major corridors, new midblock crosswalks, and the addition of medians to two-lane roads (such as Bayshore and California Boulevards) to prevent head-on collisions.

Pavement and Bridge Condition Measures (PM2)

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as poor condition.

Pavement condition is assessed based on roughness, cracking, rutting, and faulting. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. Table 4-3 present statewide and countywide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

Table 4-3: Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide/ MPO Target
Statewide							
Percent of Interstate pavements in good condition	68.50%	68.80%	70.50%	73.40%	67.60%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.20%	0.60%	0.30%	0.20%	0.20%	<5%	<5%
Percent of non-Interstate NHS pavements in good condition	41.00%	n/a	47.50%	48.80%	50.80%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.20%	n/a	0.60%	0.60%	0.50%	<5%	<5%
Percent of NHS bridges (by deck area) in good condition	65.50%	63.70%	61.50%	58.20%	55.30%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.50%	0.70%	0.90%	0.60%	0.60%	<10%	<5%
St Lucie County							
Percent of Interstate pavements in good condition	58.9%	82.3%	84.0%	89.4%	75.1%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.0%	0.0%	0.0%	0.0%	0.0%	<5%	<5%
Percent of non-Interstate NHS pavements in good condition	36.7%	n/a	48.6%	51.3%	52.3%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.6%	n/a	1.1%	1.1%	1.0%	<5%	<5%
Percent of NHS bridges (by deck area) in good condition	87.4%	83.4%	83.6%	75.3%	75.9%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.0%	0.0%	0.0%	0.0%	0.0%	<10%	<5%

Source: 2023 Statewide Conditions http://fdotsourcebook.com/

The St. Lucie County Transportation Planning Organization (TPO) agreed to support FDOT's pavement and bridge condition performance targets. By adopting FDOT's targets, the St. Lucie County Transportation Planning Organization (TPO) agrees to plan and program projects that help FDOT achieve these targets.

Pavement and bridge conditions within the St. Lucie TPO area continued to perform strongly between 2019 and 2023, consistently meeting or exceeding statewide targets. Interstate pavement in good condition increased substantially from 58.9% in 2019 to 89.4% in 2022, before moderating to 75.1% in 2023, remaining well above the statewide target of 60%. Throughout the entire period, Interstate pavement in poor condition held steady at 0%, outperforming the statewide level of 0.2 percent. Conditions on non-Interstate NHS pavements also improved, with

the share in good condition rising from 36.7% in 2019 to 52.3% in 2023, consistently exceeding the statewide target of 40 percent. Non-Interstate pavement in poor condition remained low, fluctuating only slightly and ending at 1.0% in 2023, well under the 5 percent threshold.

Bridge conditions remained a regional strength. The percentage of NHS bridges in good condition ranged from 87.4% in 2019 to 75.9% in 2023, consistently surpassing the statewide target of 50 percent and staying well above the statewide average of 55.3 percent in 2023. Bridges in poor condition remained at 0% across all years, reflecting ongoing asset preservation and strong maintenance practices within the St. Lucie TPO area.

The St. Lucie County Transportation Planning Organization (TPO) recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.

- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

St. Lucie County Transportation Planning Organization (TPO) 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements.

The 2050 Long-Range Transportation Plan (LRTP) establishes the goal to emphasize the Maintenance of the transportation system (Goal 6). To advance this goal, the TPO has adopted the key objective to address pavements in poor conditions. This objective is implemented through the TPO's project prioritization methodology, which utilizes scoring criterion giving preference to projects on facilities identified as having deficient pavement. This approach ensures that project selection is directly aligned with maintaining the transportation network in a state of good repair.

System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida.

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. Table 4-4 presents recent statewide and countywide performance for each PM3 measure, and the 2023 and 2025 targets established by FDOT.

Table 4-4: System Performance and Freight Reliability (PM3) Performance and Target

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Statewide							
Percent of person miles traveled on the Interstate that are reliable	83.40%	92.30%	87.50%	85.70%	82.80%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	86.90%	93.50%	92.90%	92.10%	89.10%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.45	1.34	1.38	1.46	1.48	1.75	2
St Lucie County							
Percent of person miles traveled on the Interstate that are reliable	100%	100%	100%	100%	100%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	96.4%	96.8%	96.8%	96.1%	97.0%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.28	1.10	1.11	1.14	1.15	1.75	2

Source: 2023 Statewide Conditions http://fdotsourcebook.com/

FDOT established statewide PM3 targets on December 16, 2022, and later revised the 2025 reliability targets in September 2024 for both Interstate and non-Interstate NHS system performance. In developing these targets, FDOT

evaluated a range of internal and external factors expected to influence reliability in the short term. Statewide reliability on the Interstate system declined modestly from 2019 to 2023, while non-Interstate NHS reliability improved early in the period before tapering slightly by 2023. Truck Travel Time Reliability (TTTR) decreased during the pandemic years and then rose again in 2022 and 2023, reaching slightly higher values than in 2019. Despite these fluctuations, actual 2023 performance for all three PM3 measures surpassed that year's statewide targets.

The St. Lucie TPO formally agreed to support FDOT's PM3 targets, committing to plan and program projects that contribute to achieving these statewide goals.

Within the St. Lucie TPO area, PM3 performance has consistently exceeded statewide levels for the full 2019–2023 period. Interstate reliability remained at 100 percent every year, significantly outperforming statewide values, which ranged from 82.8 to 92.3 percent. Reliability on the non-Interstate NHS was similarly strong, rising from 96.4 percent in 2019 to 97.0 percent in 2023, showing greater stability than the statewide system, where reliability declined from 93.5 percent in 2020 to 89.1 percent in 2023. Truck Travel Time Reliability on the Interstate also remained well below (better than) statewide values, improving from 1.28 in 2019 to 1.15 in 2023, while statewide TTTR increased from 1.34 to 1.48 during the same period. These results demonstrate that the St. Lucie TPO area continues to outperform current and future statewide targets, including the 75 percent Interstate reliability goal, the 60 percent non-Interstate NHS reliability target for 2025, and the TTTR threshold of 2.00. This strong performance likely reflects lower overall congestion levels, absence of major bottlenecks, and sustained investments that preserve mobility and system reliability across the regional network.

St. Lucie County Transportation Planning Organization (TPO) recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), Florida's Strategic Intermodal System (SIS), and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven FTP goals is Efficient and Reliable Mobility for People and Freight.

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. It defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures

including mobility, preservation, safety, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).

- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal. FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

- St. Lucie County Transportation Planning Organization's (TPO) 2050 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements.

The 2050 LRTP establishes the goal of supporting economic growth and of embracing technology and innovation. To advance these goals, the TPO has adopted key objectives, including improving mobility of people on the transportation network, improving mobility of goods on the transportation network, and increasing the use of technological and/or operational strategies.

This is implemented through the TPO's project prioritization methodology, which utilizes specific performance measures assigning higher scores to projects on roadways identified as unreliable as well as those situated on the TSM&O network. The evaluation criteria also favor operational improvements for near-term programming; ensuring efficiency is a primary consideration. Concurrently, the LRTP's Cost Feasible Plan addresses long-term reliability and congestion needs through significant future investments. These include the widening of Kings Highway, Glades Cut Off Road, and Jenkins Road, as well as the construction of the new interchange at I-95 and Marshall Parkway. These investments supported the plan's economic and technological goals by enhancing capacity on critical freight and travel corridors. This emphasis on short-term operational efficiency and long-term strategic capacity supports the LRTP objective of fostering economic growth and embracing technology and innovation by enhancing mobility options along congested corridors, including major truck routes.

Transit Asset Management Measures

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures. Table 4-5 below identifies the TAM performance measures.

Table 4-5: FTA TAM Performance Measures

ASSET CATEGORY	PERFORMANCE MEASURE AND ASSET CLASS
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark

2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the FTA Transit Economic Requirements Model (TERM) Scale

For equipment and rolling stock classes, the useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset or the acceptable period of use in service for a particular transit provider's operating environment. ULB considers a provider's unique operating environment, such as geography, service frequency, etc.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT) for the entire group.

St. Lucie County is served by the Area Regional Transit (ART) which is a Tier II provider. There are no Tier I providers in the planning area. Area Regional Transit (ART) established the transit asset targets identified in Table 4-6:

Table 4-6: FTA TAM Targets for St Lucie County

Asset Category Performance Measure	FY 2023 Asset Condition	FY 2025 Target
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	69%	52%
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	57%	75%
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	4.3%	3.9%

Source: Transportation Improvement Program Fiscal Years 2025-26 to 2029-30

The St. Lucie County Transportation Planning Organization (TPO) agreed to support Area Regional Transit's (ART) transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

Following this commitment, the FY 2023 transit asset condition data for ART shows general alignment with the adopted targets, with several areas outperforming expectations. 69 percent of the revenue vehicles fleet were exceeding their useful life benchmark (ULB), well above the FY 2025 target of 52 percent. Non-revenue vehicles, however, show a need for improvement: 57 percent have exceeded their ULB, falling short of the 75 percent target and signaling an upcoming priority for reinvestment. Facility performance remains stable, with 4.3 percent of facilities rated below 3.0 on the TERM scale—slightly above but generally consistent with the 3.9 percent target. Overall, ART's asset conditions reflect meaningful progress toward meeting state-supported transit asset management goals while highlighting specific categories requiring future funding focus.

St. Lucie County Transportation Planning Organization (TPO) recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the St. Lucie County Public Transportation Annual Progress Report 2024, Reimagine Transit: Transit Development Plan 2024, Port St. Lucie Mobility Plan, and the current St. Lucie County Metropolitan Transportation Planning Organization (TPO) 2050 LRTP. Goal three of the LRTP, along with its associated objectives, emphasizes the importance of developing a multimodal transportation system that incorporates transit, active transportation options, and improved accessibility to transit services.

Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulation establishes transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance under 49 U.S.C Chapter 53.

The regulation applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The provider's PTASP must include targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 26, 2017, and updated in April 2024. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability - mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the PTASP regulation must certify that its SSPP meets the requirement for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and transit safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO Planning area. In addition, the St. Lucie County Metropolitan Transportation Planning (TPO) Organization must reflect those targets in LRTP and TIP updates.

In the St. Lucie County Metropolitan Transportation Planning (TPO) planning area, St. Lucie County Area Regional Transit (ART) is responsible for developing a PTASP and establishing transit safety performance targets annually.

The St. Lucie County Area Regional Transit (ART) established the transit safety targets identified in Table 4-7:

Table 4-7: Transit Safety Performance Targets for St Lucie County

Transit Mode	Fatalities (total)	Fatalities (Per 100 thousand VRM)	Injuries (total)	Injuries (Per 100 thousand VRM)	Safety Events (total)	Safety Events (Per 100 thousand VRM)	System Reliability (VRM / failures)
Fixed Route Bus Actual 2024	0	0	1	0.03	1	0.06	8,479
Fixed Route Bus Target 2025	0	0	0	0.02	10	0.05	9,326

Source: Transportation Improvement Program Fiscal Years 2025-26 to 2029-30

Progress toward achieving the "Target Percent of Revenue Vehicles That Have Met or Exceeded Their Useful Life" Benchmark is shown below in Table 4-8.

Table 4-8: Transit Safety Performance Actuals overtime for St Lucie County

Performance Measures and Rate	Year				
	2020	2021	2022	2023	2024
Injuries Per 100,000 Miles	0.0	0.51	0.38	0.16	0.03
Fatalities Per 100,000 Miles	0.0	0.0	0.0	0.0	0.0
Safety Events Per 100,000 Miles	0.0	0.51	0.18	0.0	0.06
System Reliability – Less than 9,000 Miles Between Mechanical Failures	10,410	9,639	6,613	9,509	8,479

Source: Transportation Improvement Program Fiscal Years 2025-26 to 2029-30

The St. Lucie County Transportation Planning Organization (TPO) recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the St. Lucie County Public Transportation Annual Progress Report 2024, Reimagine Transit: Transit Development Plan 2024, Port St. Lucie Mobility Plan, and the current St. Lucie County Metropolitan Transportation Planning Organization (TPO) 2050 LRTP. Specifically, goal two and its associated objectives in the 2050 LRTP include transit safety improvements. FTA funding, as programmed

by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems.

Building on strategic planning efforts, Area Regional Transit (ART) has seen significant success in its transit safety performance in recent years. Injuries per 100,000 vehicle revenue miles have shown a marked decline, dropping from 0.51 in 2021 to a low of 0.03 in 2024. Furthermore, the agency has consistently maintained a record of zero fatalities across the entire five-year period from 2020 through 2024. The rate of safety events has also improved dramatically. After a peak of 0.51 per 100,000 miles in 2021, the rate decreased to zero in 2023 and remains very low at 0.06 in 2024. System reliability has been mixed. While the 2024 figure of 8,479 miles between mechanical failures is below the 2020 high of 10,410 miles, it is still a significant improvement from the low of 6,613 miles recorded in 2022. Overall, ART's safety metrics are very strong and consistent, with reliability showing recent improvement but remaining an area that requires continued focus to reach and surpass previous peak performance.

5. Multimodal Needs Plan

The Needs Plan identifies the transportation infrastructure necessary to accommodate future travel demand, address safety concerns, and meet the mobility needs of the community over the next 25 years. It serves as a strategic blueprint for how the transportation system should evolve to support projected population growth, economic development, and quality of life improvement throughout the region.

In response to increasing interest and investment in alternative modes of travel, such as walking, bicycling, and transit, the Reimagine Mobility 2050 LRTP takes a comprehensive multimodal approach. Rather than focusing solely on vehicle traffic, the Needs Plan addresses the diverse needs of pedestrians, bicyclists, transit riders, and motorists, aiming to create a more inclusive, balanced, and efficient transportation system. This approach helps ensure access and mobility for people of all ages, abilities, and income levels.

The Needs Plan is fiscally unconstrained, meaning it does not consider funding limitations when identifying potential improvements. This allows for a comprehensive assessment of long-term transportation needs across all modes. The Needs Plan then serves as the foundation for developing the Cost Feasible Plan, which filters and prioritizes projects based on the funding expected to be available over the 25-year planning horizon.

The 2050 LRTP Needs Plan is structured by different types of projects, including Roadway and Bridge Needs, Transportation Alternatives Needs, Transit Needs, Congestion Management Process/Safety Needs as well as the Reimagine Mobility Needs.

5.1 Baseline Projects

The first five years of the long-range transportation plan outlined in the Transportation Improvement Program (TIP) forms the basis for the Reimagine Mobility 2050 plan. The TIP lists prioritized projects—such as roads, sidewalks, transit, and other improvements—planned for FY 2025/26 to 2029/30. These projects are assumed to be completed and will serve as the foundation for addressing future needs. Project details are provided in Table 5-1 and Table 5-2, as well as Figure 5-1.

Table 5-1: TIP FY 2025/26 to 2029/30

Project Number	Project Name	Project Limits From	Project Limits To	Description	Project Funding Estimate	Source
4491791	A1A Big Mud Creek and Blind Creek Bridges	Big Mud Creek Bridge	Blind Creek Bridge	Bridge Replacement	$23,814,972	FDOT Work Program
4533261	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Add Lanes & Reconstruct	$422,000	FDOT Work Program
4400321	FEC Overpass	Savannas Recreation Area	South Of Savannah Rd	Bike Path/Trail	$14,690,647	FDOT Work Program
4534931	Green River Parkway Trail	Walton Road	Martin County Line	Bike Path/Trail	$259,151	TIP
4383792	Kings Highway	North Of Commercial Circle	St Lucie Boulevard	Add Lanes & Reconstruct	$4,832,459	TIP
4383791	Kings Highway	Sr-9/1-95 Overpass	North Of Commercial Circle	Add Lanes & Reconstruct	$7,597,404	FDOT Work Program
4383794	Kings Highway	N Of 1-95 Overpass	South Of Angle Rd	Add Lanes & Reconstruct	$49,502,791	FDOT Work Program
4383793	Kings Highway	St Lucie Boulevard	South Of Indrio Rd	Add Lanes & Reconstruct	$4,289,000	FDOT Work Program
4383795	Kings Highway	S Of Angle Road	North Of Commercial Circle	Add Lanes & Reconstruct	$55,711,188	FDOT Work Program
4529961	Marshfield Ct	Dreyfuss Boulevard	Hayworth Ave	Sidewalk	$1,669,174	FDOT Work Program
2314404	Midway Rd	Jenkins Rd	Glades Cut Off Rd	Add Lanes & Reconstruct	$64,863,404	FDOT Work Program
2314405	Midway Rd	Jenkins Rd	Selvitz Rd	Add Lanes & Reconstruct	$15,729,169	TIP
4534921	Nebraska Ave	Lawnwood Cir	13th Street	Sidewalk	$100,000	TIP
4435061	North Sr-A1a Suntrail	Ft Pierce Inlet State Park	SLC/Indian River County Line	Bike Path/Trail	$8,245,907	TIP
4461681	Orange Ave	Kings Hwy	East Of 1-95 Sb Ramp	Interchange Add Lanes	$7,128,227	FDOT Work Program

Project Number	Project Name	Project Limits From	Project Limits To	Description	Project Funding Estimate	Source
4496961	Orange Ave	Kings Hwy	US Highway 1	ATMS Arterial Traffic MGMT	$ 3,415,260	FDOT Work Program
4473991	Port Of Fort Pierce Connector	Dixie Hwy	2nd St at Fishermans Wharf	Bike Path/Trail	$180,000	TIP
4317523	Port St. Lucie Boulevard	Becker Rd	Paar Dr	Add Lanes & Reconstruct	$34,308,597	FDOT Work Program
4531101	Sr-A1a Peter J. Cobb Memorial Bridge	Sr-A1a	Indian River Icww	Bridge-Repair/Rehabilitation	$18,405,360	FDOT Work Program
4534911	St. James Dr	Lazy River Pkwy	Royce Ave	Sidewalk	$369,395	TIP
4548801	Sunrise Boulevard	Bell Ave	Nslwcd Canal 15	Sidewalk	$894,956	FDOT Work Program
4518581	Turnpike At Midway Rd	Southern Ramps Interchange	Southern Ramps Interchange	New Interchange Ramp	$32,255,004	FDOT Work Program
4497121	Turnpike Port St. Lucie Service Plaza	Service Plaza	Service Plaza	Parking Improvements	$1,331,000	TIP
4465831	Turnpike Widening	Crosstown Pkwy	Okeechobee Rd	Add Lanes & Reconstruct	$1,000,000	FDOT Work Program
4463341	Turnpike Widening	Martin C/L	Becker Rd	Add Lanes & Reconstruct	$11,698,842	FDOT Work Program
4465801	Turnpike At Sr-70	Interchange	Interchange	Interchange Improvement	$5,027,368	TIP
4463351	Turnpike Widening	Becker Rd	Crosstown Pkwy	Add Lanes & Reconstruct	$1,425,000	FDOT Work Program
4508611	Volucia Dr	East Torino Pkwy	West Blanton Boulevard	Sidewalk	$966,757	TIP
4491791	A1a Big Mud Creek and Blind Creek Bridges	Big Mud Creek Bridge	Blind Creek Bridge	Bridge Replacement	$23,814,972	FDOT Work Program

Table 5-2: Existing and Committed Roadway Projects Including Developer Roads

Project ID	Project Name	Project Limits From	Project Limits To	Description	Project Funding Estimate	Source
123	Arterial A / Wylder Parkway	Midway Road	0.5 Mile North	New 4 Lanes	$2,632,955	CIP/Developer
109	Becker Road	Range Line Road	N-S Road B	New 2 Lanes	$19,852,920	Developer
163	Becker Road	N-S Road B	Community Boulevard	New 4 Lanes	$18,038,410	Developer
163	Becker Road	Community Boulevard	Village Parkway	Widen 2L to 4L	$5,280,510	Developer
6007	Community Boulevard	Marshall Pkwy	Hegener Drive	New 2 Lanes	$7,567,004	Developer
6003	Discovery Way	Riverland Boulevard (N/S B)	Sundance Vista Boulevard (N/S A)	New 2 Lanes	$9,025,704	Developer
6004	Discovery Way	Sundance Vista Boulevard (N/S A)	Range Line Road	New 2 Lanes	$9,025,704	Developer
21201	Glades Cut Off Road	Range Line Road	Soli Boulevard	Widen 2L to 4L	$22,500,000	CIP/Developer
8008	Glades Cut Off Road	Wylder Parkway (LTC Parkway or Arterial A)	I-95 Overpass	Widen 2L to 4L	$21,275,000	CIP/Developer
127	Hegener Drive (Paar Drive West)	Range Line Road	Just west of Village Parkway	New 2 Lanes	$38,837,876	Developer
8000	Kings Highway	Orange Avenue	Angle Road	Widen 2L to 4L	$954,068	FDOT
8005	Koblegard Road	Indrio Road	1/4 mile south of Indrio Road	New 4 Lanes	$59,510,686	Developer
126	Marshall Parkway	N-S Road A	Village Parkway	New 2 Lanes	$26,985,942	Developer
143	Midway Road	Glades Cut Off Road	Selvitz Road	Widen 2L to 4L	$39,202,640	FDOT

Project ID	Project Name	Project Limits From	Project Limits To	Description	Project Funding Estimate	Source
1025	Midway Road	Wylder Parkway	I-95 West Ramp	Widen 2L to 4L	$2,000,000	FDOT
21104	Port St. Lucie Boulevard	Darwin Boulevard	Becker Road	Widen 2L to 4L	$33,519,762	FDOT
128	Range Line Road	Glades Cut Off Road	Soli Boulevard	New 2 Lanes	$4,825,242	CIP/Developer
21108	Range Line Road	Glades Cut Off Road	Crosstown Parkway	Widen 2L to 4L	$3,106,886	CIP/Developer
8006	Selvitz road	Edwards Road	Ralls Rd	Widen 2L to 4L	$8,150,353	County
8006	Selvitz road	Ralls Rd	Glades Cut Off Road	New 4 lanes	$3,403,474	County
6006	Sundance Vista Boulevard (N/S A)	Discovery Way	North of Marshall Pkwy	New 2 Lanes	$12,034,271	Developer
6005	Sundance Vista Boulevard (N/S A)	Becker Road	Catalina Palms Avenue	New 2 Lanes	$3,106,886	Developer
121	Tradition Parkway	Range Line Road	SW Stony Creek Way	New 2 Lanes	$6,655,317	Developer
9001	Turnpike at Midway Road			New Interchange	$20,000,000	FDOT Work Program
131	Williams Extension	McCarty Road	Glades Cut-Off Road	New 2 Lanes	$16,410,370	Developer
108	Wylder Parkway (Arterial A)	Williams Extension	Midway Road	New 2 Lanes	$3,403,474	Developer

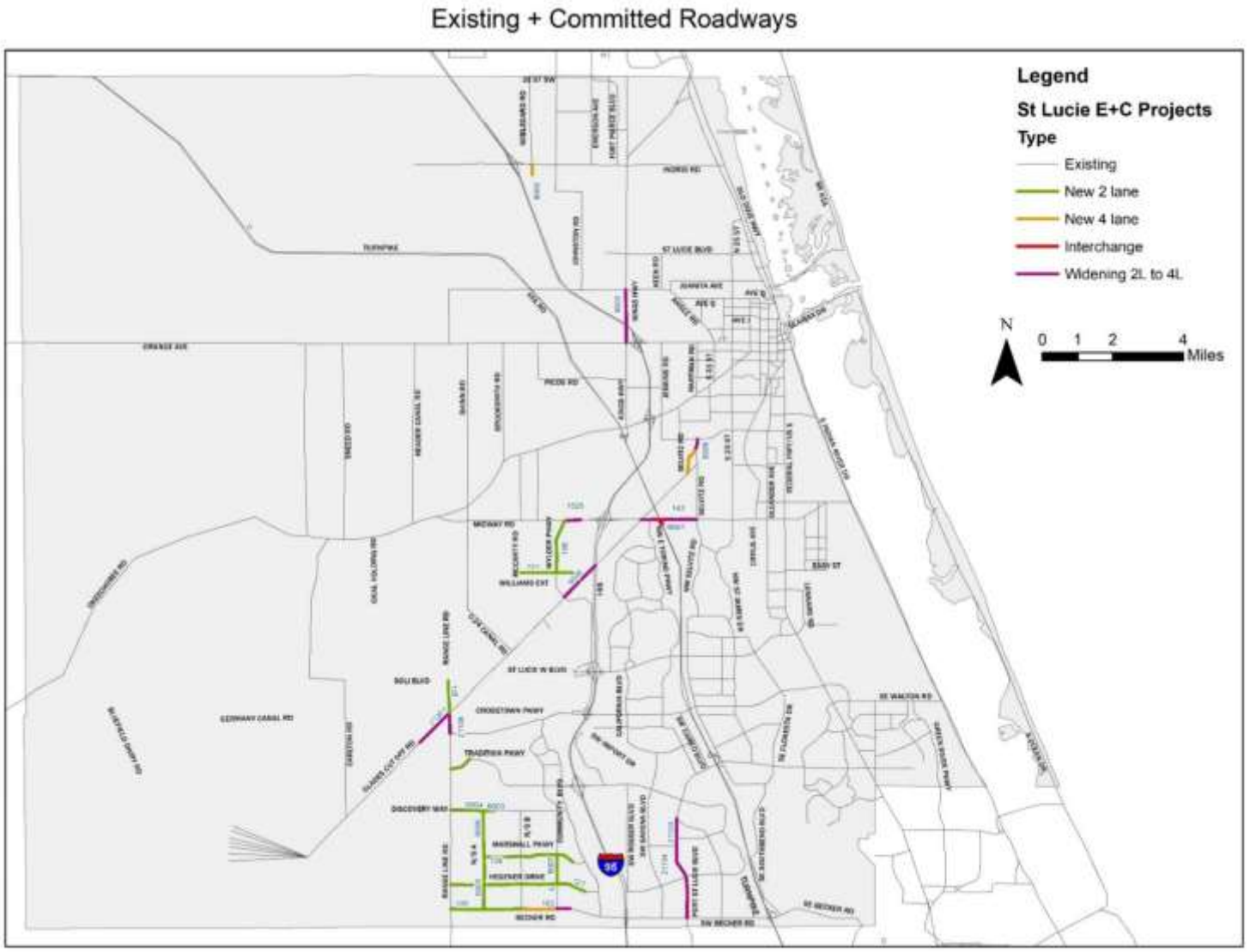


Figure 5-1: Existing plus Committed Model Network

5.2 Roadway and Bridge Projects Needs

The identification of transportation system capacity deficiencies was evaluated to identify the initial roadway needs for the St. Lucie 2050 Long Range Transportation Plan (LRTP), **Reimagine Mobility 2050**. The Treasure Coast Regional Transportation Model version 6 (TCRPM6) was utilized to forecast future transportation conditions, aided by socioeconomic data and roadway network attributes. TCRPM6 is a regional travel demand model that includes the three Treasure Coast Counties (Martin, St. Lucie, and Indian River Counties). This was developed by the Florida Department of Transportation (FDOT) District Four, in coordination with the three Treasure Coast MPOs. Like the previous TCRPM5 model, TCRPM6 is an activity-based model (ABM). TCRPM6 includes the model base year of 2020, which contains roadways and conditions as they existed in 2020.

The first step in developing a roadway needs plan is to identify transportation capacity deficiencies. To develop capacity deficiencies, an existing plus committed (E+C) transportation network was developed for 2029/2030 roadway conditions. This includes all the existing roadway projects and the currently programmed transportation improvement program (TIP) projects between 2024 and 2029/2030 conditions. The E+C roadway network and the 2050 socioeconomic data were used in developing the transportation demand model projections for the E+C scenario.

Volume-to-capacity (V/C) ratios were examined to identify roadway deficiencies resulting from the growth in travel demand over the 25 years. Road segments that have V/C ratios greater than 1.0 were classified as deficient. Deficient roadways are candidates for potential improvements or indicators that parallel network enhancements are essential.

In addition, several local, regional and state studies have been reviewed and cross checked for plan consistency. The following sources were considered in developing the needs plan:

- SmartMoves 2045 LRTP
- Treasure Coast 2045 Regional LRTP
- St. Lucie TPO Advanced Air Mobility (AAM) Phase II Study
- St. Lucie TPO Congestion Management Process
- St. Lucie TPO Comprehensive Safety Action Plan
- St. Lucie TPO Coordinated Rail Safety Improvement Plan
- St. Lucie TPO Speed Kills Analysis
- St. Lucie TPO Spot Speed Study
- St. Lucie TPO Midway Road Safety Study
- St. Lucie TPO Walk-Bike Network
- St. Lucie TPO Micro-Mobility Study
- St. Lucie TPO EV Charging Station Plan
- St. Lucie TPO US-1 Corridor Congestion Study
- St. Lucie TPO Electric Bicycle Study
- Reimagine Transit Development Plan FY 2025-34
- 2055 Florida Transportation Plan
- FDOT Strategic Intermodal System (SIS) Plan
- Florida's Turnpike System Plan

- St. Lucie County Comprehensive Plan (2020-2040)
- St. Lucie County Strategic Plan FY 2025
- Fort Pierce Comprehensive Plan (2020-2030)
- Fort Pierce Comprehensive Safety Action Plan
- Fort Pierce Strategic Plan FY 2025
- Port of Fort Pierce Master Plan 2020
- Port St. Lucie Strategic Plan FY 24-25
- Port St. Lucie Comprehensive Plan (2020-2040)
- Port St. Lucie Mobility Plan
- St. Lucie TPO Designated Freight Network
- Treasure Coast Midblock Crosswalks Master Plan
- FDOT District Four TSM&O Master Plan
- FDOT D4 Freight Network and Activity Areas Memorandum
- Port of Fort Pierce Master Plan
- ACES Sustainable Transportation Plan (2023)

Figure 5-2 illustrates the 2050 Volume-to-Capacity ratio projections based on the E+C modeling scenario.

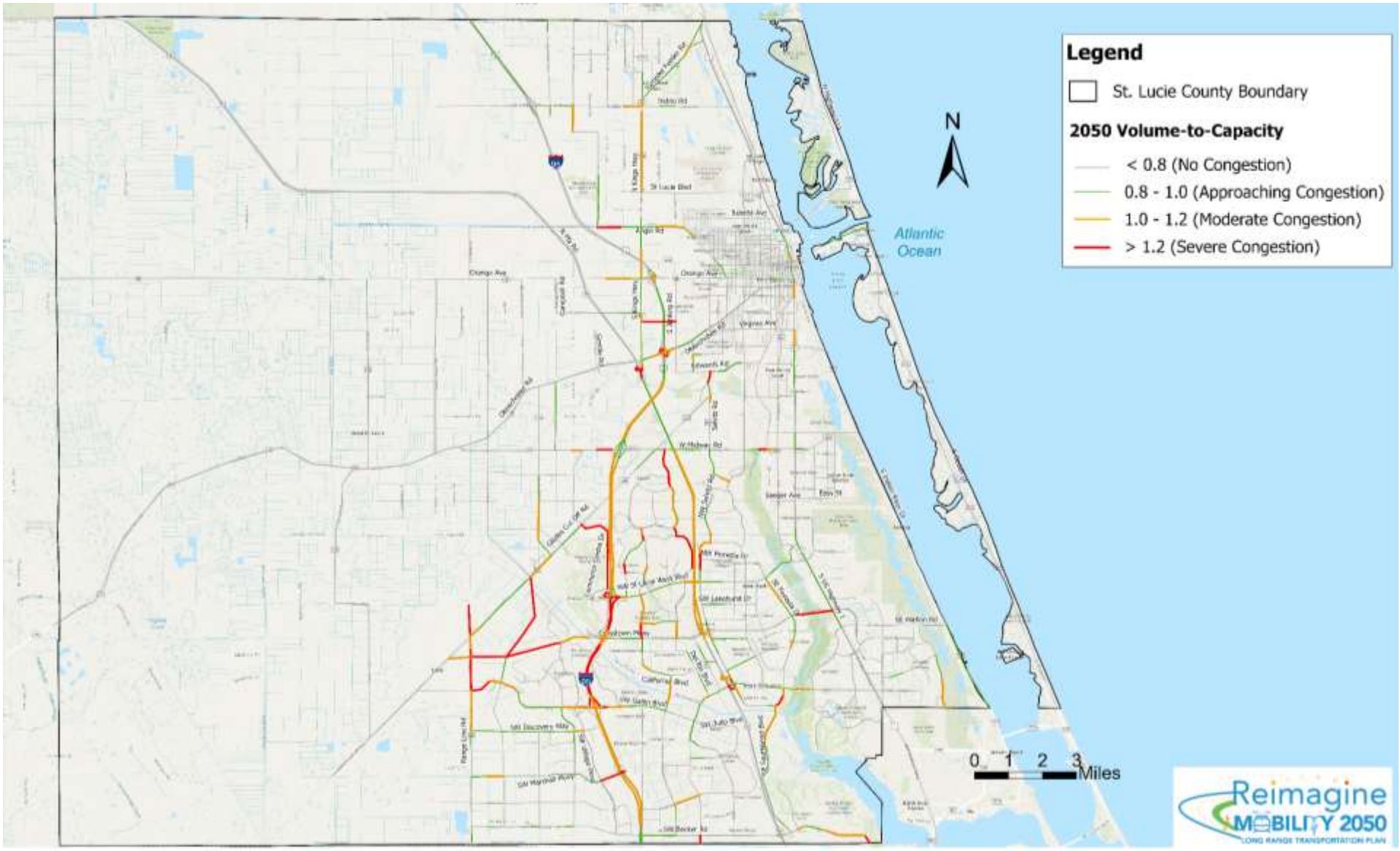


Figure 5-2: 2050 Volume-to-Capacity Ratio Map

The following types of roadway/Bridge needs project types were considered as solutions to the congested corridors in the E+C scenario:

- Widen Existing Roads: Add more lanes to current roads (e.g., "Widen 2L to 4L").
- New Roadway/Connectors: Build new roads to improve connectivity or create alternate routes.
- Complete Streets: Add features like wider sidewalks and bike lanes alongside roadway upgrades.
- New Interchanges: Build interchanges for better access to major highways such as I-95 or the Florida Turnpike.

See Table 5-3 for the full project list and Figure 5-3 for project locations.

The projects were verified for planning consistency using various sources, including the Smart Moves 2045 LRTP Cost Feasible Plan, the FDOT/ Florida Turnpike Strategic Intermodal System (SIS) Cost Feasible *and Needs Plans*, and the local mobility/comprehensive plans.

Table 5-3: Roadway and Bridge Needs

Project ID	Street	From	To	Type	Source
1001	Airport Connector	Johnston Road	Kings Highway	New 4 Lanes	TCRPM 6 V/C
1002	Airport Connector	I-95	Johnston Road	New 4 Lanes	TCRPM 6 V/C
1115	Angle Road	Johnston Road	Keen Road	Widen 2L to 4L	TCRPM 6 V/C
1117	Angle Road at N 39th St/ Avenue F			New Roundabout	TPO Board Member
1003	Arterial A	Glades Cut-Off Road	Midway Road	Widen 2L to 4L	TCRPM 6 V/C
1126	Avenue O Extension	US 1	Harbour Pointe Park	New 2 Lanes	Port of Fort Pierce
1007	Bayshore Boulevard	St. Lucie West Boulevard	Selvitz Road	Widen 2L to 4L	TCRPM 6 V/C
1008	Becker Road	Range Line Road	N-S Road B	Widen 2L to 4L	TCRPM 6 V/C
1009	Becker Road	N-S Road B	Village Parkway	Widen 4L to 6L	TCRPM 6 V/C
1113	Becker Road	Veranda Gardens Boulevard	Gilson Road	Widen 2L to 4L	City of Port St Lucie
1011	California Boulevard	St Lucie West Boulevard	Crosstown Parkway	Widen 2L to 4L & Complete Street	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment
1012	California Boulevard	Crosstown Parkway	Del Rio Boulevard	Widen 2L to 4L	City of Port St Lucie Mobility Plan - Phase 2

Project ID	Street	From	To	Type	Source
1015	Cascade Road Extension	Cascade Road	Rosser Boulevard	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2
1016	Cashmere Boulevard	Crosstown Parkway	St Lucie West Boulevard	Widen 2L to 4L & Complete Street	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment
1020	Commerce Center Drive	St Lucie West Boulevard	Glades Cut-Off Road	Widen 2L to 4L & Complete Street	City of Port St Lucie Mobility Plan - Phase 2
1022	Community Boulevard	Tradition Parkway	Discovery Way	Widen 2L to 4L & Complete Street	City of Port St Lucie Mobility Plan - Phase 2
1023	Community Boulevard	Becker Road	Discovery Way	Widen 2L to 4L	TCRPM 6 V/C
1024	Crosstown Parkway Extension	Glades Cut-Off Road	Range Line Road	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2
1028	Discovery Way	N-S Road B	Village Parkway	Widen 2L to 4L	TCRPM 6 V/C
1032	East Torino Parkway	NW Cashmere Boulevard	Midway Road	Widen 2L to 4L	City of Port St Lucie Mobility Plan - Phase 2
1118	Edwards Road	Jenkins Road	S 25th Street	Widen 2L to 4L	St Lucie County
1031	E-W Road 6	Shinn Road	Glades Cut-Off Road	New 4 Lanes	TCRPM 6 V/C
1033	Fern Lake Drive	Tradition Parkway	Westcliff Lane	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2
1099	Florida Turnpike	Indian River County Line	Crosstown Parkway	Widen 4L to 6L	SIS Needs
1108	Florida Turnpike	Crosstown Parkway	Becker Road	Widen 4L to 8L	SIS Needs & Public Comment
1119	Fort Pierce Blvd at Winter Garden Parkway			New Roundabout	TPO Board Member
1038	Gig Place Extension	Port St Lucie Boulevard	Galibreath Avenue	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2
1039A	Glades Cut Off Road	Selvitz Road	Midway Road	Widen 2L to 4L	TCRPM 6 V/C & Digital Public Comments
1039B	Glades Cut Off Road	Midway Road	I-95	Widen 2L to 4L	TCRPM 6 V/C & Digital Public Comments

Project ID	Street	From	To	Type	Source
1039C	Glades Cut Off Road	Commerce Centre Dr	Range Line Rd	Widen 2L to 4L	TCRPM 6 V/C & Digital Public Comments
1065	Hegener Drive	N-S Road A	Village Parkway	Widen 2L to 4L	TCRPM 6 V/C
1040	I-95	Martin/St. Lucie County Line	south of Okeechobee Road	Widen 6L to 8L	TCRPM 6 V/C
1111	I-95 at Marshall Parkway	I-95	Marshall Parkway	New Interchange	City of Port St Lucie 2045 Mobility Plan
1112	I-95 at N Connector	I-95	Northern Connector	New Interchange	FDOT
1120	Indrio Road	N Kings Highway	Seminole Road	Widen 2L to 4L	St Lucie County
1041	Jenkins Road	Okeechobee Road	Edwards Road	Widen 2L to 4L	TCRPM 6 V/C
1042	Jenkins Road	Orange Avenue	Okeechobee Road	Widen 2L to 4L	TCRPM 6 V/C
1043	Jenkins Road	Orange Avenue	Floyd Johnson Road	Widen 2L to 4L	TCRPM 6 V/C
1044	Jenkins Road	Floyd Johnson Road	St. Lucie Boulevard	New 4 Lanes	TCRPM 6 V/C
1045	Jenkins Road	Post Office Road	Midway Road	Widen 2L to 4L	TCRPM 6 V/C
1046	Jenkins Road	Glades Cut-Off Road	Post Office Road	New 4 Lanes	TCRPM 6 V/C
1047	Jenkins Road	Walmart Distribution Center	Glades Cut-Off Road	Widen 2L to 4L	TCRPM 6 V/C
1048	Jenkins Road	Edwards Road	Walmart Distribution Center	New 4 Lanes	TCRPM 6 V/C & Public Comment
1121	Johnston Road	Indrio Road	3/4 mile south of Indrio Road	Widen 2L to 4L	St Lucie County
1049	Kings Highway (Turnpike Feeder Road)	Indrio Road	US-1	Widen 2L to 4L	TCRPM 6 V/C
1050	Kings Highway	St. Lucie Boulevard	Indrio Road	Widen 2L to 4L	TCRPM 6 V/C
1106	Kings Highway	Commercial Circle	St. Lucie Boulevard	Widen 2L to 4L	St Lucie County
1063	Marshall Parkway	N-S Road A	Village Parkway	Widen 2L to 4L	TCRPM 6 V/C
1064	Marshall Parkway	Range Line Road	N-S Road A	New 2 Lanes	TCRPM 6 V/C

Project ID	Street	From	To	Type	Source
1101	Marshall Parkway Extension	Tom Mackie Boulevard	I-95	New 2 Lanes	PSL 2045 Mobility Plan
1051	McCarty Road	Glades Cut-Off Road	Williams Road	Widen 2L to 4L	TCRPM 6 V/C
1052	McCarty Road	Williams Road	Midway Road	New 4 Lanes	TCRPM 6 V/C
1122	Midway Road	Okeechobee Road	Wylder Parkway	Widen 2L to 4L & Complete Street	St Lucie County
1056	Newell Road	Shinn Road	Arterial A	New 4 Lanes	TCRPM 6 V/C
1060	Northern Connector	Florida's Turnpike	I-95	New 4 Lanes	TCRPM 6 V/C
1057	North-Mid County Connector	Orange Avenue	Florida's Turnpike	New 4 Lanes	TCRPM 6 V/C
1058	North-Mid County Connector	Okeechobee Road	Orange Avenue	New 4 Lanes	TCRPM 6 V/C & Public Comment
1059	North-Mid County Connector	Midway Road	Okeechobee Road	New 4 Lanes	TCRPM 6 V/C
1053	N-S Road A	Crosstown Parkway Extension	Glades Cut Off Road	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2
1054	N-S Road A	Becker Road	Discovery Way	Widen 2L to 4L	TCRPM 6 V/C
1133	N-S Road A	Discovery Way	Crosstown Parkway	New 4 lane	TCRPM 6 V/C
1055	N-S Road B	Becker Road	Discovery Way	Widen 2L to 4L	TCRPM 6 V/C
1061	NW Cashmere Boulevard	Swan Lake Circle	East Torino Parkway	Widen 2L to 4L	TCRPM 6 V/C
1102	NW Gilson Road	SE Becker Road	Martin County Line	Widen 2L to 4L	St Lucie County
1129	NW North Torino Pkwy to Peacock Blvd	NW East Torino Parkway	NW Stadium Dr	Widen 2L to 4L	St Lucie County & Public Comment
1127	Port of Fort Pierce SIS Connector / SR - 70	I 95	Port of Fort Pierce	Modify Connector	2045 SIS Unfunded & Public Comment
1068	Port St Lucie Boulevard	C-23 Canal	Abraham Avenue	Widen 2L to 4L & Complete Street	City of Port St Lucie Mobility Plan - Phase 2
1070	Range Line Road	Glades Cut-Off Road	Midway Road	New 4 Lanes	TCRPM 6 V/C & Digital Public Comments
1100	Range Line Road	Crosstown Parkway Extension	Martin County Line	Widen 2L to 4L	TCRPM 6 V/C
1123	Russos Road	Koblegard Road	Emerson Avenue	New 2 Lanes	St Lucie County

Project ID	Street	From	To	Type	Source
1072	Savage Boulevard Extension	Current Terminus	Del Rio Boulevard	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2
1073	Savona Boulevard	Gatlin Boulevard	California Boulevard	Widen 2L to 4L	City of Port St Lucie Mobility Plan - Phase 2
1125	Savona Boulevard	Gatlin Boulevard	Becker Road	Widen 2L to 4L	PSL 2045 Mobility Plan
1076	Selvitz Road	Bayshore Boulevard	Midway Road	Widen 2L to 4L	City of Port St Lucie Mobility Plan - Phase 2
1078	Shinn Road	Glades Cut Off Road	Midway Road	New 4 Lanes	TCRPM 6 V/C
1079	Southbend Boulevard	Becker Road	Port St. Lucie Boulevard	Widen 2L to 4L	TCRPM 6 V/C
1081	St. Lucie West Boulevard	E of I-95	Cashmere Boulevard	Widen 4L to 6L & Complete Street	TCRPM 6 V/C & Public Comment
1130	SW Becker Road	SW Village Parkway	I-95	Widen 4L to 6L	TCRPM 6 V/C & Public Comment
1132	SW Crosstown Parkway	Range Line Road	Commerce Centre Drive	Widen 4L to 6L	TCRPM 6 V/C & Public Comment
1131	SW Discovery Way	Range Line	N-S Road B	Widen 2L to 4L	TCRPM 6 V/C
1084	Trade Center/Tom Mackie	Village Parkway	Discovery Way	New 2 Lanes	TCRPM 6 V/C
1085	Tradition Parkway	Range Line Road	SW Stony Creek Way	Widen 2L to 4L	TCRPM 6 V/C
1086	Tradition Parkway Extension	Glades Cut-Off Road	Range Line Road	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2
1088	Tunis Avenue Extension	Port St Lucie Boulevard	Filmore Street	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2
1110	Turnpike at Crosstown	Florida Turnpike	Crosstown Parkway	New Interchange	Florida Turnpike
1109	Turnpike at Midway	Florida Turnpike	Midway Road	New Interchange	Florida Turnpike
1200	Turnpike at Okeechobee	Florida Turnpike	Okeechobee Road	Interchange Improvement	Florida Turnpike
1201	Turnpike at Port St. Lucie	Florida Turnpike	Port St. Lucie Boulevard	Interchange Improvement	Florida Turnpike
1097	Turnpike at N Connector	Florida Turnpike	Northern Connector	New Interchange	Florida Turnpike
1105	US 1	North Causeway	Sunrise Boulevard	Widen 4L to 6L	St Lucie County

Project ID	Street	From	To	Type	Source
1091	Village Parkway	Becker Road	Discovery Way	Widen 4L to 6L	TCRPM 6 V/C
1124	Walton Road at Green River Parkway	Walton Road	Green River Parkway	New Roundabout	TPO Board Member
1116	Weatherbee Road and Midway Road	Weatherbee Road	Midway Road	New Roundabout	CAC Board Member
1093	Westcliffe Lane	N-S Road A	SW Tremonte Avenue	New 4 Lanes	TCRPM 6 V/C
1094	Williams Extension	McCarty Road	Glades Cut-Off Road	Widen 2L to 4L	TCRPM 6 V/C
1095	Williams Road	McCarthy Road	Midway Bypass Greenway	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2
1096	Williams Road	Shinn Road	McCarty Road	New 2 Lanes	TCRPM 6 V/C & Public Comment

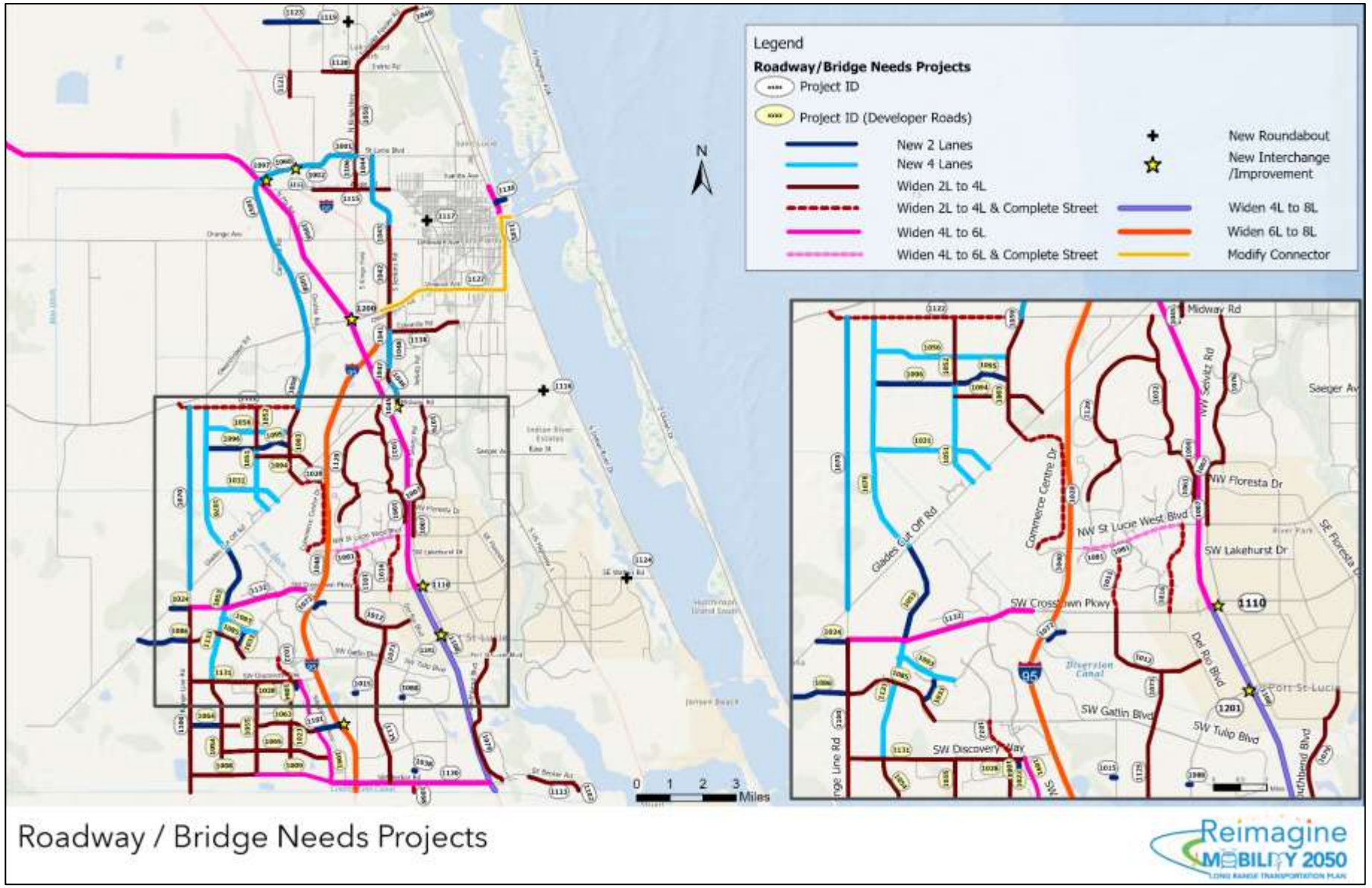


Figure 5-3: Roadway and Bridge Needs Projects

5.3 Transportation Alternatives Needs

Pedestrian Element

The pedestrian element outlines a strategy for improving pedestrian safety and connectivity in St. Lucie County. The plan is informed by current/historic studies information such as the Smart Moves 2045 LRTP, targeted safety analyses, and the draft 2025 St. Lucie Walk-Bike Network. Its objectives include addressing sidewalk network gaps and applying safety enhancements at locations identified as priorities.

Project selection and ranking followed a needs assessment process aimed at increasing safety and connectivity. This process included:

- **Safety Analysis:** Examination of pedestrian crash data to identify corridors and intersections with recurring safety issues, with projects prioritized accordingly.
- **Network Gap Analysis:** Assessment of existing sidewalks and pathways to determine missing connections, especially where routes serve destinations such as transit stops, schools, parks, and commercial areas.
- **Disadvantaged Community Considerations:** Analysis to ensure that selected projects address the requirements of underserved and transit-dependent populations.

To address these needs, the following facility types are defined:

- **Pedestrian Facilities:** Projects involving new sidewalk construction, rehabilitation of current paths, and installation of features such as improved lighting and accessible curb ramps.
- **Greenway:** Shared-use paths, often in parks or natural corridors, separated from roadways and used for both transportation and recreation.
- **Boardwalk:** Elevated wooden walkways, typically placed near water or wetlands to enable pedestrian access.

Table 5-4 contains a detailed project list with locations shown in Figure 5-4.

Table 5-4: Transportation Alternatives Needs– Pedestrian Element

Project ID	Roadway Name	From	To	Project Type	Source
2002	17th Street	Georgia Avenue	Delaware Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP
2005	53rd Street	Angle Road	Juanita Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP
2006	95 (Peacock) Greenway	Crosstown Parkway	Gatlin Boulevard	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2015	Angle Road	Kings Highway	N 53rd Street	Pedestrian Facilities	SmartMoves 2045 LRTP
2020	Bayshore Greenway	Oaklyn Street	Archer Avenue	Boardwalk	City of Port St Lucie Mobility Plan - Phase 2
2021	Beach Avenue	Oleander Avenue	Riomar Drive	Pedestrian Facilities	SmartMoves 2045 LRTP

Project ID	Roadway Name	From	To	Project Type	Source
2024	Bell Avenue	25th Street	Oleander Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP
2025	Berkshire Boulevard	Melaleuca Boulevard	Earl Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2026	Berkshire Boulevard	South Blackwell Drive	Melaleuca Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2028	Boston Avenue	S 25th Street	S 13th Street	Pedestrian Facilities	SmartMoves 2045 LRTP
2035	Cambridge Drive	Westmoreland Boulevard	Morningside Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2038	Carter Avenue	Bayshore Boulevard	Airoso Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2043	Charleston Drive	Berkshire Boulevard	Green River Parkway	Pedestrian Facilities	SmartMoves 2045 LRTP
2044	Colonial Road	Southern Avenue	Ohio Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP
2238	Cortez Boulevard	Esplenade Avenue	Sunrise Boulevard	Pedestrian Facilities	St. Lucie County
2239	Cortez Boulevard	S 27th Street	S 35th Street	Pedestrian Facilities	St. Lucie County
2061	Edwards Road	Jenkins Road	S 25th Street	Pedestrian Facilities	SmartMoves 2045 LRTP
2064	Eyerly Avenue	Bayshore Boulevard	Airoso Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2066	Farmers Market Road	Oleander Avenue	US-1	Pedestrian Facilities	SmartMoves 2045 LRTP
2241	Fort Pierce Boulevard	Lakeland Drive	Seminole Road	Pedestrian Facilities	St. Lucie County
2242	Fort Pierce Boulevard	Seminole Road	Emerson Avenue	Pedestrian Facilities	St. Lucie County
2076	Gilson Road	Martin/St. Lucie County Line	Becker Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2077	Glades Cut-Off Road	Burnside Drive	Selvitz Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2078	Glades Cut-Off Road	Range Line Road	C-24 Canal Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2079	Graham Road	Kings Highway	Jenkins Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2082	Green River Connector (New Road south of SE Ibis Ave)	US-1	Green River Parkway	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2084	Hartman Road	Okeechobee Road	Orange Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP & Public Comment

Project ID	Roadway Name	From	To	Project Type	Source
2088	Hogpen Slough → East Coast Greenway Trail	Hogpen Slough Trail	East Coast Greenway	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2089	Hogpen Slough Trail	US-1	Village Green Drive	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2093	Indrio Road	Kings Highway	Old Dixie Highway	Pedestrian Facilities	SmartMoves 2045 LRTP
2095	Juanita Avenue	N 53rd Street	N 41st Street	Pedestrian Facilities	SmartMoves 2045 LRTP
2097	Keen Road	Angle Road	St. Lucie Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2099	Kings Highway	North of I-95	Indrio Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2243	Kirby Loop Road	McNeil Road	S 35th Street	Pedestrian Facilities	St. Lucie County
2101	Kitterman Road	Oleander Avenue	US-1	Pedestrian Facilities	SmartMoves 2045 LRTP
2108	McCarthy Road	Midway Road	Okeechobee Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2244	McNeil Road	Okeechobee Road	Kirby Loop Road	Pedestrian Facilities	St. Lucie County
2110	Midway Bypass Greenway	Glades Cut-Off Road	US-1	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2112	Midway Road	I-95	Selvitz Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2116	Mississippi Avenue	S 11th Street	S 10th Street	Pedestrian Facilities	SmartMoves 2045 LRTP
2249	NFSLR Greenway	Gordy Road	Lennard Road	Greenway	TPO Board Member
2127	NW Volucia Drive	Torino Parkway	Blanton Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2129	O. L. Peacock Park Trail Loop	Peacock Greenway (south of SW Letchworth St)	Peacock Greenway (west of SW Effland Ave)	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2131	Old Dixie Highway	US-1 Junction	Kings Highway	Pedestrian Facilities	SmartMoves 2045 LRTP
2135	Oleander Avenue	SR 70	Beach Avenue	Pedestrian Facilities	CSAP - TAC member
2149	Peacock Greenway South	O. L. Peacock Park Trail Loop	Paar Drive	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2150	Peacock Trail	Dreyfuss Boulevard	Gatlin Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2165	Quincy Avenue	Okeechobee Road	S 25th Street	Pedestrian Facilities	SmartMoves 2045 LRTP

Project ID	Roadway Name	From	To	Project Type	Source
2166	Range Line Road	Martin/St. Lucie County Line	Glades Cut-Off Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2169	S 11th Street	Mississippi Avenue	Georgia Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP
2245	S 35th St	Virgnia Avenue	Kirby Loop Road	Pedestrian Facilities	St. Lucie County
2174	Savannah Road	US-1	Indian River Drive	Pedestrian Facilities	SmartMoves 2045 LRTP
2180	SE Calmoso Drive	SE Sandia Drive	Floresta Drive	Pedestrian Facilities	SmartMoves 2045 LRTP
2185	Selvitz Road	South of Devine Road	Glades Cut Off Road	Pedestrian Facilities	St. Lucie County
2184	Silver Oak Drive	Easy Street	Midway Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2191	St. Lucie Boulevard	Kings Highway	N 25th Street	Pedestrian Facilities	SmartMoves 2045 LRTP
2192	Sunrise Boulevard	Midway Road	Edwards Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2194	SW Dalton Avenue	Savona Boulevard	Port St. Lucie Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2196	Taylor Dairy Road	Angle Road	Indrio Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2205	Torino Greenway	NE Torino Parkway	NW Peacock Boulevard	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2213	University Boulevard	NW California Boulevard	NW Bethany Drive	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2217	US-1	North Causeway Bridge	St. Lucie County/Indian River County Line	Pedestrian Facilities	SmartMoves 2045 LRTP
2221	US-1 Connector	Morningside Boulevard	US-1	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2246	Weatherbee Road	Silver Oaks Drive	Savannas Campground	Pedestrian Facilities	St. Lucie County
2247	Winter Garden Parkway	Kings Highway	Seminole Road	Pedestrian Facilities	St. Lucie County
2248	Winter Garden Parkway	Pandora Avenue	Kings Highway	Pedestrian Facilities	St. Lucie County

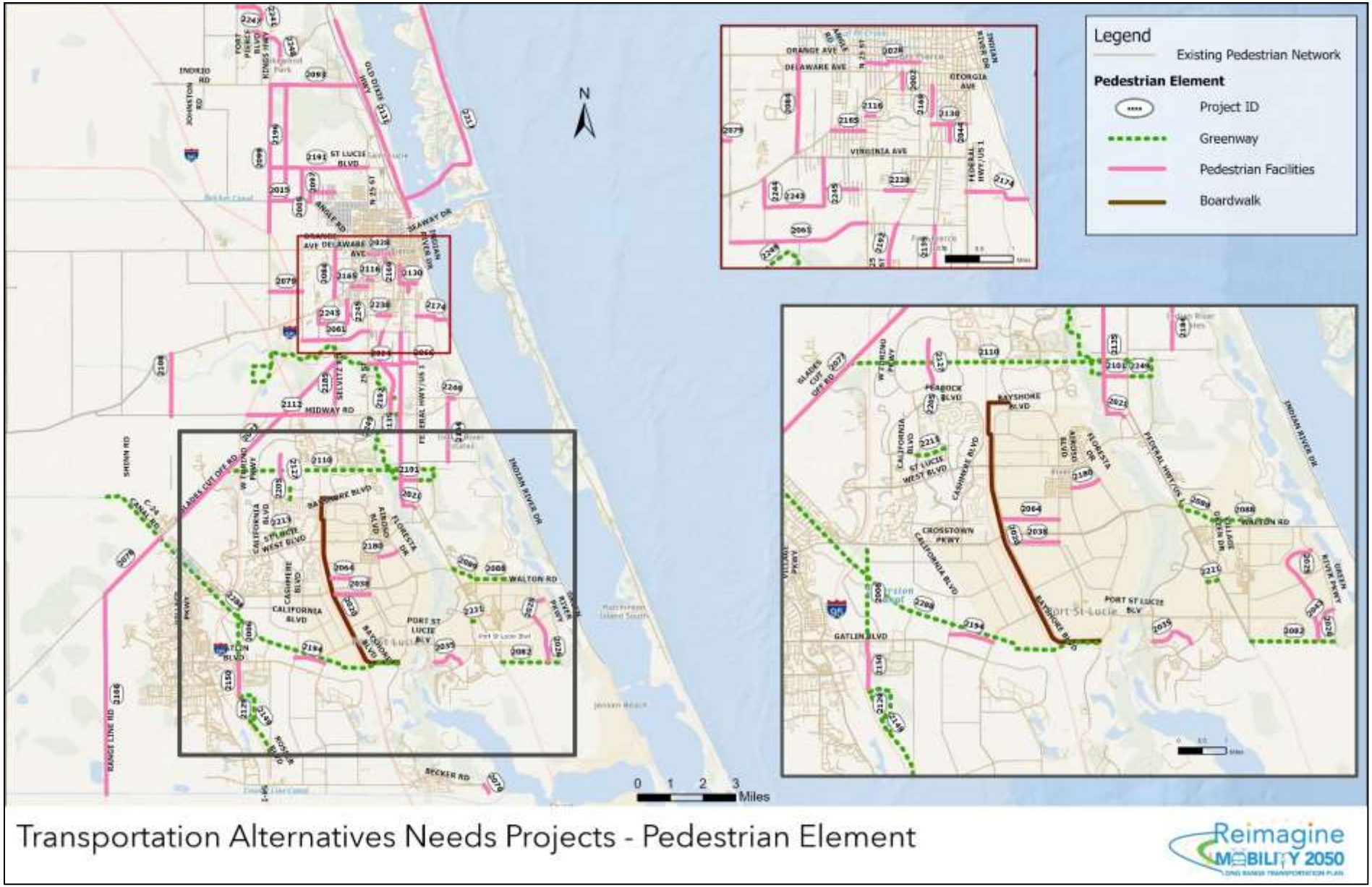


Figure 5-4: Transportation Alternatives Needs Projects – Pedestrian Element

Bicycle Element

The bicycle element is based on the St. Lucie Walk-Bike plan and incorporates locations from current inventories, including the St. Lucie TPO Bicycle Facilities Map. These maps provide a reference for the existing non-motorized network, used by pedestrians and bicyclists. The plan identifies areas of need and aims to address gaps in the network to support safe and connected routes.

The Walk-Bike Network plan outlines projects to establish a system serving pedestrians, bicyclists, and greenway users. It builds on prior planning activities and maintains coordination efforts to develop a network of facilities guided by Complete Street standards, focusing on accessibility and safety for all users.

To support this objective, the following types of active transportation facilities may be considered where suitable:

- Shared-Use Path: A separate path (typically 8–12 feet wide) designed for shared use by bicyclists, pedestrians, and other non-motorized users with limited vehicle crossings.
- Bike/Micromobility Lanes: Physically separated or protected lanes using delineators, raised curbs, bollards, planters, or parking lanes. Designed primarily for bicyclists, these lanes also accommodate micromobility users. One-way lanes generally have a minimum width of 7 feet; two-way lanes are usually at least 12 feet wide.
- Bike Lanes:
  - Buffered Bike Lanes: On-road facilities (typically 6–7 feet wide) that include a painted buffer to increase separation between the bicycle/micromobility lane and adjacent motor vehicle travel lane.
  - Conventional Bike Lane: An on-road facility (typically 4–5 feet wide) indicated by pavement markings and signs for preferential use by bicyclists and micromobility users.
- Complete Street: A project that redesigns the public right-of-way to accommodate all users, including pedestrians, bicyclists, transit riders, and motorists. Features may include wider sidewalks, dedicated transit lanes, separated bike lanes, and streetscape enhancements.

The detailed project list is provided in Table 5-5 and geographic spread is shown in Figure 5-5.

Table 5-5: Transportation Alternatives Needs – Bicycle Element

Project ID	Roadway Name	From	To	Type	Source
2001	13th Street	Georgia Avenue	Orange Avenue	Bicycle	2045 Future Bike Lanes
2008	Airoso Boulevard	Port St Lucie Boulevard	St James Boulevard	Micromobility	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment
2309	Airoso/Bayshore Boulevard	Selvitz Road	St James Drive	Shared-Use Path	PSL Mobility Plan Presentation
2010	Alcantara Boulevard	Port St Lucie Boulevard	Savona Boulevard	Micromobility	City of Port St Lucie Mobility Plan - Phase 2
2013	Allen Street	Port St Lucie Boulevard	Essex Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2

Project ID	Roadway Name	From	To	Type	Source
2014	Aneci Street	SE Thanksgiving Avenue (south of SE Evans Ave)	SE Thanksgiving Avenue (north of SE Tanner Ave)	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2017	Archer Avenue	Selvitz Road	Bayshore Greenway	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2018	Avenue D	US-1	N 13th Street	Bicycle	CSAP - Micro-Mobility Study
2251	Avenue O Extension / Sun Trail	US 1	Harbour Pointe Park	Shared-Use Path	PFP Connector
2260	Becker Road	Village Parkway	Range Line Road	Shared-Use Path	PSL Mobility Plan Presentation
2032	California Boulevard	NW County Club Drive	University Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2033	California Boulevard	St. Lucie West Boulevard	NW County Club Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2304	California Boulevard	Del Rio Boulevard	Savona Boulevard	Shared-Use Path	PSL Mobility Plan Presentation
2306	California Boulevard	Savona Boulevard	Cameo Boulevard	Shared-Use Path	PSL Mobility Plan Presentation
2307	California Boulevard	Del Rio Boulevard	St Lucie West Boulevard	Shared-Use Path	PSL Mobility Plan Presentation & Public Comment
2039	Cascade Road	SW Hambrick St	SW Alvaton Avenue	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2297	Cashmere Boulevard	East Torino Parkway	Magnolia Lakes Boulevard	Shared-Use Path	PSL Mobility Plan Presentation
2045	Commerce Center Drive	Crosstown Parkway	St Lucie West Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2295	Commerce Center Drive	St Lucie W Boulevard	Glades Cut-Off Road	Shared-Use Path	PSL Mobility Plan Presentation
2269	Community Boulevard	Tradition Parkway	Becker Road	Shared-Use Path	PSL Mobility Plan Presentation
2047	Crescent Avenue	Kali St	Bayshore Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2048	Crosstown Parkway	Village Parkway	US-1	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment
2277	Crosstown Parkway	Glades Cut-Off Road	Village Parkway	Shared-Use Path	PSL Mobility Plan Presentation
2049	Crosstown Parkway Multimodal Bridge	Coral Reef Street	US-1	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2051	Darwin Boulevard	Tulip Boulevard	SW Landale Boulevard	Bicycle	SmartMoves 2045 LRTP

Project ID	Roadway Name	From	To	Type	Source
2052	Darwin Boulevard	Becker Road	Tulip Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2302	Del Rio Boulevard	C-24 Canal	California Boulevard	Shared-Use Path	PSL Mobility Plan Presentation
2303	Del Rio Boulevard	Port St Lucie Boulevard	California Boulevard	Shared-Use Path	PSL Mobility Plan Presentation
2055	Delaware Avenue	Hartman Road	S 17th Street	Complete Street	CSAP - TPO Board member
2266	Discovery Way	Village Parkway	Range Line Road	Shared-Use Path	PSL Mobility Plan Presentation
2057	Dreyfuss Boulevard	O. L. Peacock Park Trail Loop	Rosser Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2299	East Torino Parkway	Cashmere Boulevard	Midway Road	Shared-Use Path	PSL Mobility Plan Presentation
2300	East Torino Parkway	Cashmere Boulevard	Midway Road	Shared-Use Path	PSL Mobility Plan Presentation
2060	Easy Street	Yucca Drive	US-1	Complete Street	CSAP - TPO Board member
2062	Emerson Avenue	Indrio Road	St. Lucie/Indian River County Line	Bicycle	2045 Future Bike Lanes
2063	Essex Drive	Floresta Drive / Allen St	Bayshore Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2067	Floresta Drive	Airoso Boulevard	Bayshore Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2069	Floresta Drive	Prima Vista Boulevard	Oakridge Drive	Complete Street	CSAP - TAC member
2312	Floresta Drive	Airoso Boulevard	Prima Vista Boulevard	Complete Street	PSL Mobility Plan Presentation
2073	Gatlin Boulevard	W of I-95	Port St Lucie Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2091	Indian River Drive	Orange Avenue	AE Backus Museum & Gallery	Bicycle	2045 Future Bike Lanes
2092	Indrio Road	Johnston Road	Kings Highway	Shared-Use Path	FDOT / TPO Comments
2094	Juanita Avenue	25th Street	US-1	Bicycle	2045 Future Bike Lanes
2096	Kali Street	Thanksgiving Avenue	Crescent Avenue	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2100	Kings Highway	Okeechobee Road	Indrio Road	Bicycle	SmartMoves 2045 LRTP
2103	Lakehurst Drive	SW Bayshore Boulevard	Sandia Avenue	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2105	Lennard Road	Walton Road	Veterans Memorial Parkway	Micromobility	City of Port St Lucie Mobility Plan - Phase 2

Project ID	Roadway Name	From	To	Type	Source
2107	Lyngate Drive	Veterans Memorial Parkway	Morningside Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2264	Marshall Parkway	Village Parkway	Range Line Road	Shared-Use Path	PSL Mobility Plan Presentation
2293	McCarthy Road	Midway Road	Glades Cut-Off Road	Shared-Use Path	PSL Mobility Plan Presentation
2113	Midway Road	Wylder Parkway	I-95	Complete Street	CSAP - TAC member
2117	Morningside Boulevard	Lyngate Drive	Westmoreland Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2118	Morningside Boulevard	Mitchell Avenue	Current Terminus of 2-Lane Divided Segment	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2120	Morningside Boulevard	Westmoreland Boulevard	Mitchell Avenue	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2121	N 25th Street	Virginia Avenue	Avenue E	Bicycle	2045 Future Bike Lanes
2291	Newell Road	McCarthy Road	Peacock Road	Shared-Use Path	PSL Mobility Plan Presentation
2273	NS Road A	Discovery Way	Becker Road	Shared-Use Path	PSL Mobility Plan Presentation
2271	NS Road B	Discovery Way	Becker Road	Shared-Use Path	PSL Mobility Plan Presentation
2128	NW West Blanton Boulevard	East Torino Parkway	West Torino Parkway	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2133	Oleander Avenue	Kitterman Road	south of Midway Road	Bicycle	SmartMoves 2045 LRTP
2134	Oleander Avenue	Midway Road	Edwards Road	Bicycle	2045 Future Bike Lanes
2137	Orange Avenue	US-1	Indian River Drive	Bicycle	2045 Future Bike Lanes
2139	Paar Drive	Darwin Boulevard	Tulip Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2141	Paar Drive	Rosser Boulevard	Darwin Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2262	Paar Drive Extension	Village Parkway	Range Line Road	Shared-Use Path	PSL Mobility Plan Presentation
2143	Peachtree Boulevard	St James Drive	NW Selvitz Road	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2144	Peacock Boulevard	California Boulevard	Cashmere Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2145	Peacock Boulevard	NW Mercantile Place	California Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2146	Peacock Boulevard	St Lucie West Boulevard	University Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2

Project ID	Roadway Name	From	To	Type	Source
2147	Peacock Boulevard	University Boulevard	Piazza Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2151	Pine Valley Street	Westmoreland Boulevard	Monte Vista Street	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2152	Port St Lucie Boulevard	Abraham Avenue	Becker Road	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2155	Port St Lucie Boulevard	Darwin Boulevard	Gatlin Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2281	Port St Lucie Boulevard	Becker Road	Darwin Boulevard	Shared-Use Path	PSL Mobility Plan Presentation
2159	Port St Lucie Boulevard (Multimodal Bridge)	Abode Avenue	Approx 400' S of C-23 Canal	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2160	Port St Lucie Boulevard Multimodal Bridge	Existing River Boardwalk	Allen Street	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2161	Port St. Lucie Boulevard	Gatlin Boulevard	US-1	Bicycle	2045 Future Bike Lanes & Public Comment
2162	Prima Vista Boulevard	Banyan Drive	US-1	Bicycle	SmartMoves 2045 LRTP
2163	Prima Vista Boulevard	Bayshore Boulevard	Airoso Boulevard	Micromobility	City of Port St Lucie Mobility Plan - Phase 2
2284	Reserve Boulevard Extension	Glades Cut-Off Road	Shinn Road	Shared-Use Path	PSL Mobility Plan Presentation
2170	Sandia Drive	NW Prima Vista Boulevard	SE Thornhill Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2301	Savage Boulevard	Gatlin Boulevard	Galiano Boulevard	Shared-Use Path	PSL Mobility Plan Presentation
2175	Savannas Preserve State Park Trail	Weatherbee Road	South of Farmers Market Road	Bicycle	SmartMoves 2045 LRTP
2176	Savona Boulevard	Becker Road	Paar Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2178	Savona Boulevard	Paar Drive	Gatlin Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2305	Savona Boulevard	Gatlin Boulevard	California Boulevard	Shared-Use Path	PSL Mobility Plan Presentation
2181	SE Lennard Road	US-1	Cane Slough Road / Mariposa Avenue	Bicycle	SmartMoves 2045 LRTP
2182	Seaway Drive	US-1	St. Lucie County Aquarium	Bicycle	2045 Future Bike Lanes
2308	Selvitz Road	Floresta Drive	Bayshore Boulevard	Shared-Use Path	PSL Mobility Plan Presentation

Project ID	Roadway Name	From	To	Type	Source
2310	Selvitz Road	Airoso/Bayshore Boulevard	Midway Road	Shared-Use Path	PSL Mobility Plan Presentation
2286	Shinn Road	Midway Road	Glades Cut-Off Road	Shared-Use Path	PSL Mobility Plan Presentation
2282	Southbend Boulevard	Becker Road	East Snow Road	Shared-Use Path	PSL Mobility Plan Presentation
2283	Southbend Boulevard	Oakridge Drive	East Snow Road	Shared-Use Path	PSL Mobility Plan Presentation
2187	St James Drive / 25th Street	Airoso Boulevard	St James Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment
2188	St James Drive / 25th Street	St James Boulevard	Midway Road	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment
2189	St Lucie West Boulevard	Cashmere Boulevard	Bayshore Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2193	SW Alvaton Avenue	Rosser Boulevard	SW Dreyfuss Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2279	SW Appian Way	Crosstown Parkway	SW Shinnecock Drive	Shared-Use Path	PSL Mobility Plan Presentation
2195	SW Hambrick Street	SW Cascade Road	SW Dreyfuss Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2197	Thanksgiving Avenue	Thanksgiving Avenue	Kail Street	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2198	Thanksgiving Avenue	Whitmore Drive	Aneci Street	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2199	Thornhill Drive	Airoso Boulevard	Floresta Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2200	Thornhill Drive	Bayshore Boulevard	Airoso Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2202	Tiffany Avenue	Lennard Drive	SE Grand Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2203	Tiffany Avenue	US-1	Village Green Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2204	Tiffany Avenue	Village Green Drive	Lennard Drive	Micromobility	City of Port St Lucie Mobility Plan - Phase 2
2209	Torino Parkway (North & West)	East Torino Parkway	California Boulevard	Micromobility	City of Port St Lucie Mobility Plan - Phase 2
2211	Tradition Parkway	Stony Creek Way	W of I-95	Micromobility	City of Port St Lucie Mobility Plan - Phase 2 & Digital Public Comment
2275	Tradition Parkway Extension	Glades Cut-Off Road	Tradition Parkway	Shared-Use Path	PSL Mobility Plan Presentation

Project ID	Roadway Name	From	To	Type	Source
2212	Tulip Boulevard	Pierson Road	Port St Lucie Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2214	University Boulevard	NW Peacock Boulevard	NW California Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2216	US-1	Gardenia Avenue	Orange Avenue	Bicycle	2045 Future Bike Lanes
2218	US-1	Seaway Drive	Old US Highway 1	Bicycle	2045 Future Bike Lanes
2220	US-1	Westmoreland Boulevard	Prima Vista Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2222	Veterans Memorial Parkway	Lyngate Drive	US-1	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2223	Veterans Memorial Parkway	Port St Lucie Boulevard	Lyngate Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2224	Village Green Drive	Industrial Boulevard	Tiffany Avenue	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2226	Village Green Drive	US-1	Industrial Avenue	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2 & Digital Public Comment
2228	Village Parkway	Discovery Way	Tradition Parkway	Micromobility	City of Port St Lucie Mobility Plan - Phase 2
2268	Village Parkway	Discovery Way	Becker Road	Shared-Use Path	PSL Mobility Plan Presentation
2231	Walton Road	SE Scenic Park Drive	Green River Parkway	Bicycle	SmartMoves 2045 LRTP
2298	West Torino Parkway	California Boulevard	East Torino Parkway	Shared-Use Path	PSL Mobility Plan Presentation
2233	Westmoreland Boulevard	Bakersfield Street	Morningside Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2234	Westmoreland Boulevard	Cambridge Drive	Port St Lucie Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2235	Westmoreland Boulevard	Morningside Boulevard	Cambridge Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2236	Westmoreland Boulevard	US-1	Bakersfield Street	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2237	Whitmore Drive	Bayshore Boulevard	Port St Lucie Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2289	Williams Road	Glades Cut-Off Road	Peacock Road	Shared-Use Path	PSL Mobility Plan Presentation

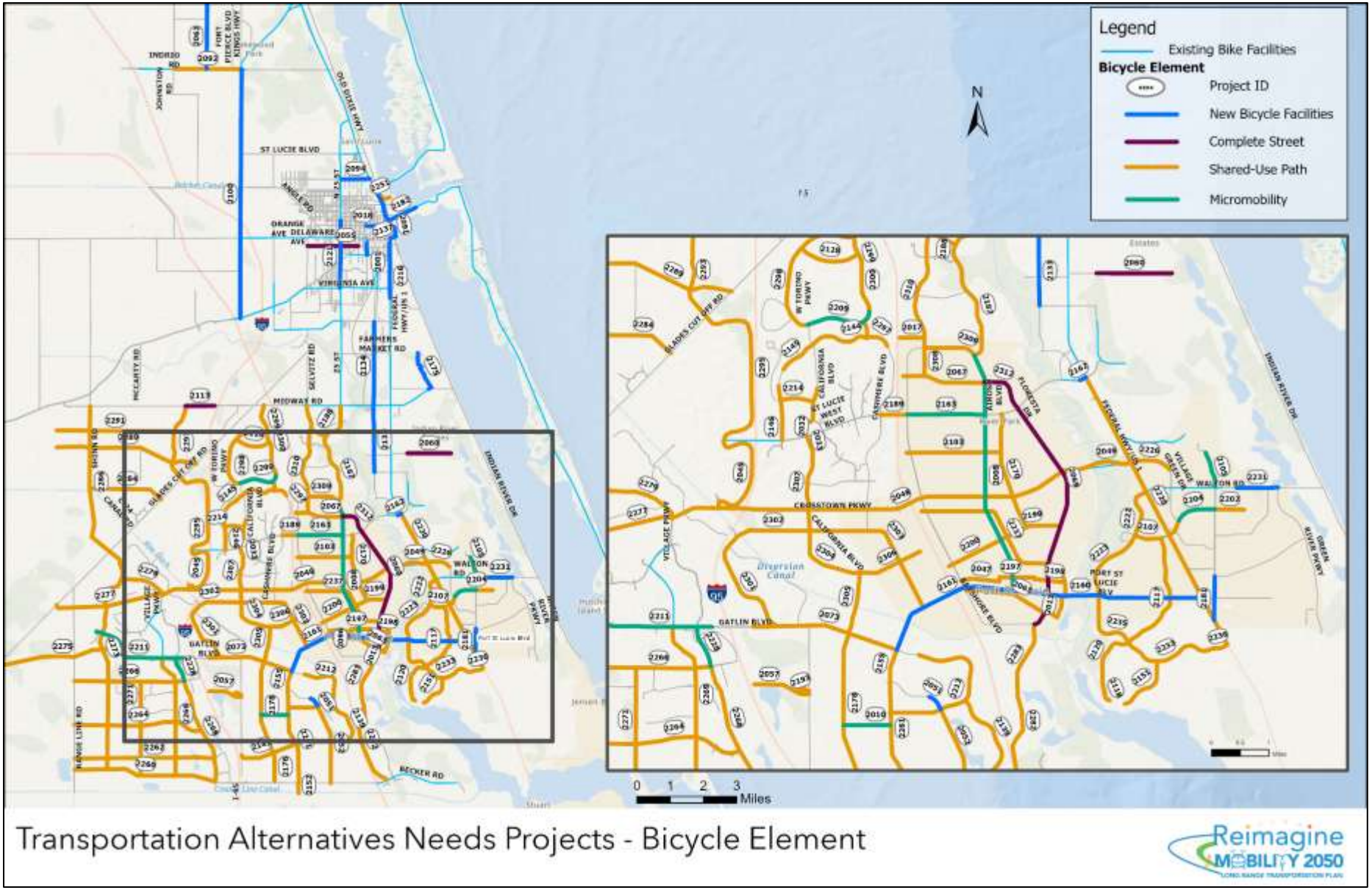


Figure 5-5: Transportation Alternatives Needs Projects - Bicycle

5.4 Transit Needs

The Transit Needs Plan follows the St. Lucie County 10-Year Transit Development Plan (TDP), which sets a vision for an integrated transportation system to improve mobility and quality of life. The TDP outlines priorities such as expanding service in growth areas, increasing frequency and hours, and introducing flexible transit solutions. Projects are grouped into categories to build a more effective transit network. In addition, the City of Port St. Lucie Mobility Plan transit needs projects were considered. The transit projects were verified against the travel demand model –based congestion and demand.

- **New and Modified Fixed-Route Services:** New bus routes on corridors like Crosstown Parkway and Midway Road will connect previously unserved areas. Existing routes will gain weekend service and increased frequency to improve core transit options.
- **Microtransit Circulators:** On-demand micro-transit zones with smaller vehicles and app-based rides are proposed for areas unsuited to fixed-route buses, improving first- and last-mile connections.
- **Water Taxi Services:** Three water taxi routes will connect major recreational, residential, and commercial districts along the C-24 Canal and Riverwalk Boardwalk, offering a scenic, efficient transport option.
- **Bus Stop Facility Improvements:** The plan includes upgrades to bus stops to enhance safety, comfort, and accessibility for riders.

The transit project list is provided in Table 5-6 and the geographic locations are shown in Figure 5-6.

Table 5-6: Transit Projects Needs

Project ID	Roadway Name	From/ Location	To	Project Type	Source
3029	Airport/College Express	Fort Pierce	Port St. Lucie	New Transit Services	Reimagine Transit TDP
3052	Becker Road	I-95 Interchange & Becker Road		Mobility Hub	ACES Sustainable Transportation Plan
3041	Central Fort Pierce ART on Demand	Fort Pierce	Fort Pierce	New On-Demand Transit Services	Reimagine Transit TDP
3001	Crosstown Parkway	Gatlin Boulevard	Walton Road	New Transit Services	SmartMoves 2045 LRTP
3057	Crosstown Parkway	I-95 Interchange and Crosstown Parkway		Mobility Hub	ACES Sustainable Transportation Plan
3033	Downtown/Passenger Rail Station/Beach Shuttle	Fort Pierce	Fort Pierce	New Transit Services	Reimagine Transit TDP
3032	Dual Enrollment Shuttle	County Wide	County Wide	New Transit Services	Reimagine Transit TDP
3031	Extend weekday fixed and micro	County Wide	County Wide	Modified Service on Existing Service	Reimagine Transit TDP

Project ID	Roadway Name	From/ Location	To	Project Type	Source
	service span to 10 PM				
3051	Fort Pierce Downtown	Avenue A		Mobility Hub/ Passenger Rail Terminal	ACES Sustainable Transportation Plan
3002	Fort Pierce to South Hutchinson Island	Fort Pierce	South Hutchinson Island	New Transit Services	SmartMoves 2045 LRTP
3003	Gatlin Boulevard (Route 5 split)	Port St. Lucie Boulevard (Route 5 split)	Innovation Way	New Transit Services	SmartMoves 2045 LRTP
3028	Gatlin Boulevard/Tradition Parkway	N/A	N/A	Bus Stop facility	CSAP - Jobs Express Terminal Connectivity Study
3036	Indian River Estates ART on Demand	Fort Pierce	Fort Pierce	New On-Demand Transit Services	Reimagine Transit TDP
3060	Indrio Road Planned Development	I-95 Interchange & Indrio Road		Mobility Hub	ACES Sustainable Transportation Plan
3004	Midway Road	East Torino Parkway	Camp Ground Rd	New Transit Services	SmartMoves 2045 LRTP
3055	Midway Road	I-95 Interchange & Midway Road		Mobility Hub	ACES Sustainable Transportation Plan
3039	North Port St Lucie ART on Demand	Port St. Lucie	Port St. Lucie	New On-Demand Transit Services	Reimagine Transit TDP
3035	North St. Lucie County ART on Demand	North County	North County	New On-Demand Transit Services	Reimagine Transit TDP
3053	Okeechobee Road	Okeechobee Road and I-95 Interchange to Fort Pierce West		Mobility Hub	ACES Sustainable Transportation Plan
3059	Orange Avenue	I-95 Interchange and Orange Avenue		Mobility Hub	ACES Sustainable Transportation Plan
3058	Port St. Lucie Boulevard & Airoso Boulevard	Port St. Lucie Boulevard & Florida's Turnpike / Airoso Boulevard		Mobility Hub	ACES Sustainable Transportation Plan
3005	Port St. Lucie Boulevard (Route 5 split)	Gatlin Boulevard	Floresta Drive	New Transit Services	SmartMoves 2045 LRTP

Project ID	Roadway Name	From/ Location	To	Project Type	Source
3006	Route 1 - US-1	Seaway Drive	NW Baker Road	Modified Service on Existing Service (Sunday Service)	Reimagine Transit TDP & Public Comment
3007	Route 2 - North Fort Pierce Residential	Treasure Coast Intl Airport	North Causeway	Modified Service on Existing Service (Sunday Service)	Reimagine Transit TDP
3008	Route 3 - South Fort Pierce Business	Kings Highway		Modified Service on Existing Service (Sunday Service, 30 Min Frequency)	Reimagine Transit TDP
3009	Route 4 - City of Port St Lucie trolley	Port St Lucie Boulevard		Modified Service on Existing Service (Sunday Service)	Reimagine Transit TDP
3010	Route 8	Port St Lucie Boulevard	Seaway Dr	Modified Service on Existing Service (Saturday Service)	Reimagine Transit TDP & Public Comment
3011	Selvitz Road/Bayshore Boulevard	SW Port St Lucie Boulevard	Midway Rd	New Transit Services	SmartMoves 2045 LRTP
3040	South Port St. Lucie ART on Demand	Port St. Lucie	Port St. Lucie	New On-Demand Transit Services	Reimagine Transit TDP
3037	South St. Lucie County ART on Demand	Port St. Lucie	Port St. Lucie	New On-Demand Transit Services	Reimagine Transit TDP
3056	St. Lucie West	I-95 Interchange & St. Lucie West Boulevard		Mobility Hub	ACES Sustainable Transportation Plan
3012	Transit Circulator: California North	Peacock Boulevard	St Lucie West Boulevard	Microtransit	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment
3013	Transit Circulator: California South	California Boulevard	St Lucie West Centennial HS	Microtransit	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment
3014	Transit Circulator: Central School → Work	St Lucie West Centennial HS	Paar Drive	Microtransit	City of Port St Lucie Mobility Plan - Phase 2

Project ID	Roadway Name	From/ Location	To	Project Type	Source
3015	Transit Circulator: Downtown → Port Dist.	Botanical Gardens	Downtown District	Microtransit	City of Port St Lucie Mobility Plan - Phase 2
3016	Transit Circulator: Gatlin / Village Parkway	Becker Road	C-24 Canal	Microtransit	City of Port St Lucie Mobility Plan - Phase 2
3017	Transit Circulator: Greenway Connector	California Boulevard	Marshall Parkway Extension	Microtransit	City of Port St Lucie Mobility Plan - Phase 2
3018	Transit Circulator: Selvitz → Crosstown	St James Boulevard	Crosstown Parkway	Microtransit	City of Port St Lucie Mobility Plan - Phase 2
3019	Transit Circulator: South School → Work	Village Parkway	Darwin Boulevard	Microtransit	City of Port St Lucie Mobility Plan - Phase 2
3020	Transit Circulator: St Lucie West	NW Lake Whitney Place	Lowe's Plaza on SLW Boulevard	Microtransit	City of Port St Lucie Mobility Plan - Phase 2
3021	Transit Circulator: Torino → California	Midway Road	California Boulevard	Microtransit	City of Port St Lucie Mobility Plan - Phase 2
3022	Transit Circulator: Traditions→ Southbend	Gatlin Boulevard	Snow Road	Microtransit	City of Port St Lucie Mobility Plan - Phase 2
3023	Transit Circulator: Tulip-Darwin Loop	Gatlin Boulevard	Port St Lucie Boulevard	Microtransit	City of Port St Lucie Mobility Plan - Phase 2
3054	US-1 & Port St. Lucie Blvd	Intersection of US-1 & SE Port St. Lucie Boulevard		Mobility Hub	ACES Sustainable Transportation Plan
3024	Virginia Avenue	Kings Highway	US-1	New Transit Services	SmartMoves 2045 LRTP
3025	Water Taxi: C-24 Canal Route	Riverwalk Boardwalk	C-24 Canal Park	Water Taxi	City of Port St Lucie Mobility Plan - Phase 2
3026	Water Taxi: North Route	Crosstown Parkway	Riverwalk Boardwalk	Water Taxi	City of Port St Lucie Mobility Plan - Phase 2
3027	Water Taxi: South Route	Club Med	Riverwalk Boardwalk	Water Taxi	City of Port St Lucie Mobility Plan - Phase 2

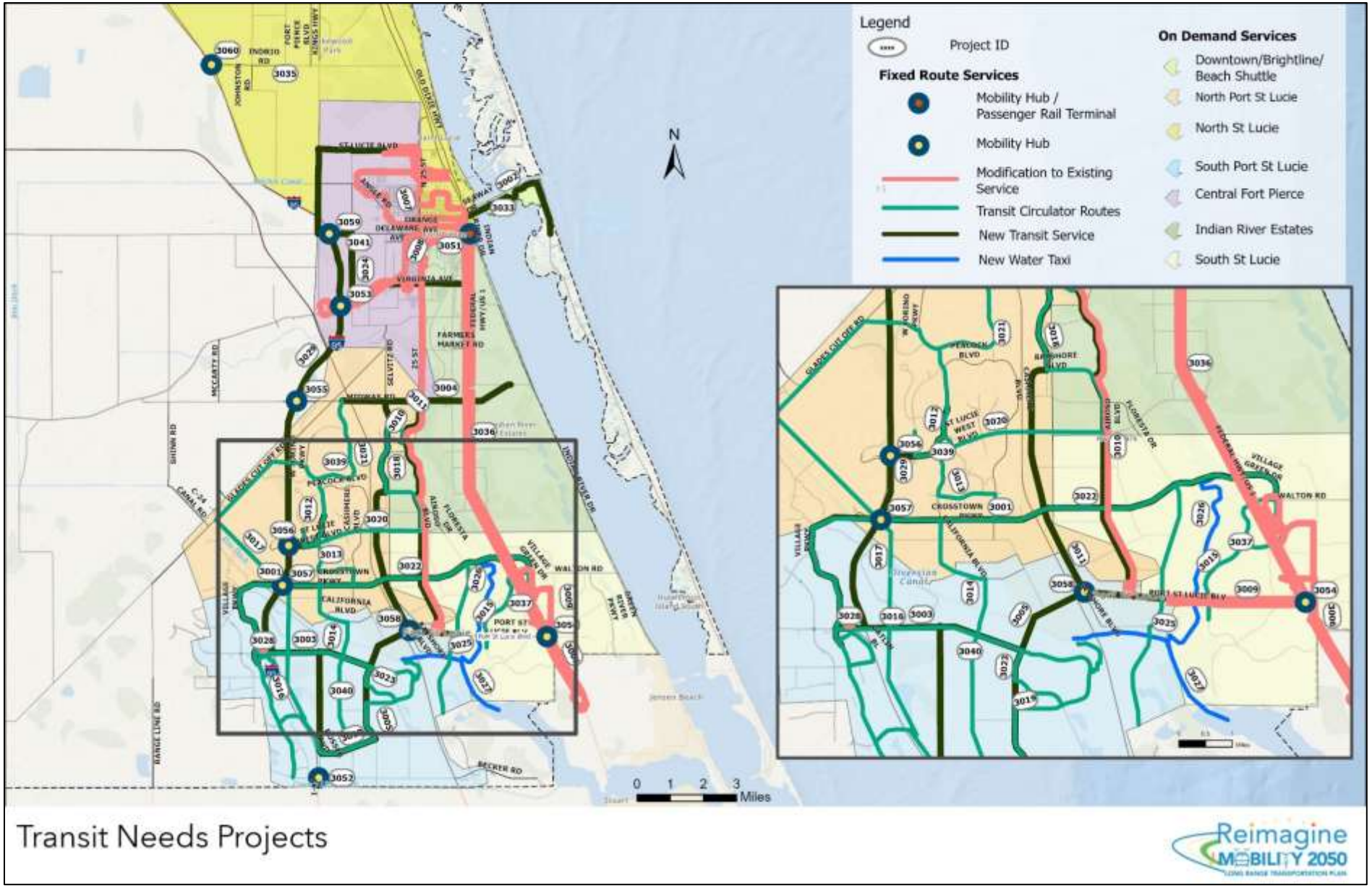


Figure 5-6: Transit Needs Projects

5.5 Congestion Management Process/Safety Needs (CMP/Safety)

This section describes the needs assessed based on the TPO's CMP and safety needs. The Congestion Management Process (CMP) is a structured and widely accepted method for addressing traffic congestion. It delivers accurate, up-to-date insights into transportation system performance and evaluates alternative strategies that align with both state and local priorities. The CMP supports the efficient management and operation of existing transportation infrastructure and helps pinpoint areas where improvements are most needed to fulfill the TPO's vision. By analyzing data and offering tools to assess performance metrics, the CMP guides decision-making for project funding and prioritization. The full document of TPO's recently adopted CMP can be found here: http://www.stlucietpo.org/documents/STL_TPO_2024CMPUpdate-Final_8.8.2024.pdf

In addition to the CMP projects, safety needs were considered from the TPO's 2022 Comprehensive Safety Action Plan, the most recent (2024) Fort Pierce Comprehensive Safety Action Plan and the Treasure Coast Midblock Crosswalks Master Plan (2022). Florida supports the national traffic safety vision of "Vision Zero" and officially adopted its own initiative, "Driving Down Fatalities," in 2012. The mission of Reimagine Mobility 2050 is consistent with this vision, aiming to deliver a safe and efficient multimodal transportation network for the public.

In addition, projects that implement targeted countermeasures or specific construction strategies were considered, such as:

- High-visibility crosswalks, pedestrian-activated signals, or improved lighting.
- Two Lanes Divided: Constructing two-lane roads with medians, expandable to four lanes later.

The CMP and Safety project list is provided in Table 5-7, and the projects are illustrated in Figure 5-7.

Table 5-7: CMP/Safety Projects

Project ID	Roadway	From	To	Strategy	Source
CMP Major Updates					
4001	13th St	Avenue M	Georgia Ave	Speed Management	Fort Pierce CSAP
4002	17th St	Avenue D	Delaware Ave	Speed Management	Fort Pierce CSAP
4003	25th St	Rosarita Ave	Virginia Ave	Speed Management	Fort Pierce CSAP & Public Comment
4004	25th Street	Juanita Avenue	SR 70	Speed Management	TPO Board member
4039	29th Street	Orange Avenue	Avenue M	CMP Prioritized Corridor	SLTPO CMP 2025
4005	Airoso Boulevard	Lakehurst Dr	Prima Vista Boulevard	Speed Management	Speed Kills Analysis, non state road
4006	Avenue D	N 29th St	N 13th St	Speed Management	Fort Pierce CSAP
4029	Bayshore Boulevard	Crosstown Parkway	Prima Vista Boulevard	CMP Prioritized Corridor	SLTPO CMP 2024
4036	Bayshore Boulevard	Selvitz Road	25th Street	CMP Prioritized Corridor	SLTPO CMP 2024

Project ID	Roadway	From	To	Strategy	Source
1004	Bayshore Boulevard	Mountwell St	Port St Lucie Boulevard	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
1006	Bayshore Boulevard	Selvitz Road	St James Drive	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
4035	Becker Road	Southbend Boulevard	Gilson Road	CMP Prioritized Corridor	SLTPO CMP 2024 & Public Comment
4037	California Boulevard	Del Rio Boulevard	Crosstown Parkway	CMP Prioritized Corridor	SLTPO CMP 2024
1010	California Boulevard	Cameo Boulevard	Savona Boulevard	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
1017	Cashmere Boulevard	Del Rio Boulevard	Crosstown Parkway	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
1025	Del Rio Boulevard	California Boulevard	Current Terminus	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
1026	Del Rio Boulevard	Port St Lucie Boulevard	California Boulevard	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
4007	Edwards Rd	Sunrise Boulevard	US-1	Speed Management	Fort Pierce CSAP
4031	Edwards Road	Selvitz Road	25th Street	CMP Prioritized Corridor	SLTPO CMP 2024
1034	Floresta Drive	Crosstown Parkway	Prima Vista Boulevard	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
1037	Floresta Drive	Prima Vista Boulevard	Airoso Boulevard	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
4043	Ft Pierce at Bayshore Dr	Seaway Dr		New Crosswalk	Treasure Coast Midblock Crosswalks Master Plan
4042	Ft Pierce at Fernandina St	Seaway Dr		New Crosswalk	Treasure Coast Midblock Crosswalks Master Plan
4008	Gatlin Boulevard	Port St. Lucie Boulevard	Brescia Street	Bike/Ped Safety	TAC member
4009	Georgia Ave	Okeechobee Rd	US-1	Speed Management	Fort Pierce CSAP
4034	Gilson Road	Martin County Line	Becker Road	CMP Prioritized Corridor	SLTPO CMP 2024
4046	Hutchinson Island Surf Dr Area	Seaway Dr		New Crosswalk	Treasure Coast Midblock Crosswalks Master Plan
4010	Indian River Dr	Florida Ave	Savannah Rd	Speed Management	Fort Pierce CSAP
4011	Midway Road	US-1	Indian River Drive	Speed Management	TPO Staff
4012	N 29th Street	Avenue Q	Orange Avenue	Safety Improvements/CSAP	TPO Board Member/Fort Pierce
1062	Oakridge Drive	SE Oaklyn Street	SW Mountwell Street	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
4013	Okeechobee Rd / Delaware Ave	S 29th St	US-1	Speed Management	Fort Pierce CSAP
4014	Oleander Ave	Revels Ln	Ohio Ave	Speed Management	Fort Pierce CSAP
4033	Oleander Avenue	Bell Avenue	Farmer's Market Road	CMP Prioritized Corridor	SLTPO CMP 2024

Project ID	Roadway	From	To	Strategy	Source
4038	Oleander Avenue	Wisteria Avenue	Gardenia Avenue	CMP Prioritized Corridor	SLTPO CMP 2024
4015	Orange Ave	Angle Rd	US-1	Speed Management	Fort Pierce CSAP
4047	Pepper Park	Jimmy Buffet Memorial Hwy		New Crosswalk	Treasure Coast Midblock Crosswalks Master Plan
4032	Port St Lucie Boulevard	Florida Turnpike	Bayshore Boulevard	CMP Prioritized Corridor	SLTPO CMP 2024
4016	Port St. Lucie Boulevard	Cameo Boulevard	Gatlin Boulevard	Speed Management	Speed Kills Analysis, non state road
4017	Prima Vista Boulevard	Airoso Drive	US-1	Access Management	TPO Board Member/St Lucie County
4040	S 25th Street	Edwards Road	Orange Avenue	Access Management	St. Lucie County
4018	S 33rd St / Delaware Ave	Okeechobee Rd	S 25th St	Speed Management	Fort Pierce CSAP
1071	Savage Boulevard	Gatlin Boulevard	Current Terminus	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
4019	Seaway Dr	Harbour Isle Dr	S Ocean Dr	Speed Management	Fort Pierce CSAP
4030	Selvitz Road	Glades Cut-Off Road	Edwards Road	CMP Prioritized Corridor	SLTPO CMP 2024
4041	South Causeway / Seaway Dr Island Park	Seaway Dr		New Crosswalk	Treasure Coast Midblock Crosswalks Master Plan
4020	SR-70 / Okeechobee Rd	Kings Hwy	McNeil Rd	Speed Management	Fort Pierce CSAP
4021	SR-70 / Okeechobee Rd	McNeil Rd	S 29th St	Speed Management	Fort Pierce CSAP
4022	SR-70 / Virginia Ave	S 25th St	US-1	Speed Management	Fort Pierce CSAP
4023	St. Lucie West Boulevard	Peacock Boulevard	California Boulevard	Speed Management	Speed Kills Analysis, non-state road
4024	Sunrise Boulevard	Virginia Ave	Ohio Ave	Speed Management	Fort Pierce CSAP
4060	SW Discovery Way Mid-Block Crossing			New Crosswalk	Digital Public Comment
1087	Tulip Boulevard	Gatlin Boulevard	Pierson Road	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
4025	US-1	Juanita Ave	Seaway Dr	Speed Management	Fort Pierce CSAP
4026	US-1	Seaway Dr	Ohio Ave	Speed Management	Fort Pierce CSAP
4027	US-1	Ohio Ave	Farmers Market Rd	Speed Management	Fort Pierce CSAP
4028	US-1	Farmers Market Rd	Ulrich Rd	Speed Management	Fort Pierce CSAP
1090	Village Green Drive	Walton Road	Tiffany Avenue	Adding Median	City of Port St Lucie Mobility Plan - Phase 2

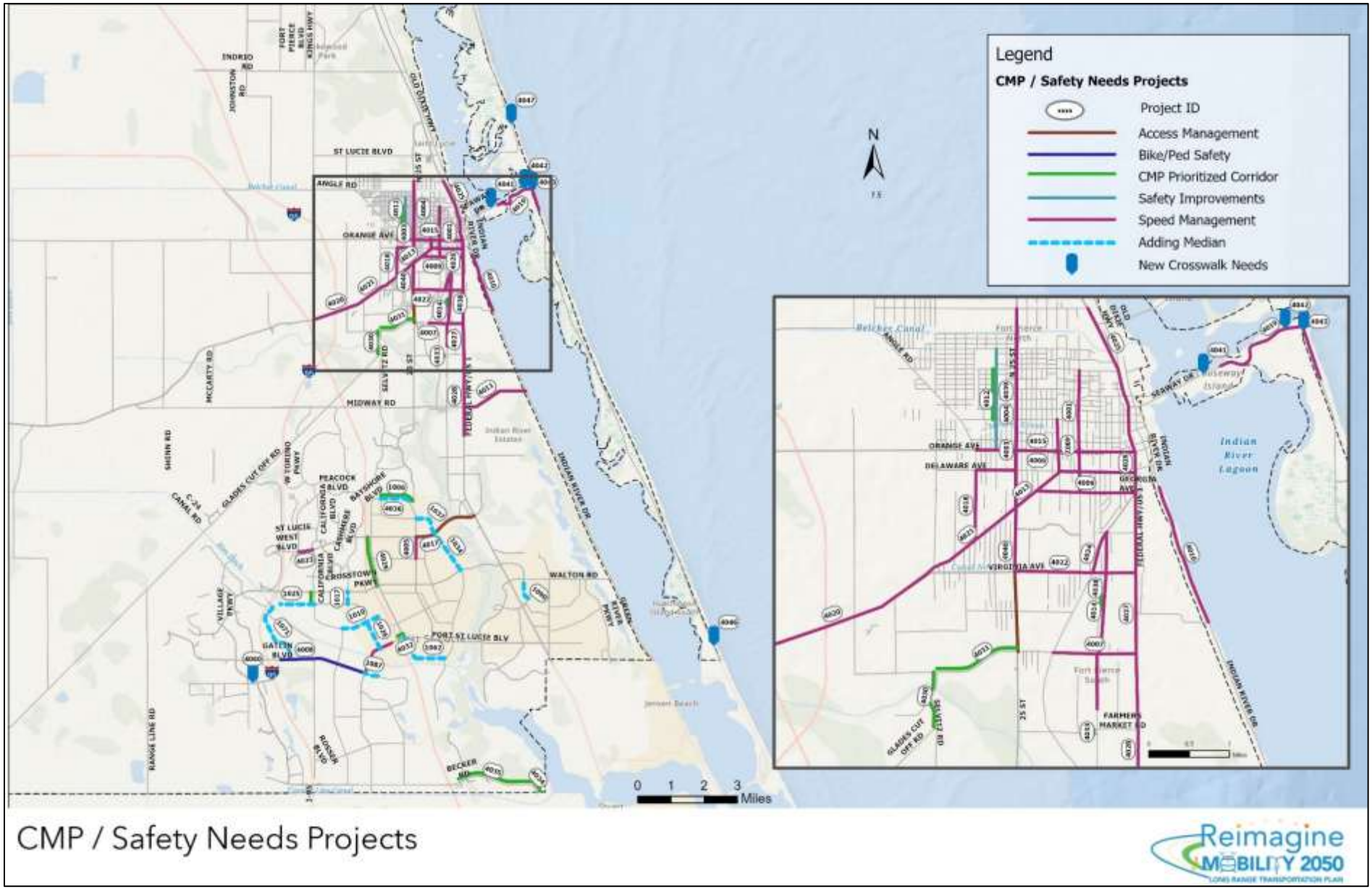


Figure 5-7: CMP/Safety Needs Projects

5.6 Transportation Systems Management and Operations (TSM&O) Element

Transportation Systems Management and Operations (TSM&O) is a key philosophy for proactively managing and optimizing the performance of the transportation network through technology-driven strategies and clear performance measures. This philosophy is centered on getting the most out of existing infrastructure to improve mobility, safety, and transit service, which directly supports the LRTP's goals.

The FDOT District Four TSM&O Master Plan serves as a foundational resource for identifying locations and strategies to address the region's transportation needs. A detailed list of the TSM&O projects for the 2050 LRTP is provided in Table 5-8. These projects are strategically chosen to enhance safety, improve traffic flow, and embrace emerging technologies.

These projects shown in Figure 5-8 will be implemented with a focus on improving safety and security for all users, enhancing mobility, and embracing innovation. This includes the installation of new technologies like fiber optics and communications to foster future improvements. Upgrades to the existing regional TSM&O/Intelligent Transportation System (ITS) should be considered to ensure efficient communication, monitoring, data collection, and operational coordination among agencies.

Table 5-8: TSM&O Projects (Short-term)

Project ID	Project Name	Facility	From	To	Year	TSMO Improvements
7001	N/S 25 ST - From Virginia Avenue to Avenue E	N/S 25 ST	Virginia Avenue	Avenue E	2028	Intersection Collision Avoidance (including multimodal pedestrian) Dynamic Rerouting (including Truck rerouting) Connected & Automated Vehicle Infrastructure Truck Signal Priority
7002	FLORESTA DR - From SW Bayshore Boulevard to SE Polynesian Ave	FLORESTA DR	SW Bayshore Boulevard	SE Polynesian Ave	2028	Intersection Collision Avoidance (including multimodal pedestrian) Dynamic Rerouting (including Truck rerouting) Smart Work Zones Adaptive Traffic Signal Control Special Event Management Weather Information Systems
7003	US 1 - From Martin/St Lucie CL to Ave H (PSL)	US 1	Martin/St Lucie CL	Ave H (PSL)	2027	Adaptive Traffic Signal Control Special Event Management Road Weather Information Systems Transit Signal Priority Connected & Automated Vehicle Infrastructure Grade Crossing Management
7004	SR 70 - From Florida's TPK to Jenkins Road	SR 70	Florida's TPK	Jenkins Road	2028	Intersection Collision Avoidance (including multimodal pedestrian) Dynamic Rerouting (including Truck rerouting) Connected & Automated Vehicle Infrastructure Truck Signal Priority
7005	KINGS HWY - From Orange	KINGS HWY	Orange Avenue	St Lucie Boulevard/	2027	Dynamic Rerouting (including Truck rerouting) Smart Work Zone

Project ID	Project Name	Facility	From	To	Year	TSMO Improvements
	Avenue to St Lucie Boulevard/ Immokelee Road			Immokelee Road		Adaptive Traffic Signal Control Special Event Management
7006	GATLIN BOULEVARD - From I-95 to SW Port St Lucie Boulevard	GATLIN BOULEVARD	I-95	SW Port St Lucie Boulevard	2029	Dynamic Rerouting (including Truck rerouting) Smart Work Zone Adaptive Traffic Signal Control Special Event Management
7007	EDWARDS RD/CR 611B - From Selvitz Road to S 25 St	EDWARDS RD/CR 611B	Selvitz Road	S 25 St	2029	Intersection Collision Avoidance (including multimodal pedestrian) Dynamic Rerouting (including Truck rerouting) Smart Work Zone Adaptive Traffic Signal Control Special Event Management Road Weather Information Systems
7008	ORANGE AVE - From W of Angle Road to US 1	ORANGE AVE	W of Angle Road	US 1	2029	Intersection Collision Avoidance (including multimodal pedestrian) Dynamic Rerouting (including Truck rerouting) Connected & Automated Vehicle Infrastructure Truck Signal Priority
7009	ST LUCIE W/PRIM VIS BOULEVARD - From I-95 to US 1	ST LUCIE W/PRIM VIS BOULEVARD	I-95	US 1	2030	Adaptive Traffic Signal Control
7010	PORT ST LUCIE BOULEVARD - From SW Paar Drive to US 1	PORT ST LUCIE BOULEVARD	SW Paar Drive	US 1	2030	Incident Clearance (Coordination) Intersection Collision Avoidance (including multimodal pedestrian) Adaptive Traffic Signal Control Special Event Management
7011	I-95 / SR-9 - From Martin/St Lucie CL to St Lucie/IR CL	I-95 / SR-9	Martin/St Lucie CL	St Lucie/IR CL	NA	Wrong-Way Driving Detection System Integrated Corridor Management Smart Work Zones Express Lanes Ramp Metering Truck Dynamic Rerouting Road Weather Information Systems

Figure 5-8: TSM&O Element

5.7 Freight Element

Aligned with the LRTP's goals and objectives to support economic growth and enhance mobility, the efficiency and effectiveness of freight movement are critical to the TPO area. By improving the mobility of goods on the transportation network and increasing the directness of freight hub connections, this plan aims to strengthen the region's economic vitality and provide seamless access to different freight modes.

The 2050 designated freight element has been refined to reflect both existing routes and the proposed network. A key component of this strategy is the development of a comprehensive network that addresses future freight needs by identifying the freight network, freight facilities, and logistics clusters that are essential for long-term transportation objectives, as shown in Figure 5-9. St. Lucie TPO's designated freight network adopted in 2023 was used as the primary source in this effort. The designated freight network contains information from:

- FDOT Strategic Intermodal System (SIS) for highways, railways, and waterways;
- National Highway Freight Network;
- Truck parking lot locations

In addition, FDOT D4 Freight Activity Areas Memorandum was used to illustrate the freight activity areas in the freight element map.

Building upon the existing network, the proposed freight projects will provide critical connections. This includes a new route connecting the airport area and the seaport from US 1 through St. Lucie Boulevard down to Midway Road and Glades Cut Off Road. Additionally, the plan proposes extending Jenkins Road to link St. Lucie Boulevard and Midway Road, and connects Crosstown Parkway to Range Line Road and extending Becker Road to Range Line Road to improve the connection of the southern part of the county.

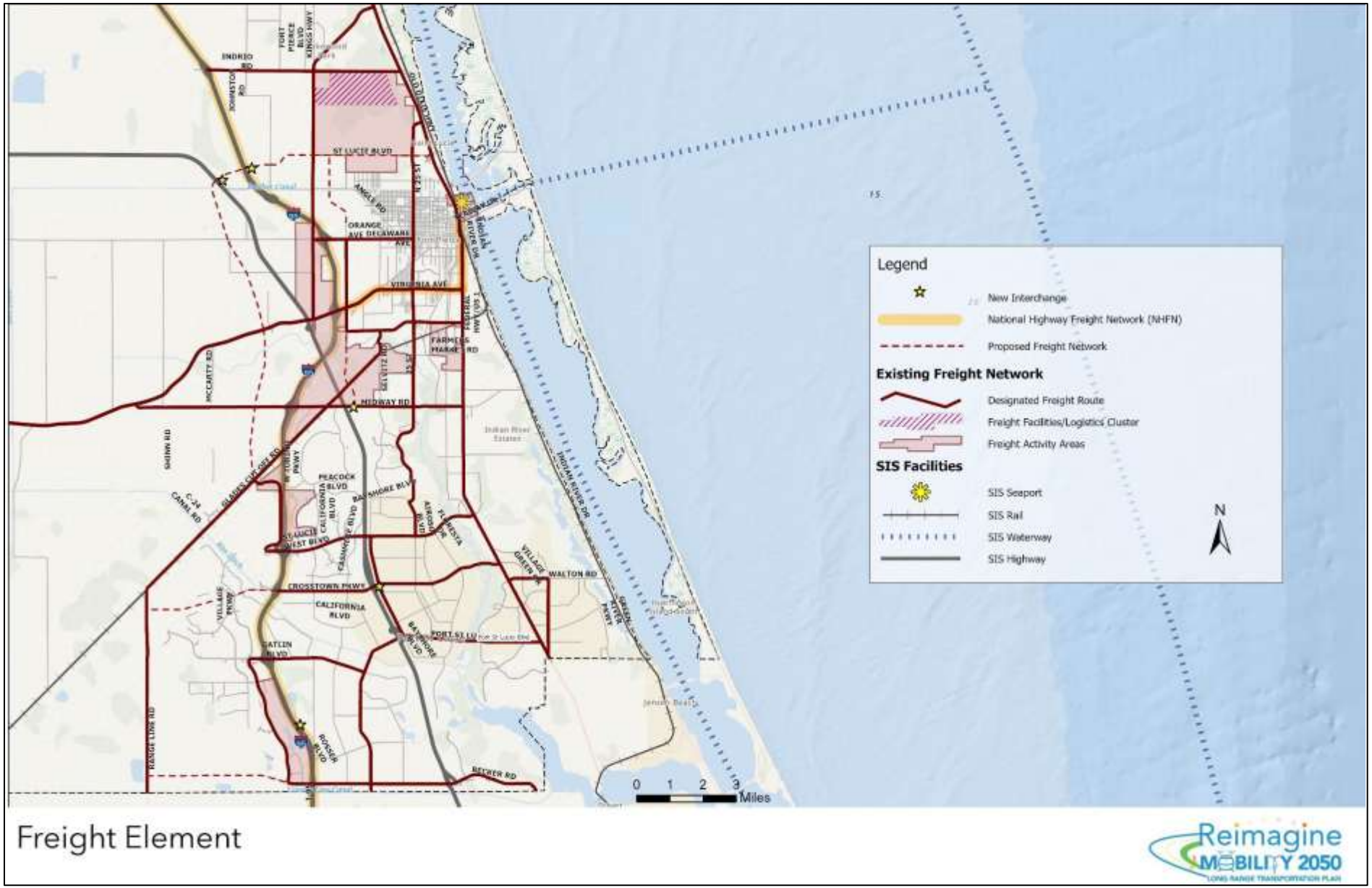


Figure 5-9: Freight Element

5.8 Reimagine Mobility Projects

The Reimagine Mobility Projects represent forward-thinking, needs-based initiatives that aim to transform how people and goods move across the region. Project types include Advanced Air Mobility (AAM), which envisions integrating cutting-edge transportation technologies—such as electric vertical take-off and landing (eVTOL) aircraft, short take-off and landing (STOL) aircraft, drones (UAS), fixed-wing aircraft, and helicopters—into automated, regional air networks. In addition, mobility by port of Fort Pierce projects were also considered. The Reimagine Mobility list is provided in Table 5-9, and the projects are illustrated in Figure 5-10.

Table 5-9: Reimagine Mobility Projects

Project ID	Location/Project Type	Source
6001	Fort Pierce Vertiport	Vertiport AAM Phase 2 Study
6002	Southern Groves Development Area Vertiport	Vertiport AAM Phase 2 Study
6003	Port of Fort Pierce Enhancements	Seaport Port of Fort Pierce Master Plan
1111	Marshall Parkway Interchange	City of Port St Lucie 2045 Mobility Plan

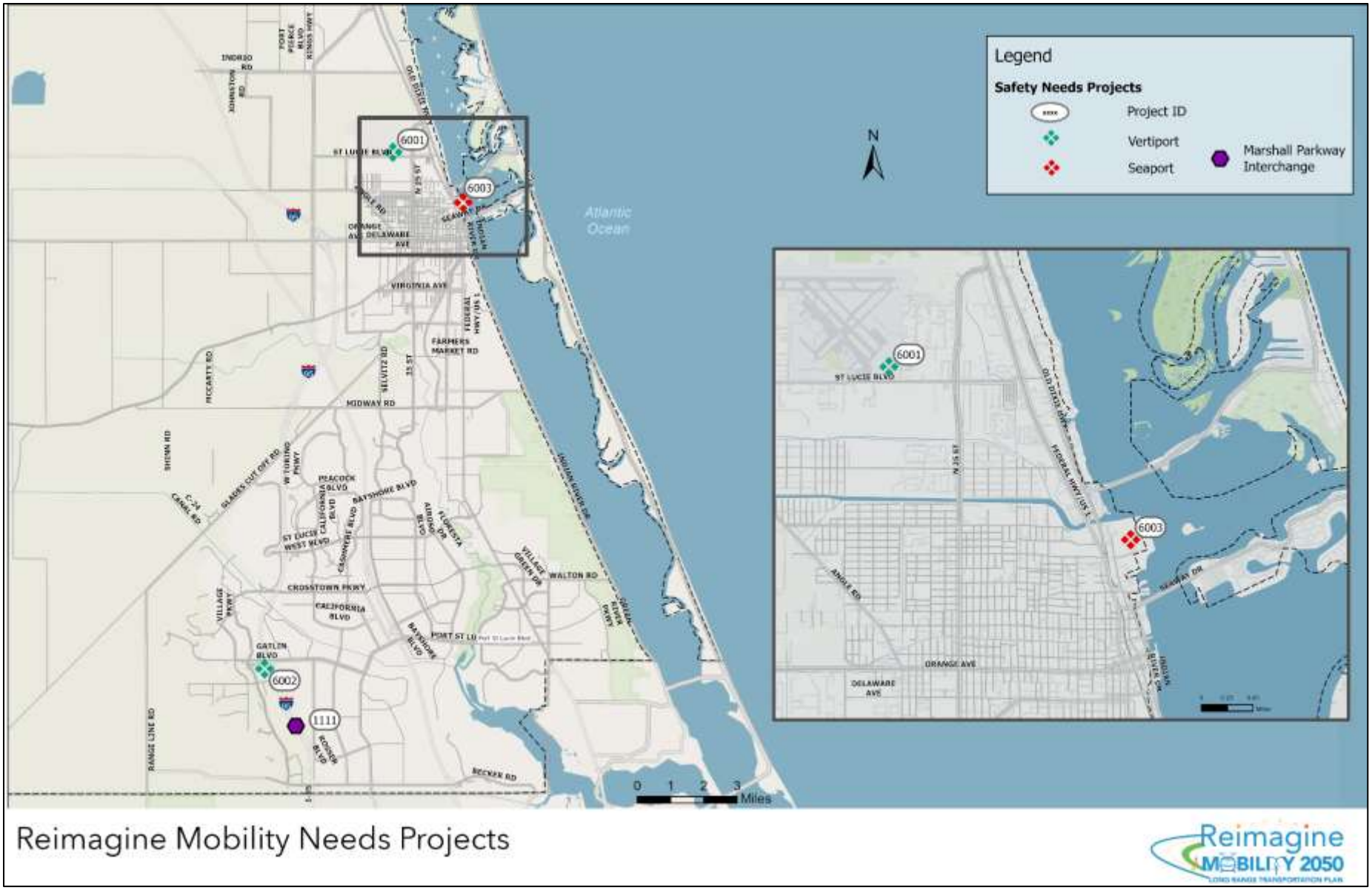


Figure 5-10: Reimagine Mobility Project

6. Cost Feasible Plan

The St. Lucie TPO's 2050 LRTP Cost Feasible Plan (CFP) is the fiscally constrained roadmap that spans 25-year planning horizon and translates the TPO's transportation vision into an implementable program. It aligns the local needs and aspirational projects with realistic and documented revenue forecasts so the region can prioritize transportation investments that will be delivered on or before 2050.

This document is developed in accordance with federal and state regulations, including 23 CFR 450.324 and Florida Statutes Chapter 339, which require MPOs to prepare a financially constrained plan as part of the LRTP update. CFP incorporates input from the TPO, public and the partner agencies- St. Lucie County, City of Fort Pierce, City of Port St. Lucie, and the Florida Department of Transportation (FDOT),

Each of the cost feasible projects is assigned to a specific time band: 2026–2030, 2031–2035, 2036-2040, or 2041–2050. Roadway projects that cannot be funded within the projected revenues are documented separately as Illustrative Projects. The multimodal (Transportation Alternatives), transit, and safety projects were allocated separately with dedicated funds (boxed funds) to add flexibility for the TPO to prioritize them with additional local coordination.

The CFP supports the implementation of the TPO's goals by guiding strategic investment in roadways/bridges, transit, transportation alternatives (bicycle & pedestrian), and congestion management/safety improvements. It serves not only as a fiscally responsible roadmap but also as a transparent commitment to deliver a multimodal transportation system that meets the region's evolving needs.

This document presents the financial forecasts developed using the 2050 Revenue Forecasting Handbook and the FDOT/ Turnpike Draft Work Programs. The adopted needs plan projects have been ranked based on their technical scores. Due to the shortage of funds, only the top-ranked projects were considered in the cost-feasible plan development. The cost feasible plan allocated budgets of Strategic Intermodal system (SIS) and the State Highway system (SHS) from the respective SIS cost-feasible plan and/or the draft work programs of turnpike and FDOT. In addition, in coordination with the local agencies, potential developer-funded projects were identified. The SIS, SHS and Developer funded projects were grouped together as these projects have less variability and are controlled by other agencies. They are, however, included in the TPO's cost feasible plan as they are regionally significant projects. The main emphasis of the cost-feasible plan is on other roads category (non-SIS, non-SHS). The cost estimates for each of the top-ranked needs projects were developed. Finally, several options of the cost feasible plan were developed for the partnering agencies and public review. The transit, transportation alternatives (TALU), congestion management/safety (CMP) projects have been allocated with their respective boxed funds, attached in the **Appendix E**.

6.1 Revenue Projections

The projection of transportation revenues between 2026 and 2050 is critical to the development of the 2050 Cost Feasible Plan (CFP), which is a fundamental federal requirement associated with the LRTP update. This section

describes the process used to forecast state/federal distributed revenues and reports on the revenue forecasts, including the state/federal revenue forecasts provided by the Florida Department of Transportation (FDOT).

Forecasting Process and Assumptions

All revenue estimates are presented in five-year time bands starting in fiscal year 2026 and are expressed in Year of Expenditure (YOE) dollars to reflect the yearly rates of inflation estimated and provided by FDOT.

The revenues for the short-range period (2026–2030) are primarily reserved for Existing plus Committed (E+C) phases of projects already programmed in the adopted FDOT Work Program and the St. Lucie TPO's Transportation Improvement Program (TIP). The first five years projects planned for FY 2025/26 to 2029/30 are listed in the Section 5.2 Baseline Projects in Chapter 5 Multimodal Needs Plan. The long-range revenues forecasted from 2031 to 2050 represent the principal resources used to fund and constrain the prioritized needs projects detailed within this LRTP. This ensures that the St. Lucie TPO's immediate financial commitments are met while reserving long-term capacity for its most critical future transportation improvements.

This section is organized by State/Federal revenue sources and includes a description of the source and its applicability, an explanation of the forecasting process and assumptions, and a table summarizing the estimated future revenues.

Strategic Intermodal System (SIS) Project Commitments

The Strategic Intermodal System (SIS) funding in the revenue forecast is not an estimated fund source; rather, it represents the cost of mandatory, committed capacity improvements within the St. Lucie TPO metropolitan planning area. These committed costs must be included in the LRTP to satisfy fiscal constraint and advance the projects within the FDOT Work Program.

The total SIS cost commitment for the St. Lucie TPO region is $524.31 million for the 25-year planning period (FY 2026–2050).

Table 6-1 summarizes the total committed costs for the entire 25-year planning period (FY 2026–2050), indicating the specific plan phase that each project is currently funded or planned within.

Table 6-1: SIS Funds by Project

Project Name	Project Type/Funding Phases	Funding Source	Timeframe of Funding	Total Committed Cost (Millions of $)
I-95 (Martin/St. Lucie Line to SR-70)	Manage Lane/ PE, PD&E, ROW	SIS CFP	2026–2050	$39.36
TPK (SR91) S. of Crosstown Pkwy to S. of Midway Rd	Widen TPK 2L to 6L/PE, ROW	SIS 2nd 5-Year Plan	2026–2035	$43.10
TPK (SR91) Midway Rd Southern Interchange	Modify Interchange /Construction	SIS 1st 5-Year Plan	2026–2027	$39.59
TPK (SR91) S. of Midway Rd to N of SR 70	Widen TPK (Add 2 to Build 6 Lanes)/PE	SIS 1st 5-Year Plan	2026-2028	$5.03

Project Name	Project Type/Funding Phases	Funding Source	Timeframe of Funding	Total Committed Cost (Millions of $)
SR 68/Orange Ave Interchange	Modify Interchange /Construction	SIS 1st 5-Year Plan	2026–2029	$7.19
TPK (SR91), SW Becker Rd to Crosstown Pkwy	Widen TPK 4L to 8L/PE, ROW, Construction	SIS 1st 5-Year Plan/Turnpike projects update	2026/2036 (Construction)	$390.00
PD&E For Widen TPK (SR70-SR60)	Project Development & Environment /PD&E	SIS 1st 5-Year Plan	2026	$0.04
TOTAL SIS Committed Cost (FY 2026-2050)	**$524.31**			

TMA Fund Suballocation

The St. Lucie TPO formally allocates 71 percent (71%) of the total federal TMA funds projected for the shared urban area. This policy ensures the St. Lucie TPO's plan is fiscally constrained to only those federal funds reasonably expected to be programmed for projects within its boundary, preventing the double-counting of federal resources.

Application of Inflation Factors

To achieve fiscal constraint and comply with federal regulations (23 CFR 450.324(11)), the St. Lucie TPO applied the required inflation factors to the MPO-Specific funds. This process ensures both available funds and project costs are expressed in Year of Expenditure (YOE) dollars. The methodology involved selecting the **2024/2025 Present Day Cost (PDC) base** for the MPO-Specific fund allocations and multiplying that base by the corresponding inflation factors by time bands provided in FDOT Revenue Forecast Handbook. The inflation factors are shown in Table 6-2.

Table 6-2: Inflation Factors By Time Bands

Multipliers to Convert Project Cost Estimates to YOE (Year of Expenditure) Dollars			
Time Bands for Planned Project or Project Phase	**Project Cost in 2022/23 PDC $**	**Project Cost in 2023/24 PDC$**	**Project Cost in 2024/25 PDC $**
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

Forecasted STBG (SA) and Transportation Alternatives (TALT) Funds

Districtwide federal revenue STBG (SA) and Transportation Alternatives (TALT) are eligible for any area in the district. Based on the St. Lucie historic TIP reports from FY 2013/14 to FY 2029/30, the average 5-years SA fund without

outliers is $30.97 million, and the average 5-years TALT funded is $1.79 million. Based on that, we forecasted the 2031-2050 SA funds available for St. Lucie TPO will be $208.39 million in total after inflation and TALT funds will be $12.02 million in total after inflation. They are distributed into the time bands in Table 6-3.

St. Lucie TPO 2050 State/Federal Revenue Forecast

The federal and state revenue forecasts, exclusive of state-distributed fuel taxes, were prepared and provided by FDOT and are summarized in the **2050 Revenue Forecast Handbook** published in June 2023. Table 6-3 summarizes the total available revenue and mandatory cost commitment for the St. Lucie TPO's constrained Cost Feasible Plan (CFP) horizon (FY 2026–2050). All figures are in Millions of Year of Expenditure (YOE) Dollars.

Table 6-3: St. Lucie State/Federal Revenues

Revenue Source		2026-30	2031-35	2036-40	2041-50	25-Year Total
Inflation factor:		*1.10*	*1.29*	*1.56*	*1.94*	-
SIS (not inflated)		$62.88	$52.79	$374.10	$34.55	**$524.32**
TMA MPO-Specific Funds in millions $	STBG (SU)	$22.49	$25.79	$31.19	$77.57	**$157.04**
	Forecasted STBG (SA)	$34.06	$39.94	$48.31	$120.14	**$242.46**
	Transportation Alternatives (TALU)	$4.02	$4.71	$5.70	$14.17	**$28.59**
	Forecasted Transportation Alternatives (TALT)	$1.97	$2.30	$2.79	$6.93	**$13.99**
	State Highway System (SHS) non-SIS	$34.97	$15.61	$19.62	$49.66	**$119.87**
	Other Roads, Non-SHS, Non-SIS	$10.82	$9.08	$11.43	$28.93	**$60.26**
	Transit Formula	$4.93	$6.25	$7.90	$20.04	**$39.12**
	SUB-TOTAL MPO-Specific	$113.26	$103.68	$126.94	$317.44	**$661.33**
TOTAL STATE/FEDERAL		**$176.14**	**$156.47**	**$501.04**	**$351.99**	**$1,185.65**

6.2 Project Cost Estimates

Assumptions

This section outlines the foundational assumptions applied across all cost estimations. It defines how urban versus rural classifications were determined, establishes the functional classification of roadways, and specifies the reliance on FDOT Cost per Mile (CpM) models for baseline values which can be found here: Cost Per Mile Models Reports. The two key assumptions are as follows:

1. Urban / Rural Classification done based on the 'Urban Service Area' layer found on the ST Lucie County GIS portal and based on the classification of nearby roadways.
2. All roads are assumed to be either Arterial or Interstate for easier conversion to FDOT Cost Per Mile Model Reports. The CpM guidelines don't provide any estimation benchmark for Collectors or Minor Roads.

Project Types

The following table documents all major project types that were found in the CpM reports as well as types where reliable estimations were made through additional research.

Table 6-4: Project Types Information

Type Short	Model	Cost Per Mile	Source
	Rural		
R01	New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders: R01	$5,549,319.13	FDOT CpM
R02	New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	$6,662,892.60	FDOT CpM
R03	New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders: R03	$7,688,490.95	FDOT CpM
R04	New Construction Divided 4 Lane Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside: R04	$10,836,671.74	FDOT CpM
R05	New Construction Divided 4 Lane Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R05	$13,614,948.15	FDOT CpM
R06	New Construction Undivided 5 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R06	$9,173,014.74	FDOT CpM
R07	New Construction Divided 6 Lane Rural Road with 5' Paved Shoulders Inside and Out: R07	$12,962,811.19	FDOT CpM
R08	New Construction Divided 6 Lane Rural Interstate with 10' Paved Shoulders Inside and Out: R08	$15,613,376.17	FDOT CpM
R09	New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial: R09	$1,168,629.05	FDOT CpM
R10	New Construction Extra Cost for 1 Single Additional Lane on a Rural Interstate: R10	$1,324,153.50	FDOT CpM
R11	Mill and Resurface 2 Lane Rural Road with 5' Paved Shoulders: R11	$799,143.09	FDOT CpM
R12	Mill and Resurface 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R12	$1,108,282.20	FDOT CpM
R13	Mill and Resurface 4 Lane Rural Road with 5' Paved Shoulders: R13	$1,718,857.28	FDOT CpM
R14	Mill and Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside: R14	$1,810,288.74	FDOT CpM
R15	Mill and Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R15	$2,168,129.73	FDOT CpM
R16	Mill and Resurface 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R16	$2,076,827.91	FDOT CpM

Type Short	Model	Cost Per Mile	Source
R17	Mill and Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out: R17	$2,592,985.71	FDOT CpM
R18	Mill and Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out: R18	$3,102,601.84	FDOT CpM
R19	Mill and Resurface 1 Additional Lane Rural Interstate: R19	$511,792.17	FDOT CpM
R20	Mill and Resurface 1 Additional Lane Rural Arterial: R20	$410,713.87	FDOT CpM
R21	Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders: R21	$5,265,909.31	FDOT CpM
R22	Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside and Out: R22	$6,735,486.04	FDOT CpM
R23	Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside and Out: R23	$5,577,759.20	FDOT CpM
R24	Widen 4 Lane Interstate to 6 Lanes (In Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R24	$8,887,313.04	FDOT CpM
R25	Widen 4 Lane Interstate to 6 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10': R25	$8,380,928.04	FDOT CpM
R26	Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside and Out: R26	$6,053,110.88	FDOT CpM
R27	Widen 6 Lane Interstate to 8 Lanes (in Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R27	$9,724,875.61	FDOT CpM
R28	Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300': R28	$313,430.61	FDOT CpM
R29	Widen Divided Rural 4-Lane for Right Turn Lane, 300': R29	$295,786.21	FDOT CpM
Urban			
U01	New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	$9,116,872.25	FDOT CpM
U02	New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02	$10,231,945.36	FDOT CpM
U03	New Construction Undivided Urban Arterial with 4' Bike Lanes: U03	$11,091,016.64	FDOT CpM
U05	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05	$17,017,368.36	FDOT CpM
U06	New Construction 4 Lane Divided Urban Interstate, Closed 22' Median with Barrier Wall, 10' Shoulders Inside and Out: U06	$23,894,351.64	FDOT CpM

Type Short	Model	Cost Per Mile	Source
U07	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	$12,822,124.28	FDOT CpM
U08	New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	$18,549,372.01	FDOT CpM
U09	New Construction 6 Lane Divided Urban Interstate with 22' Closed Median with Barrier Wall, 10' Shoulders Inside and Out: U09	$25,793,473.60	FDOT CpM
U10	New Construction Extra Cost for Additional Lane on Urban Arterial: U10	$4,420,437.82	FDOT CpM
U11	New Construction Extra Cost for Additional Lane on Urban Interstate: U11	$1,419,871.49	FDOT CpM
U12	Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	$911,865.84	FDOT CpM
U13	Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	$1,186,248.73	FDOT CpM
U14	Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	$1,606,864.17	FDOT CpM
U15	Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes: U15	$1,882,576.27	FDOT CpM
U16	Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	$1,888,808.08	FDOT CpM
U17	Mill and Resurface 6 Lane Divided Urban Arterial with 4' Bike Lanes: U17	$2,736,124.28	FDOT CpM
U18	Mill and Resurface 1 Additional Lane Urban Arterial: U18	$448,024.86	FDOT CpM
U19	Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes: U19	$9,540,676.51	FDOT CpM
U20	Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20	$11,479,370.51	FDOT CpM
U21	Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane and 4' Bike Lanes: U21	$9,847,437.67	FDOT CpM
U22	Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes: U22	$9,302,864.82	FDOT CpM
U23	Widen 4 Lane Urban Interstate with Closed Median to 6 Lanes (Outside), Mill and Resurface Existing, 10' Shoulders Outside: U23	$15,978,893.72	FDOT CpM
U24	Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes: U24	$11,415,171.18	FDOT CpM

Type Short	Model	Cost Per Mile	Source
U25	Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside: U25	$17,127,313.20	FDOT CpM
Suburban			
S01	New Construction Suburban 4 Lane with Paved Shoulders Outside and Curb Median: S01	$10,458,281.48	FDOT CpM
S02	Widen Existing Rural Facility to the Inside with Addition of Closed Drainage System and Median Barrier Wall: S02	$6,274,731.41	FDOT CpM
S03	Widen 4 Lane Suburban Roadway with 6.5' Paved Shoulder and Convert to Curb and Gutter Out; Stripe for Bike Lane: S03	$5,312,531.89	FDOT CpM
S04	Add 2 Lanes with Curb and Gutter Out to Existing 4 Lane Urban or Suburban Roadway with Curb and Gutter Out: S04	$5,492,128.56	FDOT CpM
Other			
O01	Two Directional, 12' Shared Use Path: O01	$681,822.62	FDOT CpM
O02	Rails to Trails project (12' width): O02	$634,555.69	FDOT CpM
O03	Sidewalk construction; 5' one side, 4-inch depth: O03	$349,251.29	FDOT CpM
O04	Mid-Block Crossing: O05	$285,450.86	FDOT CpM
Non – FDOT / Researched			
X01	Median/Island Retrofit / Adding Median	$1,000,000.00	State Route 95 Center Raised Median: S Palo Verde Boulevard to Industrial Boulevard and N Palo Verde Boulevard to Price Drive | Department of Transportation
X02	New Bridge	$277.00/sq ft	Bridge Replacement Unit Costs 2024 - Bridge Tables - National Bridge Inventory - Bridge Inspection - Safety Inspection - Bridges & Structures - Federal Highway Administration
X03	Roundabout Single Lane	$5,800,000	445438-1 State Road 37 Roundabout at County Road 640 (Pinecrest Road)
X04	DDI Interchange	$38,700,000	15-floridas-turnpike-cost-estimate-board.pdf
X05	Greenway/Trail	$681,822.62	FDOT CpM - O01
X06	Boardwalk - Assuming 8' Width	$100.00/sq ft	Boardwalk Construction Estimates: How Much Does a Boardwalk Cost

Cost Estimate for Roadway Projects

This section presents detailed cost estimates for roadway construction and improvement projects. Costs are categorized by urban/rural setting, roadway functional class (arterial vs. interstate), and project type (e.g., new construction, widening, resurfacing). Each project type is linked to FDOT CpM codes (e.g., R01, U05) for traceability. Projects already in the PD&E stages or projects where cost estimation was already conducted were not estimated using the CpM values. Instead, we used the estimates from the corresponding engineering/planning documents. The purpose of this section is to provide planners with clear benchmarks when evaluating alternative roadway investments and to ensure comparability between rural and urban contexts.

Table 6-5: Roadway Project Types and Corresponding Code

Urban/ Rural	Type	New 2 Lanes		New 4 Lanes		2L to 4L		2L to 4L & Complete Streets	4L to 6L		4L to 8L	6L to 8L
		Undivided	Divided	Undivided	Divided	Undivided	Divided		Undivided	Divided		
Rural	Arterial	R01	NA	R03	R04	R21	R22	NA	NA	R23	R26+R24	R26
	Interstate									R25	R27+R25	R27
Urban	Arterial	U01		U03	U05	U19	U20	NA	NA	U22	U24+U22	U24
	Interstate									U23	U25+U23	U25

- **Interchange Projects**: Cost estimates were derived from Florida Turnpike Enterprise data and were adjusted to align with specific project requirements and scopes.
- **Roundabout Projects:** Cost assumptions for single-lane roundabouts were benchmarked against comparable completed infrastructure, specifically utilizing data from a reference project in Polk County, Florida.

While the majority of roadway costs were calculated using the standard CpM model, specific methodologies were applied to committed projects and major corridor improvements to ensure greater accuracy. These deviations from the standard model are detailed below:

- **Kings Highway Widening:** The cost estimate was derived from the List of Priority Projects (LOPP). This value was proportioned according to the length of the specific needs project segment. Where Right-of-Way (ROW) funding had already been secured, those specific costs were subtracted from the total estimate to avoid double-counting.
- **Jenkins Road Widening:** The total project cost was obtained from the LOPP. This total was then divided and allocated proportionally across the specific segments identified in the needs plan.

- **St. Lucie West Boulevard:** For the widening and Complete Streets project on St. Lucie West Boulevard, the cost estimation was from the LOPP, utilizing the total estimated cost for the entire project scope.

6.3 Project Prioritization

This prioritization process for St Lucie 2050 Long Range Transportation Plan (LRTP) provides a framework for assessing roadway needs projects within St. Lucie County. The projects were scored on project ranking criteria based on the goals and objectives of the LRTP. Additional factors such as public needs, potential conflicts with railway right of way (ROW), etc., are also incorporated in the scoring process. The scores will be used to rank the projects to develop the cost feasible plan to ensure funding is allocated the highest priority projects first.

Scoring Needs Projects

The scoring framework integrates both quantitative model-based measures and qualitative planning criteria. Each project was evaluated based on how effectively it supported the LRTP's overarching goals and objectives, as well as circumstances that reflect the project's need and feasibility. The following table presents a complete documentation of the scoring process.

Table 6-6: Project Scoring Criteria for Each Goal and Objective

Goals	Objectives	Project Scoring Criteria
GOAL 1: Support Economic Growth	1.1 Improve mobility of people on the transportation network	Measured using the Volume-to-Capacity (V/C) ratio: • 10 points: V/C > 1.20 (Severe Congestion) • 5 points: V/C 1.00 - 1.20 (Moderate Congestion) • 2 points: V/C 0.8 - 1.00 (Approaching Congestion)
	1.2 Improve mobility of goods on the transportation network	5 points: On the designated freight network
		5 points: Access to a designated freight hub
GOAL 2: Improve Safety and Security	2.1 Improve Safety and Security of Highway System	Measured using priority tier of High Injury Network (HIN): • 10 points: HIN High Priority Tier • 8 points: HIN Medium Priority Tier • 6 points: HIN Low Priority Tier
	2.2 Improve Safety and Security of Transit System	Measured using priority tier of High Injury Network (HIN): • 10 points: HIN High Priority Tier • 8 points: HIN Medium Priority Tier • 6 points: HIN Low Priority Tier
	2.3 Improve Safety and Security of Non-Motorized System	Measured using priority tier of High Injury Network (HIN): • 10 points: HIN High Priority Tier • 8 points: HIN Medium Priority Tier • 6 points: HIN Low Priority Tier
GOAL 3: Enhance Mobility Choices	3.1 Improve multimodal access to public transit	• 5 points: Within 0.25-mile bus stop buffer • 3 points: Within 0.5-mile bus stop buffer

Goals	Objectives	Project Scoring Criteria
by Improving Connectivity/Accessibility	3.2 Improve bicycle and pedestrian infrastructure	3 points: Fills a gap in the Walk/Bike Network
	3.3 Improve directness of SIS connection	5 points: Connect freight vehicles to the Strategic Intermodal System (SIS)
	3.4 Improve roadway network connectivity	5 points: Creates a new roadway connection
	3.5 Improve transit service	5 points: Expands Transit Service
	3.6 Improve transit service in transportation underserved communities	5 points: Within the transportation-disadvantaged population/ Environmental Justice area
GOAL 4: Promote Environmental Sustainability and Disaster Resilience	4.1 Limit impacts to natural resources like parks and preservation areas	-10: Intersect an environmentally sensitive area
	4.2 Promote disaster resilience by improving roadway conditions	2 points: On the vulnerable roadway due to sea level rise
	4.3 Maintain mobility on evacuation routes	5 points: On evacuation routes
GOAL 5: Embrace Technology and Innovation	5.1 Increase the use of technological and/or operational strategies	4 points: On TSM&O Strategic Network/ATMS Network
GOAL 6: Maintain the Transportation System	6.1 Address transit assets	10 points: Replace aging fleet
	Other Scoring Criteria	-10 points: On a Railroad ROW
		5 points: Public concern addressed
		10 points: Undergoing a PD&E/Planning Study

Scoring Roadway or Bridge Needs Projects

Roadway projects were scored based on the overall scoring guidelines outlined previously. Primarily, there were 13 total scores that were assigned to roadway projects. The first of these scores were based on a project's probable contribution at reducing roadway congestion or enhancing operational efficiency which were evaluated using a tiered scoring system where 10 points were assigned to projects that could potentially lead to significant improvement, 5 points for moderate improvement, and 2 points for low impact.

The level of improvement was determined based on the projected Volume-to-Capacity (V/C) ratios for the year 2050 based on the TCRPM 6 Travel Demand Model. They are categorized as follows:

- High congestion: V/C ratio greater than 1.2
- Moderate congestion: V/C ratio between 1.0 and 1.2
- Approaching congestion: V/C ratio between 0.8 and 1.0

Projects with a V/C ratio below 0.8 were considered to have negligible congestion concerns and were not assigned scores.

Projects located on designated freight corridors or those that improve freight movement and economic access were awarded 5 points.

Roadway and bridge projects that enhance overall safety for all users were evaluated using a three-tier scoring system: 10, 8, or 6 points, depending on their status within the High Injury Network (HIN).

Projects enhancing access to Strategic Intermodal System (SIS) facilities received 5 points. While projects that improve or establish roadway network connectivity were awarded 10 points and included all new road projects.

To support environmental sustainability and disaster resilience, projects situated in environmentally sensitive areas were penalized by 10 points. Conversely, projects located in areas vulnerable to sea level rise received 2 points to promote resilience in future scenarios.

Projects along corridors designated as evacuation routes received 5 points. To promote goal 5: Embrace Technology and Innovation, projects on the Transportation Systems Management & Operations (TSM&O) Strategic Network received 4 points.

Beyond the goals and objectives, some additional considerations were also considered when scoring projects. For example, those potentially conflicting with railroad rights-of-way were penalized by 10 points due to the added complexity associated with such projects. Additionally, projects identified through public engagement efforts received 5 points while if a project is undergoing a current PD&E study or other planning relative studies, it was allocated 10 points. The sources for PD&E and other planning study projects are the Transportation Improvement Program (TIP) and the TPO's List of Priority Projects (LOPP) for past 5 years.

All the scored Roadway/Bridge projects are listed in **Appendix E**. And the data reviews of freight networks and hubs, HIN, SIS facilities, environmentally sensitive areas, sea level rise vulnerability, evacuation routes, TSM&O Strategic Network and railroad facilities are included in **Appendix C**.

6.4 Cost Feasible Projects

State Highway System (SHS), Strategic Intermodal System (SIS) and Developer/Local Project

A critical component of the 2050 Cost Feasible Plan involves integrating committed investments from state and local partners. These include fully funded State Highway System (SHS) projects and construction funded Strategic

Intermodal System (SIS) projects. Additionally, developer/local projects are included to reflect the potential infrastructure improvements through private development or local municipal sources.

Table 6-7 presents the State Highway System (SHS), non-SIS revenue.

Table 6-7: 2031-2050 Useable Revenue for State Highway System (SHS) ($ million)

	2031-35	2036-40	2041-50	Total 2031-2050
SHS, non-SIS	$15.61	$19.62	$49.66	**$84.89**

Table 6-8 lists the needs projects on State Highway System (SHS) facilities, which are eligible to be funded using the dedicated SHS revenue.

Table 6-8: 2050 LRTP Roadway Projects ---- SHS Projects

Project ID	Street	From	To	Type	Length (miles)	Total cost in millions	TIP funded 2026-2030	Cost Feasible Tier 2031-35	Cost Feasible Tier 2036-40	Cost Feasible Tier 2041-50
1106	Kings Highway	W Angle Road	Commercial Circle	Widen 2L to 4L	0.160	$55.7	✓ $ 55.7M*			
1106	Kings Highway	Commercial Circle	St. Lucie Boulevard		0.860	$50.9				✓ $ 50.9M
1050	Kings Highway	St. Lucie Boulevard	Indrio Road	Widen 2L to 4L	2.401	$96.0***				✓ Partially funded
1120	Indrio Road	N Kings Highway	Seminole Road	Widen 2L to 4L	1.026	$18.8	-			Not funded
1049	Kings Highway (Turnpike Feeder Road)	Indrio Road	US-1	Widen 2L to 4L	2.848	$43.5	-			Not funded

*Funded in the FDOT draft Tentative Work Program. (Cost increased from $33M in TIP to $55.7M in Work Program)
**Funded in the FDOT draft Tentative Work Program. (Total cost increased to $193M in Work Program). The cost is proportionally distributed between the two segments. For the segment between St. Lucie Blvd. to Indrio Road, ROW was funded in the TIP. This amount was subtracted from the total cost of this segment.
***Cost Estimated from FDOT District 4 Draft Tentative Work Program.

Table 6-9 presents the construction funded SIS projects.

Table 6-9: Construction Funded SIS Projects

Project Name	Project Type/Scope	Funding Phase	Funding Source	Timeframe of Funding	Total Committed Cost (Millions of $)
TPK (SR91) Midway Rd Southern Interchange	Modify Interchange	Construction	SIS 1st 5-Year Plan	2026–2027	$33.50
SR 68/Orange Ave Interchange	Modify Interchange	Construction	SIS 1st 5-Year Plan	2026–2029	$7.19
TPK (SR91) SW Becker Rd to Crosstown Pkwy	Widen TPK 4L to 8L	Construction	SIS 1st 5-Year Plan	2026-2036	$390.00

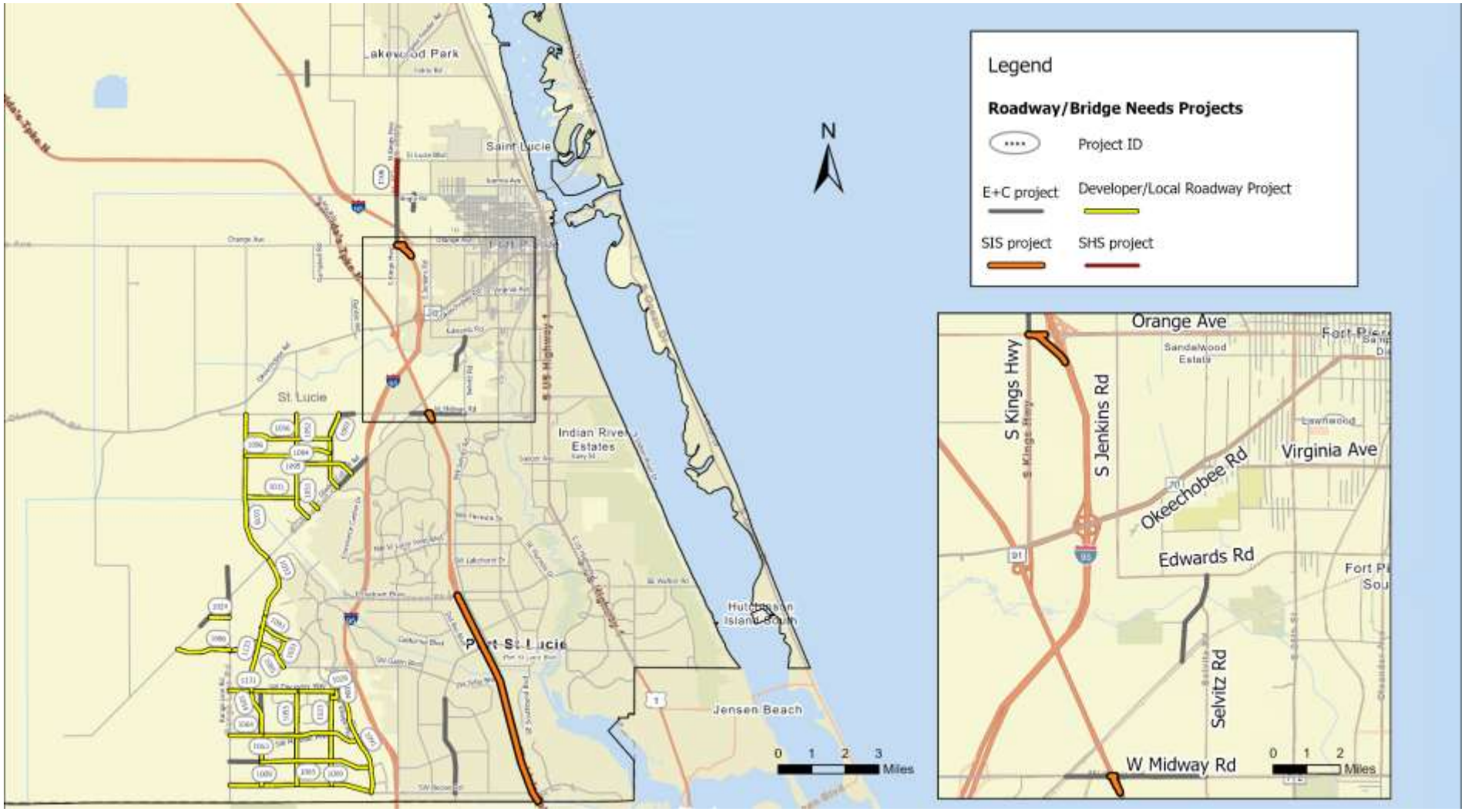


Figure 6-1 illustrates the E+C projects, potential cost feasible developer/local projects, SHS projects, and SIS projects.

Figure 6-1: E+C Projects, Developer/Local Projects, SHS projects, and SIS Projects

Other Roads – non-SHS, non-SIS

Table 6-10 details the usable revenue for local, off-system roadway projects between 2031 and 2050, organized into three tiers: 2031-35, 2036-40 and 2041-50. These funds represent the combination of Other Roads -- Non-SHS & Non-SIS revenue and the flexible STBG (SU and SA) revenue. The resulting budget for these projects is constrained by first setting aside the annual deduction of $600,000 for CMP projects and $600,000 for the TPO's Unified Planning Work Program (UPWP).

Table 6-10: 2031-2050 Useable Revenue for Other Roads ($ million)

	2031-35	2036-40	2041-50	Total 2031-2050
Non-SHS, non-SIS	$9.08	$11.43	$28.93	**$49.44**
STBG All project types	$65.73	$79.50	$197.71	**$342.94**
STBG dedicated to Roadway Capacity Projects	$59.73	$73.50	$185.71	**$318.94**
Combination revenue for Roadway/Bridge projects	$68.81	$84.93	$214.64	**$368.38**

Cost Feasible Alternatives for Other Roads

To determine the optimal investment strategy for the county's long-range transportation needs, the St. Lucie TPO evaluated two primary alternatives. Both scenarios focused on improving north-south and east-west connectivity and regional access, sharing a core set of projects including the Jenkins Road and Glades Cut Off Road corridors.

- **Alternative A: Balancing Development & Mobility with California Boulevard:** This alternative prioritizes the creation of a continuous north-south corridor by connecting the Jenkins Road segments (from Orange Avenue through Edwards Road) to Range Line Road, providing a vital link from the county's core to the southern boundary. To enhance east-west connectivity, this alternative funds the widening of California Boulevard between Crosstown Parkway and East Del Rio Boulevard.

- **Alternative B: Balancing Development & Mobility with St. Lucie West Boulevard:** This alternative maintains the same strategic north-south connections as Alternative 5A (Jenkins Road and Range Line Road) but modifies the east-west investment strategy. Instead of California Boulevard, this alternative funds the widening and Complete Streets retrofit of St. Lucie West Boulevard to address congestion in the northern commercial district.

The purpose of these alternatives is to evaluate how different prioritization choices impact the number of projects that can be realistically funded within the specific local road budget of $368.38 million (FY 2031-2050).
The specific roadway projects and their associated costs for each alternative are itemized in Table 6-11 and Table 6-12. The selected projects for each alternative are highlighted in blue color in Figure 6-2 and Figure 6-3 on the maps.

Table 6-11: Cost Feasible Alternative A: Balancing Development & Mobility with California Boulevard

Project ID	Project/ Street	From	To	Type	Length (miles)	Total Cost in Millions*	Cost Feasible Tier 2031-35 ($68.81m)**	Cost Feasible Tier 2036-40 ($84.93m)**	Cost Feasible Tier 2041-50 ($214.64m)**
	St. Lucie TPO	Unified Planning Work Program		Planning		$20.19	✓	✓	✓
	CMP Projects	St. Lucie TPO Congestion Management Plan and ATMS Master Plan		Congestion/ Safety		$20.19	✓	✓	✓
	TA Projects	Tables 5-4 and 5-5		Pedestrian/ Bicycle		$42.58	✓	✓	✓
	Transit Projects	Table 5-6		Transit		$39.12	✓	✓	✓
1042	Jenkins Road	Orange Avenue	Okeechobee Road	Widen 2L to 4L	2.058	$33.9	✓		
1041	Jenkins Road	Okeechobee Road	Edwards Road	Widen 2L to 4L	0.716	$11.8	✓		
1118A	Edwards Road	Selvitz Road	Jenkins Road	Widen 2L to 4L	0.984	$15.0	✓		
1100	Range Line Road	Crosstown Parkway Extension	Martin County Line	Widen 2L to 4L	5.576	$47.0		✓	
1012	California Boulevard	Crosstown Parkway	Del Rio Boulevard	Widen 2L to 4L	2.474	$45.4			✓
1039A	Glades Cut Off Road	Selvitz Road	Midway Road	Widen 2L to 4L	2.268	$40.3			✓
1039B	Glades Cut Off Road	Midway Road	I-95	Widen 2L to 4L	1.882	$33.5			✓
1039C	Glades Cut Off Road	Commerce Centre Dr	Range Line Rd	Widen 2L to 4L	4.614	$82.1			✓
1111	Interchange at I-95 and Marshall Parkway			New Interchange		$49.0			✓
1101	Marshall Parkway Extension	Tom Mackie Boulevard	I-95	New 2 Lanes	0.698	$10.2			✓
Total Cost of Other Roads Projects						**$368.3**			

* Cost estimates obtained from PD&E studies/FDOT Work Program/St. Lucie TPO TIP.
**Dedicated revenue by time band.

Figure 6-2: Alternative A: Balancing Development & Mobility with California Boulevard

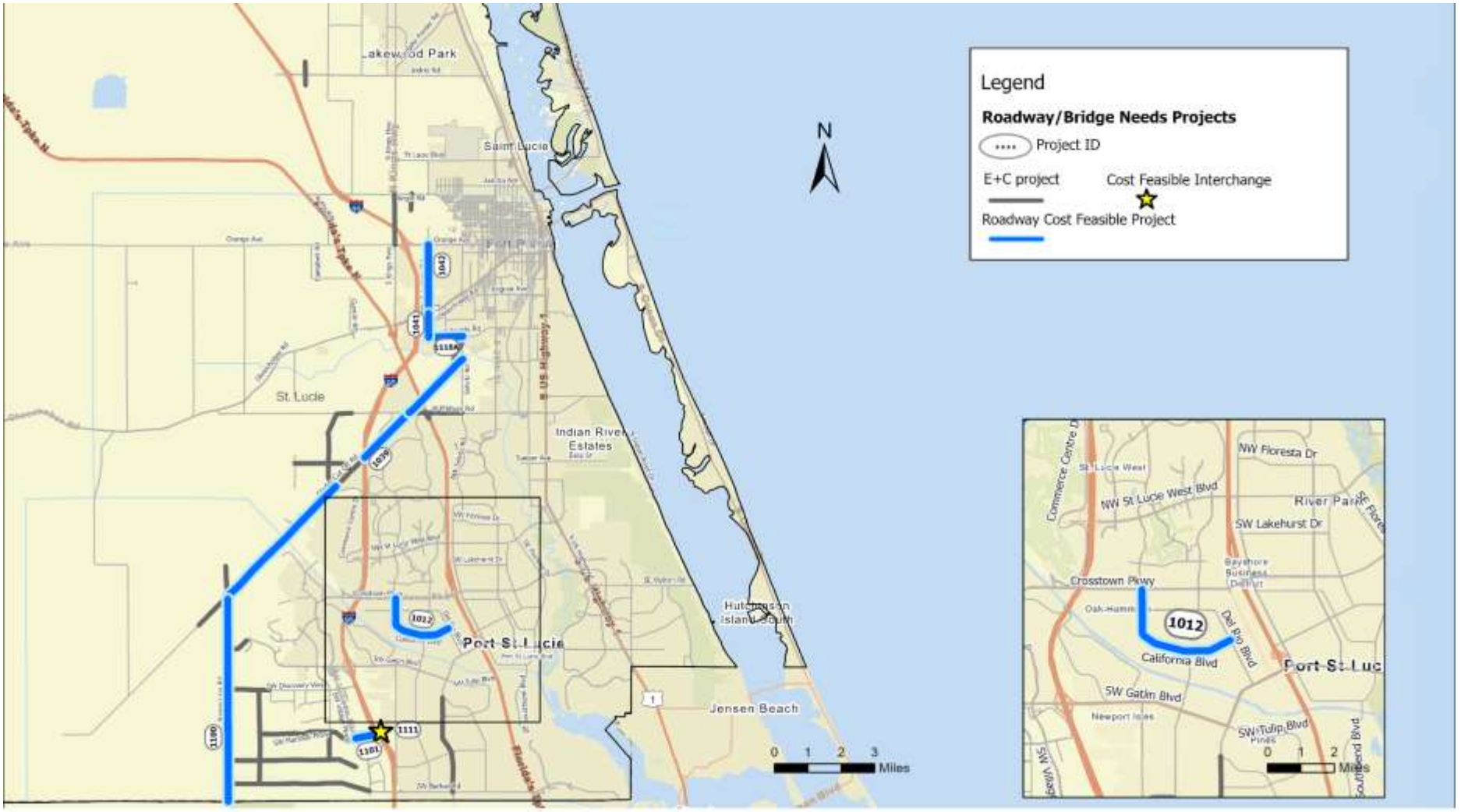
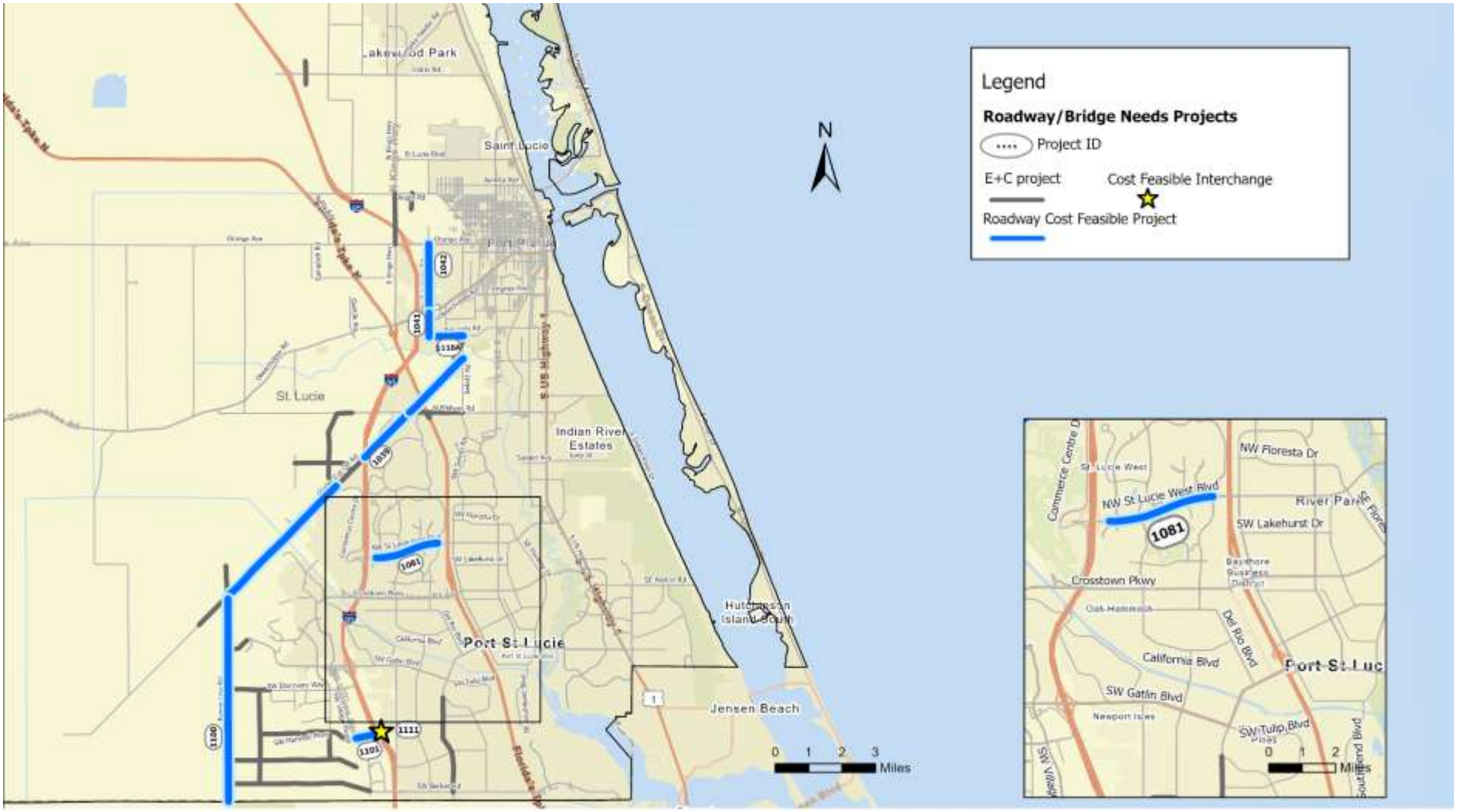


Table 6-12: Cost Feasible Alternative B: Balancing Development & Mobility with St. Lucie West Boulevard

Project ID	Street	From	To	Type	Length (miles)	Total Cost in Millions*	Cost Feasible Tier 2031-35 ($68.81m)**	Cost Feasible Tier 2036-40 ($84.93m)**	Cost Feasible Tier 2041-50 ($214.64m)**
	St. Lucie TPO	Unified Planning Work Program		Planning		$20.19	✓	✓	✓
	CMP Projects	St. Lucie TPO Congestion Management Plan and ATMS Master Plan		Congestion/ Safety		$20.19	✓	✓	✓
	TA Projects	Tables 5-4 and 5-5		Pedestrian/ Bicycle		$42.58	✓	✓	✓
	Transit Projects	Table 5-6		Transit		$39.12	✓	✓	✓
1042	Jenkins Road	Orange Avenue	Okeechobee Road	Widen 2L to 4L	2.058	$33.9	✓		
1041	Jenkins Road	Okeechobee Road	Edwards Road	Widen 2L to 4L	0.716	$11.8	✓		
1118A	Edwards Road	Selvitz Road	Jenkins Road	Widen 2L to 4L	0.984	$15.0	✓		
1100	Range Line Road	Crosstown Parkway Extension	Martin County Line	Widen 2L to 4L	5.576	$47.0		✓	
1081	St. Lucie West Boulevard	E of I-95	Cashmere Boulevard	Widen 4L to 6L & Complete Street	1.917	$22.0		✓	
1039A	Glades Cut Off Road	Selvitz Road	Midway Road	Widen 2L to 4L	2.268	$40.3			✓
1039B	Glades Cut Off Road	Midway Road	I-95	Widen 2L to 4L	1.882	$33.5			✓
1039C	Glades Cut Off Road	Commerce Centre Dr	Range Line Rd	Widen 2L to 4L	4.614	$82.1			✓
1111	Interchange at I-95 and Marshall Parkway			New Interchange		$49.0			✓
1101	Marshall Parkway Extension	Tom Mackie Boulevard	I-95	New 2 Lanes	0.698	$10.2			✓
Total Cost of Other Roads Projects						**$344.9**			

* Cost estimates obtained from PD&E studies/FDOT Work Program/St. Lucie TPO TIP.
**Dedicated revenue by time band.

Figure 6-3: Alternative B: Balancing Development & Mobility with St. Lucie West Boulevard



6.5 Cost Feasible Alternatives Performance

The model results for the alternatives are presented in Figure 6-4 and Figure 6-5 by showing the Volume-to-Capacity (V/C) ratios to identify system deficiencies for the 2050 horizon year. As illustrated in the congestion maps, both alternatives demonstrated the ability to manage regional traffic growth, though specific localized areas of "Severe Congestion" (V/C > 1.2) were observed in both scenarios, particularly along east-west arterials.

Regional congestion levels were consistent across both scenarios, with differences limited to the specific corridors unique to each alternative. Alternative A improved capacity along California Boulevard in the central area, while Alternative B relieved congestion in the northern district along St. Lucie West Boulevard. Beyond these localized improvements, network-wide performance—illustrated by similar patterns of severe and moderate congestion—remained comparable.

These modeling outputs were used to facilitate a comparative analysis, ultimately guiding the TPO Board and committees in selecting the final mix of projects that best balanced congestion relief with community priorities.

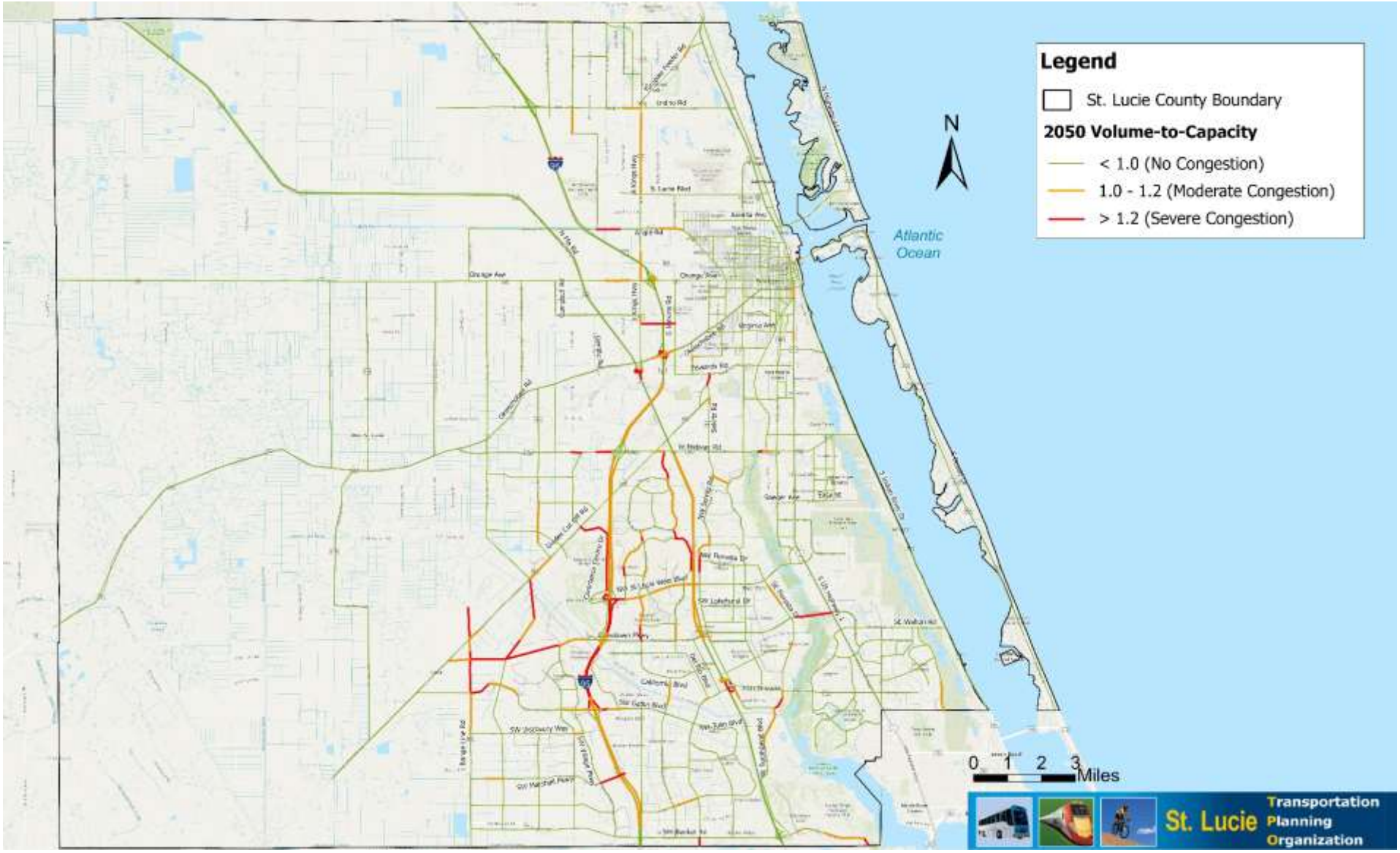


Figure 6-4: Model Results of Cost Feasible Alternative A

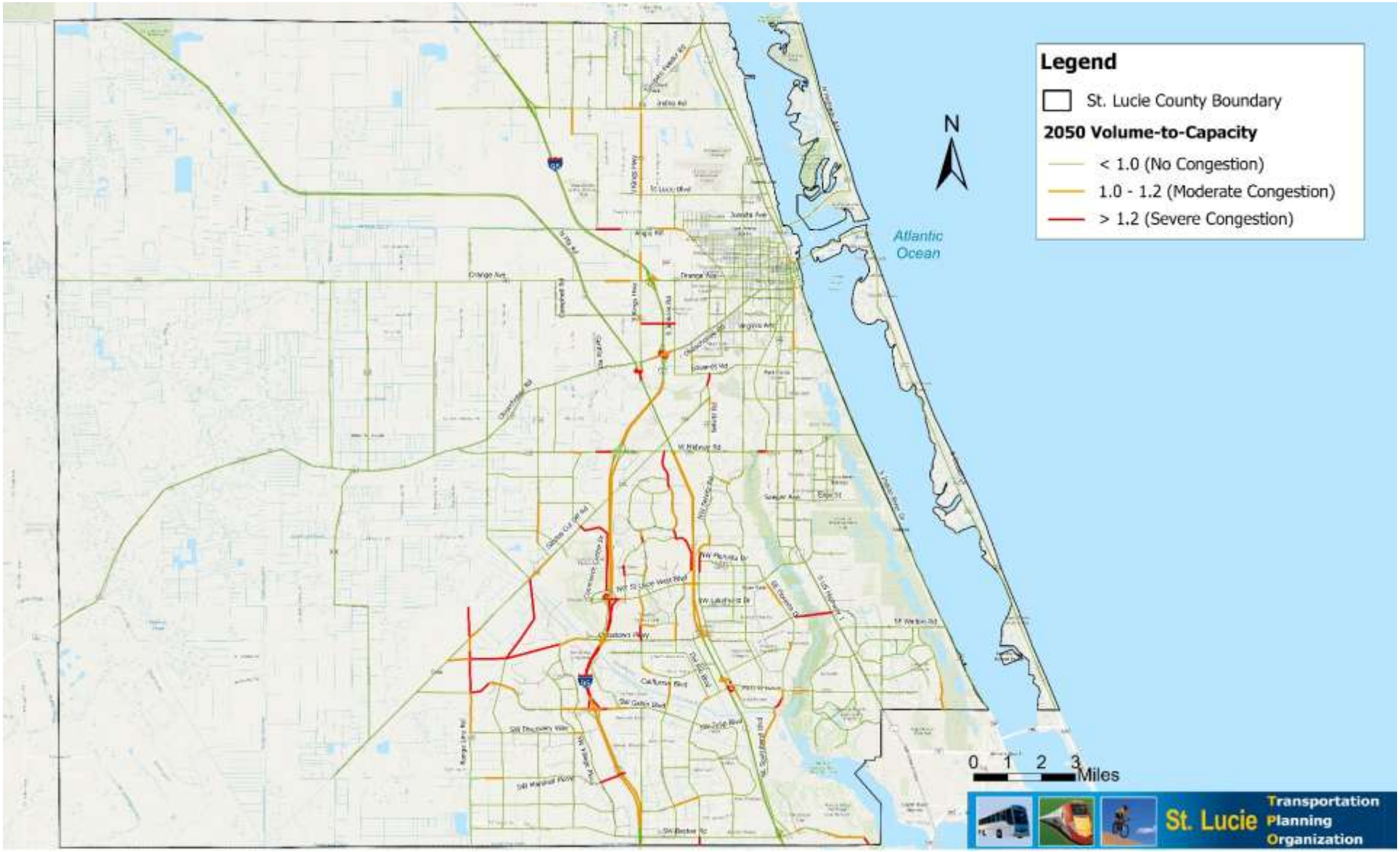


Figure 6-5: Model Results of Cost Feasible Alternative B