



Reimagine MOBILITY 2050

LONG RANGE TRANSPORTATION PLAN

Adopted February 4, 2026



St. Lucie

**Transportation
Planning
Organization**

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Introduction

The St. Lucie Transportation Planning Organization (TPO) is required by federal law to review and update its Long Range Transportation Plan every five (5) years. This plan ensures that transportation investments remain responsive to shifting growth patterns, emerging technologies, and community priorities.

The Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) identifies the transportation investments by the TPO in the multimodal transportation network using Federal and State funding for the next 25 years. Guided by the Vision "To Reimagine an Innovative, Safe, and Sustainable Multimodal Transportation System," the LRTP 2050 update reflects the TPO's long-term aspirations for transportation improvements.

This report is structured into the following major sections:

1. **Public Engagement:** Outlines the strategies used to involve the public and summarizes the feedback received.
2. **Land Use and Socioeconomic Data Development:** Details the projected population and employment data that is used in the travel demand model to identify transportation network deficiencies.
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 Vision, Goals, and Objectives and the measures 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

The development of the Reimagine Mobility 2050 LRTP was driven by a comprehensive public engagement plan designed to obtain meaningful public input that ensures the LRTP reflects the community's vision. The St. Lucie TPO integrated engagement directly into the technical planning process through three critical decision-making milestones: Visioning, Needs Assessment, and Project Selection. To achieve broad dialogue, the TPO utilized specific strategies to promote the continuing involvement of residents and stakeholders, creating opportunities for feedback throughout the development of the 2050 LRTP. This continuous feedback allowed residents and stakeholders to actively shape the plan's goals, funding priorities, and final project selection, ensuring that the region's transportation investments are directly aligned with the public's needs.

1.1 Public Participation Strategies

The unified engagement strategy was carefully calibrated to align with the TPO's defined levels of influence—ranging from **Informing** and **Consulting** to actively **Involving** and **Collaborating** with and **Empowering** the public and 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.

1.1.1 Interactive Workshops

Three key public engagement events were conducted to involve the public directly at critical decision points. The TPO hosted interactive workshops in different communities to meet residents where they live and work. The project team facilitated a collaborative dialogue that directly informs the LRTP's goals for safety and connectivity.

- **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 public outreach. 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 from underserved areas were engaged. Through interactive exercises, such as budget allocation games or priority mapping, the 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 were distributed into 4 different buckets of transportation investments: Roadway, Transit, Bike/Pedestrian, and

Congestion Management/Safety. The participants 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%). The majority of the participants focused on St. Lucie West Boulevard congestion as this appears to have more community wide impacts than the 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. They also indicated a need to access the future Treasure Coast Brightline station.

1.1.2 Committee Engagement

In addition to the TPO Board, the milestones, tasks, and deliverables of the 2050 LRTP were subject to review by the following at public meetings as summarized in Table 1-2:

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

1.1.3 Online Survey and Digital Information

- **Online Survey:** To reach a broader audience, an online survey was developed to gather input from the community members on their needs and priorities. The responses were analyzed and summarized to ensure the community needs were incorporated into the LRTP. 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](#) served as the central hub for information. Technical content, project maps, meeting information and document updates were provided for public review. Draft documents were also available online for comment prior to final adoption. The public comments for selected projects are included in the Appendix G.

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.

1.2.1 Focus Group Meetings

To address specific Federal 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 lists 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 and County Administration | Options and Possibilities / 3D Project Visualization |
| Safety and Security | October 8, 2025 | Police Chiefs and Sheriff | Safety and Security Needs |
| Environmental/Resiliency/Mitigation | November 6, 2025 | Federal, State, and local environmental agencies | Environmentally Sensitive Areas and Systemwide Mitigation |
| Project Prioritization | November 25, 2025 | City and County Administration | Draft Cost Feasible Plan |

Coordination activities also were conducted during the LRTP development with the Seminole Tribe of Florida because the St. Lucie TPO area includes Indian Tribal land as depicted in Figure D-3 in Appendix D. In addition, regional coordination was conducted during the LRTP development with the Indian River and Martin County MPOs through the Treasure Coast Transportation Advisory Committee and the Treasure Coast Transportation Council.

1.2.2 Committee and Board Meeting Schedule

The following table lists the schedule established for the review and adoption of milestones 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 | |
| March 18, 20 & 25, 2025 | LRTP Scope, Existing Conditions; Land Use and Socioeconomic Data; Roadway Deficiencies |
| July 22 & 24, 2025 | Draft Needs Plan |
| 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 |

| Meeting Dates | Task / Deliverable |
|---------------------------|--|
| TPO Board Meetings | |
| April 15, 2025 | LRTP Scope, Existing Conditions; Land Use and Socioeconomic Data; Roadway Deficiencies |
| August 6, 2025 | Draft Needs Plan |
| 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

Public and stakeholder feedback was systematically collected, evaluated, and incorporated throughout the entire 2050 LRTP development process. When appropriate, 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 presented in Appendix A. The presentation and workshop comments are attached in Appendix B. And the public comments for selected projects are included in Appendix G.

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 identify the population doubling (101% increase) and employment also doubling (100% increase). Table 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, improve safety, and preserve quality of life. Figures 2-1 and 2-2 depict the projected population growth and employment growth, respectively, across the TPO area for 2050. After extensive review by the local agencies and TPO Advisory Committees, the St. Lucie TPO Board 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% |

St. Lucie 2050 Population Growth

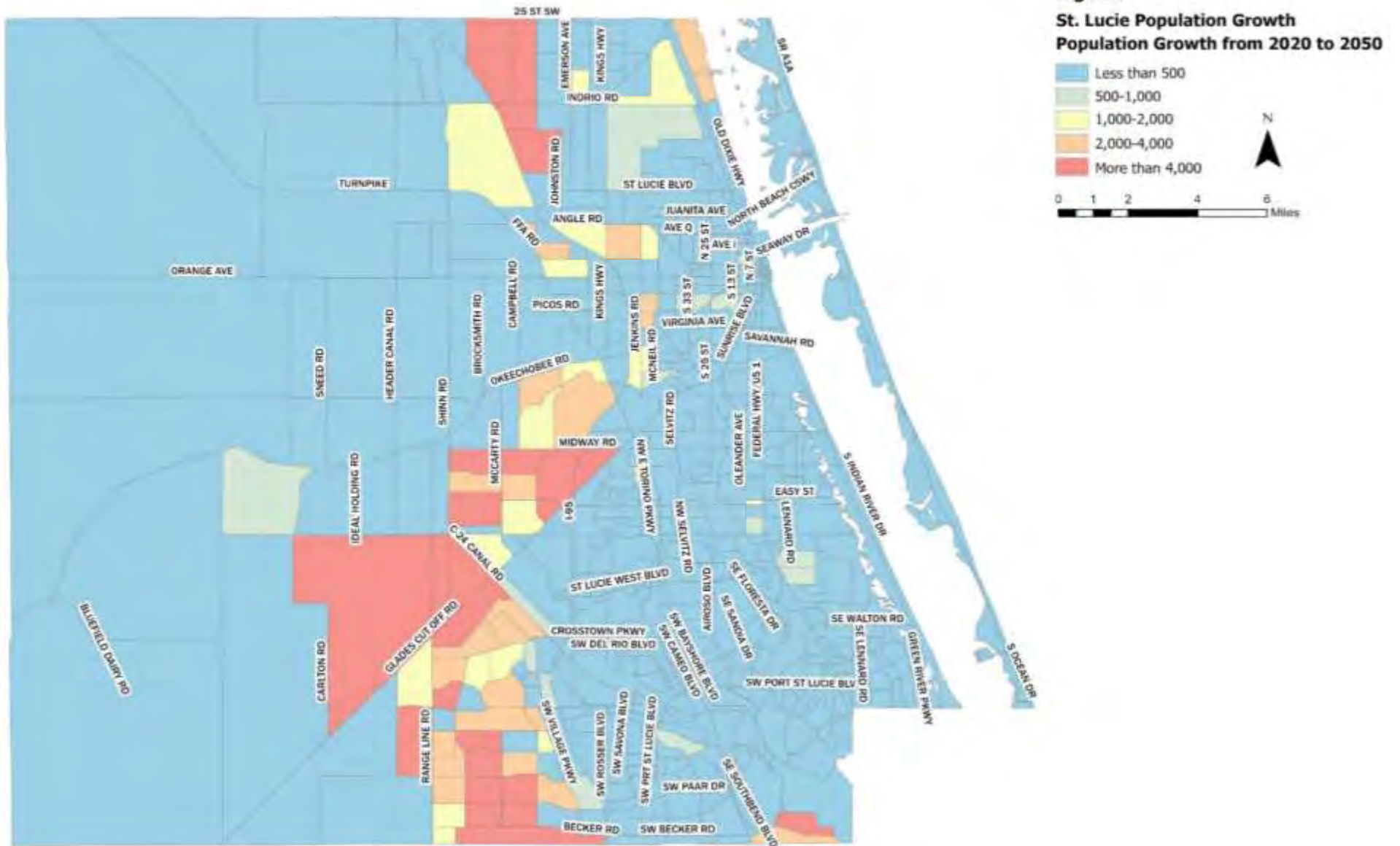


Figure 2-1: St. Lucie Population Growth from 2020 to 2050

St. Lucie 2050 Employment Growth

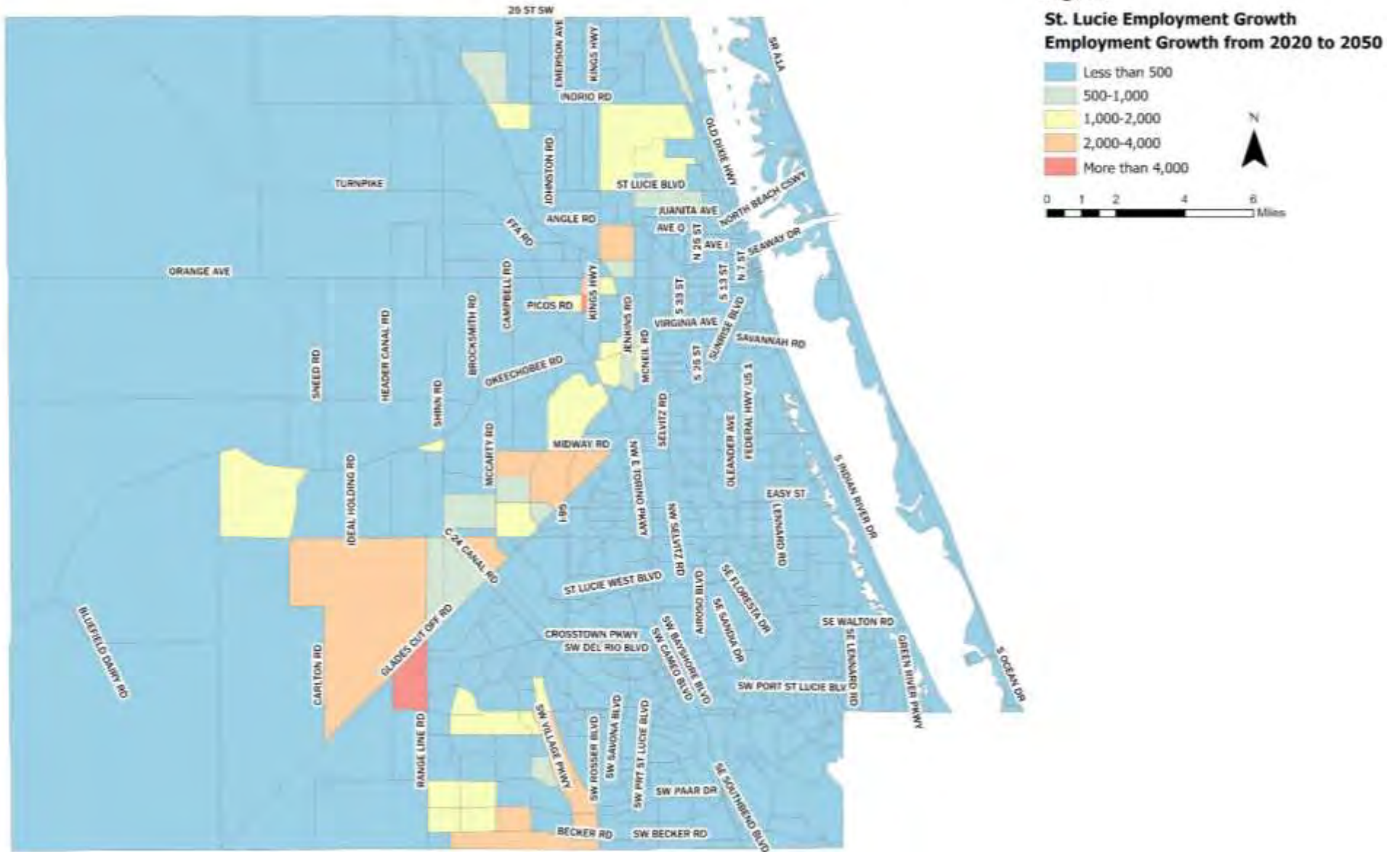


Figure 2-2: St. Lucie Employment Growth from 2020 to 2050

3. Study Area Data Review and Analysis

As part of the development of the LRTP, a comprehensive review of existing conditions, historical trends, and adopted plans was conducted. The study area data review and analysis process ensured that the Reimagine Mobility 2050 LRTP is consistent with the long-term visions and plans 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 networks.

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:

3.1.1 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 LRTP:** As the predecessor to the current update, the previous LRTP served as a starting point for the 2050 LRTP. Committed projects and unfunded needs from this plan were re-evaluated to determine their continued viability and priority.
- **Treasure Coast 2045 Regional Long Range Transportation Plan:** Developed through a partnership between the St. Lucie, Martin, and Indian River MPOs, this multi-county plan ensures consistency for corridors of regional significance. It was reviewed to coordinate inter-regional connectivity, ensuring that local infrastructure improvements align with the broader vision for the Treasure Coast region.

3.1.2 Local Comprehensive Strategic Plans

Long-term growth strategies and land use policies were identified through a review of local comprehensive plans which ensures consistency of the 2050 LRTP with these plans. The following documents provided critical insight into where population growth and employment growth are anticipated over the next two decades and the needed transportation improvements:

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

3.1.3 Strategic Plans

Short-term priorities and immediate fiscal goals were assessed through the review of current municipal and county strategic plans. The following 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 2024-25)**
- **Fort Pierce Strategic Plan (FY 2025)**

3.1.4 Programming and Priority Project Documents

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

- **Transportation Improvement Program (TIP):** A comprehensive review of the current TIP (FY 2025/26 – FY 2029/30) 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 to confirm the 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 FDOT’s recent Five-Year Work Program.

3.1.5 Modal and Mobility Plans

Specific modal needs, particularly regarding public transportation and multimodal mobility, were obtained from the following 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 priorities, multimodal corridors, and connectivity projects into the broader regional network.
- **St. Lucie County Area Regional Transit Public Transportation Agency Safety Plan (PTASP):** The updated document from March 2024 was reviewed to ensure public transportation safety targets and procedures were integrated into the broader safety planning framework.

In addition, the following studies were reviewed:

- 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 LRTP, 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 fatal and serious injury crashes occur which assists in the prioritization of strategies and projects. 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 the TPO and FDOT Target 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 prioritized "saving lives" and reducing serious injuries.
- **Density-Based Normalization:** The St. Lucie TPO HIN was designed to measure crash density (crashes per mile). By normalizing data by roadway length, corridors that are inherently dangerous to users were identified. This approach effectively identified high-risk roadways for pedestrians and bicyclists.

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 St. Lucie HIN is depicted in Figure D-1 in Appendix D.

3.3 Transportation System Networks

The existing transportation networks were 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 and assisted in the development of the Goals, Objectives, and Performance Measures and the prioritization of strategies and projects.

3.3.1 Roadway Network

The major roadway network, consisting of the Strategic Intermodal System (SIS), State roadways, and major county and city arterial roadways, was analyzed. The SIS within the St. Lucie TPO area is depicted in Figure D-2 in Appendix D. The key characteristics of the network, such as number of lanes, functional classification, and existing

traffic volumes, were reviewed along with the past five years of traffic counts. In addition, as part of the disaster response planning associated with the development of the 2050 LRTP, the evacuation routes in the St. Lucie TPO area were reviewed and considered for short-range and long-range improvements. The evacuation routes are depicted in Figure D-5 in Appendix D.

3.3.2 Transit Facilities/Services/Network

Existing fixed-route transit services, paratransit coverage, and the micro transit networks were mapped using data from St. Lucie County Area Regional Transit (ART) and is further discussed in Section 5-4. This map is included as Figure D-8 in Appendix D.

3.3.3 Railroad Facilities/Network

The existing railroad network that extends through the St. Lucie TPO area is owned by the Florida East Coast (FEC) Railway which operates freight rail service on the network. The network also includes passenger rail service operated by Brightline from Miami to Orlando. However, the area does not currently include a passenger rail station despite the demonstrated need for passenger rail service and the extraordinary efforts of the St. Lucie TPO to implement a station in the area. The railroad network is depicted in Figure D-7 in Appendix D.

3.3.4 St. Lucie TPO Walk-Bike Network

The active transportation network, known as the St. Lucie TPO Walk-Bike Network, was reviewed to identify existing coverage and gaps. The St. Lucie TPO Walk-Bike Network is identified by FHWA as a Planning and Prioritization example for Delivering Safe, Comfortable, and Connected Pedestrian and Bicycle Networks because, in addition to identifying the existing pedestrian and bicycle facilities, it includes facilities that are funded and programmed for construction, and unfunded and unprogrammed pedestrian and bicycle needs among all of the local governments. Table 3-1 provides a breakdown of the current sidewalk and bike lane mileage and the Walk-Bike Network is depicted in D-9 in Appendix D.

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 and Systemwide Mitigation Strategies

Spatial data on environmentally sensitive areas was utilized to evaluate the environmental impacts of the Transportation Needs Plan. Coordination with local, state, and federal environmental agencies was conducted as part of the development of the 2050 LRTP to support the environmental screening process. Agencies contacted

included the U.S. Army Corps of Engineers (USACE) and the U.S. Fish and Wildlife Service (USFWS) at the federal level; the Florida Department of Transportation (FDOT), the Florida Department of Environmental Protection (FDEP), the Florida Fish and Wildlife Conservation Commission (FWC), and the South Florida Water Management District (SFWMD) at the state and regional level; and St. Lucie County at the local level. This coordination supported the identification of environmentally sensitive areas and the development of appropriate avoidance and mitigation strategies.

The base map of environmentally sensitive areas was updated to reflect current environmental classification categories. The areas identified in the current dataset included, but were not limited to the following:

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

These datasets covered various forms of sensitive natural environments as well as government-designated conservation and reservation lands and are used in the project prioritization scoring criteria summarized in Table 6-10.

If a project is identified to result in environmental impacts, the St. Lucie TPO follows a systemwide strategy that prioritizes the avoidance of sensitive habitats—including wildlife, wetlands, and groundwater—wherever possible. When impacts to these natural or conservation lands are unavoidable, St. Lucie TPO recommends specific environmental mitigation strategies such as enhancement, restoration, creation, or preservation to offset ecological damage.

This process is supported by established regional resources, including the Bluefield Ranch Mitigation Bank (BRMB), which covers 2,675 acres and provides wetland credits and habitat restoration for species such as the gopher tortoise and indigo snake. Additionally, the 317-acre Bear Point Mitigation Bank provides mangrove restoration as permitted by the Florida Department of Environmental Protection (FDEP) and the U.S. Army Corps of Engineers (USACE). Furthermore, stormwater runoff is mitigated through the areawide implementation of collection and treatment ponds. A comprehensive breakdown of these classification categories and the detailed maps depicting these environmentally sensitive areas are provided in Appendix D.

To ensure long-term resilience, the LRTP also incorporates a strategic assessment of sea level rise vulnerability using the 2060 NOAA High scenario. This conservative "bathtub" model identifies areas where projected water levels may exceed infrastructure elevations, allowing the TPO to prioritize hardening or adaptation for specific vulnerable segments. While the analysis indicates that only a small portion of the roadway network is expected to be affected even under aggressive projections, this data remains critical for proactive infrastructure management. Detailed information regarding the datasets and spatial analysis methodology is provided in Appendix D. The environmentally sensitive areas are depicted in Figure D-3 in Appendix D, and the Sea Level Rise Vulnerability is depicted in Figure D-4 in Appendix D.

4. Goals, Objectives and Performance Measures and System Performance Report

4.1 Goals and Objectives

To ensure the Reimagine Mobility 2050 LRTP meets the Vision and evolving needs of the community over the next 25 years, the TPO established a robust framework of Goals and Objectives. The following Goals assist in translating the Vision into Objectives and actionable strategies, ensuring that every investment contributes to the Vision: **To Reimagine an Innovative, Safe, and Sustainable Multimodal Transportation System.**



LRTP GOALS



Support Economic Growth by Ensuring Mobility.
(By improving travel time of people and freight.)



Improve Safety and Security of all transportation users.



Enhance Mobility Choices by Improving Connectivity/Accessibility.
(Connectivity refers to how well a transportation network is linked, enabling smooth travel. Accessibility focuses on how easily people can reach destinations within a given time and cost.)



Promote Environmental Sustainability and Disaster Resilience.
(Making roadways withstand natural hazards, improving evacuation routes.)



Embrace Technology and Innovation.
(By improving reliability in day-to-day operations of automobiles and public transit, and by increasing the use of electric vehicles and self-driving cars.)



Maintain the Transportation System.
(By improving pavement, bridge, transit and sidewalk conditions.)

Figure 4-1: Reimagine Mobility 2050 Goals

Developed through a collaborative process with the public, local governments, and the TPO Advisory Committees and Board, the Vision and Goals reflect a comprehensive approach to mobility. The Goals include ensuring economic vitality, enhancing safety for all modes of travel, and integrating resilience to protect infrastructure against environmental disasters.

Subsequently, Objectives then were developed to support the Goals. Then to evaluate the proposed transportation improvements and prioritize the projects, specific scoring criteria were developed for each Objective. This data-driven methodology allows the TPO to measure how well a project performs and aligns with community priorities—rewarding projects that improve safety and connectivity 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 | <ul style="list-style-type: none"> • % 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 • Truck Travel Time Reliability (TTTR) index |
| | 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 | <ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million VMT • Number of serious injuries • Rate of serious injuries per 100 million VMT • 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/Access to Destinations | 3.1 Improve multimodal connectivity to public transportation | <ul style="list-style-type: none"> • % of roadways with transit that have sidewalks • % of pedestrian facility coverage on SHS • % of bicycle facility coverage on SHS • Combination truck miles traveled SIS • Total number of major roads lane miles • Transit passenger trips • Transit revenue miles • % of underserved population within 1/4 mile of transit route |
| | 3.2 Improve bicycle and pedestrian infrastructure | |
| | 3.3 Improve SIS connectivity | |
| | 3.4 Improve roadway network connectivity | |
| | 3.5 Improve transit service | |
| | 3.6 Improve transit service in 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 | <ul style="list-style-type: none"> • # 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 |
| | 4.2 Promote disaster resilience by improving roadway conditions | |
| | 4.3 Maintain mobility on evacuation routes | |
| GOAL 5: Embrace Technology and Innovation | 5.1 Increase the use of technological and/or operational strategies | <ul style="list-style-type: none"> • % of miles with TSM&O strategic network deployment |
| GOAL 6: Maintain the Transportation System | 6.1 Maintain transportation assets | <ul style="list-style-type: none"> • % of pavements of the interstate system in good condition • % of pavements of the interstate system in poor condition • % of pavements of the non-interstate NHS in good condition • % of pavements of the non-interstate NHS in poor condition • % of NHS bridges classified as good condition • % of NHS bridges classified as poor condition • 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 |
| | 6.2 Maintain transit assets | |

4.2 Performance Measures and System Performance Report

4.2.1 Background

To comply with Federal requirements, the Reimagine Mobility 2050 LRTP includes 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 the required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and system performance recorded in previous reports for each of the performance measures described in the following sections.

To further comply with the Federal requirements, the Reimagine Mobility 2050 LRTP integrates, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes and plans developed by the providers of public transportation in the TPO area for each of the performance measures described in the following sections.

4.2.2 Highway Safety Measures (PM1)

The Highway Safety Performance Measures, referred to as the PM1 measures, annually assess safety on all public roads using the following 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 most recent HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

Table 4-2 presents the statewide and TPO area performance for each PM1 measure in recent years, and the 2026 targets established by FDOT.

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

| Performance Measures | Five-Year Rolling Average | | | | Florida CY 2026 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 |
| 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 |

| Performance Measures | Five-Year Rolling Average | | | | Florida CY 2026 Target |
|---|---------------------------|-----------|-----------|-----------|------------------------------|
| | 2016-2020 | 2017-2021 | 2018-2022 | 2019-2023 | |
| Statewide | | | | | |
| 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 TPO | | | | | |
| 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 TPO has adopted the same performance targets for highway safety as FDOT.

Recent performance trends in the St. Lucie TPO area show mixed progress toward achieving its 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. However, both measures remain 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 enhanced prioritization of targeted safety strategies, such as prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements, is necessary to achieve progress toward meeting the performance targets. This is accomplished in the Reimagine Mobility 2050 LRTP through the Project Prioritization Process described in Section 6.3.

The goals, objectives, performance measures, and targets related to highway safety are further incorporated by reference to the following State plans:

- 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. 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 by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.

- Highway Safety Improvement Program (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.

Additionally, current local efforts to support the safety performance measures include: St. Lucie TPO Comprehensive Safety Action Plan, Fort Pierce 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 are identified through the Congestion Management Process (CMP). Key investments include 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.

4.2.3 Pavement and Bridge Condition Measures (PM2)

Pavement and Bridge Condition Measures, which are also referred to as the PM2 measures, periodically assess the pavement and bridge conditions using 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.

The "good" or "poor" classifications of pavement condition are 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.

The "good" or "poor" classifications of bridge condition are 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.

Table 4-3 presents the statewide and TPO area 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 TPO | | | | | | | |
| 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 TPO has adopted the same performance targets for pavement and bridge condition as FDOT.

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 another 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 goals, objectives, performance measures, and targets related to pavement and bridge conditions are further incorporated by reference to the following State plans:

- The Florida Transportation (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.

The 2050 LRTP establishes the goal to emphasize the maintenance of the transportation system (Goal 6). However, St. Lucie TPO's ability to prioritize and fund improvements to maintain the transportation is extremely limited by FHWA and FDOT as discussed in Section 5.9.

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

The System Performance/Freight/CMAQ Performance Measures, referred to as the PM3 measures, periodically assess the highway system, freight, and CMAQ performance using 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 comparison by 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.

Table 4-4 presents recent statewide and TPO area 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/>

The St. Lucie TPO has adopted the same targets for highway system and freight performance as FDOT.

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 reflects lower

overall congestion levels, absence of major bottlenecks, and sustained investments that preserve mobility and system reliability across the transportation network.

The goals, objectives, performance measures, and targets related to pavement and bridge conditions are further incorporated by reference to the following State plans:

- The Florida Transportation Plan (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 PM-3 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 and 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 SIS to help identify the most important SIS capacity projects to relieve congestion.

The 2050 LRTP establishes the goals of supporting economic growth (Goal 1) and of embracing technology and innovation (Goal6). To advance these goals, the TPO has adopted key objectives, including improving mobility of people on the transportation network, improving the mobility of goods on the transportation network, and increasing the use of technological and/or operational strategies. These are implemented in the Reimagine Mobility 2050 LRTP through the Project Prioritization Process described in Section 6.3.

4.2.5 Transit Asset Management (TAM) Measures

FTA's 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 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.

The St. Lucie TPO area is served by Area Regional Transit (ART) which is a Tier II provider and has 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 TPO has adopted the same TAM performance targets as ART to ensure regional consistency in infrastructure maintenance. Based on FY 2023 asset condition data, ART's fleet and facilities show varying levels of alignment with these adopted benchmarks. Specifically, 69 percent of revenue vehicles have currently exceeded their Useful Life Benchmark (ULB), a figure that significantly exceeds the established FY 2025 target of 52 percent. In contrast, non-revenue service vehicles are performing well within the target range; only 57 percent have exceeded their ULB, remaining comfortably below the 75 percent target threshold.

Facility performance also remains relatively stable across the system. Currently, 4.3 percent of facilities are rated below a 3.0 on the Transit Economic Requirements Model (TERM) scale, which is slightly above but generally

consistent with the 3.9 percent target. These asset conditions highlight a clear need for ART to prioritize the replacement of revenue-generating vehicles while maintaining the current trajectory for non-revenue vehicles and facilities. By focusing resources on these specific categories, the TPO and ART can continue to make meaningful progress toward achieving state-supported transit asset management goals.

The goals, objectives, performance measures, and targets related to pavement and bridge conditions are further incorporated by reference to the following public transportation provider (ART) plans:

ART Transit Asset Management Plan (TAMP): is a guidebook for keeping buses and buildings in good working order. It tracks everything the transit agency owns and sets a schedule for fixing or replacing items before they exceed their ULB. By using this plan, the agency ensures that money is spent on the most important repairs so that the system stays safe and reliable for everyone.

St. Lucie County Public Transportation Annual Progress Report 2024: serves as a yearly check-up for the transit system. It looks at facts like how many people are riding the bus, if the buses are arriving on time, and how well the budget is being managed. This report helps the county evaluate what is working well and where they might need to make changes to improve service in the future.

Reimagine Transit: Transit Development Plan 2024: is a 10-year roadmap for the future of transit service in St. Lucie County. It identifies where new routes should be established, how to increase service frequency, and where to build new transit centers. This plan is the main tool used to secure the state and federal funding needed to implement the transit improvements.

Goal 3 of the Reimagine Mobility 2050 LRTP and its associated objectives emphasize the importance of developing a multimodal transportation system that incorporates transit, active transportation options, and improved transit services. These are implemented in the Reimagine Mobility 2050 LRTP through the Project Prioritization Process described in Section 6.3.

4.2.6 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.

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 safety plan meets the requirement for a PTASP, including transit safety targets for the federally required measures. 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 and reflect those targets in TIP updates.

In the St. Lucie TPO area, ART is responsible for developing a PTASP and establishing transit safety performance targets annually. The St. Lucie TPO then reflects those targets in the LRTP and TIP.

The St. Lucie County ART established the transit safety targets identified in Table 4-7:

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

| Performance Measure (Fixed Route Bus) | 2020 Actual | 2021 Actual | 2022 Actual | 2023 Actual | 2024 Actual | 2025 Target |
|--|-------------|-------------|-------------|-------------|-------------|--------------|
| Fatalities (Rate per 100k VRM) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Injuries (Rate per 100k VRM) | 0.0 | 0.51 | 0.38 | 0.16 | 0.03 | 0.02 |
| Safety Events (Rate per 100k VRM) | 0.0 | 0.51 | 0.18 | 0.0 | 0.06 | 0.05 |
| System Reliability (Miles Between Failures) | 10,410 | 9,639 | 6,613 | 9,509 | 8,479 | 9,326 |

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

The goals, objectives, performance measures, and targets related to pavement and bridge conditions are further incorporated by reference to the following public transportation provider (ART) plans:

The ART Public Transportation Agency Safety Plan (PTASP) is a detailed strategy that helps the transit agency identify and manage safety risks before they lead to accidents. It uses a proactive approach called a Safety Management System to monitor daily operations and ensure that both riders and employees are protected. The plan sets specific goals for reducing injuries and safety incidents while improving the reliability of the buses. By tracking these safety targets, ART can make better decisions about training and equipment to keep the entire transit system running safely and smoothly.

Building on strategic planning efforts, ART has experienced 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.

Goal Two and its associated objectives in the Reimagine Mobility 2050 LRTP include transit safety improvements. FTA funding, as programmed by ART and FDOT, is used for programs and products to improve the safety of the region's transit systems.

4.3 TIP/LRTP System Performance Report

Exceeding the Federal Requirements for performance-based planning and management, the St. Lucie TPO annually prepares a TIP/LRTP System Performance Report coinciding with the development of the TPO's TIP. The TIP/LRTP System Performance Report annually summarizes the progress toward achieving the performance targets established in the LRTP which include the Federally-required performance targets and targets for local performance measures related to the Goals and Objectives summarized in Section 4.1. These targets are also incorporated into the Project Prioritization Process described in Section 6.3. In addition, the TIP/LRTP System Performance Report demonstrates the linking of investment priorities to the targets. Appendix C includes the TIP/LRTP System Performance Report.

5. Multimodal Needs Plan

The Multimodal 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 utilizes a comprehensive multimodal approach to identifying the transportation needs over the next 25 years. Rather than focusing solely on vehicular traffic, the Needs Plan addresses the diverse needs of pedestrians, bicyclists, transit riders, and motorists, aiming to create a more balanced and efficient transportation system.

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 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 project needs, including Roadway and Bridge Needs, Transportation Alternatives Needs, Transit Needs, Congestion and Safety Needs, and Reimagine Mobility Needs.

5.1 Baseline Projects

The first five years of the Reimagine Mobility 2050 LRTP consists of projects from the St. Lucie TPO's Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) projects from the local agencies and developer projects to be implemented in FY 2025/26 to 2029/30. Table 5-1 summarizes the TIP projects for all modes of transportation programmed for implementation with Federal, State, and local agency funds. Table 5-2 summarizes the projects that are programmed by implementation with local agency and developer funds. The TIP, CIP, and developer projects are considered to be Baseline Projects and when the TIP, CIP, and developer roadway projects are combined with the existing roadway network form the Existing plus Committed (E+C) Roadway Network that is depicted in Figure 5-1.

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

| Project Number/ Map ID | Project Name | Project Limits From | Project Limits To | Description | Project Phase(s) | Project Funding Estimate | Funding Source(s) |
|---------------------------|---|------------------------------|------------------------------|-------------------------|------------------------------------|--------------------------|-------------------|
| 4491791 | A1A Big Mud Creek and Blind Creek Bridges | Big Mud Creek Bridge | Blind Creek Bridge | Bridge Replacements | Right of Way, Railroad & Utilities | \$23,814,972 | State and Federal |
| 4533261 | California Boulevard | Del Rio Boulevard | Crosstown Parkway | Add Lanes & Reconstruct | PD&E | \$422,000 | Federal |
| 4400321 | FEC Overpass | Savannas Recreation Area | South of Savannah Road | Bike Path/Trail | Right of Way, Construction | \$14,690,647 | State |
| 4534931 | Green River Parkway Trail | Walton Road | Martin County Line | Bike Path/Trail | Construction | \$259,151 | Local and Federal |
| 4383792 | Kings Highway | Commercial Circle | St. Lucie Boulevard | Add Lanes & Reconstruct | Right of Way | \$4,832,459 | State and Federal |
| 4383791 | Kings Highway | SR-9/I-95 Overpass | Commercial Circle | Add Lanes & Reconstruct | Right of Way | \$7,597,404 | State and Federal |
| 4383794 /8000 | Kings Highway | I-95 Overpass | Angle Road | Add Lanes & Reconstruct | Construction | \$49,502,791 | State and Federal |
| 4383793 | Kings Highway | St Lucie Boulevard | Indrio Road | Add Lanes & Reconstruct | Right of Way | \$4,289,000 | State and Federal |
| 4383795 /8000 | Kings Highway | Angle Road | Commercial Circle | Add Lanes & Reconstruct | Construction | \$55,711,188 | State and Federal |
| 4529961 | Marshfield Court | Dreyfuss Boulevard | Hayworth Avenue | Sidewalk | Construction | \$1,669,174 | Local and Federal |
| 2314404 /143 | Midway Road | Jenkins Road | Glades Cut Off Road | Add Lanes & Reconstruct | Railroad & Utilities, Construction | \$64,863,404 | State and Federal |
| 2314405 /143 | Midway Road | Jenkins Road | Selvitz Road | Add Lanes & Reconstruct | Local Agency Reimbursement | \$15,729,169 | State and Federal |
| 4534921 | Nebraska Avenue | Lawnwood Circle | 13th Street | Sidewalk | Construction | \$100,000 | Local and Federal |
| 4435061 | North SR-A1A SUN Trail | Fort Pierce Inlet State Park | SLC/Indian River County Line | Bike Path/Trail | Construction | \$8,245,907 | State |

| Project Number/ Map ID | Project Name | Project Limits From | Project Limits To | Description | Project Phase(s) | Project Funding Estimate | Funding Source(s) |
|---------------------------|--|----------------------------|----------------------------|-------------------------------|--|--------------------------|--------------------------|
| 4461681 | Orange Avenue | Kings Highway | I-95 Southbound Ramp | Interchange Add Lanes | Construction | \$7,128,227 | Federal |
| 4496961 | Orange Avenue | Kings Highway | US Highway 1 | Arterial Traffic Management | Preliminary Engineering, Construction | \$ 3,415,260 | State and Federal |
| 4473991 | Port of Fort Pierce Connector | Dixie Highway | 2nd Street | Bike Path/Trail | Environmental | \$180,000 | State |
| 4317523 /21104 | Port St. Lucie Boulevard | Becker Road | Paar Drive | Add Lanes & Reconstruct | Right of Way, Construction, Local Agency Reimbursement | \$34,308,597 | Local, State and Federal |
| 4531101 | South SR-A1A Peter J. Cobb Memorial Bridge | SR-A1A | Over the Indian River | Bridge Repair/ Rehabilitation | Preliminary Engineering, Construction | \$18,405,360 | State |
| 4534911 | St. James Drive | Lazy River Parkway | Royce Avenue | Sidewalk | Construction | \$369,395 | Local and Federal |
| 4548801 | Sunrise Boulevard | Bell Avenue | NSLRWCD Canal 15 | Sidewalk | Preliminary Engineering, Construction | \$894,956 | Local and Federal |
| 4518581 /9001 | Turnpike At Midway Road | Southern Ramps Interchange | Southern Ramps Interchange | New Interchange Ramp | Right of Way, Construction | \$32,255,004 | State |
| 4497121 | Turnpike Port St. Lucie Service Plaza | Service Plaza | Service Plaza | Parking Improvements | PD&E, Preliminary Engineering | \$1,331,000 | State |
| 4465831 | Turnpike Widening | Crosstown Parkway | Okeechobee Road | Add Lanes & Reconstruct | Preliminary Engineering | \$1,000,000 | State |
| 4463341 | Turnpike Widening | Martin County Line | Becker Road | Add Lanes & Reconstruct | Preliminary Engineering, Right of Way | \$11,698,842 | State |
| 4465801 | Turnpike at SR-70 | Interchange | Interchange | Interchange Improvement | Preliminary Engineering | \$5,027,368 | State |
| 4463351 | Turnpike Widening | Becker Road | Crosstown Parkway | Add Lanes & Reconstruct | Preliminary Engineering | \$1,425,000 | State |
| 4508611 | Volucia Drive | East Torino Parkway | West Blanton Boulevard | Sidewalk | Construction | \$966,757 | Local and Federal |

Table 5-2: CIP and Developer Projects

| 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 |
| 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 |
| 1025 | Midway Road | Wylder Parkway | I-95 West Ramp | Widen 2L to 4L | \$2,000,000 | Developer |
| 128 | Range Line Road | Glades Cut Off Road | Soli Boulevard | New 2 Lanes | \$4,825,242 | CIP/Developer |

| Project ID | Project Name | Project Limits From | Project Limits To | Description | Project Funding Estimate | Source |
|------------|----------------------------------|---------------------|---------------------------|----------------|--------------------------|---------------|
| 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 Road | Glades Cut Off Road | New 4 lanes | \$3,403,474 | County |
| 6006 | Sundance Vista Boulevard (N/S A) | Discovery Way | North of Marshall Parkway | 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 |
| 131 | Williams Extension | McCarty Road | Glades Cut-Off Road | New 2 Lanes | \$16,410,370 | Developer |
| 108 | Wylde Parkway (Arterial A) | Williams Extension | Midway Road | New 2 Lanes | \$3,403,474 | Developer |

Baseline/Existing + Committed Roadways

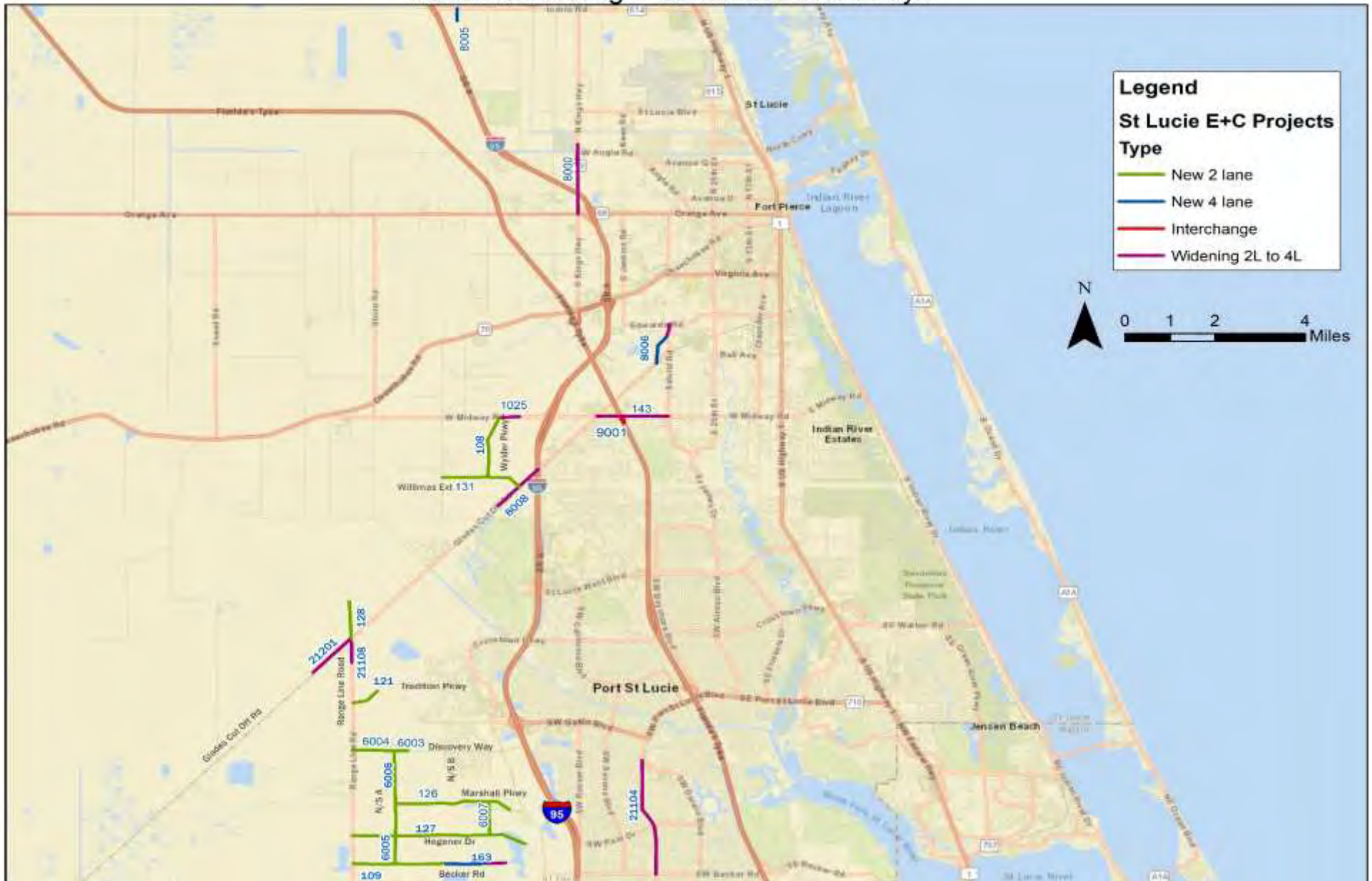


Figure 5-1: E+C Roadway Network

5.2 Roadway and Bridge Projects Needs

The transportation system capacity deficiencies were evaluated to identify the initial roadway needs for the Reimagine Mobility 2050 LRTP. The Treasure Coast Regional Transportation Model Version 6 (TCRPM6) was utilized to forecast future transportation conditions, aided by socioeconomic projections and roadway network attributes. TCRPM6 is a regional travel demand model that includes the three Treasure Coast MPOs (Martin, St. Lucie, and Indian River MPOs). The model was developed by the Florida Department of Transportation (FDOT) District Four, in coordination with the three Treasure Coast MPOs. Like the previous TCRPM5 model, the TCRPM6 is an activity-based model (ABM). The 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, the E+C roadway network (Figure 5-1) was developed for 2029/2030 roadway conditions. The E+C roadway network and the 2050 socioeconomic projections then 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 next 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 needed.

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.

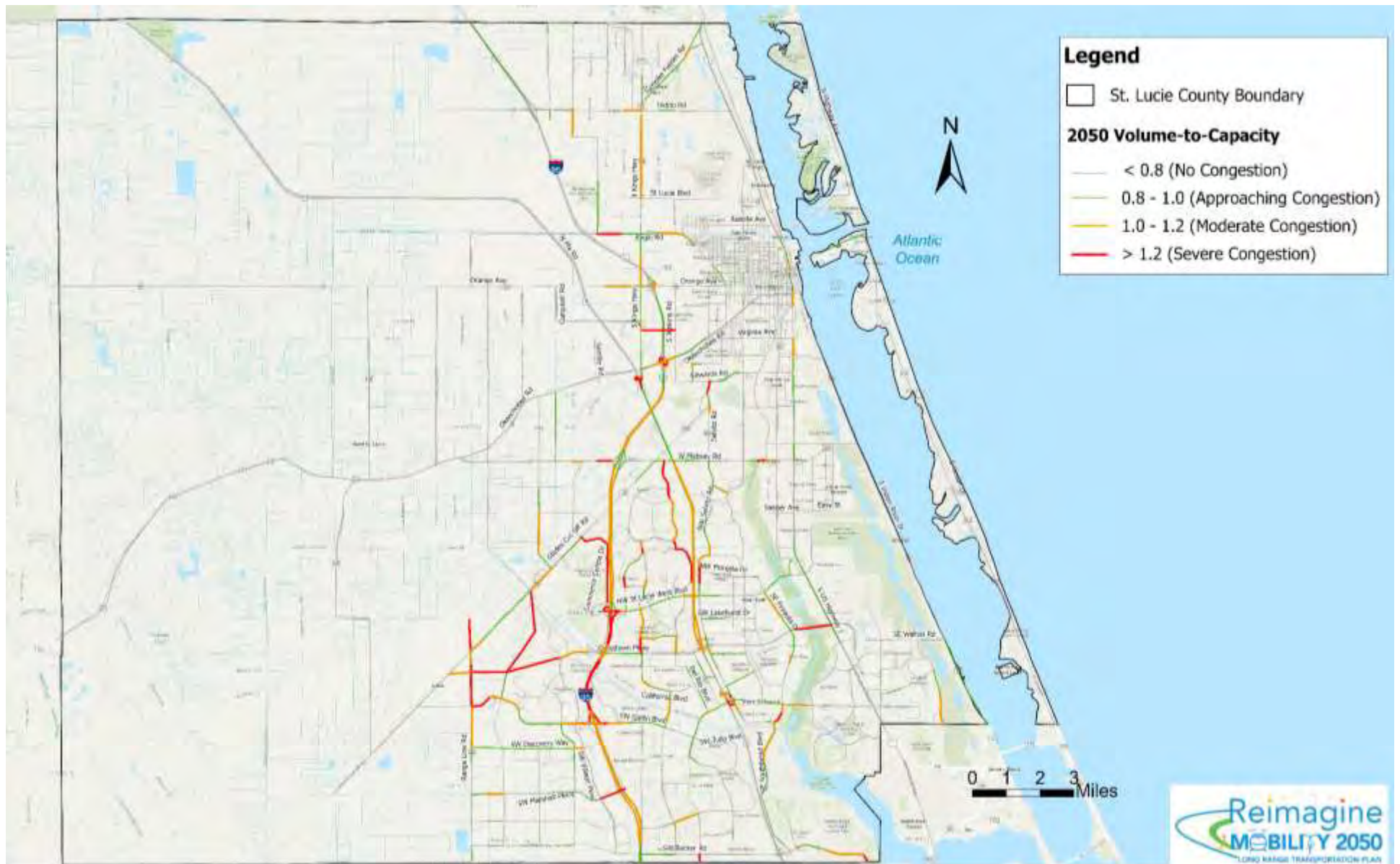


Figure 5-2: 2050 Volume-to-Capacity Ratio Map

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 shared-use paths and bike lanes alongside roadway upgrades.
- New Interchanges: Build interchanges for better access to major highways such as I-95 or the Florida Turnpike.

The Roadway and Bridge Needs are identified in Table-5-3 and depicted in Figure 5-3.

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 |
| 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 |

| Project ID | Street | From | To | Type | Source |
|------------|---|------------------------------|--------------------------|----------------------------------|---|
| 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 |
| 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 |

| Project ID | Street | From | To | Type | Source |
|------------|--------------------------------------|-----------------------------|-------------------------------|----------------------------------|--|
| 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 |
| 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 | Wylde Parkway | Widen 2L to 4L & Complete Street | St. Lucie County |

| Project ID | Street | From | To | Type | Source |
|------------|---|-----------------------------|----------------------|----------------------------------|---|
| 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 |
| 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 |

| Project ID | Street | From | To | Type | Source |
|------------|------------------------------------|-------------------------|--------------------------|----------------------------------|---|
| 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 |
| 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 |

| Project ID | Street | From | To | Type | Source |
|------------|-----------------------------------|---------------|------------------------|----------------|---|
| 1094 | Williams Extension/ E-W Road 5 | 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 |

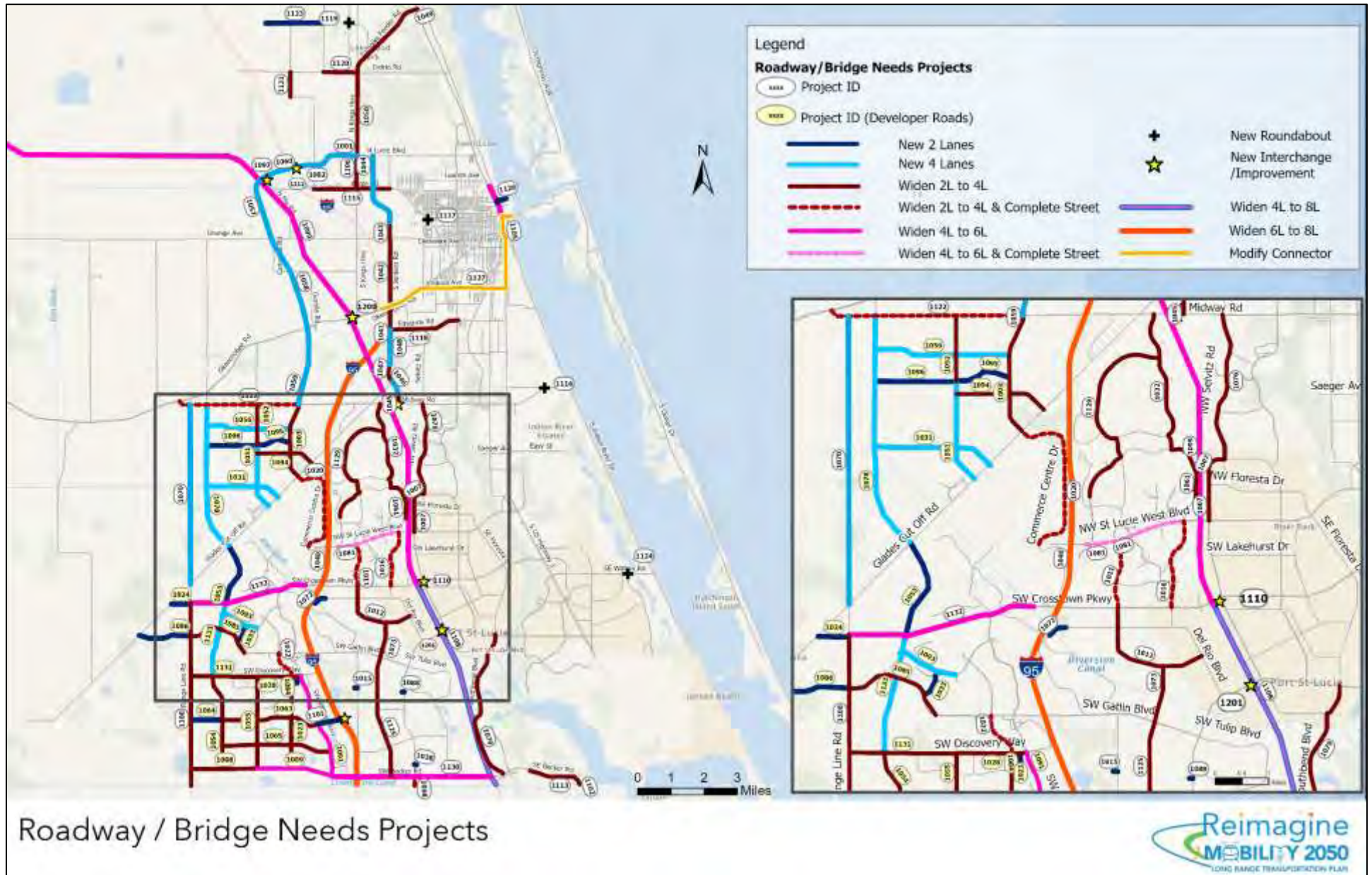


Figure 5-3: Roadway and Bridge Needs Projects

5.3 Transportation Alternatives (TA) Needs

5.3.1 Pedestrian Element

The pedestrian element of the TA Needs supports a strategy for improving pedestrian safety and connectivity in the St. Lucie TPO area. The element is informed by local plans and studies such as the Smart Moves 2045 LRTP, St. Lucie Walk-Bike Network (SLWBN), City of Port St. Lucie Mobility Plan, City of Fort Pierce Comprehensive Safety Action Plan (CASP), and local agency and public input. The SLWBN outlines projects to establish a system serving pedestrians, bicyclists, and greenway users. It builds on prior planning activities and maintains coordination efforts among the local agencies and their plans to develop a network of facilities, guided by Complete Street standards, focusing on connectivity and safety for all users.

The project identification process included the following:

- **Safety Analysis:** Examination of pedestrian crash data to identify corridors and intersections with recurring safety issues.
- **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.

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 curb ramps.
- **Greenways:** Shared-use paths, often in parks or natural corridors, separated from roadways and used for both transportation and recreation.
- **Boardwalks** Elevated wooden walkways, typically placed near water or wetlands to enable pedestrian access.

The pedestrian needs are identified in Table 5-4 and depicted 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 | Esplanade 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 Efland 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 | Virginia 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 |
| 2288 | C-24 Canal Greenway | Reserve Boulevard Extension | Southbend Boulevard | Greenway | City of Port St Lucie Mobility Plan - Phase 2 |

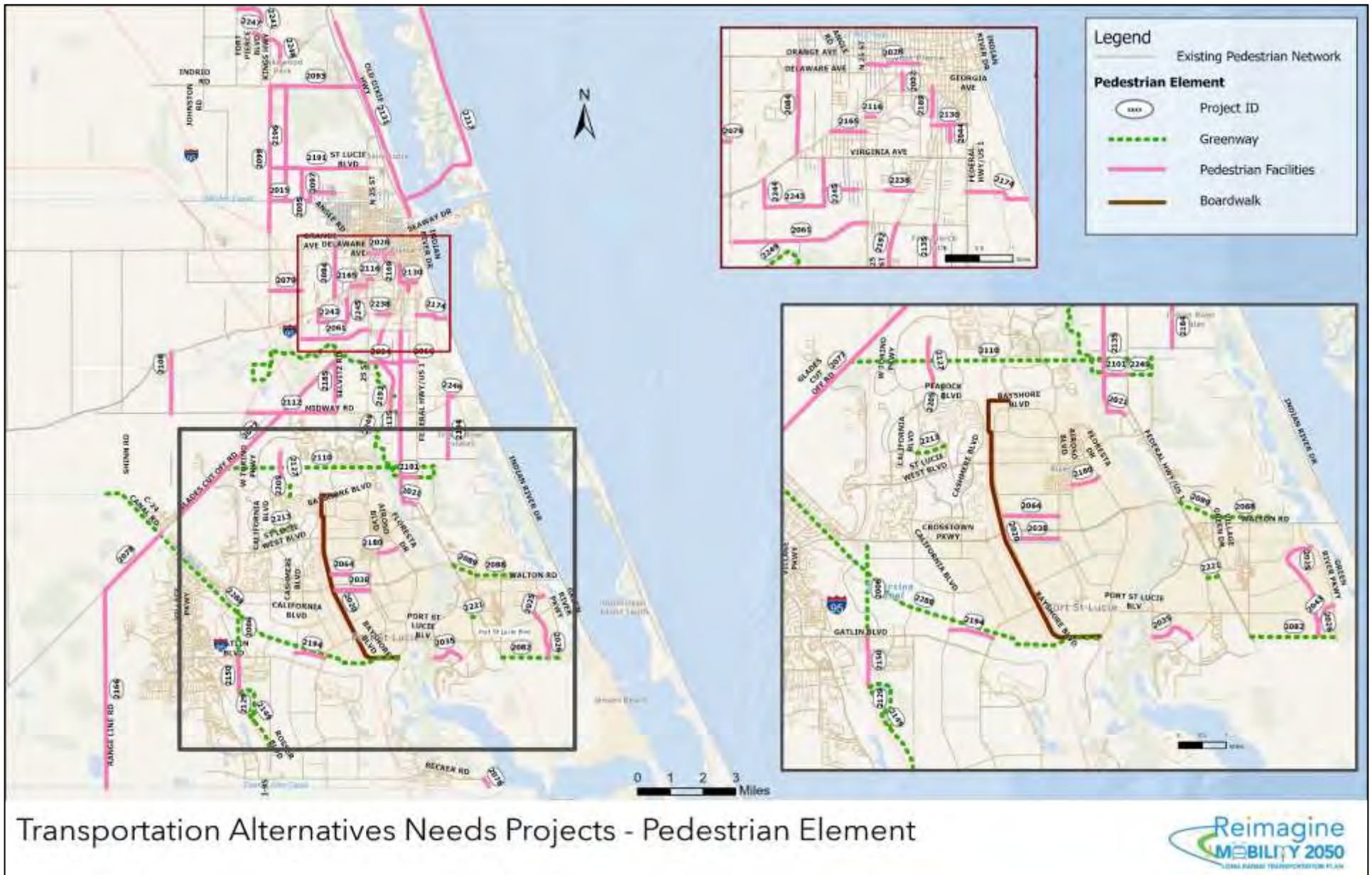


Figure 5-4: Transportation Alternatives Needs Projects – Pedestrian Element

5.3.2 Bicycle Element

The bicycle element of the TA Needs is also based on the SLWBN and incorporates locations from the City of Port St. Lucie Mobility Plan, City of Fort Pierce CSAP, and local agency and public input. In addition to providing a reference for the existing non-motorized network, used by pedestrians and bicyclists, the SLWBN and other local plans identify areas of need and aim to address gaps in the network to support a safe and connected and bicycling network.

To support the continued implementation of the network, 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.
- Separated 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 while 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 bicycling needs are identified in Table 5-5 and depicted 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 | Airosa Boulevard | Port St Lucie Boulevard | St James Boulevard | Micromobility | City of Port St Lucie Mobility Plan - Phase 2 & Public Comment |
| 2309 | Airosa/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 |
| 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 |

| Project ID | Roadway Name | From | To | Type | Source |
|------------|-------------------------------------|--------------------------|--------------------------|-----------------|--|
| 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 |
| 2052 | Darwin Boulevard | Becker Road | Tulip Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 |

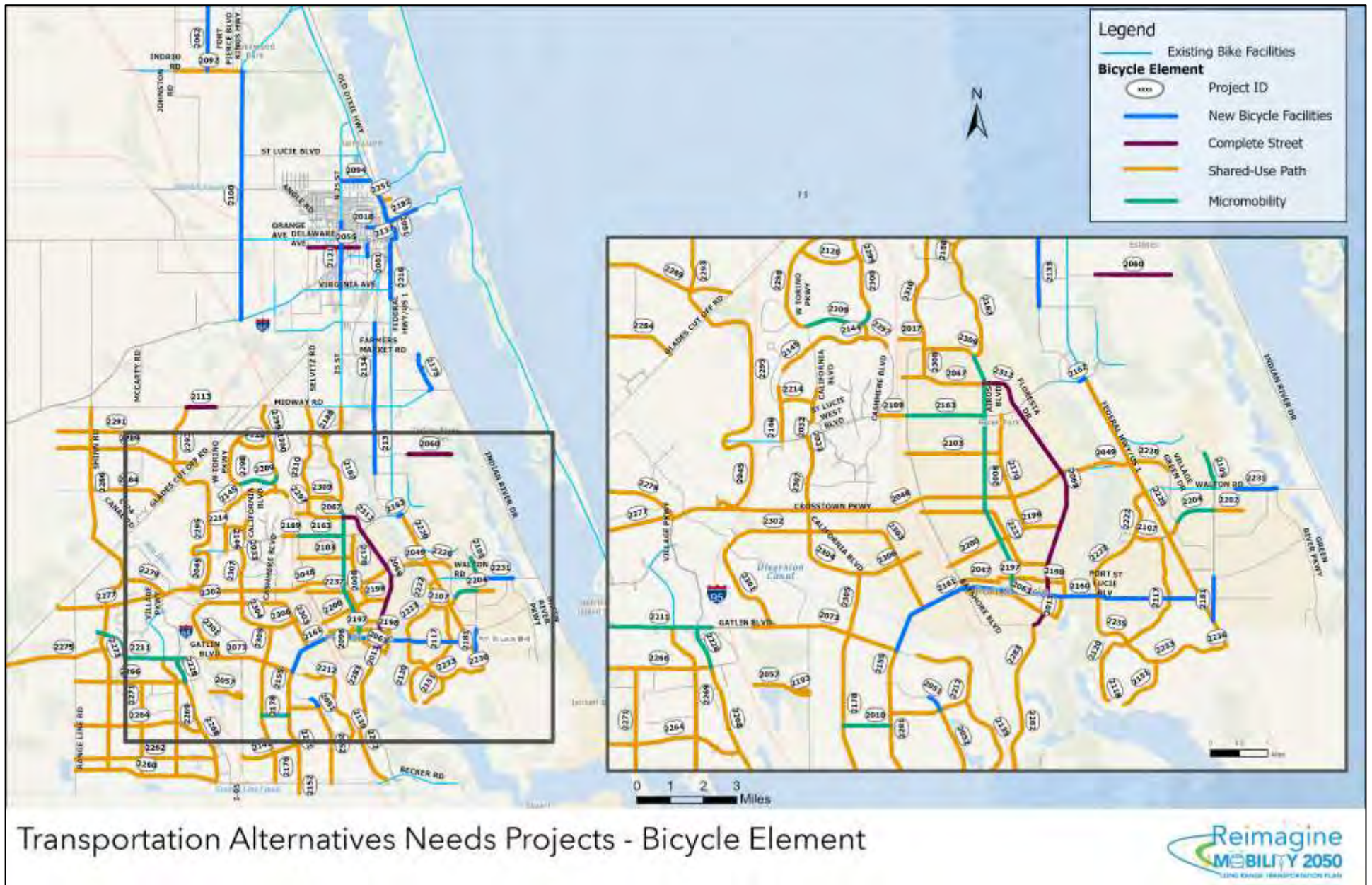
| Project ID | Roadway Name | From | To | Type | Source |
|------------|---------------------|-------------------------------|------------------------------------|-----------------|---|
| 2302 | Del Rio Boulevard | C-24 Canal | California Boulevard | Shared-Use Path | PSL Mobility Plan Presentation |
| 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 |
| 2107 | Lyngate Drive | Veterans Memorial Parkway | Morningside Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 |

| Project ID | Roadway Name | From | To | Type | Source |
|------------|---------------------------|-------------------------|--|-----------------|---|
| 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 | Wylde 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 |
| 2147 | Peacock Boulevard | University Boulevard | Piazza Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 |

| Project ID | Roadway Name | From | To | Type | Source |
|------------|---|---------------------------|------------------------------------|-----------------|---|
| 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 |
| 2310 | Selvitz Road | Airoso/Bayshore Boulevard | Midway Road | Shared-Use Path | PSL Mobility Plan Presentation |

| Project ID | Roadway Name | From | To | Type | Source |
|------------|-------------------------------|---------------------|-------------------------|-----------------|--|
| 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 |
| 2212 | Tulip Boulevard | Pierson Road | Port St Lucie Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 |

| Project ID | Roadway Name | From | To | Type | Source |
|------------|---------------------------|-------------------------|-------------------------|-----------------|--|
| 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 |
| 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 |



Transportation Alternatives Needs Projects - Bicycle Element

Figure 5-5: Transportation Alternatives Needs Projects - Bicycle

5.4 Transit Needs

The Transit Needs Plan incorporates the St. Lucie County/ART 10-Year Transit Development Plan (TDP), known as the Reimagine Transit TDP, and establishes a vision for an integrated transportation system to improve mobility and quality of life. Unique among MPOs, the St. Lucie TPO fully integrates the vision of the public transportation provider by funding the development of the TDP. The Reimagine Transit TDP outlines priorities such as expanding service in growth areas, increasing frequency and hours, and introducing flexible transit solutions. In addition, the City of Port St. Lucie Mobility Plan transit needs projects and the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, such as Greyhound and Flixbus, are considered in the Transit Needs. The transit projects are grouped into the following categories:

- **New and Modified Fixed-Route Services:** New bus routes on corridors like Crosstown Parkway and Midway Road to 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 that are inefficient for fixed-route bus services, improving first- and last-mile connections.
- **Water Taxi Services:** Three water taxi routes to 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:** Upgrades to bus stops to enhance safety, comfort, and connectivity for riders.

The transit needs list are provided in Table 5-6 and depicted in Figure 5-6.

Table 5-6: Transit 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 |

| Project ID | Roadway Name | From/ Location | To | Project Type | Source |
|------------|--|--|-------------------------|---------------------------------------|---|
| 3032 | Dual Enrollment Shuttle | County Wide | County Wide | New Transit Services | Reimagine Transit TDP |
| 3031 | Extend weekday fixed and micro service span to 10 PM | County Wide | County Wide | Modified Service on Existing Service | Reimagine Transit TDP |
| 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 |

| Project ID | Roadway Name | From/ Location | To | Project Type | Source |
|------------|--|---|-----------------------------|---|--|
| 3005 | Port St. Lucie Boulevard (Route 5 split) | Gatlin Boulevard | Floresta Drive | New Transit Services | SmartMoves 2045 LRTP |
| 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 |

| Project ID | Roadway Name | From/ Location | To | Project Type | Source |
|------------|--|------------------------------------|-------------------------------|----------------------|---|
| 3014 | Transit Circulator: Central School → Work | St Lucie West Centennial HS | Paar Drive | Microtransit | City of Port St Lucie Mobility Plan - Phase 2 |
| 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 & Walton Road | Intersection of US-1 & Walton Road | | Mobility Hub | ACES Sustainable Transportation Plan |
| 3024 | Virginia Avenue | Kings Highway | US-1 | New Transit Services | SmartMoves 2045 L RTP |
| 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 |

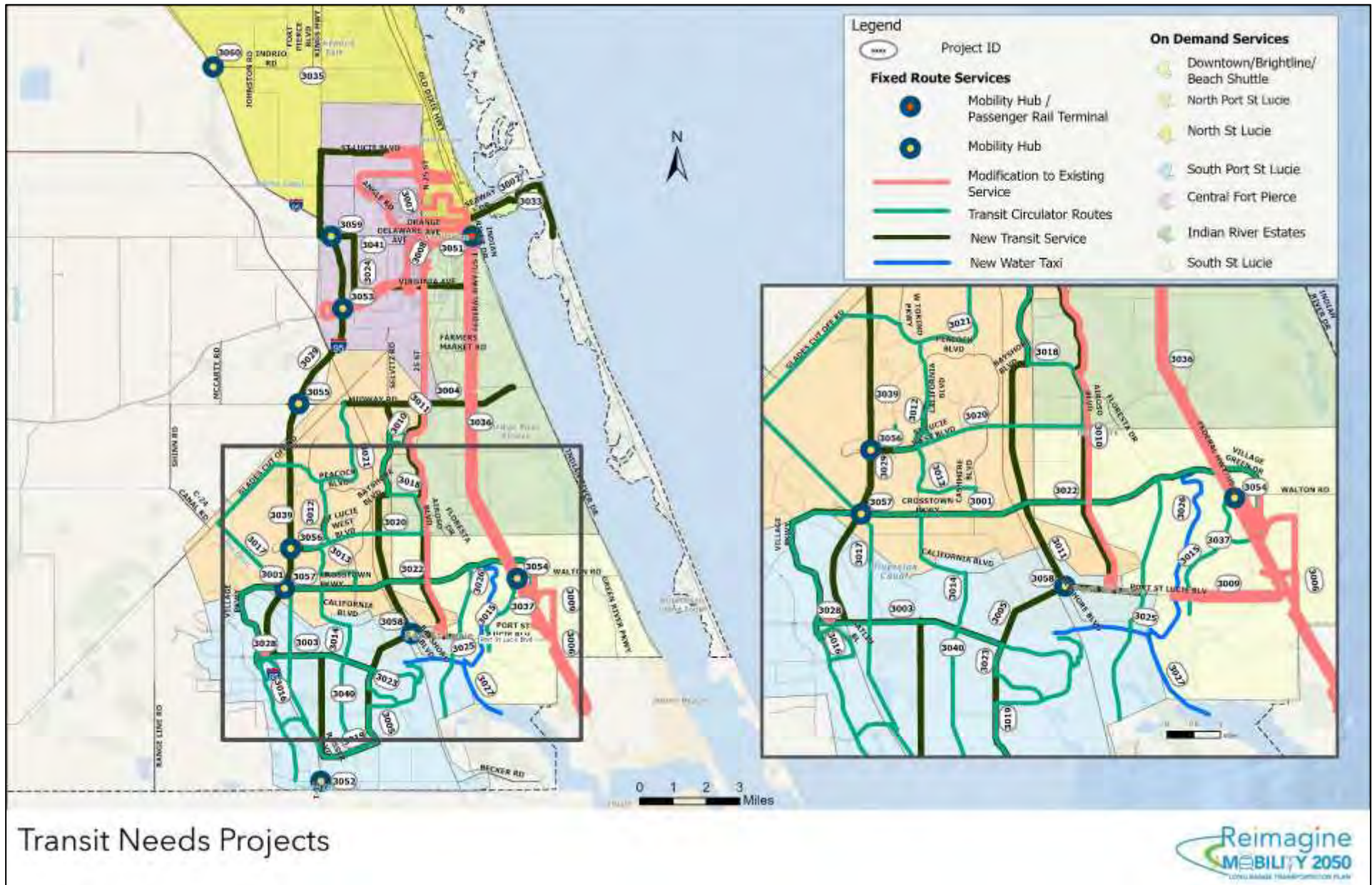


Figure 5-6: Transit Needs Projects

5.5 Congestion and Safety Needs

The congestion and safety needs are based on the TPO Congestion Management Process (CMP), the St. Lucie Advanced Transportation Management System (ATMS) Master Plan, St. Lucie TPO Comprehensive Safety Action Plan, Treasure Coast Midblock Crosswalks Master Plan, Fort Pierce Comprehensive Safety Action Plan, and other local agency safety plans. The CMP is a Federally-required process that develops operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. By analyzing data and offering tools to assess performance metrics, the CMP guides decision-making for project funding and prioritization.

In addition, projects that implement targeted countermeasures or specific design 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.

While the Congestion and Safety projects are provided in Table 5-7 and are depicted in Figure 5-7, additional Congestion and Safety Projects may be obtained from periodic updates to the CMP, ATMS Master Plan, and the other plans referenced in this section. .

Table 5-7: Congestion/Safety Needs

| Project ID | Roadway | From | To | Strategy | Source |
|------------|----------------------|---------------------|-------------------------|--------------------------|---|
| 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 | Airosa 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 |
| 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 |

| Project ID | Roadway | From | To | Strategy | Source |
|------------|--------------------------------|---------------------------|-----------------------|--------------------------|--|
| 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 | Airosa 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 |
| 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 |

| Project ID | Roadway | From | To | Strategy | Source |
|------------|--|---------------------|----------------------|--------------------------|--|
| 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 |

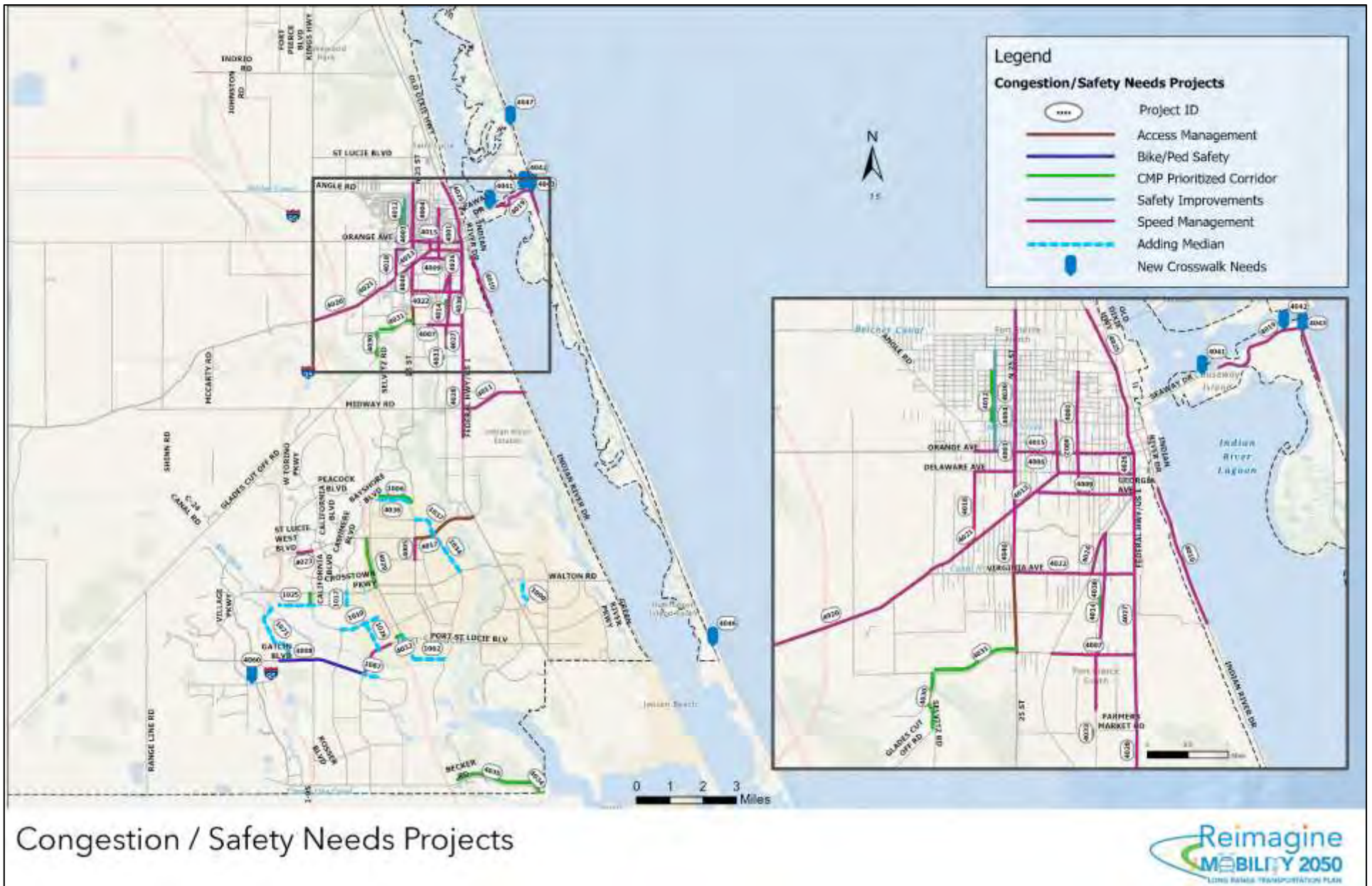


Figure 5-7: Congestion /Safety Needs Projects

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

The purpose of Transportation Systems Management and Operations (TSM&O) is to proactively manage and optimize the performance of the transportation network through technology-driven strategies and quantifiable performance measures. TSM&O is centered on maximizing infrastructure to improve mobility, safety, and transit service, which directly supports the 2050 LRTP's goals.

While the Congestion/Safety Needs identified in Section 5.5 incorporate TSM&O projects, additional TSM&O projects are identified in the FDOT District 4 TSM&O Master Plan which is further summarized in Appendix D. These FDOT-identified TSM&O projects are depicted in Figure D-6 in Appendix D. Projects were strategically selected from the Master Plan with a focus on improving safety and security for all users, enhancing mobility, and embracing innovation and emerging technologies. The projects may be included in future updates to the CMP and the ATMS Master Plan and are identified in Table 5-8 and depicted in Figure 5-8.

Table 5-8: TSM&O Projects

| Project ID | Facility | From | To | Year | TSMO Improvements |
|------------|--------------------------------------|--------------------|----------------------------|------|---|
| 7001 | 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 |
| 7003 | 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 |
| 7006 | 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 | Jenkins 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 |
| 7009 | ST LUCIE WEST/PRIMA VISTA BOULEVARDS | I-95 | US 1 | 2030 | Adaptive Traffic Signal Control |
| 7010 | PORT ST LUCIE BOULEVARD | Becker Road | US 1 | 2030 | Incident Clearance (Coordination) Intersection Collision Avoidance (including multimodal pedestrian) Adaptive Traffic Signal Control Special Event Management |

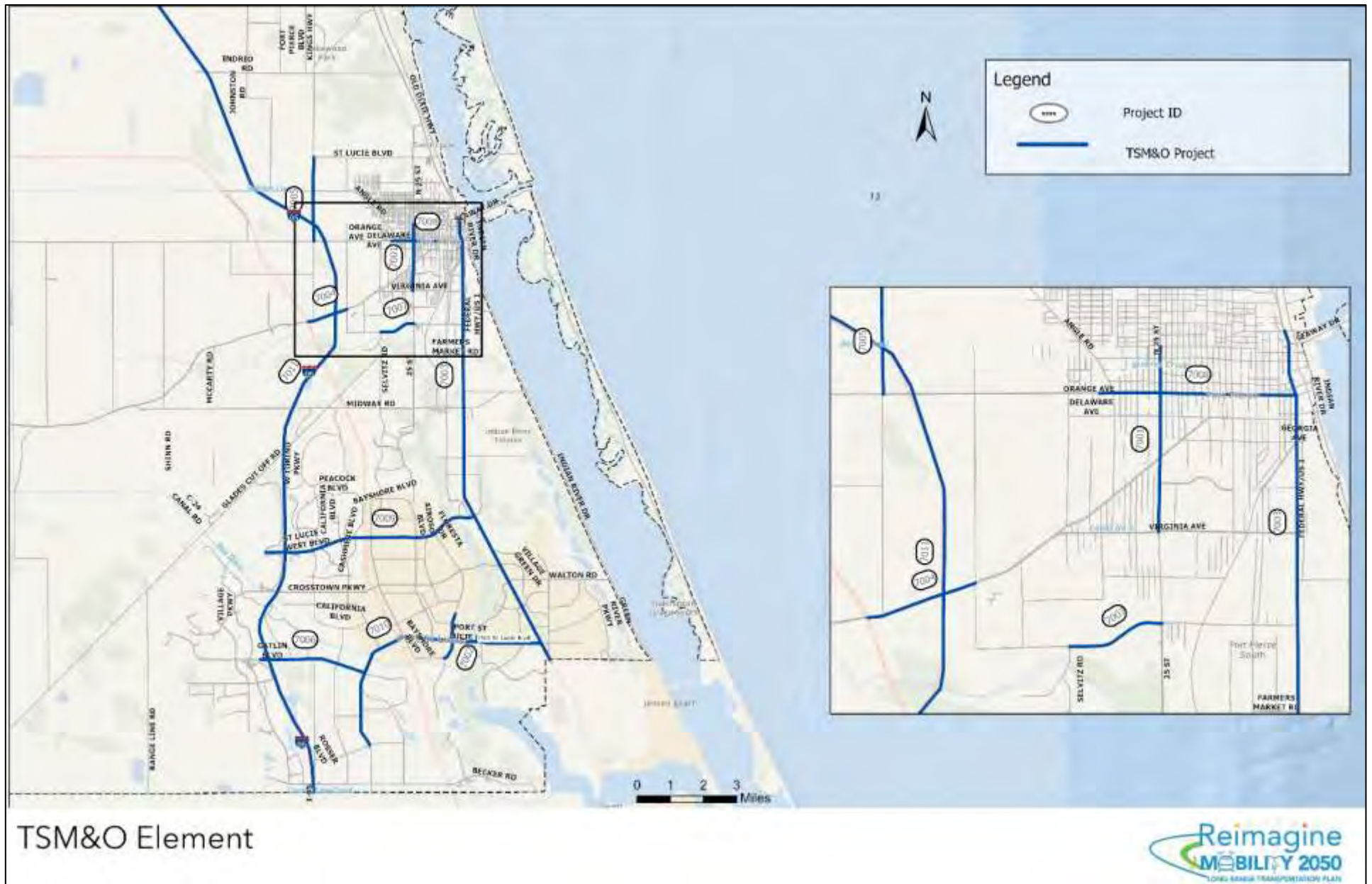


Figure 5-8: TSM&O Element

5.7 Freight Element

Aligned with the Reimagine Mobility 2050 LRTP's goals and objectives to support economic growth and enhance mobility, the efficiency and effectiveness of freight movement are critical to the St. Lucie TPO area. By improving the mobility of goods on the transportation network and increasing the directness of freight hub connections, the Freight Element aims to strengthen the economic vitality and provide seamless access to different freight modes in the TPO area.

The Freight Element has been refined to reflect the St. Lucie Freight Network designated by the TPO. A key component of the Element is the development of a comprehensive network that addresses freight needs by identifying the freight roadway network, freight facilities, and logistics clusters that are essential for long-term freight transportation objectives. The St. Lucie TPO Freight Network was used as the primary source in this Element and includes the following information :

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

These components represent different tiers of freight corridors, ranging from federally recognized freight routes to regionally significant corridors and future planned freight connections. Freight Activity Areas, identified by FDOT District 4, are locations where industrial and freight logistics activities are most concentrated. Identifying these areas helps determine the transportation corridors that serve them and supports the development of investment strategies needed to enhance mobility. Using the Designated Freight Network data allows for an evaluation of the Transportation Needs Plan's impact on roadway freight mobility. The St. Lucie TPO Freight Network is depicted in Figure 5-9.

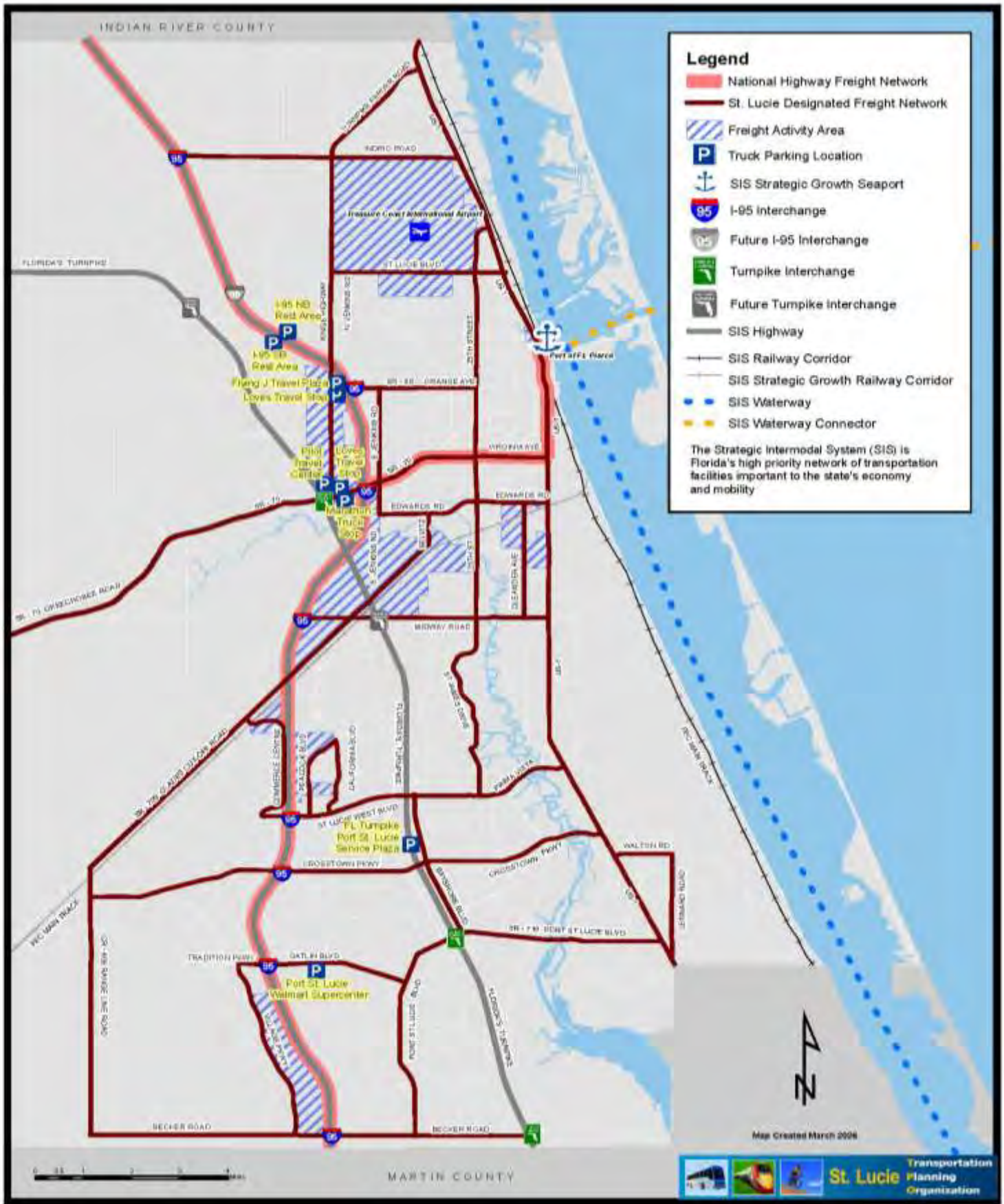


Figure 5-9: St. Lucie Freight Network

5.8 Reimagine Mobility Needs

The Reimagine Mobility Needs represent forward-thinking initiatives that reimagine 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, enhanced connectivity to the Port of Fort Pierce is included. The Reimagine Mobility projects are provided in Table 5-9, and depicted in Figure 5-10.

Table 5-9: Reimagine Mobility Projects

| Project ID | Location/Project Type | Source |
|------------|---|--|
| 6001 | Tresure Coast International Airport Vertiport | Vertiport AAM Phase 2 Study |
| 6002 | City of Port St. Lucie 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 Projects

6. Financial Plan/Cost Feasible Plan (CFP)

The Financial Plan/CFP is the fiscally constrained plan of short and long -range strategies and projects that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. The Financial Plan/CFP spans a 25-year planning horizon and translates the TPO’s transportation vision into an implementable program that aligns the local needs with realistic and documented revenue forecasts to prioritize transportation investments to be delivered on or before 2050.

The Financial Plan includes the financial forecasts developed using the 2050 Revenue Forecast Handbook, prepared by FDOT, and review of the FDOT/Florida's Turnpike Draft Work Programs. The Financial Plan also includes the budgets of the Strategic Intermodal system (SIS) and the State Highway system (SHS) from the respective SIS cost-feasible plan and/or the draft work programs of Florida's Turnpike and FDOT.

6.1 Revenue Projections

The projection of transportation revenues between 2026 and 2050 is a federal requirement associated with the LRTP update. The process used to forecast the revenues, including the State/Federal revenue forecasts provided by FDOT, is described in the following subsections.

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

6.1.1 Forecasting Process and Assumptions

The revenue estimates are developed cooperatively with FDOT and the public transportation operator (ART) and are presented in five-year time bands for the long-range period (2031-2050) and expressed in Year of Expenditure (YOE) dollars to reflect the rates of inflation estimated and provided by FDOT in the 2050 Revenue Forecast Handbook.

The revenues for the short-range period (2026–2030) fund the Baseline Projects summarized in Section 5.1 and are already programmed in the adopted FDOT Work Program and the St. Lucie TPO Transportation Improvement Program (TIP). The long-range revenues forecasted from 2031 to 2050 are summarized in Table 6-2 and represent the principal revenue sources used to fund the projects selected from the prioritized needs projects detailed in Sections 5.2 - 5.8.

6.1.2 Application of Inflation Factors

To achieve fiscal constraint and comply with federal regulations [23 CFR 450.324(11)(iv)], inflation factors are applied to both the projected revenues and estimated projects costs. This process ensures both available funds and project costs are expressed in YOE dollars as required by Federal law. The methodology involved selecting the **2024/2025 Present Day Cost (PDC)** base for the revenues and multiplying that base by the corresponding inflation factors in the time bands provided in FDOT Revenue Forecast Handbook. The inflation factors are provided in Table 6-2.

6.1.3 Strategic Intermodal System (SIS) Project Funding

The 2050 Revenue Forecast Handbook provides revenue estimates to fund projects on the SIS on a Statewide basis which prevents an MPO from considering SIS projects for the CFP. However, several SIS projects have been programmed for the TPO area for FY 2025/26 to 2029/30 and are identified as Baseline Projects in Table 5-1 in order for these project phases to advance in the FDOT Work Program.

6.1.4 Transportation Management Area (TMA) STBG (SU) and Transportation Alternatives (TA) Funds

A Transportation Management Area (TMA) is a federal designation assigned to urban areas with more than 200,000 people. TMAs receive a direct sub-allocation of federal funding, known as Surface Transportation Block Grant (STBG) funds, providing the TMA with greater autonomy to direct resources toward localized infrastructure, safety, and mobility priorities. The Port St. Lucie TMA includes both the St. Lucie TPO and the Martin MPO. The STBG (SU) funds are programmed in the CFP for the TPO, CMP, and local roadway projects.

TA funds are Federal funds from the TA set-aside that are allocated to TMAs and typically used for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The TA funds are programmed within the time bands with dedicated funds (boxed funds) in the CFP to add flexibility for the TPO to prioritize them with additional local coordination through the TPO's Transportation Alternatives Program (TAP) grants.

As specified in the 2050 Revenue Forecast Handbook, the STBG and TA funds are allocated to TMA MPOs based on population. Therefore, based on census data, 71 percent of the total federal STBG and TMA funds projected for the Port St Lucie TMA are available to the St. Lucie TPO. To comply with Federal regulations, the STBG and TA funds are inflated by the factor corresponding to the time band in which the revenue is to be received according to Table 6-2.

Table 6-1: 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 |

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

Districtwide federal revenues known as STBG (SA) and Transportation Alternatives (TALT) are eligible for any area in FDOT District 4. Based on historic TIP reports from FY 2013/14 to FY 2029/30, the average 5-years SA funding without outliers is \$34.86 million, and the average 5-years TALT funding is \$1.79 million. Therefore, the forecasted 2031-2050

SA funds available to the St. Lucie TPO are \$234.61 million after inflation. With \$24.01 million of carryover SA funds from 2026-2030 based on review of the TIP from FY 2025/26 - FY 2029/30 and comparing it to the forecasted revenue for that time period in the 2050 Revenue Forecast Handbook, the total available SA funds to the St. Lucie TPO for 2031-2050 are \$258.62 million and are programmed in the CFP for local roadway projects. The TALT funds are \$12.02 million in total after inflation and programmed with the TA funds. Both the STBG (SA) and TALT funds are distributed into the time periods in Table 6-3.

6.1.6 Carbon Reduction Program (CRP) Funds

CRP funds are Federal funds from the CRP that are allocated to TMA MPOs and are typically used to assist MPOs with projects designed to reduce transportation emissions, such as carbon emissions, from on-road highway sources. As specified in the 2050 Revenue Forecast Handbook, the CRP funds are allocated to TMA MPOs based on population. Therefore, based on census data, 71 percent of the total federal CRP funds projected for the Port St Lucie TMA are available to the St. Lucie TPO. To comply with Federal regulations, the CRP funds are inflated by the factor corresponding to the time band in which the revenue is to be received according to Table 6-2. The CRP funds are programmed within the time bands with dedicated funds (boxed funds) in the CFP to add flexibility for the TPO to prioritize them with additional local coordination through the TPO's CMP.

6.1.7 State Highway System (SHS) Non-SIS Funds

SHS Non-SIS funds are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs which prevent the MPOs from programming these funds.

6.1.8 Other Roads (Non-SIS, Non-SHS) Funds

Other Roads (Non-SIS, Non-SHS) funds are Federal and State funds that may be used off-system for roads that are not on the SIS or the State Highway System, such as local roads owned by counties and municipalities, and could include programs such as the Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). The Other Roads funds are programmed in the CFP for the local roadway projects.

6.1.9 Transit Formula Funds

Transit Formula funds are Federal and State funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems that are allocated based on a formula according to population. The funds are programmed within the time bands with dedicated funds (boxed funds) in the CFP to add flexibility for the TPO to prioritize projects from the Reimagine Transit TDP with additional local coordination through the public transportation provider (ART). Table 6-2 summarizes the total available revenues for the St. Lucie TPO's CFP for 2026–2050. All revenues are in millions of YOE dollars.

In addition to the Federal and State funds summarized in Table 6-2, additional financing strategies include local fuel taxes, transportation impact fees, and infrastructure sales taxes. While these funds typically are used by the local agencies to maintain their roadways, implement and operate transit projects, and as the local match for State and Federal grants, these funds may be used to supplement and/or advance the CFP projects in the Reimagine Mobility 2050 LRTP to earlier years.

Table 6-2: State/Federal Revenues (in millions in YOE dollars)

| Revenue Source | | 2031-35 | 2036-40 | 2041-50 | 25-Year Total |
|---|--|-----------------|-----------------|-----------------|-----------------|
| <i>Inflation factor:</i> | | 1.29 | 1.56 | 1.94 | - |
| Federal/State Revenues for St. Lucie TPO | STBG (SU) - Federal | \$34.72 | \$31.19 | \$77.57 | \$143.48 |
| | Forecasted STBG (SA) - Federal | \$68.98 | \$54.38 | \$135.26 | \$258.62 |
| | Transportation Alternatives (TALU) - Federal | \$4.71 | \$5.70 | \$14.17 | \$24.58 |
| | Forecasted Transportation Alternatives (TALT) - Federal | \$2.30 | \$2.79 | \$6.93 | \$12.02 |
| | Carbon Reduction Program (CRP) - Federal | \$4.13 | \$4.99 | \$6.21 | \$15.33 |
| | Other Roads, Non-SHS, Non-SIS - Federal/State | \$9.08 | \$11.43 | \$28.93 | \$49.44 |
| | Transit Formula - Federal/State | \$6.25 | \$7.90 | \$20.04 | \$34.19 |
| TOTAL FEDERAL/STATE REVENUES FOR ST. LUCIE TPO CFP | | \$130.17 | \$118.38 | \$289.11 | \$537.66 |
| State Highway System (SHS) non-SIS - State | | \$15.61 | \$19.62 | \$49.66 | \$84.89 |
| TOTAL FEDERAL/STATE REVENUES | | \$145.78 | \$138.00 | \$338.77 | \$622.55 |

6.1.10 Districtwide Revenue for Resurfacing, Bridge, and Operations & Maintenance (O&M)

District 4 revenue estimates for Resurfacing, Bridge, and O&M are provided the 2050 Revenue Handbook. These funds are managed at the district level and are provided pursuant to an agreement between FDOT and FHWA Division Office, which does not include consultation with or participation by the Florida MPO's. The district level projected revenue is summarized in Table 6-3.

Table 6-3: Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of YOE \$)

| 2023/24-2024/25 | 2025/26-2029/30 | 2030/31-2034/35 | 2035/36-2039/40 | 2040/41-2049/50 | 27-YEAR TOTAL 2024/25- 2049/50 |
|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------------------|
| \$640.42 | \$1,645.68 | \$1,483.40 | \$1,537.82 | \$3,125.74 | \$8,433.06 |

6.2 Project Cost Estimates

6.2.1 Assumptions

The FDOT Cost per Mile (CpM) guidelines were used to obtain planning-level project cost estimates. In addition, the following two key assumptions were used in the project cost estimates:

1. Urban / Rural Classifications are based on the 'Urban Service Area' layer in 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 conversion to FDOT CpM estimates. The CpM guidelines do not provide cost estimate guidance for Collectors or Minor Roads.

6.2.2 Project Types

Table 6-4 documents all major project types in the 2050 LRTP that were obtained from the CpM guidelines and those project types where reliable cost estimates were obtained through additional research.

Table 6-4: Cost Per Mile By Project Type

| Reference Code | Project Type | Cost Per Mile |
|----------------|--|-----------------|
| R01 | New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders: R01 | \$5,549,319.13 |
| R03 | New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders: R03 | \$7,688,490.95 |
| R04 | New Construction Divided 4 Lane Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside: R04 | \$10,836,671.74 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| U01 | New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01 | \$9,116,872.25 |
| U03 | New Construction Undivided Urban Arterial with 4' Bike Lanes: U03 | \$11,091,016.64 |
| U05 | New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 | \$17,017,368.36 |
| U13 | Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13 | \$1,186,248.73 |
| U15 | Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes: U15 | \$1,882,576.27 |
| U18 | Mill and Resurface 1 Additional Lane Urban Arterial: U18 | \$448,024.86 |
| U19 | Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes: U19 | \$9,540,676.51 |
| U20 | Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20 | \$11,479,370.51 |
| U22 | Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes: U22 | \$9,302,864.82 |
| 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 |
| U24 | Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes: U24 | \$11,415,171.18 |
| 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 |
| O01 | Two Directional, 12' Shared Use Path: O01 | \$681,822.62 |
| O03 | Sidewalk construction; 5' one side, 4-inch depth: O03 | \$349,251.29 |
| O04 | Mid-Block Crossing: O05 | \$285,450.86 |
| X06 | Boardwalk - Assuming 8' Width | \$100.00/sq ft |

6.2.3 Cost Estimates for Roadway Projects

To develop detailed cost estimates for roadway construction and improvement projects, the costs are categorized by urban/rural setting, roadway functional class (arterial vs. interstate), and project type (e.g., new construction, widening, resurfacing), and the reference code from the FDOT CpM guidance is determined (e.g., R01, U05). Where appropriate, cost estimates for projects in the PD&E phase or for projects where cost estimates were already determine, such as the St. Lucie TPO List of Priority Projects (LOPP) were used. Table 6-5 summarizes the project types and corresponding CpM codes used for roadway projects in the 2050 LRTP.

Table 6-5: Roadway Project Types and Corresponding CpM Codes

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

6.2.4 Cost Estimate for Transportation Alternative (TA) Projects

The FDOT CpM guidance also was used to determine the cost estimates for the TA Projects such as shared-use paths, sidewalks, bicycle facilities, and complete street retrofits. In addition to FDOT the CpM guidance, select project cost estimates are supplemented with external research, such as for boardwalk construction, or the St. Lucie TPO LOPP. Table 6-6 summarizes the project types and corresponding CpM codes used for TA projects in the 2050 LRTP.

Table 6-6: Transportation Alternatives Project Types and Corresponding Reference Code

| Project Type | Reference Code | Project Type | Source |
|--|---------------------|--|-------------------|
| Shared Use Path, Micromobility, Greenway | O01 | Two Directional, 12' Shared Use Path | FDOT CpM |
| Pedestrian Facilities | O03 | Sidewalk construction; 5' one side, 4-inch depth | FDOT CpM |
| Bike Lane / Bicycle | U-18 | Mill and Resurface 1 Additional Lane Urban Arterial | FDOT CpM |
| Complete Streets | 2L: U13, 4L: U15 | U13: Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes U15: Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes | FDOT CpM |
| Boardwalk | X6 | Boardwalk - Assuming 8' Width | External Research |

The cost estimates for individual projects are provided in Appendix F.

6.3 Project Prioritization

The project prioritization process for the CFP provides a framework for assessing the transportation needs. The scoring framework integrates both quantitative travel demand model-based measures, system performance measures, and qualitative planning criteria. Each project was evaluated based on how effectively it supported the LRTP’s overarching goals and objectives (Section 4.1), performance targets (Section 4.2), and circumstances that reflect the project’s need and feasibility. Additional criteria incorporated into the scoring process included potential conflicts with railroad rights-of-way which resulted in a reduction in score, projects identified through public engagement efforts, and projects undergoing a current PD&E study or other planning study. The scores are then used to rank the projects to assist in the development of the CFP. Table 6-7 summarizes the project prioritization methodology and score for each criteria.

Table 6-7: Project Scoring Criteria

| 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: <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 10 points: HIN High Priority Tier • 8 points: HIN Medium Priority Tier • 6 points: HIN Low Priority Tier |
| GOAL 3: Enhance Mobility Choices by Improving Connectivity/Access to Destinations | 3.1 Improve multimodal connectivity to public transportation | <ul style="list-style-type: none"> • 5 points: Within 0.25-mile bus stop buffer • 3 points: Within 0.5-mile bus stop buffer |
| | 3.2 Improve bicycle and pedestrian infrastructure | 3 points: Fills a gap in the Walk/Bike Network |
| | 3.3 Improve SIS connectivity | 5 points: Connect freight vehicles to the Strategic Intermodal System (SIS) |
| | 3.4 Improve roadway network connectivity | 5 points: Creates a new roadway connection |

| Goals | Objectives | Project Scoring Criteria |
|--|--|---|
| | 3.5 Improve transit service | 5 points: Expands Transit Service |
| | 3.6 Improve transit service in underserved communities | 5 points: Improved Transit Service areas |
| 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 Maintain transportation assets | 5 points: Improve pavement or bridge conditions |
| | 6.2 Maintain transit assets | 5 points: Replace aging fleet |
| Other Scoring Criteria | | -10 points: Crossing a railroad ROW |
| | | 5 points: Public concern addressed |
| | | 10 points: Undergoing a PD&E/Planning Study |

The rankings and scores of the Roadway/Bridge projects are provided in Appendix E.

6.4 Cost Feasible Plan (CFP)

The CFP projects are programmed in specific time bands of 2026–2030, 2031–2035, 2036-2040, and 2041–2050 based on the Revenue Projections and Project Prioritization. Prioritized projects that cannot be funded with the projected revenues within the time bands remain as the needs identified in Section 5. The Transportation Alternatives, transit, and congestion/safety projects are programmed within the time bands with dedicated funds (boxed funds) to add flexibility for the TPO to prioritize them with additional local coordination through updates to the CMP, ATMS Master Plan, and Transit Development Plan.

6.4.1 Short-Range Strategies/Projects

The Short-Range Strategies/Projects programmed for 2026-2030 consist of the TIP strategies/projects summarized in Table 5-1 and the local agency CIP and developer projects summarized in Table 5-2. These projects are considered to be Baseline Projects and comprise the E+C Roadway Network depicted in Figure 5-1.

6.4.2 Long-Range Strategies/Projects

The Long-Range Strategies/Projects include the SHS and Turnpike projects planned for implementation from 2031-2050 and summarized in Table 6-8. However, the specific time band for these projects is determined by FDOT District 4 and Florida's Turnpike. In addition, the Long-Range Strategies/Projects include projects to be funded by developers through developer agreements with the local agencies and are summarized in Table 6-9. The specific time band for these projects is determined by development thresholds in the developer agreements which trigger the construction of the projects. The SHS, Turnpike, and Developer Projects are depicted in Figure 6-1.

Finally, and most importantly for the purposes of the Reimagine Mobility 2050 LRTP, the Long-Range Strategies/Projects include the strategies and projects planned by the St. Lucie TPO for implementation from 2031-2050 and summarized in Table 6-10. These strategies and projects are organized into the three time bands of 2031-35, 2036-40 and 2041-50 and are funded by the Federal/State Revenues for St. Lucie TPO summarized in Table 6-2. In addition to funding the identified Roadway Projects, dedicated funding is allocated in each of the time bands for the TPO's Unified Planning Work Program (UPWP), CMP Projects that address congestion and safety, TA Projects, and Transit Projects. The St. Lucie TPO Long-Range Strategies/Projects are summarized in Table 6-10, and the Roadway Projects are depicted in Figure 6-1.

The development of the St. Lucie TPO Long-Range Strategies/Actions was the culmination of a comprehensive, cooperative, and continuing transportation planning process that was iterative and based on the analyses and comprehensive input received as documented throughout the Reimagine Mobility 2050 LRTP.

Table 6-8: SHS and Turnpike Projects

| Project ID | Project/Roadway | From | To | Project Phase/Type | Length (miles) | Project Cost (millions) | Funding Source | Time Interval 2031-35 | Time Interval 2036-40 | Time Interval 2041-50 |
|------------|---------------------------|-------------------------|---------------------|--|----------------|-------------------------|-------------------------------|---|-----------------------|-----------------------|
| 1106 | Kings Highway/ SR-713 | Commercial Circle | St. Lucie Boulevard | Construction/Widen 2 lanes to 4 lanes | 0.860 | \$79.3 ¹ | FDOT STBG (SA) SHS non-SIS | To be determined by FDOT District 4 | | |
| 1050 | Kings Highway/ SR-713 | St. Lucie Boulevard | Indrio Road | Construction/Widen 2 lanes to 4 lanes | 2.401 | \$96.5 ¹ | FDOT STBG (SA) SHS non-SIS | To be determined by FDOT District 4 | | |
| 1109 | Florida's Turnpike/ SR-91 | Midway Road Interchange | | Right of Way and Construction of Northern Ramps | | \$32.3 ² | Florida's Turnpike Enterprise | To be determined by Florida's Turnpike Enterprise | | |
| 1108 | Florida's Turnpike/ SR-91 | Becker Road | Crosstown Parkway | Right-of-Way and Construction/Widen 4 lanes to 8 Lanes | 9.010 | \$388.4 ³ | Florida's Turnpike Enterprise | | \$388.4 | |

¹FDOT District 4 Long Range Estimate, April 2025

²Assumes similar cost as for southern ramps at Midway Road from Florida's Turnpike Enterprise Tentative Five-Year Work Program FY 2026/27-2030/31, October 2025

³Florida's Turnpike Enterprise, Major Projects List, St Lucie County, December 2025

Table 6-9: Developer Projects

| Project ID | Project/Roadway | From | To | Project Phase/Type | Length (miles) | Project Cost ¹ (millions) | Time Interval 2031-35 | Time Interval 2036-40 | Time Interval 2041-50 |
|------------|-----------------------------|---------------------|---------------------|--------------------|----------------|--------------------------------------|-----------------------|-----------------------|-----------------------|
| 1003 | Arterial A | Glades Cut-Off Road | Midway Road | Widen 2L to 4L | 2.34 | \$42.9 | | | \$68.8 |
| 1008 | Becker Road | Range Line Road | N-S Road B | Widen 2L to 4L | 2.03 | \$37.2 | | | \$59.7 |
| 1009 | Becker Road | N-S Road B | Village Parkway | Widen 4L to 6L | 2.26 | \$33.6 | | | \$53.9 |
| 1023 | Community Boulevard | Becker Road | Discovery Way | Widen 2L to 4L | 2.80 | \$42.7 | | | \$68.5 |
| 1024 | Crosstown Parkway Extension | Glades Cut-Off Road | Range Line Road | New 2 Lanes | 0.58 | \$8.4 | | | \$13.5 |
| 1028 | Discovery Way | N-S Road B | Village Parkway | Widen 2L to 4L | 1.31 | \$20.0 | | | \$32.1 |
| 1031 | E-W Road 6 | Shinn Road | Glades Cut-Off Road | New 4 Lanes | 2.30 | \$40.8 | | | \$65.4 |
| 1033 | Fern Lake Drive | Tradition Parkway | Westcliff Lane | New 2 Lanes | 0.44 | \$6.4 | | | \$10.3 |
| 1051 | McCarty Road | Glades Cut-Off Road | Williams Road | New 4 Lanes | 1.98 | \$30.1 | | | \$48.4 |

| Project ID | Project/Roadway | From | To | Project Phase/Type | Length (miles) | Project Cost ¹ (millions) | Time Interval 2031-35 | Time Interval 2036-40 | Time Interval 2041-50 |
|------------|-----------------------------|-----------------------------|------------------------|--------------------|----------------|--------------------------------------|-----------------------|-----------------------|-----------------------|
| 1052 | McCarty Road | Williams Road | Midway Road | Widen 2L to 4L | 1.27 | \$22.5 | | | \$36.1 |
| 1053 | N-S Road A | Crosstown Parkway Extension | Glades Cut Off Road | New 2 Lanes | 1.99 | \$30.3 | | | \$48.6 |
| 1054 | N-S Road A | Becker Road | Discovery Way | Widen 2L to 4L | 2.91 | \$44.4 | | | \$71.2 |
| 1055 | N-S Road B | Becker Road | Discovery Way | Widen 2L to 4L | 2.80 | \$26.7 | | | \$42.9 |
| 1056 | Newell Road | Shinn Road | Arterial A | New 4 Lanes | 2.54 | \$45.1 | | | \$72.3 |
| 1063 | Marshall Parkway | N-S Road A | Village Parkway | Widen 2L to 4L | 2.97 | \$54.6 | | | \$87.6 |
| 1064 | Marshall Parkway | Range Line Road | N-S Road A | New 2 Lanes | 0.95 | \$13.8 | | | \$22.2 |
| 1065 | Hegener Drive | N-S Road A | Village Parkway | Widen 2L to 4L | 3.30 | \$50.4 | | | \$80.9 |
| 1078 | Shinn Road | Glades Cut Off Road | Midway Road | New 4 Lanes | 4.49 | \$79.7 | | | \$127.9 |
| 1084 | Trade Center/Tom Mackie | Village Parkway | Discovery Way | New 2 Lanes | 0.36 | \$5.2 | | | \$8.3 |
| 1085 | Tradition Parkway | Range Line Road | SW Stony Creek Way | Widen 2L to 4L | 2.05 | \$37.7 | | | \$60.4 |
| 1086 | Tradition Parkway Extension | Glades Cut-Off Road | Range Line Road | New 2 Lanes | 1.60 | \$23.3 | | | \$37.5 |
| 1091 | Village Parkway | Becker Road | Discovery Way | Widen 4L to 6L | 3.26 | \$48.5 | | | \$77.8 |
| 1093 | Westcliffe Lane | N-S Road A | SW Tremonte Avenue | New 4 Lanes | 1.15 | \$31.2 | | | \$50.1 |
| 1094 | Williams Extension | McCarty Road | Glades Cut-Off Road | Widen 2L to 4L | 1.76 | \$26.8 | | | \$43.1 |
| 1095 | Williams Road | McCarthy Road | Midway Bypass Greenway | New 2 Lanes | 1.04 | \$15.1 | | | \$24.3 |
| 1096 | Williams Road | Shinn Road | McCarty Road | New 2 Lanes | 1.52 | \$22.1 | | | \$35.5 |
| 1131 | SW Discovery Way | Range Line | N-S Road B | Widen 2L to 4L | 1.99 | \$30.4 | | | \$48.8 |
| 1133 | N-S Road A | Discovery Way | Crosstown Parkway | New 4 Lanes | 2.25 | \$39.8 | | | \$63.9 |

¹Project costs were estimated by FDOT CpM guidance and were inflated to YOY dollars using the factor(s) identified in Table 6-1.



Figure 6-1: Roadway/Bridge Projects

Table 6-10: St. Lucie TPO Long-Range Strategies/Projects

| ID # | Strategy/Project | From | To | Project Type | Length (miles) | Time Interval 2031-35 | Time Interval 2036-40 | Time Interval 2041-50 | Total Cost | Funding Source |
|---|--|--|--------------------|---|----------------|-----------------------|-----------------------|-----------------------|-----------------|--|
| | TA Projects | Tables 5-4 and 5-5 | | Pedestrian/ Bicycle | | \$7.01 | \$8.49 | \$21.10 | \$36.60 | Federal (TALU/TALT) |
| | Transit Projects | Table 5-6 | | Transit | | \$6.25 | \$7.90 | \$20.04 | \$34.19 | Federal/State (Transit Formula) |
| | St. Lucie TPO | Unified Planning Work Program | | Planning | | \$3.87 | \$4.68 | \$11.64 | \$20.19 | Federal STBG (SU) |
| | CMP Strategy/Projects | St. Lucie TPO CMP and ATMS Master Plan | | Congestion/ Safety | | \$8.00 | \$9.46 | \$6.21 | \$23.67 | Federal STBG (SU)/CRP |
| Roadway Projects | | | | | | | | | | |
| 1042 | Jenkins Road | Orange Avenue | Okeechobee Road | Widen 2L to 4L with Ped/Bike Facilities | 2.058 | \$33.92 | | | \$33.92 | Federal STBG (SU-SA) Federal/State Other Roads |
| 1041 | Jenkins Road | Okeechobee Road | Edwards Road | Widen 2L to 4L with Ped/Bike Facilities | 0.716 | \$11.81 | | | \$11.81 | Federal STBG (SU-SA) Federal/State Other Roads |
| 1012 | California Boulevard | Crosstown Parkway | Del Rio Boulevard | Widen 2L to 4L with Ped/Bike Facilities | 2.474 | \$34.08 | | | \$34.08 | Federal STBG (SU-SA) Federal/State Other Roads |
| 1118A | Edwards Road | Selvitz Road | Jenkins Road | Widen 2L to 4L with Ped/Bike Facilities | 0.984 | \$12.21 | | | \$12.21 | Federal STBG (SU-SA) Federal/State Other Roads |
| 1039C | Glades Cut Off Road | Commerce Centre Drive | Range Line Road | Widen 2L to 4L with Ped/Bike Facilities | 4.614 | | \$71.19 | | \$71.19 | Federal STBG (SU-SA) Federal/State Other Roads |
| 1039B | Glades Cut Off Road | Midway Road | I-95 | Widen 2L to 4L with Ped/Bike Facilities | 1.800 | | | \$41.85 | \$41.85 | Federal STBG (SU-SA) Federal/State Other Roads |
| 1039A | Glades Cut Off Road | Selvitz Road | Midway Road | Widen 2L to 4L with Ped/Bike Facilities | 2.268 | | | \$52.73 | \$52.73 | Federal STBG (SU-SA) Federal/State Other Roads |
| 1100 | Range Line Road | Crosstown Parkway | Martin County Line | Widen 2L to 4L with Ped/Bike Facilities | 5.576 | | | \$78.99 | \$78.99 | Federal STBG (SU-SA) Federal/State Other Roads |
| 1101 | Marshall Parkway Extension | Tom Mackie Boulevard | I-95 | New 2 Lanes | 0.698 | | | \$9.89 | \$9.89 | Federal STBG (SU-SA) Federal/State Other Roads |
| 1111 | Interchange at I-95 and Marshall Parkway | | | New Interchange | - | | | \$76.34 | \$76.34 | Federal STBG (SU-SA) Federal/State Other Roads |
| TOTAL PROJECT COST | | | | | | \$117.15 | \$101.72 | \$318.79 | \$537.66 | |
| TOTAL FEDERAL/STATE REVENUES FOR ST. LUCIE TPO CFP | | | | | | \$130.17 | \$118.38 | \$289.11 | \$537.66 | |

**All costs are in millions of dollars. Detailed cost estimates by phase are provided in Appendix F.

6.5 CFP Performance

The TCRPM Version 6 was used to model the performance of the CFP and evaluate the Volume-to-Capacity (V/C) ratios to identify system deficiencies for the 2050 horizon year. As illustrated in Figure 6-3, the modeling results demonstrate the CFP improves the traffic flow across the primary transportation network of the TPO area. On major roadway corridors such as I-95 and Florida's Turnpike, the plan effectively addresses projected demand, particularly at key interchanges where capacity enhancements support regional connectivity. Significant improvements are also confirmed on primary north-south arterials, such as US Highway 1 and Kings Highway, ensuring that these essential routes operate within their capacities. Furthermore, the model confirms the effectiveness of strategic investments on major east-west connectors including Midway Road, St. Lucie West Boulevard, Crosstown Parkway, and Port St. Lucie Boulevard.

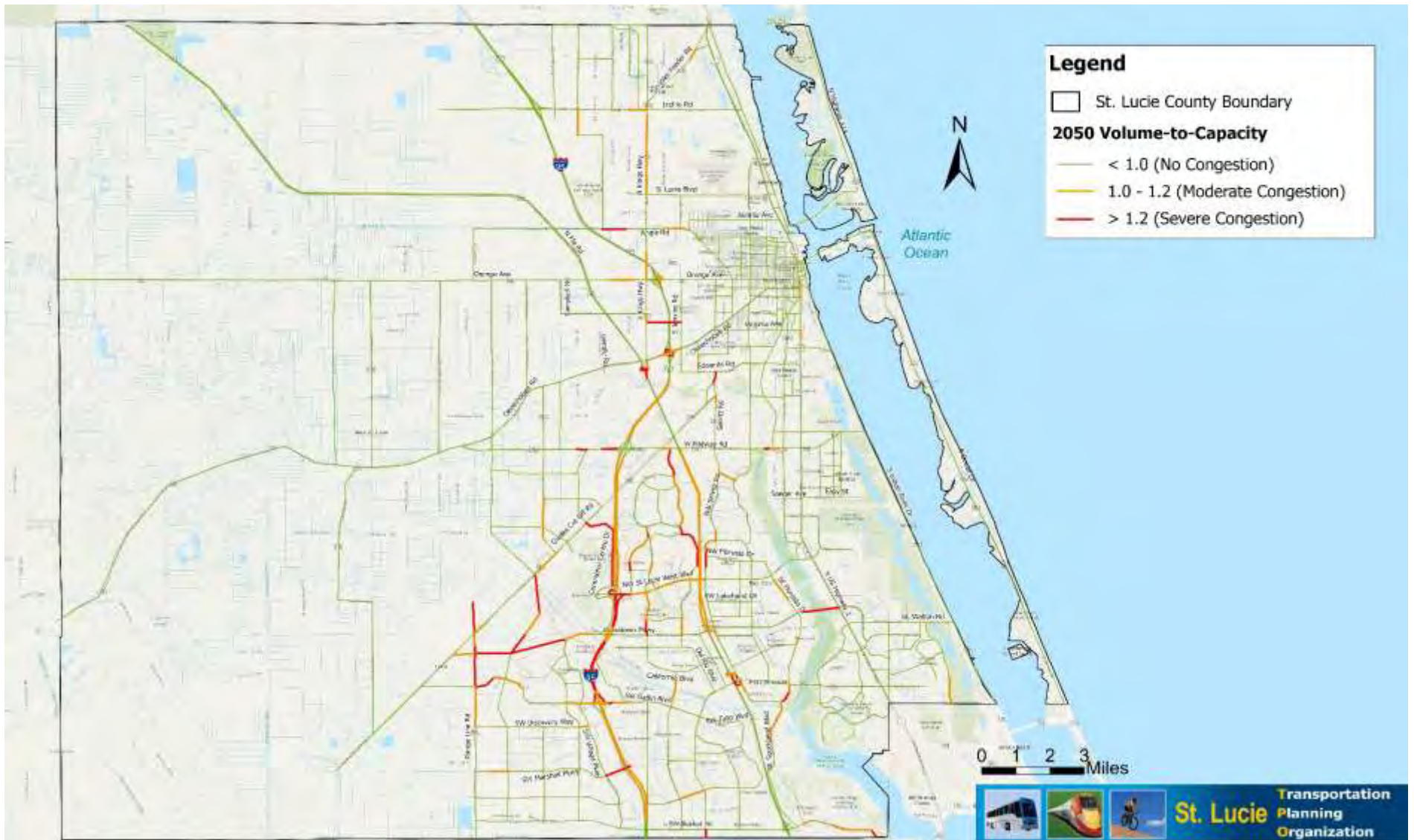


Figure 6-2: CFP Modeling Results

Appendices

Appendix A: Public Participation Survey Questions, Survey Advertisement and Survey Results

Appendix B: Workshop Presentations and Comments

Appendix C: TIP/LRTP System Performance Report

Appendix D: Transportation System and Environmental Data/Maps

Appendix E: Roadway Project Scores

Appendix F: Project Cost Estimates

Appendix G: Public Comments Summary

Appendix A: Public Participation Survey Questions, Survey Advertisement and Survey Results



St. Lucie Transportation
Planning
Organization



Reimagine
MOBILITY 2050
LONG RANGE TRANSPORTATION PLAN

What is a Long Range Transportation Plan (LRTP)?
The LRTP is a key part of the St. Lucie TPO's transportation planning process, outlining investment priorities over a 25-year horizon. **The 2050 LRTP will serve as a roadmap for transportation investments, focusing on mobility, safety, and infrastructure maintenance across modes like biking, walking, transit, and vehicle travel.** It sets priorities for transportation projects to support future growth and meet the mobility needs of all users in St. Lucie County.

Participate in the process! Provide your input by taking the survey.



<https://www.surveymonkey.com/r/3J7D7CX>

Contact
If you would like to contact the TPO with comments or questions regarding the 2050 LRTP, please use the following contact information:

Yi Ding
Transportation Systems Manager
St. Lucie TPO
Coco Vista Centre, 466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
Ph: (772) 462-2182
Email: Yi.Ding@stlucieco.gov

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 Marceia.Lathou@stlucieco.gov.

Follow St. Lucie TPO's long range transportation planning activities: <http://www.stlucietpo.org/lrtp/>

What is most important to you regarding future transportation projects that are constructed to meet the transportation needs in the St. Lucie TPO area? Please rank the choices below on a scale of 1 to 6 with 1 being highest.

Answers: 160 Skipped: 16

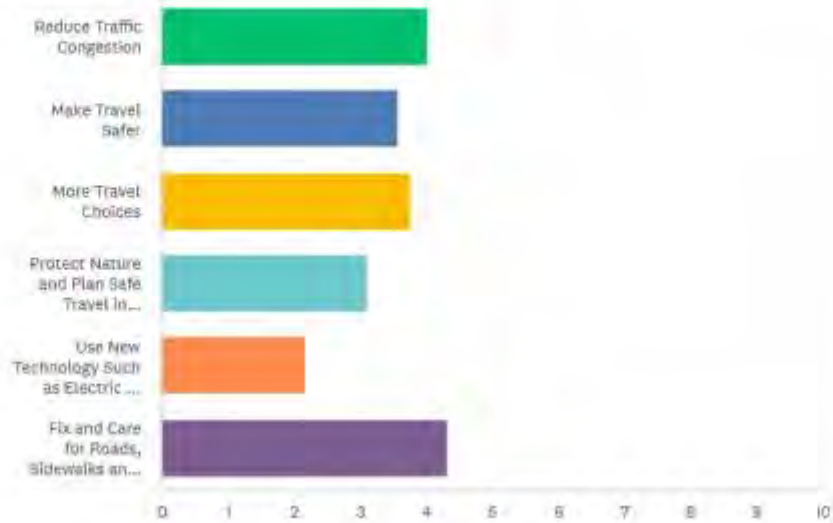


Figure A-1: Online Survey Format and Results



Reimagine MOBILITY 2050

LONG RANGE TRANSPORTATION PLAN



The Long Range Transportation Plan (LRTP) 2050 describes how St. Lucie County's multimodal transportation system will evolve over the next 25 years. The St. Lucie Transportation Planning Organization (TPO) reviews and updates the transportation plan every five (5) years.



Why is it important to do a long range plan?

- Creates a vision for all modes of travel throughout the County
- Engages residents and business owners to help shape the plan's goals
- Prioritizes projects to be funded in the 5-year Transportation Improvement Program (TIP)



What types of projects are included in an LRTP?

- Non-motorized networks: bicycle facilities, sidewalks, shared-use paths, and transit facilities
- Major roadway improvements and new interchanges
- Freight capacity projects such as roadway, railway, seaport, and airport facilities



What is the difference between a Needs Plan and a Cost Feasible Plan?

The Needs Plan provides a summary of potential transportation projects addressing gaps in the system and community needs.

The Cost Feasible Plan is a list of prioritized Needs Plan projects, which is impacted by anticipated funds throughout the 25-year planning range.



How can I provide input?

Throughout the development of the 2050 LRTP, there will be:

- Pop-up outreach events
- Focus groups
- Workshops
- Numerous committee meetings
- An online survey on our website



St. Lucie Transportation Planning Organization | Website: <http://www.stlucietpo.org/lrtp/>

Figure A-2: Outreach Flyer

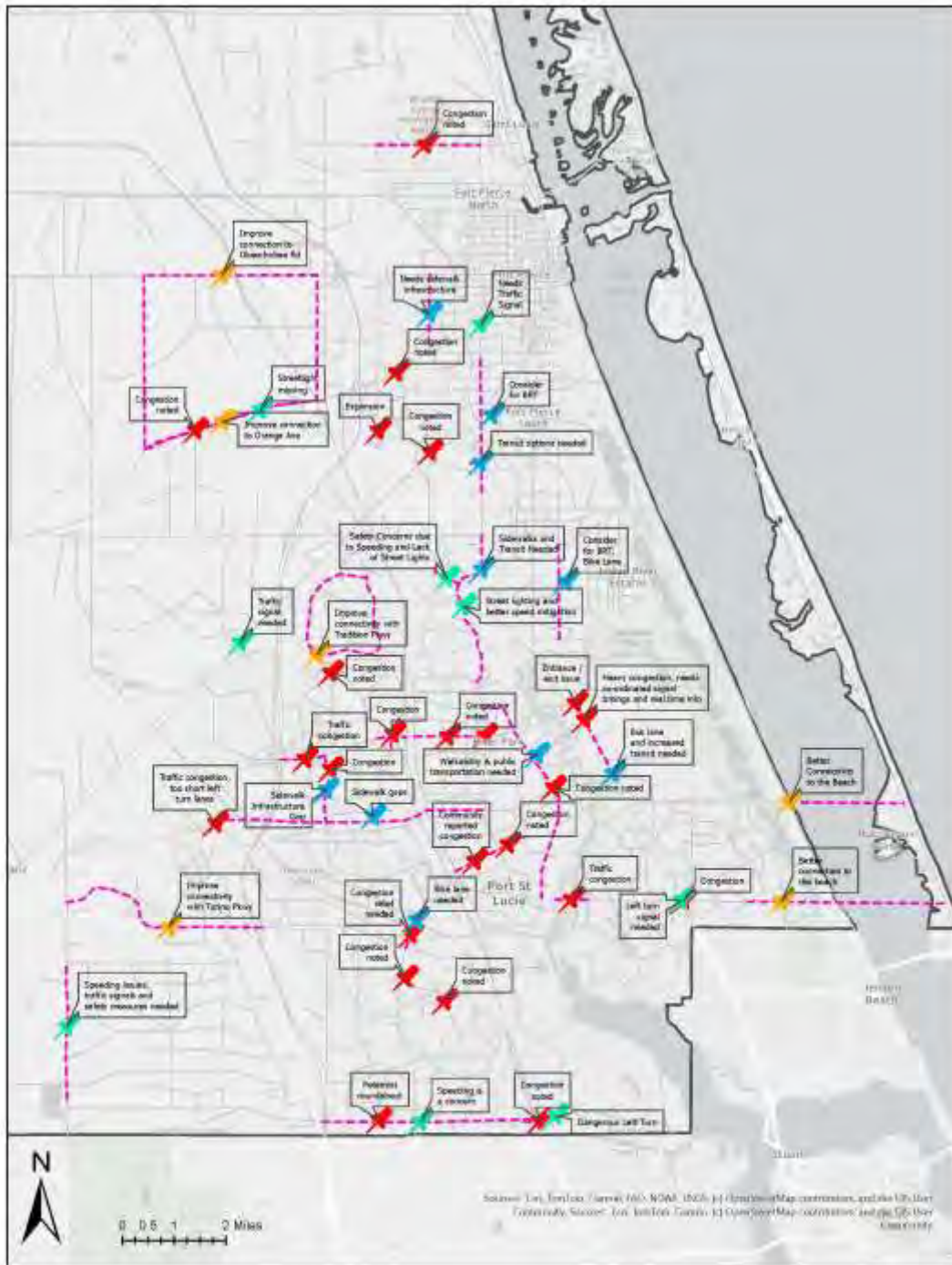
Appendix B: Workshop Presentations and Comments



Figure B-1: Workshop Events



Figure B-2: Public Comments on Road Deficiency Map



St Lucie Public Engagement Comments Locations

- Roadways with Public Engagement
- ▭ St. Lucie County Boundary
- CType
- Connectivity
- Mobility
- Multimodal
- Safety

Figure B-4: Public Comments Summary on Map by Type

Appendix C: TIP/LRTP System Performance Report

Table C-1: Reimagine Mobility 2050 LRTP Performance Measures

| Reimagine Mobility 2050 LRTP Goals | 2050 LRTP Objectives | 2050 LRTP and/or FAST Act Performance Measures | Federal Required | Data | | FDOT Performance Target | | County Target | St. Lucie TPO Performance Target | Progress Towards Meeting Target |
|---|---|--|--|------------------------|------------------------|-------------------------|--------|---------------|----------------------------------|---------------------------------|
| | | | | 2024 | 2025 | 2 Year | 4 Year | 1 Year | | |
| 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 | √ | 100% ⁽¹⁾ | coming soon | 75% | 75% | | 75% | √ |
| | | % of person-miles traveled on the non-interstate NHS that are reliable | √ | 97.2 ⁽¹⁾ | coming soon | 60% | 60% | | 60% | √ |
| | | % of uncongested roadway miles on NHS | | 86.6 ⁽¹⁾ | coming soon | | | | Maintain or Increase | |
| | | % of uncongested roadway miles on SHS | | 77.7 ⁽¹⁾ | coming soon | | | | Maintain or Increase | |
| | 1.2 Improve mobility of goods on the transportation network | Truck Travel Time Reliability (TTTR) index | √ | 1.14 ⁽¹⁾ | coming soon | 1.75 | 2 | | 2 | √ |
| GOAL 2: Improve Safety and Security | 2.1 Improve Safety and Security of Highway System | Number of fatalities | √ | 48.2 ⁽⁶⁾ | coming soon | 0 | 0 | | 38/0 ⁽⁷⁾ | |
| | | Rate of fatalities per 100 million VMT | √ | 1.3 ⁽⁶⁾ | coming soon | 0 | 0 | | 1.09/0 ⁽⁷⁾ | |
| | | Number of serious injuries | √ | 164 ⁽⁶⁾ | coming soon | 0 | 0 | | 148/0 ⁽⁷⁾ | |
| | | Rate of serious injuries | √ | 4.41 ⁽⁶⁾ | coming soon | 0 | 0 | | 4.04/0 ⁽⁷⁾ | |
| | 2.2 Improve Safety and Security of Transit System | Total number of reportable fatalities | √ | 0 ⁽⁴⁾ | 0 ⁽⁴⁾ | | | 0 | Support County Target | √ |
| | | Rate of reportable fatalities per total vehicle revenue miles by mode | √ | 0 ⁽⁴⁾ | 0 ⁽⁴⁾ | | | 0 | Support County Target | √ |
| | | Total number of reportable injuries | √ | 1 ⁽⁴⁾ | 1 ⁽⁴⁾ | | | 0 | Support County Target | |
| | | Rate of reportable injuries per total vehicle revenue miles by mode | √ | 0.03 ⁽⁴⁾ | 0.17 ⁽⁴⁾ | | | 0.15 | Support County Target | |
| | | Total number of reportable safety events | √ | 1 ⁽⁴⁾ | 1 ⁽⁴⁾ | | | 0 | Support County Target | √ |
| | | Rate of reportable safety events per total vehicle revenue miles by mode | √ | 0.06 ⁽⁴⁾ | 0.17 ⁽⁴⁾ | | | 0.15 | Support County Target | |
| | | Mean distance between major mechanical failures by mode | √ | 8,479 ⁽⁴⁾ | 8,072 ⁽⁴⁾ | | | 8,879 | Support County Target | √ |
| | 2.3 Improve Safety and Security of Non-Motorized System | Non-motorized fatalities and serious injuries | √ | 32.6 ⁽¹⁾ | coming soon | 0 | 0 | | 26/0 ⁽⁷⁾ | |
| | GOAL 3: Enhance Mobility Choices by Improving Connectivity/Access to Destinations | 3.1 Improve multimodal connectivity to public transportation | % of roadways with transit that have sidewalks | | | 91% ⁽²⁾ | | | | Maintain or Increase |
| 3.2 Improve bicycle and pedestrian infrastructure | | % of pedestrian facility coverage on SHS | | 85.8 ⁽¹⁾ | coming soon | | | | Maintain or Increase | |
| | | % of bicycle facility coverage on SHS | | 85.1 ⁽¹⁾ | coming soon | | | | Maintain or Increase | |
| 3.3 Improve SIS connectivity | | Combination truck miles traveled SIS | | 358,800 ⁽¹⁾ | coming soon | | | | Maintain or Increase | |
| 3.4 Improve roadway network connectivity | | Total number of major road lane miles | | | 1765.06 ⁽²⁾ | | | | Maintain or Increase | |

| Reimagine Mobility 2050 LRTP Goals | 2050 LRTP Objectives | 2050 LRTP and/or FAST Act Performance Measures | Federal Required | Data | | FDOT Performance Target | | County Target | St. Lucie TPO Performance Target | Progress Towards Meeting Target | |
|---|--|---|------------------|----------------------|----------------------|-------------------------|--------|---------------|----------------------------------|---------------------------------|---|
| | | | | 2024 | 2025 | 2 Year | 4 Year | 1 Year | | | |
| | 3.5 Improve transit service | Transit passenger trips | | 553,186 | 582,061 | | | | Maintain or Increase | ✓ | |
| | | Transit revenue miles | | 562,045 | 577,276 | | | | Maintain or Increase | ✓ | |
| | 3.6 Improve transit service in underserved communities | % of low-income, older adults, or persons with disabilities withing 1/4 mile of transit route | | 27.4% ⁽³⁾ | coming soon | | | | Maintain or Increase | | |
| GOAL 4: Promote Environmental Sustainability and Disaster Resilience | 4.1 Limit impacts to natural resources like parks and preservation areas | Number of additional roadway lane miles impacting environmentally sensitive areas | | 0 ⁽²⁾ | 0 ⁽²⁾ | | | | 0 | ✓ | |
| | 4.2 Promote disaster resilience by improving roadway conditions | % of roadway lane miles subject to sea level rise (NOAA Int High 2050) | | | 2.37 ⁽⁵⁾ | | | | 5 | ✓ | |
| | 4.3 Maintain mobility on evacuation routes | % of lane miles of evacuation routes within acceptable LOS | | | 87.9% ⁽²⁾ | | | | Maintain or Increase | | |
| 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 | | 38.2% ⁽²⁾ | 40.1% ⁽²⁾ | | | | Maintain or Increase | ✓ | |
| GOAL 6: Maintain the Transportation System | 6.1 Maintain transportation assets | % of pavements of the interstate system in good condition | ✓ | 55.3 ⁽¹⁾ | coming soon | 60% | 60% | | 60% | ✓ | |
| | | % of pavements of the interstate system in poor condition | ✓ | 0 ⁽¹⁾ | coming soon | 5% | 5% | | 5% | ✓ | |
| | | % of pavements of the non-interstate NHS in good condition | ✓ | 53 ⁽¹⁾ | coming soon | 40% | 40% | | 40% | ✓ | |
| | | % of pavements of the non-interstate NHS in poor condition | ✓ | 0.9 ⁽¹⁾ | coming soon | 5% | 5% | | 5% | ✓ | |
| | | % of NHS bridges classified as good condition | ✓ | 76.9 ⁽¹⁾ | coming soon | 50% | 50% | | 50% | ✓ | |
| | | % of NHS bridges classified as poor condition | ✓ | 0 ⁽¹⁾ | coming soon | 5% | 5% | | 5% | ✓ | |
| | 6.2 Maintain transit assets | Rolling stock-percent of revenue vehicles that have either met or exceeded their useful life benchmark | ✓ | 62% ⁽⁴⁾ | 52% ⁽⁴⁾ | | | | 63% ⁽⁴⁾ | Support County Target | ✓ |
| | | Equipment - Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark | ✓ | 43% ⁽⁴⁾ | 67% ⁽⁴⁾ | | | | 25% ⁽⁴⁾ | Support County Target | |
| | | % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale | ✓ | 4.1% ⁽⁴⁾ | 4% ⁽⁴⁾ | | | | 4% ⁽⁴⁾ | Support County Target | ✓ |

1- FDOT Data; 2 - St. Lucie TPO; 3- ACS 5-year estimates (S0801); 4 - St. Lucie County Community Service Department Transit Division; 5 - Results from Florida Sea Level Scenario Sketch Planning Tool, based on NOAA High projections in 2050; 6 - FDOT 5-year rolling average; 7 - Interim Benchmark/Target.

Appendix D: Transportation System and Environmental Data/Maps

High Injury Network (HIN)

The HIN was used to identify roadway segments where the highest concentrations of fatal and serious injury crashes occur and is depicted in Figure D-1.

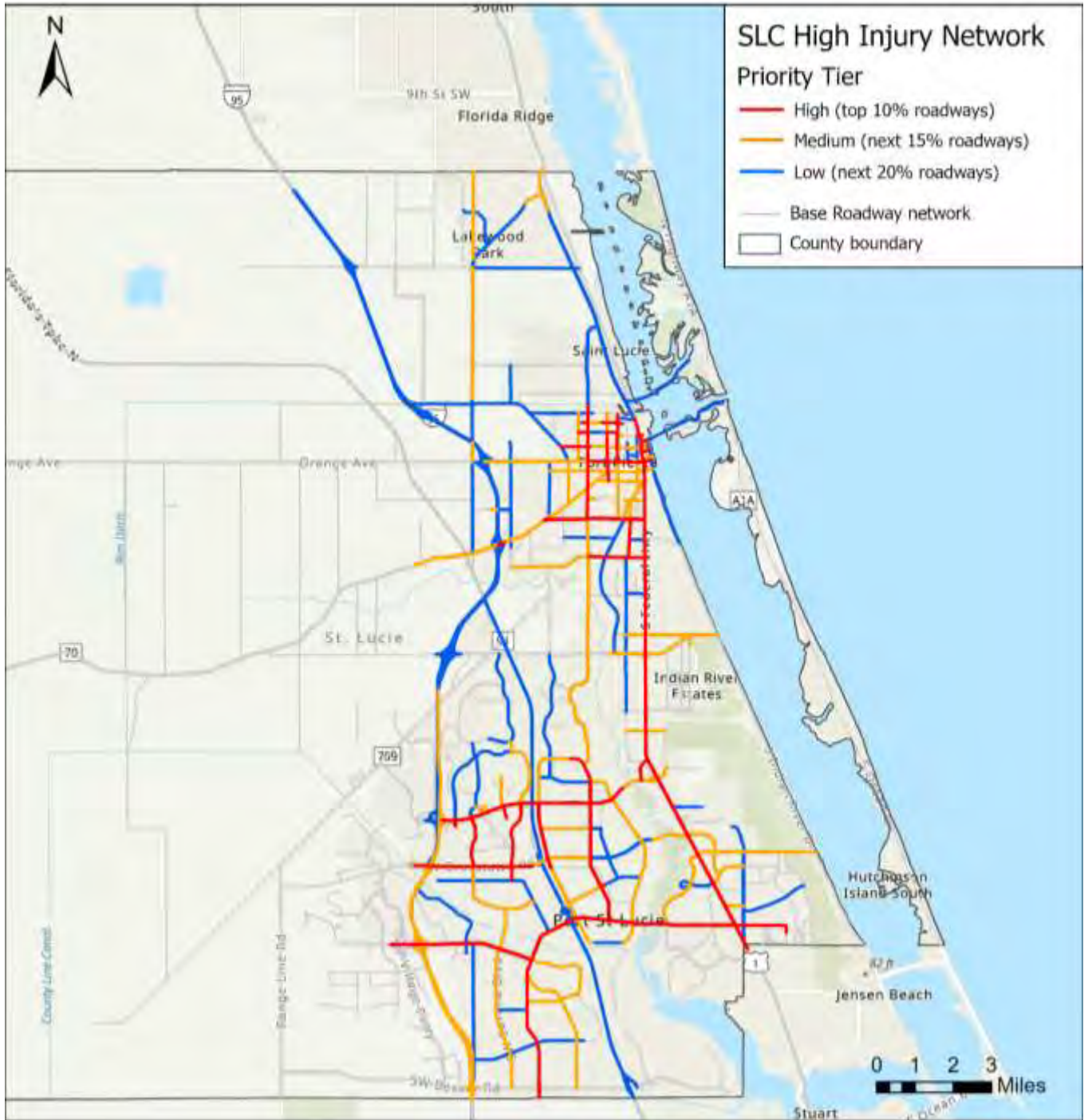


Figure D-1: St. Lucie High Injury Network

Strategic Intermodal System (SIS) Highways

The Strategic Intermodal System (SIS) represents Florida’s highest-priority network of transportation facilities that are essential to supporting the state’s economy, regional connectivity, and long-distance mobility. Established by the Governor and Legislature in 2003, the SIS focuses investment on facilities that are most critical for interregional, interstate, and international travel, and serves as a central component in implementing the Florida Transportation Plan (FTP) as the state’s long-range vision for transportation.

The SIS Highways Map was used to evaluate the extent to which transportation needs projects enhance connectivity to the statewide intermodal network and improve freight vehicle mobility. The locations of SIS Highways are depicted in Figure D-2.

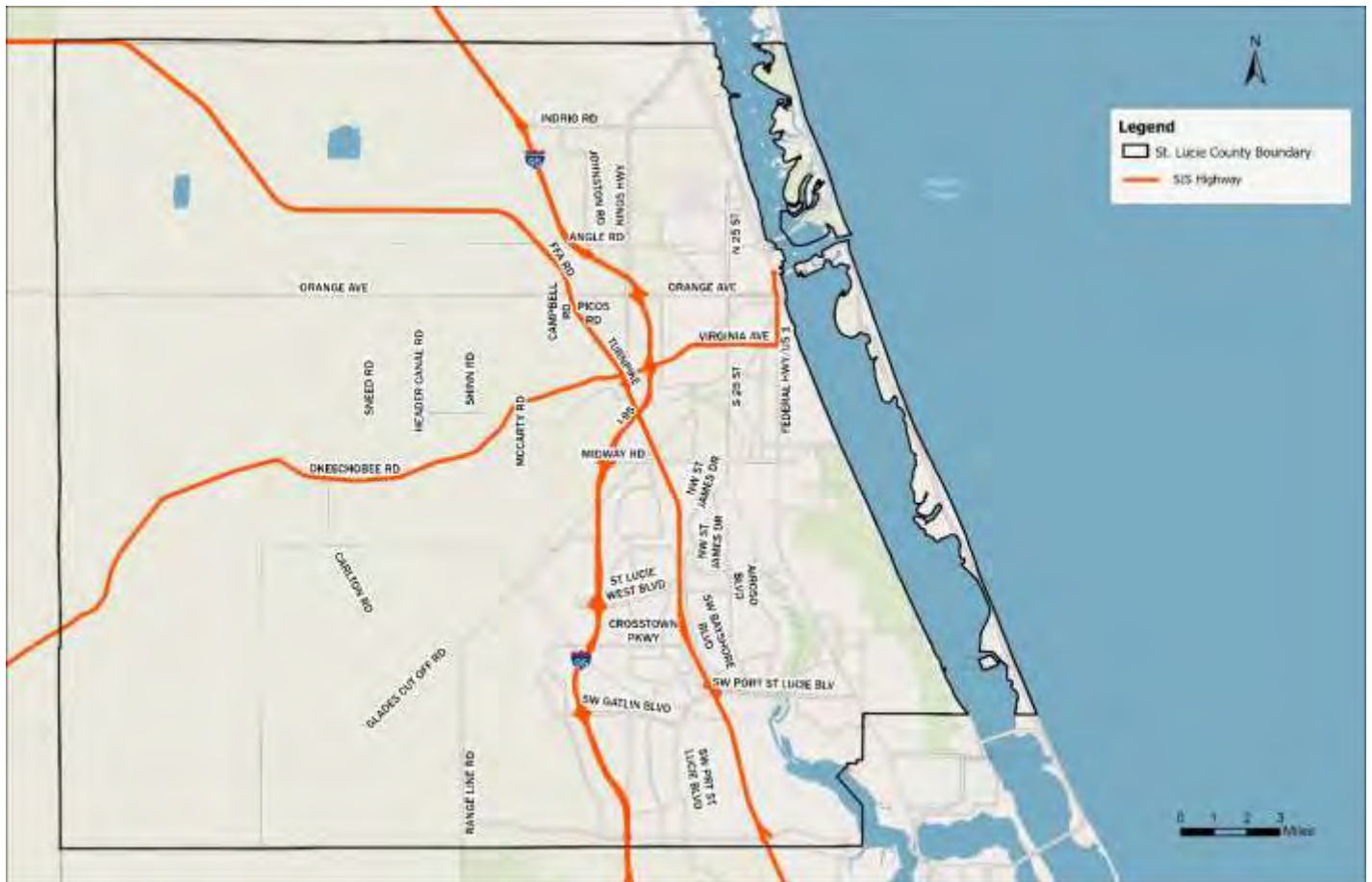


Figure D-2: St. Lucie County SIS Highways

Environmentally Sensitive Areas

Spatial data on environmentally sensitive areas was used to evaluate the environmental impacts of the Transportation Needs Plan. The areas identified in the current dataset include major water bodies, wetlands, parks and preserves, and the Fort Pierce Reservation and cover various forms of sensitive natural environments as well as government-designated conservation and reservation lands, as depicted in Figure . The data sources include the Florida Geographic Data Library and the St. Lucie GIS Open Data Portal.

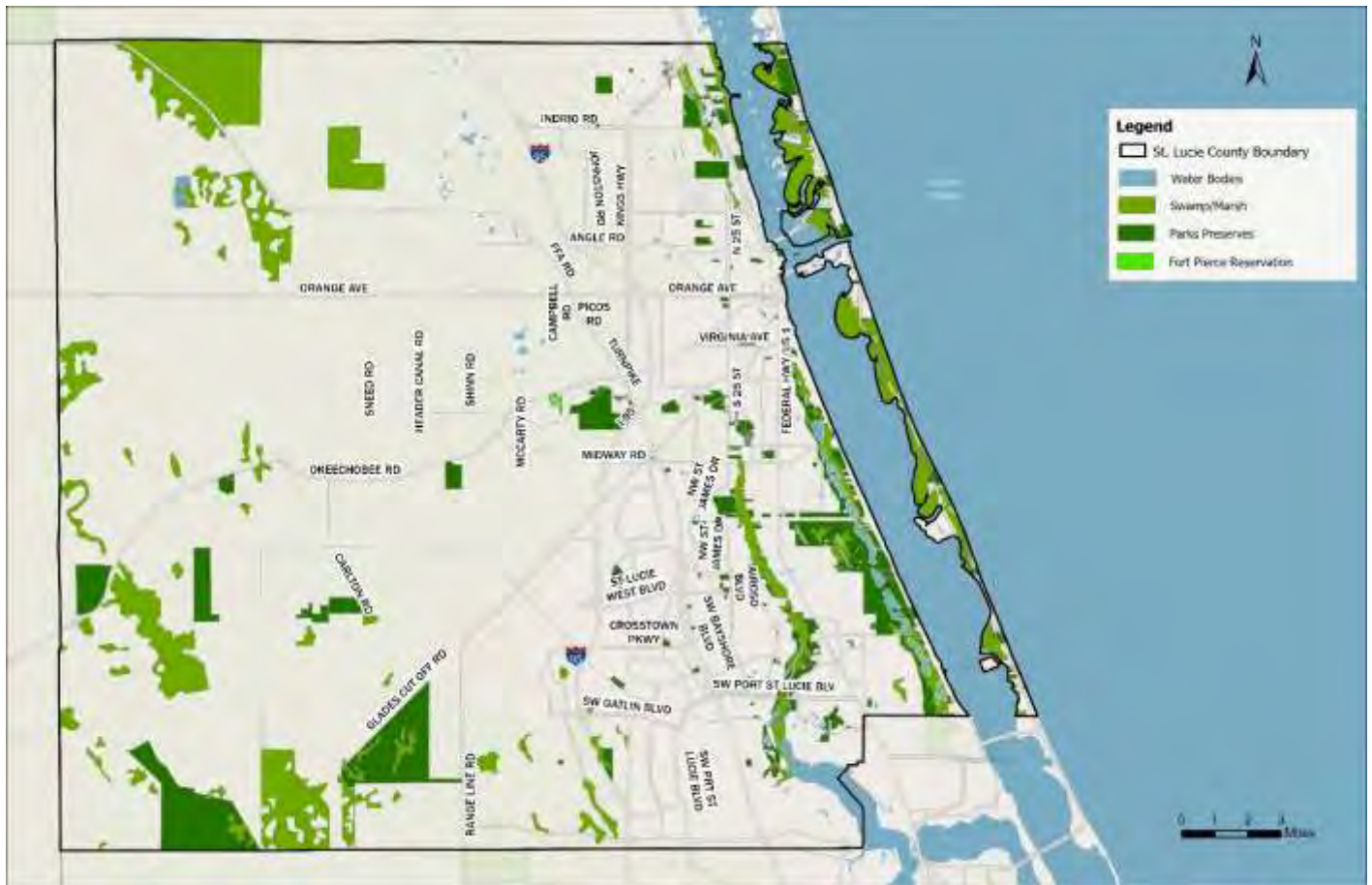


Figure D-3: St. Lucie County Environmentally Sensitive Areas

Sea Level Rise (SLR) Vulnerability

Sea level rise data was used to analyze the vulnerability of the transportation network based on inundation surface datasets created by the University of Florida’s GeoPlan Center, NOAA sea level rise projections, NOAA tide gauge data, and NOAA tidal surfaces. The data were obtained from the University of Florida’s Sea Level Scenario Sketch Planning Tool website.

The inundation surface used in this assessment is the St. Lucie 2060 NOAA High Mean Higher High Water Bathtub Inundation dataset. The “NOAA High” scenario is the most aggressive of the SLR projection curves provided by NOAA, predicting a 2.5-foot rise in sea level by 2060 relative to the Global Mean Sea Level around the year 2000. “Mean Higher High Water” is a tidal datum that represents a long-term average of the higher of the two daily high tides. In this context, it indicates that the projected inundation extent is generated by adding the selected sea level rise scenario to this long-term higher-high-tide baseline. The “Bathtub Inundation Model” means that all areas with elevation below the projected water level are treated as inundated, without accounting for hydrologic connectivity or flow dynamics.

As depicted in Figure D-4, even under this highly conservative projection scenario, only a limited portion of the transportation network within the St. Lucie TPO area is affected by sea level rise.

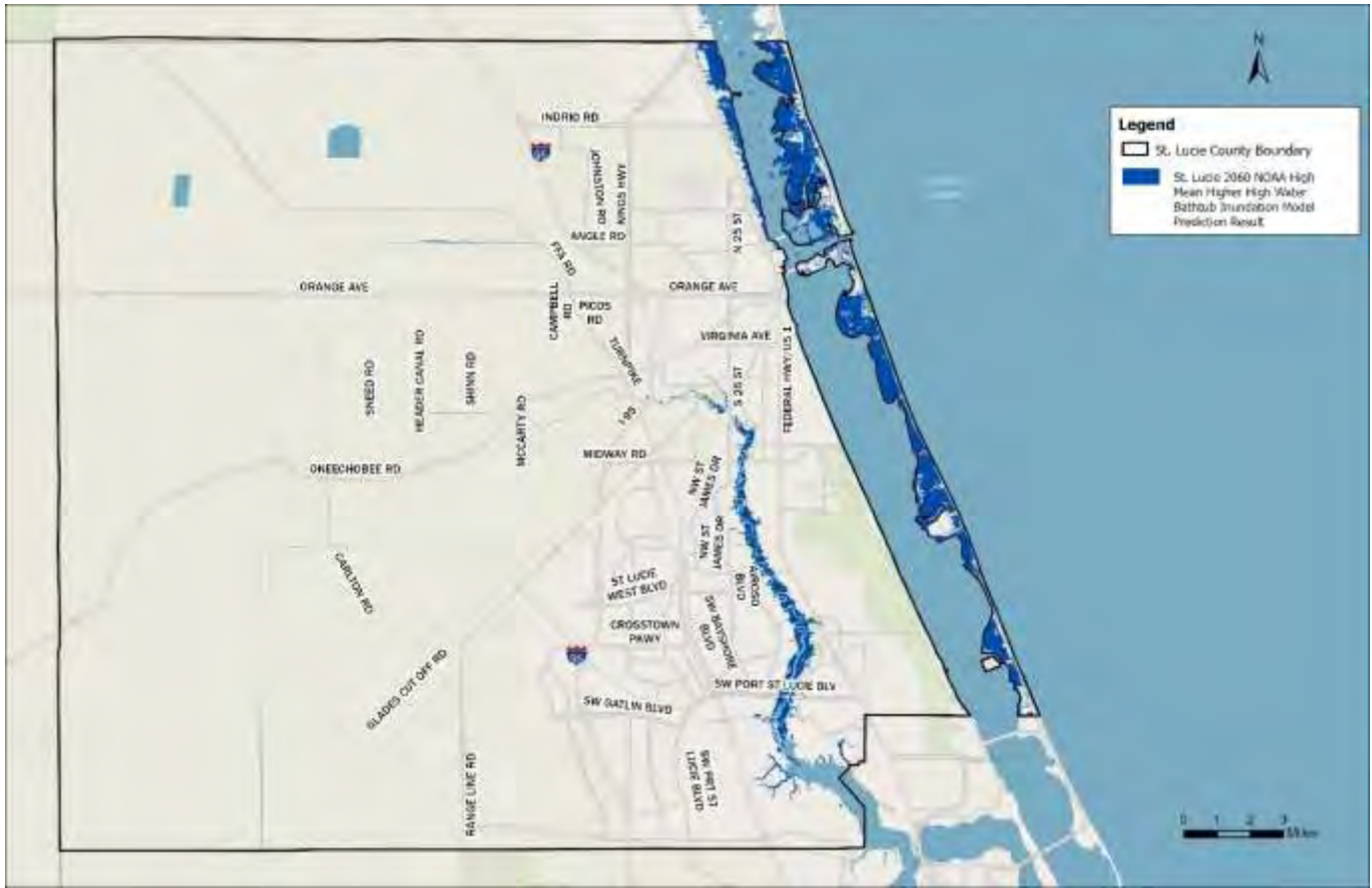


Figure D-4: St. Lucie County Sea Level Rise Vulnerability

Evacuation Routes

The evacuation routes data used in this analysis comes from the *St. Lucie County Comprehensive Plan*. This dataset was developed by the county planning department based on the regional disaster response framework and identifies the key transportation corridors that help residents evacuate quickly and safely to shelters or safer areas during emergencies such as hurricanes and flooding. In this assessment, the evacuation routes data is used to identify the potential impacts of transportation projects on the region’s emergency evacuation capacity and to evaluate whether planned roadway improvements can support emergency access. The locations of Evacuation Routes are depicted in Figure



Figure D-5: St. Lucie County Evacuation Routes

TSM&O Strategic Network

The Transportation Systems Management and Operations (TSM&O) network represents a coordinated system of roadway facilities, operational strategies, and intelligent transportation technologies that collectively support the safe and efficient movement of people and goods throughout the region. According to the FDOT District 4 TSM&O Master Plan Update, the TSM&O program is designed to enhance mobility, improve travel-time reliability, and strengthen the resilience of critical corridors through integrated freeway and arterial operations, real-time traffic management, incident response, and the deployment of Intelligent Transportation Systems (ITS). The FDOT District 4 TSM&O Strategic Network in St. Lucie County is depicted in Figure .

This TSM&O network was used to identify transportation needs projects that may influence the performance of key operational corridors. This approach ensures that the transportation needs plan supports the broader TSM&O objectives of FDOT District 4 including enhancing corridor performance, enabling rapid incident clearance, strengthening multimodal coordination, and improving overall system safety and mobility.

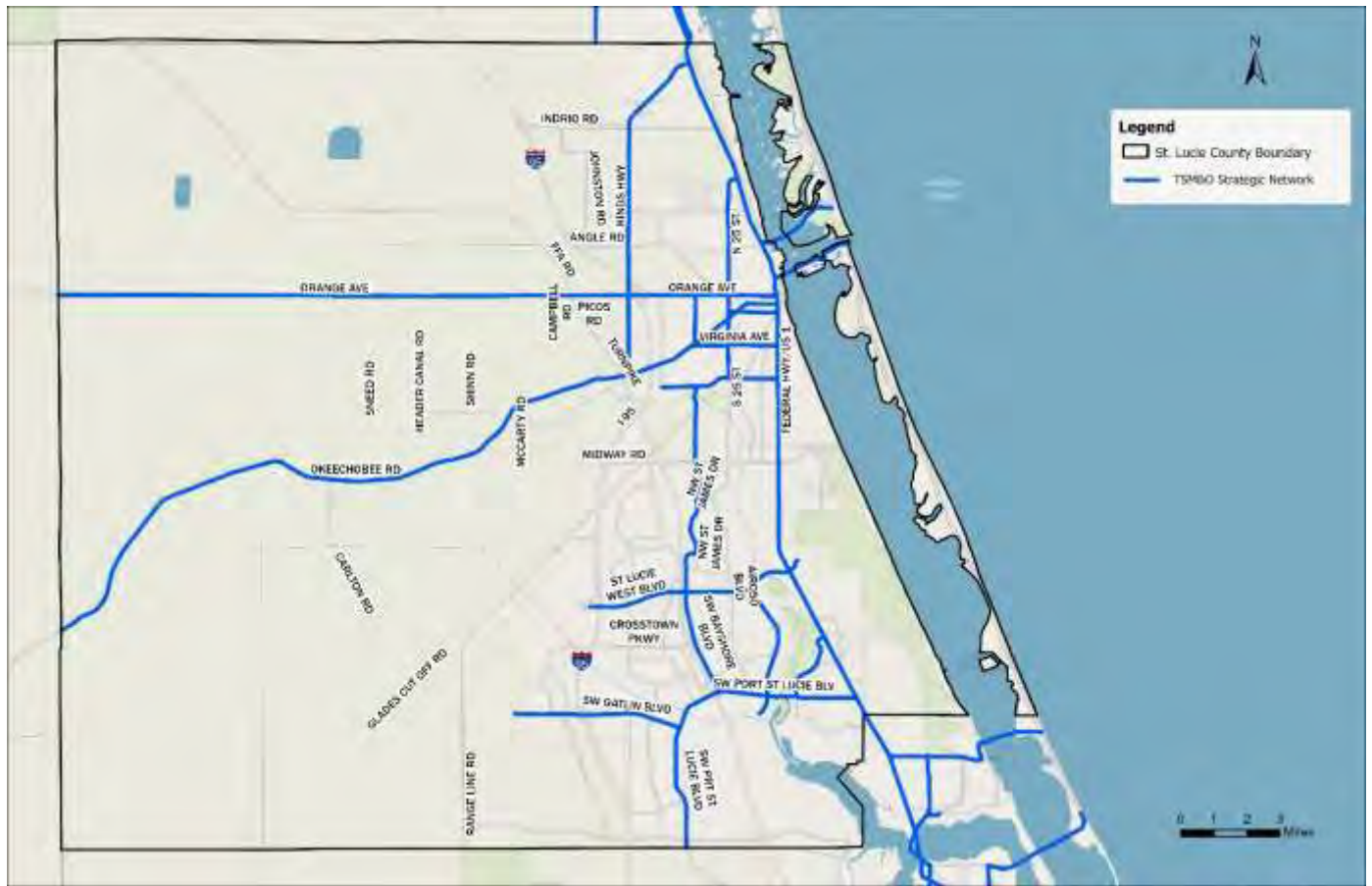


Figure D-6: FDOT District 4 TSM&O Strategic Network in St. Lucie County

Railroad Facilities

St. Lucie County is served primarily by Florida East Coast (FEC) Railway, with additional regional connections to CSX, forming part of Florida’s broader freight rail network that moves more than 98 million tons of freight annually. In this assessment, railroad facility data are used to determine whether transportation needs projects intersect existing rail lines. Roadway improvements that cross or interact with railroad corridors may increase project costs due to the need for coordination with rail operators, additional safety treatments, or grade-separation considerations. Identifying these intersections ensures that project development accounts for potential design constraints and supports safe and efficient rail–roadway integration. The locations of the Railroad Facilities are depicted in Figure D-7.

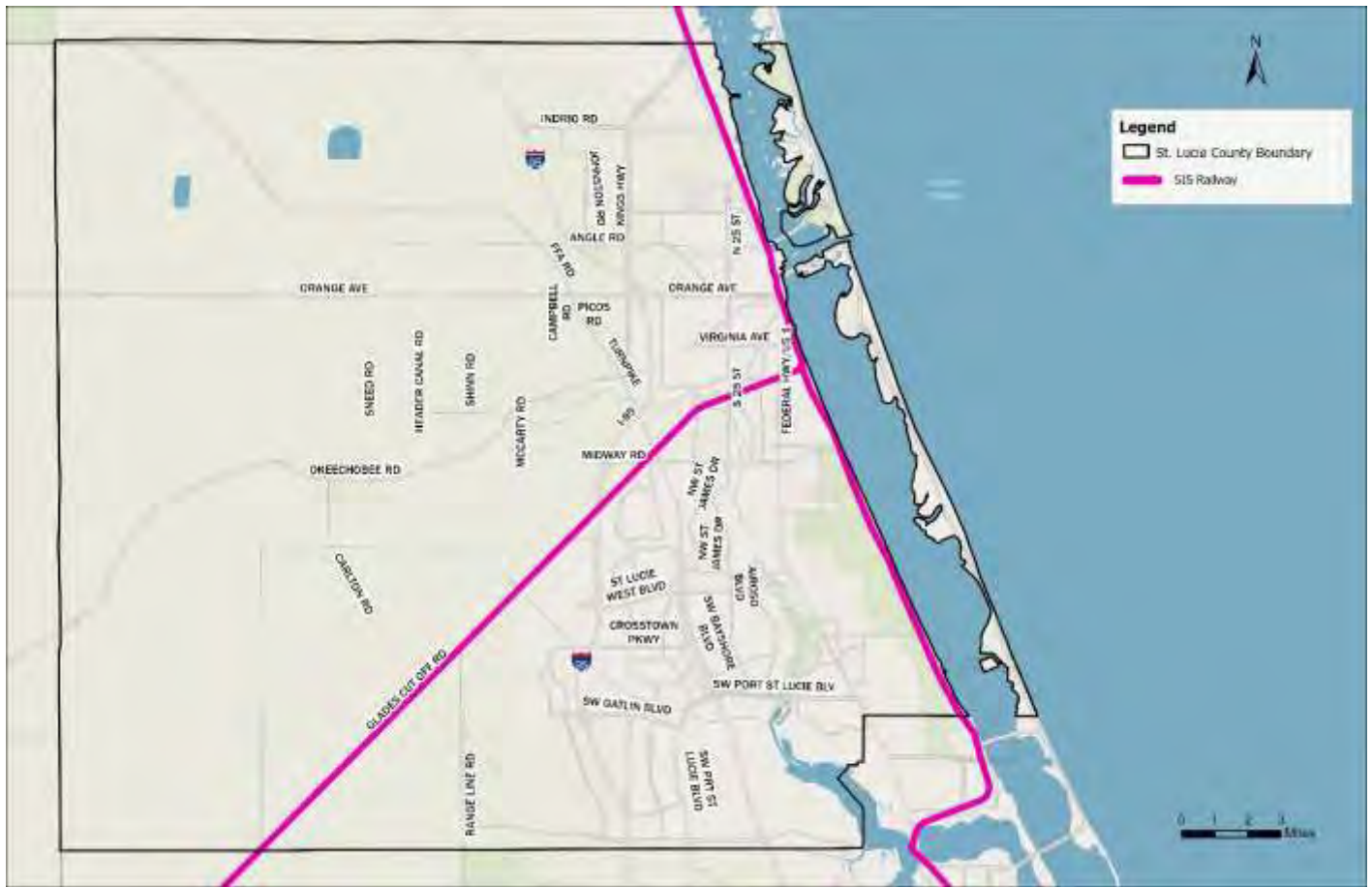


Figure D-7: St. Lucie County Railroad Facilities

Transit Facilities

St. Lucie County’s Area Regional Transit (ART) system is a public transportation network operated by the County’s Transit Department. ART provides fixed-route service across Fort Pierce, Port St. Lucie, St. Lucie Village, and the County’s unincorporated areas, offering eight routes that connect residents to employment centers, schools, medical facilities, grocery stores, shopping destinations, and other essential community services. The locations of Transit Facilities are depicted in Figure .

In this assessment, transit facility data are used to evaluate the degree to which transit projects improve public transit connectivity and enhance mobility for all communities. This approach ensures that transportation needs projects support a more efficient regional transit network that serves all members of the community.

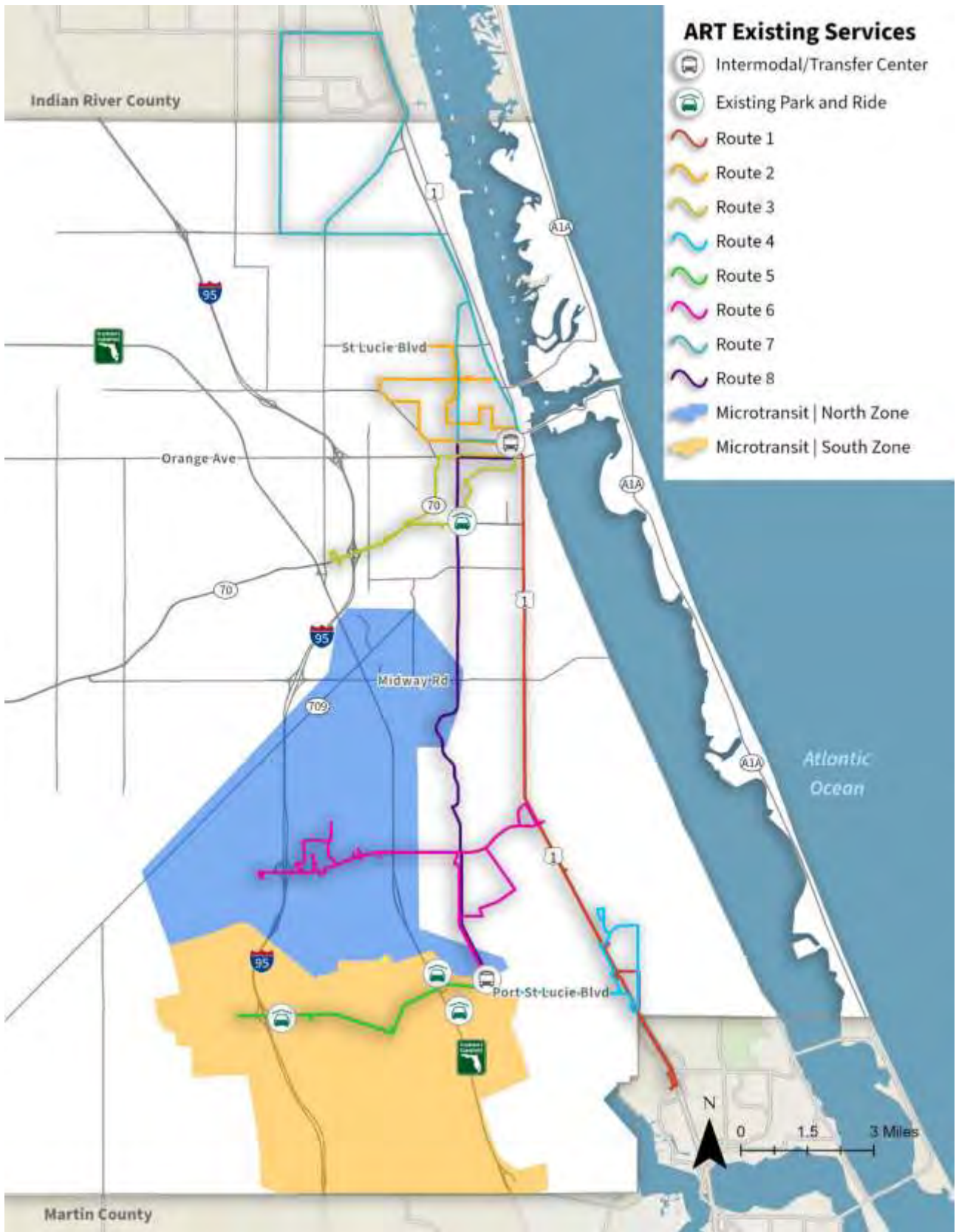


Figure D-8: St. Lucie County Area Regional Transit Existing Services

St. Lucie Walk-Bike Network

The St. Lucie Walk-Bike Network, nationally recognized by FHWA, is developed through coordinated efforts among local, state, and federal agencies utilizing various funding sources. The network connects schools, employment centers, and key community destinations and is depicted in Figure D-9.

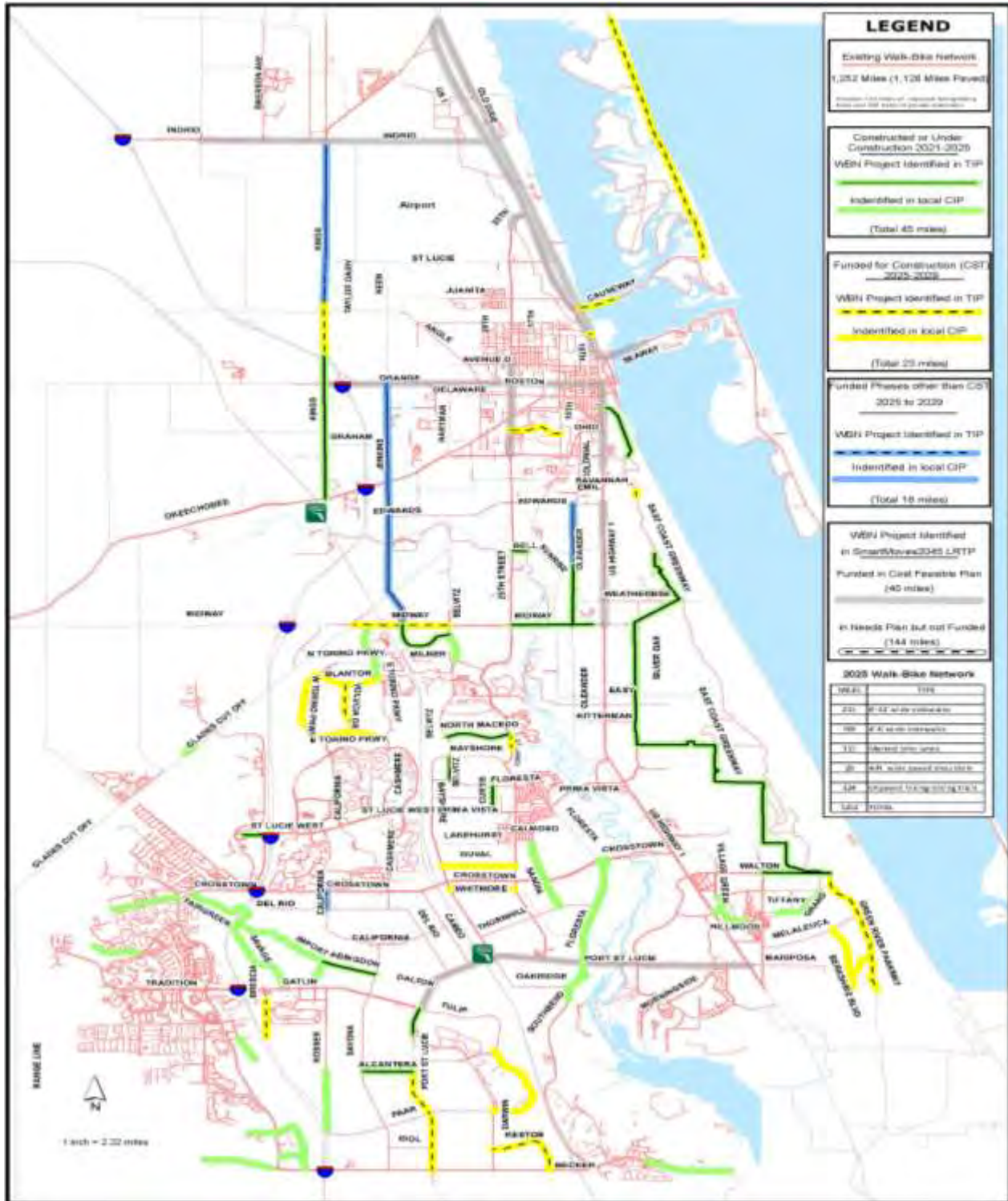


Figure D-9: St. Lucie Walk-Bike Network

Appendix E: Roadway Project Scores

Table E-1: Roadway/Bridge (Other Roads) Project Rankings

| Ranking | Project ID | Street | From | To | Type | Source | Length (miles) | Total Score |
|---------|------------|--------------------------|-----------------------------|-----------------------------|----------------------------------|---|----------------|-------------|
| 1 | 1042 | Jenkins Road | Okeechobee Road | Orange Avenue | Widen 2L to 4L | TCRPM 6 V/C | 2.06 | 46 |
| 2 | 1041 | Jenkins Road | Edwards Road | Okeechobee Road | Widen 2L to 4L | TCRPM 6 V/C | 0.72 | 43 |
| 3 | 1048 | Jenkins Road | Walmart Distribution Center | Edward Road | New 4 Lanes | TCRPM 6 V/C & Public Comment | 1.06 | 43 |
| 4 | 1081 | St. Lucie West Boulevard | E of I-95 | Cashmere Boulevard | Widen 4L to 6L & Complete Street | TCRPM 6 V/C & Public Comment | 1.92 | 39 |
| 5 | 1070 | Range Line Road | Glades Cut-Off Road | Midway Road | New 4 Lanes | TCRPM 6 V/C & Digital Public Comments | 5.46 | 35 |
| 6 | 1047 | Jenkins Road | Glades Cut-Off Road | Walmart Distribution Center | Widen 2L to 4L | TCRPM 6 V/C | 0.58 | 33 |
| 7 | 1132 | SW Crosstown Parkway | Range Line Road | Commerce Centre Drive | Widen 4L to 6L | TCRPM 6 V/C & Public Comment | 3.56 | 33 |
| 8 | 1046 | Jenkins Road | Post Office Road | Glades Cut-Off Road | New 4 Lanes | TCRPM 6 V/C | 0.37 | 31 |
| 9 | 1045 | Jenkins Road | Midway Road | Post Office Road | Widen 2L to 4L | TCRPM 6 V/C | 0.34 | 31 |
| 10 | 1039 | Glades Cut Off Road | Range Line Rd | Selvitz Road | Widen 2L to 4L | TCRPM 6 V/C & Digital Public Comments | 10.00 | 30 |
| 11 | 1118 | Edwards Road | Jenkins Road | S 25th Street | Widen 2L to 4L | St. Lucie County | 2.08 | 29 |
| 12 | 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 | 0.15 | 29 |

| Ranking | Project ID | Street | From | To | Type | Source | Length (miles) | Total Score |
|---------|------------|----------------------------|--------------------------|--------------------------|----------------------------------|--|----------------|-------------|
| 13 | 1002 | Airport Connector | I-95 | Johnston Road | New 4 Lanes | TCRPM 6 V/C | 0.78 | 27 |
| 14 | 1001 | Airport Connector | Johnston Road | Kings Highway | New 4 Lanes | TCRPM 6 V/C | 1.42 | 27 |
| 15 | 1058 | North-Mid County Connector | Okeechobee Road | Orange Avenue | New 4 Lanes | TCRPM 6 V/C & Public Comment | 2.93 | 27 |
| 16 | 1129 | NW West Torino Pkwy | NW East Torino Parkway | St Lucie West Boulevard | Widen 2L to 4L | St. Lucie County & Public Comment | 4.89 | 26 |
| 17 | 1011 | California Boulevard | Crosstown Parkway | St Lucie West Boulevard | Widen 2L to 4L & Complete Street | City of Port St Lucie Mobility Plan - Phase 2 & Public Comment | 1.33 | 25 |
| 18 | 1122 | Midway Road | Okeechobee Road | Wylder Parkway | Widen 2L to 4L & Complete Street | St. Lucie County | 3.65 | 25 |
| 19 | 1032 | East Torino Parkway | NW Cashmere Boulevard | Midway Road | Widen 2L to 4L | City of Port St Lucie Mobility Plan - Phase 2 | 2.73 | 23 |
| 20 | 1012 | California Boulevard | Savona Boulevard | Del Rio Boulevard | Widen 2L to 4L | City of Port St Lucie Mobility Plan - Phase 2 | 1.33 | 23 |
| 21 | 1130 | SW Becker Road | SW Village Parkway | I-95 | Widen 4L to 6L | TCRPM 6 V/C & Public Comment | 4.80 | 22 |
| 22 | 1007 | Bayshore Boulevard | St. Lucie West Boulevard | Selvitz Road | Widen 2L to 4L | TCRPM 6 V/C | 1.46 | 22 |
| 23 | 1079 | Southbend Boulevard | Becker Road | Port St. Lucie Boulevard | Widen 2L to 4L | TCRPM 6 V/C | 4.79 | 22 |
| 24 | 1044 | Jenkins Road | Floyd Johnson Road | St. Lucie Boulevard | New 4 Lanes | SmartMoves 2045 LRTP | 2.26 | 21 |

| Ranking | Project ID | Street | From | To | Type | Source | Length (miles) | Total Score |
|---------|------------|---------------------------------|-----------------------------|-------------------------|----------------------------------|--|----------------|-------------|
| 25 | 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 | 1.73 | 20 |
| 26 | 1100 | Range Line Road | Crosstown Parkway Extension | Martin County Line | Widen 2L to 4L | TCRPM 6 V/C | 5.58 | 20 |
| 27 | 1061 | NW Cashmere Boulevard | Swan Lake Circle | East Torino Parkway | Widen 2L to 4L | TCRPM 6 V/C | 1.22 | 18 |
| 28 | 1073 | Savona Boulevard | Gatlin Boulevard | California Boulevard | Widen 2L to 4L | City of Port St Lucie Mobility Plan - Phase 2 | 1.08 | 18 |
| 29 | 1057 | North-Mid County Connector | Orange Avenue | Florida's Turnpike | New 4 Lanes | TCRPM 6 V/C | 1.88 | 17 |
| 30 | 1059 | North-Mid County Connector | Midway Road | Okeechobee Road | New 4 Lanes | TCRPM 6 V/C | 2.37 | 17 |
| 31 | 1115 | Angle Road | Johnston Road | Keen Road | Widen 2L to 4L | TCRPM 6 V/C | 2.29 | 16 |
| 32 | 1003 | Arterial A | Glades Cut-Off Road | Midway Road | Widen 2L to 4L | TCRPM 6 V/C | 2.34 | 15 |
| 33 | 1113 | Becker Road | Veranda Gardens Boulevard | Gilson Road | Widen 2L to 4L | City of Port St Lucie | 1.35 | 15 |
| 34 | 1028 | Discovery Way | N-S Road B | Village Parkway | Widen 2L to 4L | TCRPM 6 V/C | 1.31 | 15 |
| 35 | 1008 | Becker Road | Range Line Road | N-S Road B | Widen 2L to 4L | TCRPM 6 V/C | 2.03 | 15 |
| 36 | 1116 | Weatherbee Road and Midway Road | | | New Roundabout | CAC Board Member | | 13 |
| 37 | 1078 | Shinn Road | Glades Cut Off Road | Midway Road | New 4 Lanes | TCRPM 6 V/C | 4.49 | 12 |
| 38 | 1043 | Jenkins Road | Orange Avenue | Floyd Johnson Road | Widen 2L to 4L | TCRPM 6 V/C | 0.52 | 11 |

| Ranking | Project ID | Street | From | To | Type | Source | Length (miles) | Total Score |
|---------|------------|----------------------------|-------------------------|---------------------|----------------|---|----------------|-------------|
| 39 | 1101 | Marshall Parkway Extension | Tom Mackie Boulevard | I-95 | New 2 Lanes | PSL 2045 Mobility Plan | 0.70 | 10 |
| 40 | 1125 | Savona Boulevard | Gatlin Boulevard | Becker Road | Widen 2L to 4L | PSL 2045 Mobility Plan | 3.72 | 10 |
| 41 | 1126 | Avenue O Extention | US 1 | Harbour Pointe Park | New 2 Lanes | Port of Fort Pierce | 0.34 | 10 |
| 42 | 1015 | Cascade Road Extension | Cascade Road | Rosser Boulevard | New 2 Lanes | City of Port St Lucie Mobility Plan - Phase 2 | 0.08 | 10 |
| 43 | 1023 | Community Boulevard | Becker Road | Discovery Way | Widen 2L to 4L | TCRPM 6 V/C | 2.80 | 10 |
| 44 | 1031 | E-W Road 6 | Shinn Road | Glades Cut-Off Road | New 4 Lanes | TCRPM 6 V/C | 2.30 | 10 |
| 45 | 1033 | Fern Lake Drive | Tradition Parkway | Westcliff Lane | New 2 Lanes | City of Port St Lucie Mobility Plan - Phase 2 | 0.44 | 10 |
| 46 | 1038 | Gig Place Extension | Port St Lucie Boulevard | Galibreath Avenue | New 2 Lanes | City of Port St Lucie Mobility Plan - Phase 2 | 0.06 | 10 |
| 47 | 1064 | Marshall Parkway | Range Line Road | N-S Road A | New 2 Lanes | TCRPM 6 V/C | 0.95 | 10 |
| 48 | 1051 | McCarty Road | Glades Cut-Off Road | Williams Road | Widen 2L to 4L | TCRPM 6 V/C | 1.98 | 10 |
| 49 | 1056 | Newell Road | Shinn Road | Arterial A | New 4 Lanes | TCRPM 6 V/C | 2.54 | 10 |
| 50 | 1133 | N-S Road A | Discovery Way | Crosstown Parkway | New 4 Lanes | TCRPM 6 V/C | 2.25 | 10 |
| 51 | 1123 | Russos Road | Koblegard Road | Emerson Avenue | New 2 Lanes | St. Lucie County | 1.75 | 10 |
| 52 | 1072 | Savage Boulevard Extension | Current Terminus | Del Rio Boulevard | New 2 Lanes | City of Port St Lucie Mobility Plan - Phase 2 | 0.35 | 10 |
| 53 | 1084 | Trade Center/Tom Mackie | Village Parkway | Discovery Way | New 2 Lanes | TCRPM 6 V/C | 0.36 | 10 |

| Ranking | Project ID | Street | From | To | Type | Source | Length (miles) | Total Score |
|---------|------------|---|-------------------------|------------------------|----------------|---|----------------|-------------|
| 54 | 1085 | Tradition Parkway | Range Line Road | SW Stony Creek Way | Widen 2L to 4L | TCRPM 6 V/C | 2.05 | 10 |
| 55 | 1088 | Tunis Avenue Extension | Port St Lucie Boulevard | Filmore Street | New 2 Lanes | City of Port St Lucie Mobility Plan - Phase 2 | 0.06 | 10 |
| 56 | 1093 | Westcliffe Lane | N-S Road A | SW Tremonte Avenue | New 4 Lanes | TCRPM 6 V/C | 1.15 | 10 |
| 57 | 1095 | Williams Road | McCarthy Road | Midway Bypass Greenway | New 2 Lanes | City of Port St Lucie Mobility Plan - Phase 2 | 1.04 | 10 |
| 58 | 1096 | Williams Road | Shinn Road | McCarty Road | New 2 Lanes | TCRPM 6 V/C & Public Comment | 1.52 | 10 |
| 59 | 1102 | NW Gilson Road | SE Becker Road | Martin County Line | Widen 2L to 4L | St. Lucie County | 0.29 | 10 |
| 60 | 1076 | Selvitz Road | Bayshore Drive | Midway Road | Widen 2L to 4L | City of Port St Lucie Mobility Plan - Phase 2 | 2.68 | 10 |
| 61 | 1124 | Walton Road at Green River Parkway | | | New Roundabout | TPO Board Member | | 8 |
| 62 | 1117 | Angle Road at N 39th St/Avenue F | | | New Roundabout | TPO Board Member | | 8 |
| 63 | 1091 | Village Parkway | Becker Road | Discovery Way | Widen 4L to 6L | TCRPM 6 V/C | 3.26 | 7 |
| 64 | 1119 | Fort Pierce Blvd at Winter Garden Parkway | | | New Roundabout | TPO Board Member | | 6 |
| 65 | 1009 | Becker Road | N-S Road B | Village Parkway | Widen 4L to 6L | TCRPM 6 V/C | 2.26 | 5 |
| 66 | 1063 | Marshall Parkway | N-S Road A | Village Parkway | Widen 2L to 4L | TCRPM 6 V/C | 2.97 | 5 |

| Ranking | Project ID | Street | From | To | Type | Source | Length (miles) | Total Score |
|---------|------------|-----------------------------|-----------------------------|--------------------------|----------------------------------|---|----------------|-------------|
| 67 | 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 | 3.15 | 5 |
| 68 | 1022 | Community Boulevard | Tradition Parkway | Discovery Way | Widen 2L to 4L & Complete Street | City of Port St Lucie Mobility Plan - Phase 2 | 0.88 | 5 |
| 69 | 1055 | N-S Road B | Becker Road | Discovery Way | Widen 2L to 4L | TCRPM 6 V/C | 2.80 | 5 |
| 70 | 1065 | Hegener Drive | N-S Road A | Village Parkway | Widen 2L to 4L | TCRPM 6 V/C | 3.30 | 5 |
| 71 | 1121 | Johnston Road | Indrio Road | 3/4 mile south of Indrio | Widen 2L to 4L | St. Lucie County | 0.76 | 5 |
| 72 | 1054 | N-S Road A | Becker Road | Discovery Way | Widen 2L to 4L | TCRPM 6 V/C | 2.91 | 2 |
| 73 | 1094 | Williams Extension | McCarty Road | Glades Cut-Off Road | Widen 2L to 4L | TCRPM 6 V/C | 1.76 | 2 |
| 74 | 1131 | SW Discovery Way | Range Line | N-S Road B | Widen 2L to 4L | TCRPM 6 V/C | 1.99 | 0 |
| 75 | 1024 | Crosstown Parkway Extension | Glades Cut-Off Road | Range Line Road | New 2 Lanes | City of Port St Lucie Mobility Plan - Phase 2 | 0.58 | 0 |
| 76 | 1053 | N-S Road A | Crosstown Parkway Extension | Glades Cut Off Road | New 2 Lanes | City of Port St Lucie Mobility Plan - Phase 2 | 1.99 | 0 |
| 77 | 1052 | McCarty Road | Williams Road | Midway Road | New 4 Lanes | TCRPM 6 V/C | 1.27 | 0 |
| 78 | 1086 | Tradition Parkway Extension | Glades Cut-Off Road | Range Line Road | New 2 Lanes | City of Port St Lucie Mobility Plan - Phase 2 | 1.60 | -10 |

Appendix F: Project Cost Estimates

Table F-1: Cost Feasible Plan Long-Range Roadway Project Cost Estimates

| PID | Project/ Street | From | To | Type | Length (miles) | PD&E Cost Estimate | Design Cost Estimate | ROW Cost Estimate | CST Cost Estimate | 2024/2025 PDC Estimate | CFP Time Period | YOE Cost |
|-------|----------------------------|-----------------------------|--------------------|---|-------------------|--------------------------|----------------------------|-------------------------|----------------------|------------------------------|--------------------|-------------|
| 1042 | Jenkins Road | Orange Avenue | Okeechobee Road | Widen 2L to 4L with Ped/Bike Facilities | 2.058 | - | - | - | - | - | 2031-35 | \$33.92 * |
| 1041 | Jenkins Road | Okeechobee Road | Edwards Road | Widen 2L to 4L with Ped/Bike Facilities | 0.716 | - | - | - | - | - | 2031-35 | \$11.81* |
| 1012 | California Boulevard | Crosstown Parkway | Del Rio Boulevard | Widen 2L to 4L with Ped/Bike Facilities | 2.474 | - | - | \$5.68 | \$28.40 | \$34.08 | 2031-35 | \$34.08 |
| 1118A | Edwards Road | Selvitz Road | Jenkins Road | Widen 2L to 4L with Ped/Bike Facilities | 0.984 | - | \$0.94 | \$1.88 | \$9.39 | \$12.21 | 2031-35 | \$12.21 |
| 1039C | Glades Cut Off Road | Commerce Centre Drive | Range Line Road | Widen 2L to 4L with Ped/Bike Facilities | 4.614 | - | - | - | \$52.97 | \$52.97 | 2036-40 | \$71.19 |
| 1039B | Glades Cut Off Road | Midway Road | I-95 | Widen 2L to 4L with Ped/Bike Facilities | 1.800 | - | \$2.07 | \$4.13 | \$20.66 | \$26.86 | 2036-40 | \$41.85 |
| 1039A | Glades Cut Off Road | Selvitz Road | Midway Road | Widen 2L to 4L with Ped/Bike Facilities | 2.268 | - | \$2.60 | \$5.21 | \$26.04 | \$33.85 | 2036-40 | \$52.73 |
| 1100 | Range Line Road | Crosstown Parkway Extension | Martin County Line | Widen 2L to 4L with Ped/Bike Facilities | 5.576 | \$1.88 | \$3.76 | \$7.51 | \$37.56 | \$50.70 | 2036-40 | \$78.99 |
| 1101 | Marshall Parkway Extension | Tom Mackie Boulevard | I-95 | New 2 Lanes | 0.698 | \$0.24 | \$0.47 | \$0.94 | \$4.70 | \$6.35 | 2036-40 | \$9.89 |
| 1111 | I-95 at Marshall Parkway | | | New Interchange | - | - | - | - | - | \$49.00 | 2036-40 | \$76.34 |

*Jenkins Road projects are estimated proportionally from the 2025/26 LOPP. The source of estimated cost is Florida Department of Transportation District 4, May 2025.

All other projects are estimated by Cost Per Mile method and inflated by 3% per year based on the implementation year (assumed to be the first year of the time period).

Table F-2: Transportation Alternatives– Pedestrian Element Project Cost Estimates

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|-----------------------|------------------------|-----------------------|-----------------------|---|---------------|---------------|---------------|
| 2002 | 17th Street | Georgia Avenue | Delaware Avenue | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.26 | O03 | \$89,784 |
| 2005 | 53rd Street | Angle Road | Juanita Avenue | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.29 | O03 | \$100,575 |
| 2006 | 95 (Peacock) Greenway | Crosstown Parkway | Gatlin Boulevard | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 2.04 | O01 | \$1,391,326 |
| 2015 | Angle Road | Kings Highway | N 53rd Street | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.27 | O03 | \$443,525 |
| 2020 | Bayshore Greenway | Oaklyn Street | Archer Avenue | Boardwalk | City of Port St Lucie Mobility Plan - Phase 2 | 6.72 | X6 | \$28,393,078 |
| 2021 | Beach Avenue | Oleander Avenue | Riomar Drive | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.39 | O03 | \$137,675 |
| 2024 | Bell Avenue | 25th Street | Oleander Avenue | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.99 | O03 | \$344,808 |
| 2025 | Berkshire Boulevard | Melaleuca Boulevard | Earl Boulevard | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.14 | O03 | \$398,685 |
| 2026 | Berkshire Boulevard | South Blackwell Drive | Melaleuca Boulevard | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.31 | O03 | \$456,062 |
| 2028 | Boston Avenue | S 25th Street | S 13th Street | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.81 | O03 | \$283,564 |
| 2035 | Cambridge Drive | Westmoreland Boulevard | Morningside Boulevard | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.02 | O03 | \$355,086 |
| 2038 | Carter Avenue | Bayshore Boulevard | Airoso Boulevard | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.06 | O03 | \$369,904 |
| 2043 | Charleston Drive | Berkshire Boulevard | Green River Parkway | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.52 | O03 | \$181,255 |
| 2044 | Colonial Road | Southern Avenue | Ohio Avenue | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.25 | O03 | \$ 88,909 |
| 2238 | Cortez Boulevard | Esplanade Avenue | Sunrise Boulevard | Pedestrian Facilities | St. Lucie County | 0.42 | O03 | \$146,892 |
| 2239 | Cortez Boulevard | S 27th Street | S 35th Street | Pedestrian Facilities | St. Lucie County | 0.50 | O03 | \$174,587 |
| 2061 | Edwards Road | Jenkins Road | S 25th Street | Pedestrian Facilities | SmartMoves 2045 L RTP | 2.09 | O03 | \$730,788 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|-------------------------------|------------------------------|---------------------|-----------------------|---|---------------|---------------|---------------|
| 2064 | Eyerly Avenue | Bayshore Boulevard | Airoso Boulevard | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.18 | O03 | \$413,676 |
| 2066 | Farmers Market Road | Oleander Avenue | US-1 | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.50 | O03 | \$174,211 |
| 2241 | Fort Pierce Boulevard | Lakeland Drive | Seminole Road | Pedestrian Facilities | St. Lucie County | 0.52 | O03 | \$180,262 |
| 2242 | Fort Pierce Boulevard | Seminole Road | Emerson Avenue | Pedestrian Facilities | St. Lucie County | 0.51 | O03 | \$176,818 |
| 2076 | Gilson Road | Martin/St. Lucie County Line | Becker Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.29 | O03 | \$102,402 |
| 2077 | Glades Cut-Off Road | Burnside Drive | Selvitz Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 6.78 | O03 | \$2,366,528 |
| 2078 | Glades Cut-Off Road | Range Line Road | C-24 Canal Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 2.46 | O03 | \$859,046 |
| 2079 | Graham Road | Kings Highway | Jenkins Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.01 | O03 | \$352,028 |
| 2082 | Green River Parkway Connector | US-1 | Green River Parkway | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 1.80 | O01 | \$1,229,013 |
| 2084 | Hartman Road | Okeechobee Road | Orange Avenue | Pedestrian Facilities | SmartMoves 2045 L RTP & Public Comment | 1.46 | O03 | \$508,336 |
| 2088 | Hogpen Slough Trail Connector | Hogpen Slough Trail | East Coast Greenway | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 1.18 | O01 | \$806,441 |
| 2089 | Hogpen Slough Trail | US-1 | Village Green Drive | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 0.77 | O01 | \$528,279 |
| 2093 | Indrio Road | Kings Highway | Old Dixie Highway | Pedestrian Facilities | SmartMoves 2045 L RTP | 2.76 | O03 | \$964,960 |
| 2095 | Juanita Avenue | N 53rd Street | N 41st Street | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.75 | O03 | \$262,886 |
| 2097 | Keen Road | Angle Road | St. Lucie Boulevard | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.00 | O03 | \$350,038 |
| 2099 | Kings Highway | North of I-95 | Indrio Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 4.51 | O03 | \$1,573,848 |
| 2243 | Kirby Loop Road | McNeil Road | S 35th Street | Pedestrian Facilities | St. Lucie County | 0.87 | O03 | \$305,577 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|-------------------------------|-------------------------------|------------------------|-----------------------|---|---------------|---------------|---------------|
| 2101 | Kitterman Road | Oleander Avenue | US-1 | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.50 | O03 | \$174,894 |
| 2108 | McCarthy Road | Midway Road | Okeechobee Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.91 | O03 | \$665,806 |
| 2244 | McNeil Road | Okeechobee Road | Kirby Loop Road | Pedestrian Facilities | St. Lucie County | 0.41 | O03 | \$144,401 |
| 2110 | Midway Bypass Greenway | Glades Cut-Off Road | US-1 | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 5.85 | O01 | \$3,988,596 |
| 2112 | Midway Road | I-95 | Selvitz Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 2.70 | O03 | \$944,638 |
| 2116 | Mississippi Avenue | S 11th Street | S 10th Street | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.13 | O03 | \$ 47,084 |
| 2249 | NFSLR Greenway | Gordy Road | Lennard Road | Greenway | TPO Board Member | 14.63 | O01 | \$9,977,747 |
| 2127 | NW Volucia Drive | Torino Parkway | Blanton Boulevard | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.00 | O03 | \$350,458 |
| 2129 | O. L. Peacock Park Trail Loop | South of SW Letchworth St. | West of SW Effland Ave | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 1.37 | O01 | \$933,036 |
| 2131 | Old Dixie Highway | US-1 Junction | Kings Highway | Pedestrian Facilities | SmartMoves 2045 L RTP | 6.42 | O03 | \$2,243,621 |
| 2135 | Oleander Avenue | SR 70 | Beach Avenue | Pedestrian Facilities | CSAP - TAC member | 5.31 | O03 | \$1,855,890 |
| 2149 | Peacock Greenway South | O. L. Peacock Park Trail Loop | Paar Drive | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 2.43 | O01 | \$1,658,400 |
| 2150 | Peacock Trail | Dreyfuss Boulevard | Gatlin Boulevard | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.00 | O03 | \$350,697 |
| 2165 | Quincy Avenue | Okeechobee Road | S 25th Street | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.50 | O03 | \$174,312 |
| 2166 | Range Line Road | Martin/St. Lucie County Line | Glades Cut-Off Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 6.14 | O03 | \$2,145,185 |
| 2169 | S 11th Street | Mississippi Avenue | Georgia Avenue | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.45 | O03 | \$157,392 |
| 2245 | S 35th St | Virginia Avenue | Kirby Loop Road | Pedestrian Facilities | St. Lucie County | 0.70 | O03 | \$244,449 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|-----------------------|-----------------------------|--------------------------|-----------------------|---|---------------|---------------|---------------|
| 2174 | Savannah Road | US-1 | Indian River Drive | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.96 | 003 | \$336,237 |
| 2180 | SE Calmoso Drive | SE Sandia Drive | Floresta Drive | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.61 | 003 | \$211,802 |
| 2185 | Selvitz Road | South of Devine Road | Glades Cut Off Road | Pedestrian Facilities | St. Lucie County | 1.27 | 003 | \$444,179 |
| 2184 | Silver Oak Drive | Easy Street | Midway Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 1.80 | 003 | \$628,259 |
| 2191 | St. Lucie Boulevard | Kings Highway | N 25th Street | Pedestrian Facilities | SmartMoves 2045 L RTP | 2.99 | 003 | \$1,043,674 |
| 2192 | Sunrise Boulevard | Midway Road | Edwards Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 2.71 | 003 | \$945,122 |
| 2194 | SW Dalton Avenue | Savona Boulevard | Port St. Lucie Boulevard | Pedestrian Facilities | SmartMoves 2045 L RTP | 0.93 | 003 | \$324,429 |
| 2196 | Taylor Dairy Road | Angle Road | Indrio Road | Pedestrian Facilities | SmartMoves 2045 L RTP | 3.55 | 003 | \$1,238,455 |
| 2205 | Torino Greenway | NE Torino Parkway | NW Peacock Boulevard | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 0.37 | 001 | \$252,157 |
| 2213 | University Boulevard | NW California Boulevard | NW Bethany Drive | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 0.68 | 001 | \$466,445 |
| 2217 | US-1 | North Causeway Bridge | Indian River County Line | Pedestrian Facilities | SmartMoves 2045 L RTP | 7.43 | 003 | \$2,595,558 |
| 2221 | US-1 Connector | Morningside Boulevard | US-1 | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 0.25 | 001 | \$168,774 |
| 2246 | Weatherbee Road | Silver Oaks Drive | Savannas Campground | Pedestrian Facilities | St. Lucie County | 0.22 | 003 | \$ 75,428 |
| 2247 | Winter Garden Parkway | Kings Highway | Seminole Road | Pedestrian Facilities | St. Lucie County | 0.56 | 003 | \$196,263 |
| 2248 | Winter Garden Parkway | Pandora Avenue | Kings Highway | Pedestrian Facilities | St. Lucie County | 0.98 | 003 | \$341,546 |
| 2288 | C-24 Canal Greenway | Reserve Boulevard Extension | Southbend Boulevard | Greenway | City of Port St Lucie Mobility Plan - Phase 2 | 10.97 | 001 | \$7,478,562 |

Table F-3: Transportation Alternatives Needs– Bicycle Element Project Cost Estimates

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|--------------------------------|--|---|-----------------|--|---------------|---------------|---------------|
| 2001 | 13th Street | Georgia Avenue | Orange Avenue | Bicycle | 2045 Future Bike Lanes | 0.51 | U18 | \$228,521 |
| 2008 | Airoso Boulevard | Port St Lucie Boulevard | St James Boulevard | Micromobility | City of Port St Lucie Mobility Plan - Phase 2 & Public Comment | 4.23 | O01 | \$2,886,963 |
| 2309 | Airoso/Bayshore Boulevard | Selvitz Road | St James Drive | Shared-Use Path | PSL Mobility Plan Presentation | 0.93 | O01 | \$631,846 |
| 2010 | Alcantarra Boulevard | Port St Lucie Boulevard | Savona Boulevard | Micromobility | City of Port St Lucie Mobility Plan - Phase 2 | 0.81 | O01 | \$552,593 |
| 2013 | Allen Street | Port St Lucie Boulevard | Essex Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.39 | O01 | \$265,768 |
| 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 | 0.03 | O01 | \$20,871 |
| 2017 | Archer Avenue | Selvitz Road | Bayshore Greenway | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.43 | O01 | \$294,161 |
| 2018 | Avenue D | US-1 | N 13th Street | Bicycle | CSAP - Micro-Mobility Study | 0.63 | U18 | \$282,556 |
| 2251 | Avenue O Extension / Sun Trail | US 1 | Harbour Pointe Park | Shared-Use Path | PFP Connector | 0.65 | O01 | \$445,859 |
| 2260 | Becker Road | Village Parkway | Range Line Road | Shared-Use Path | PSL Mobility Plan Presentation | 4.29 | O01 | \$2,926,400 |
| 2032 | California Boulevard | NW County Club Drive | University Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.32 | O01 | \$216,951 |
| 2033 | California Boulevard | St. Lucie West Boulevard | NW County Club Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.35 | O01 | \$236,697 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|-------------------------------------|----------------------|--------------------------|-----------------|--|---------------|---------------|---------------|
| 2304 | California Boulevard | Del Rio Boulevard | Savona Boulevard | Shared-Use Path | PSL Mobility Plan Presentation | 1.35 | O01 | \$921,005 |
| 2306 | California Boulevard | Savona Boulevard | Cameo Boulevard | Shared-Use Path | PSL Mobility Plan Presentation | 1.09 | O01 | \$741,199 |
| 2307 | California Boulevard | Del Rio Boulevard | St Lucie West Boulevard | Shared-Use Path | PSL Mobility Plan Presentation & Public Comment | 1.69 | O01 | \$1,154,887 |
| 2039 | Cascade Road | SW Hambrick St | SW Alvaton Avenue | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.15 | O01 | \$103,349 |
| 2297 | Cashmere Boulevard | East Torino Parkway | Magnolia Lakes Boulevard | Shared-Use Path | PSL Mobility Plan Presentation | 0.69 | O01 | \$473,462 |
| 2045 | Commerce Center Drive | Crosstown Parkway | St Lucie West Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 2.13 | O01 | \$1,449,669 |
| 2295 | Commerce Center Drive | St Lucie W Boulevard | Glades Cut-Off Road | Shared-Use Path | PSL Mobility Plan Presentation | 3.15 | O01 | \$2,150,240 |
| 2269 | Community Boulevard | Tradition Parkway | Becker Road | Shared-Use Path | PSL Mobility Plan Presentation | 3.67 | O01 | \$2,500,479 |
| 2047 | Crescent Avenue | Kali St | Bayshore Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.68 | O01 | \$460,445 |
| 2048 | Crosstown Parkway | Village Parkway | US-1 | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 & Public Comment | 8.22 | O01 | \$5,603,745 |
| 2277 | Crosstown Parkway | Glades Cut-Off Road | Village Parkway | Shared-Use Path | PSL Mobility Plan Presentation | 3.28 | O01 | \$2,239,692 |
| 2049 | Crosstown Parkway Multimodal Bridge | Coral Reef Street | US-1 | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.85 | O01 | \$582,710 |
| 2051 | Darwin Boulevard | Tulip Boulevard | SW Landale Boulevard | Bicycle | SmartMoves 2045 L RTP | 0.30 | U18 | \$135,621 |
| 2052 | Darwin Boulevard | Becker Road | Tulip Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 2.41 | O01 | \$1,645,044 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|---------------------|-------------------------------|------------------------------------|-----------------|---|---------------|---------------|---------------|
| 2302 | Del Rio Boulevard | C-24 Canal | California Boulevard | Shared-Use Path | PSL Mobility Plan Presentation | 1.24 | O01 | \$843,256 |
| 2303 | Del Rio Boulevard | Port St Lucie Boulevard | California Boulevard | Shared-Use Path | PSL Mobility Plan Presentation | 2.79 | O01 | \$1,903,520 |
| 2055 | Delaware Avenue | Hartman Road | S 17th Street | Complete Street | CSAP - TPO Board member | 1.52 | U13 | \$1,804,881 |
| 2266 | Discovery Way | Village Parkway | Range Line Road | Shared-Use Path | PSL Mobility Plan Presentation | 3.29 | O01 | \$2,242,132 |
| 2057 | Dreyfuss Boulevard | O. L. Peacock Park Trail Loop | Rosser Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.00 | O01 | \$678,925 |
| 2299 | East Torino Parkway | Cashmere Boulevard | Midway Road | Shared-Use Path | PSL Mobility Plan Presentation | 2.43 | O01 | \$1,654,450 |
| 2300 | East Torino Parkway | Cashmere Boulevard | Midway Road | Shared-Use Path | PSL Mobility Plan Presentation | 2.43 | O01 | \$1,659,098 |
| 2060 | Easy Street | Yucca Drive | US-1 | Complete Street | CSAP - TPO Board member | 1.31 | U13 | \$1,555,389 |
| 2062 | Emerson Avenue | Indrio Road | St. Lucie/Indian River County Line | Bicycle | 2045 Future Bike Lanes | 2.50 | U18 | \$1,122,002 |
| 2063 | Essex Drive | Floresta Drive / Allen St | Bayshore Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.70 | O01 | \$1,160,993 |
| 2067 | Floresta Drive | Airoso Boulevard | Bayshore Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.44 | O01 | \$983,879 |
| 2069 | Floresta Drive | Prima Vista Boulevard | Oakridge Drive | Complete Street | City of Port St Lucie Mobility Plan - Phase 2 | 5.53 | U13 | \$6,558,388 |
| 2312 | Floresta Drive | Airoso Boulevard | Prima Vista Boulevard | Complete Street | PSL Mobility Plan Presentation | 0.85 | U13 | \$1,009,821 |
| 2073 | Gatlin Boulevard | W of I-95 | Port St Lucie Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 2.57 | O01 | \$1,752,022 |
| 2091 | Indian River Drive | Orange Avenue | AE Backus Museum & Gallery | Bicycle | 2045 Future Bike Lanes | 0.30 | U18 | \$135,167 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|-----------------------|---------------------------|--|-----------------|---|---------------|---------------|---------------|
| 2092 | Indrio Road | Johnston Road | Kings Highway | Shared-Use Path | FDOT / TPO Comments | 2.04 | O01 | \$1,388,973 |
| 2094 | Juanita Avenue | 25th Street | US-1 | Bicycle | 2045 Future Bike Lanes | 0.87 | U18 | \$387,884 |
| 2096 | Kali Street | Thanksgiving Avenue | Crescent Avenue | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.08 | O01 | \$52,025 |
| 2100 | Kings Highway | Okeechobee Road | Indrio Road | Bicycle | SmartMoves 2045 LRTP | 7.49 | U18 | \$3,354,465 |
| 2103 | Lakehurst Drive | SW Bayshore Boulevard | Sandia Avenue | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.64 | O01 | \$1,120,599 |
| 2105 | Lennard Road | Walton Road | Veterans Memorial Parkway | Micromobility | City of Port St Lucie Mobility Plan - Phase 2 | 0.62 | O01 | \$423,995 |
| 2107 | Lyngate Drive | Veterans Memorial Parkway | Morningside Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.46 | O01 | \$313,862 |
| 2264 | Marshall Parkway | Village Parkway | Range Line Road | Shared-Use Path | PSL Mobility Plan Presentation | 3.89 | O01 | \$2,652,579 |
| 2293 | McCarthy Road | Midway Road | Glades Cut-Off Road | Shared-Use Path | PSL Mobility Plan Presentation | 2.38 | O01 | \$1,623,058 |
| 2113 | Midway Road | Wylder Parkway | I-95 | Complete Street | CSAP - TAC member | 0.88 | U13 | \$1,040,320 |
| 2117 | Morningside Boulevard | Lyngate Drive | Westmoreland Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 2.18 | O01 | \$1,486,430 |
| 2118 | Morningside Boulevard | Mitchell Avenue | Current Terminus of 2-Lane Divided Segment | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.34 | O01 | \$228,613 |
| 2120 | Morningside Boulevard | Westmoreland Boulevard | Mitchell Avenue | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.02 | O01 | \$697,508 |
| 2121 | N 25th Street | Virginia Avenue | Avenue E | Bicycle | 2045 Future Bike Lanes | 2.02 | U18 | \$905,412 |
| 2291 | Newell Road | McCarthy Road | Peacock Road | Shared-Use Path | PSL Mobility Plan Presentation | 3.53 | O01 | \$2,406,222 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|---------------------------|-------------------------|----------------------|-----------------|---|---------------|---------------|---------------|
| 2273 | NS Road A | Discovery Way | Becker Road | Shared-Use Path | PSL Mobility Plan Presentation | 7.14 | O01 | \$4,871,595 |
| 2271 | NS Road B | Discovery Way | Becker Road | Shared-Use Path | PSL Mobility Plan Presentation | 2.81 | O01 | \$1,917,498 |
| 2128 | NW West Blanton Boulevard | East Torino Parkway | West Torino Parkway | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.08 | O01 | \$733,162 |
| 2133 | Oleander Avenue | Kitterman Road | south of Midway Road | Bicycle | SmartMoves 2045 LRTP | 1.94 | U18 | \$870,220 |
| 2134 | Oleander Avenue | Midway Road | Edwards Road | Bicycle | 2045 Future Bike Lanes | 2.49 | U18 | \$1,115,201 |
| 2137 | Orange Avenue | US-1 | Indian River Drive | Bicycle | 2045 Future Bike Lanes | 0.21 | U18 | \$92,370 |
| 2139 | Paar Drive | Darwin Boulevard | Tulip Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 2.03 | O01 | \$1,382,103 |
| 2141 | Paar Drive | Rosser Boulevard | Darwin Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 2.81 | O01 | \$1,917,338 |
| 2262 | Paar Drive Extension | Village Parkway | Range Line Road | Shared-Use Path | PSL Mobility Plan Presentation | 4.21 | O01 | \$2,870,427 |
| 2143 | Peachtree Boulevard | St James Drive | NW Selvitz Road | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.51 | O01 | \$349,805 |
| 2144 | Peacock Boulevard | California Boulevard | Cashmere Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.04 | O01 | \$709,480 |
| 2145 | Peacock Boulevard | NW Mercantile Place | California Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.67 | O01 | \$459,136 |
| 2146 | Peacock Boulevard | St Lucie West Boulevard | University Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.95 | O01 | \$649,238 |
| 2147 | Peacock Boulevard | University Boulevard | Piazza Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.23 | O01 | \$158,948 |
| 2151 | Pine Valley Street | Westmoreland Boulevard | Monte Vista Street | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.05 | O01 | \$713,707 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|---|--------------------------|------------------------------|-----------------|---|---------------|---------------|---------------|
| 2152 | Port St Lucie Boulevard | Abraham Avenue | Becker Road | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.13 | O01 | \$89,570 |
| 2155 | Port St Lucie Boulevard | Darwin Boulevard | Gatlin Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.58 | O01 | \$398,472 |
| 2281 | Port St Lucie Boulevard | Becker Road | Darwin Boulevard | Shared-Use Path | PSL Mobility Plan Presentation | 2.84 | O01 | \$1,937,591 |
| 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 | 0.10 | O01 | \$67,950 |
| 2160 | Port St Lucie Boulevard Multimodal Bridge | Existing River Boardwalk | Allen Street | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.65 | O01 | \$442,960 |
| 2161 | Port St. Lucie Boulevard | Gatlin Boulevard | US-1 | Bicycle | 2045 Future Bike Lanes & Public Comment | 5.86 | U18 | \$2,624,414 |
| 2162 | Prima Vista Boulevard | Banyan Drive | US-1 | Bicycle | SmartMoves 2045 L RTP | 0.11 | U18 | \$51,253 |
| 2163 | Prima Vista Boulevard | Bayshore Boulevard | Airoso Boulevard | Micromobility | City of Port St Lucie Mobility Plan - Phase 2 | 1.35 | O01 | \$917,831 |
| 2284 | Reserve Boulevard Extension | Glades Cut-Off Road | Shinn Road | Shared-Use Path | PSL Mobility Plan Presentation | 2.27 | O01 | \$1,548,235 |
| 2170 | Sandia Drive | NW Prima Vista Boulevard | SE Thornhill Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 2.06 | O01 | \$1,404,747 |
| 2301 | Savage Boulevard | Gatlin Boulevard | Galiano Boulevard | Shared-Use Path | PSL Mobility Plan Presentation | 2.04 | O01 | \$1,389,816 |
| 2175 | Savannas Preserve State Park Trail | Weatherbee Road | south of Farmers Market Road | Bicycle | SmartMoves 2045 L RTP | 1.30 | U18 | \$581,699 |
| 2176 | Savona Boulevard | Becker Road | Paar Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.85 | O01 | \$579,642 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|------------------------------|---------------------------|------------------------------------|-----------------|--|---------------|---------------|---------------|
| 2178 | Savona Boulevard | Paar Drive | Gatlin Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 2.81 | O01 | \$1,918,198 |
| 2305 | Savona Boulevard | Gatlin Boulevard | California Boulevard | Shared-Use Path | PSL Mobility Plan Presentation | 1.04 | O01 | \$707,433 |
| 2181 | SE Lennard Road | US-1 | Cane Slough Road / Mariposa Avenue | Bicycle | SmartMoves 2045 LRTP | 0.76 | U18 | \$341,577 |
| 2182 | Seaway Drive | US-1 | St. Lucie County Aquarium | Bicycle | 2045 Future Bike Lanes | 0.94 | U18 | \$419,020 |
| 2308 | Selvitz Road | Floresta Drive | Bayshore Boulevard | Shared-Use Path | PSL Mobility Plan Presentation | 0.48 | O01 | \$324,639 |
| 2310 | Selvitz Road | Airoso/Bayshore Boulevard | Midway Road | Shared-Use Path | PSL Mobility Plan Presentation | 2.89 | O01 | \$1,968,877 |
| 2286 | Shinn Road | Midway Road | Glades Cut-Off Road | Shared-Use Path | PSL Mobility Plan Presentation | 4.64 | O01 | \$3,160,919 |
| 2282 | Southbend Boulevard | Becker Road | East Snow Road | Shared-Use Path | PSL Mobility Plan Presentation | 2.81 | O01 | \$1,917,013 |
| 2283 | Southbend Boulevard | Oakridge Drive | East Snow Road | Shared-Use Path | PSL Mobility Plan Presentation | 1.25 | O01 | \$851,368 |
| 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 | 1.87 | O01 | \$1,271,667 |
| 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 | 1.47 | O01 | \$1,001,000 |
| 2189 | St Lucie West Boulevard | Cashmere Boulevard | Bayshore Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.47 | O01 | \$321,571 |
| 2193 | SW Alvaton Avenue | Rosser Boulevard | SW Dreyfuss Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.19 | O01 | \$126,583 |
| 2279 | SW Appian Way | Crosstown Parkway | SW Shinnecock Drive | Shared-Use Path | PSL Mobility Plan Presentation | 1.41 | O01 | \$960,335 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|-------------------------------|---------------------|-------------------------|-----------------|--|---------------|---------------|---------------|
| 2195 | SW Hambrick Street | SW Cascade Road | SW Dreyfuss Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.10 | O01 | \$68,716 |
| 2197 | Thanksgiving Avenue | Thanksgiving Avenue | Kail Street | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.60 | O01 | \$411,931 |
| 2198 | Thanksgiving Avenue | Whitmore Drive | Aneci Street | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.54 | O01 | \$367,519 |
| 2199 | Thornhill Drive | Airoso Boulevard | Floresta Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.09 | O01 | \$745,636 |
| 2200 | Thornhill Drive | Bayshore Boulevard | Airoso Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.01 | O01 | \$690,874 |
| 2202 | Tiffany Avenue | Lennard Drive | SE Grand Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.51 | O01 | \$347,405 |
| 2203 | Tiffany Avenue | US-1 | Village Green Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.32 | O01 | \$219,057 |
| 2204 | Tiffany Avenue | Village Green Drive | Lennard Drive | Micromobility | City of Port St Lucie Mobility Plan - Phase 2 | 0.70 | O01 | \$475,230 |
| 2209 | Torino Parkway (North & West) | East Torino Parkway | California Boulevard | Micromobility | City of Port St Lucie Mobility Plan - Phase 2 | 1.21 | O01 | \$828,367 |
| 2211 | Tradition Parkway | Stony Creek Way | W of I-95 | Micromobility | City of Port St Lucie Mobility Plan - Phase 2 & Digital Public Comment | 3.07 | O01 | \$2,094,019 |
| 2275 | Tradition Parkway Extension | Glades Cut-Off Road | Tradition Parkway | Shared-Use Path | PSL Mobility Plan Presentation | 3.78 | O01 | \$2,573,931 |
| 2212 | Tulip Boulevard | Pierson Road | Port St Lucie Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 2.97 | O01 | \$2,023,990 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|---------------------------|-------------------------|-------------------------|-----------------|--|---------------|---------------|---------------|
| 2214 | University Boulevard | NW Peacock Boulevard | NW California Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.58 | O01 | \$394,742 |
| 2216 | US-1 | Gardenia Avenue | Orange Avenue | Bicycle | 2045 Future Bike Lanes | 1.78 | U18 | \$797,964 |
| 2218 | US-1 | Seaway Drive | Old US Highway 1 | Bicycle | 2045 Future Bike Lanes | 0.84 | U18 | \$377,593 |
| 2220 | US-1 | Westmoreland Boulevard | Prima Vista Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 5.26 | O01 | \$3,585,275 |
| 2222 | Veterans Memorial Parkway | Lyngate Drive | US-1 | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.91 | O01 | \$623,228 |
| 2223 | Veterans Memorial Parkway | Port St Lucie Boulevard | Lyngate Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.37 | O01 | \$935,893 |
| 2226 | Village Green Drive | US-1 | Industrial Avenue | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 & Digital Public Comment | 0.73 | O01 | \$495,461 |
| 2228 | Village Parkway | Discovery Way | Tradition Parkway | Micromobility | City of Port St Lucie Mobility Plan - Phase 2 | 0.75 | O01 | \$508,783 |
| 2268 | Village Parkway | Discovery Way | Becker Road | Shared-Use Path | PSL Mobility Plan Presentation | 3.25 | O01 | \$2,217,969 |
| 2231 | Walton Road | SE Scenic Park Drive | Green River Parkway | Bicycle | SmartMoves 2045 LRTP | 0.72 | U18 | \$324,524 |
| 2298 | West Torino Parkway | California Boulevard | East Torino Parkway | Shared-Use Path | PSL Mobility Plan Presentation | 2.62 | O01 | \$1,787,188 |
| 2233 | Westmoreland Boulevard | Bakersfield Street | Morningside Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 1.74 | O01 | \$1,185,163 |
| 2234 | Westmoreland Boulevard | Cambridge Drive | Port St Lucie Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.54 | O01 | \$367,739 |
| 2235 | Westmoreland Boulevard | Morningside Boulevard | Cambridge Drive | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.66 | O01 | \$449,816 |

| Project ID | Roadway Name | From | To | Project Type | Source | Length (mile) | Cost Category | Cost Estimate |
|------------|------------------------|---------------------|-------------------------|-----------------|---|---------------|---------------|---------------|
| 2236 | Westmoreland Boulevard | US-1 | Bakersfield Street | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 0.25 | O01 | \$173,370 |
| 2237 | Whitmore Drive | Bayshore Boulevard | Port St Lucie Boulevard | Shared-Use Path | City of Port St Lucie Mobility Plan - Phase 2 | 3.40 | O01 | \$2,319,423 |
| 2289 | Williams Road | Glades Cut-Off Road | Peacock Road | Shared-Use Path | PSL Mobility Plan Presentation | 4.32 | O01 | \$2,946,389 |

Appendix G: Public Comments Summary



Project Comment

St. Lucie West Blvd Diane

Goldberg

Now that I've been waiting 20 years for St Lucie West to be widened, it will be more difficult for drivers, but the widening of St Lucie West needs to be done now rather than later.

2025-12-31 10:31:50

Anonymous

St. Lucie West does seem like quite the bottleneck but I don't travel California often. I think more frequent public buses would be the best option with a dedicated bus lane so people can get from one area of town to the other efficiently. Studies show more lanes do not solve congestion. Protected bike lanes would be amazing!

Anonymous

St. Lucie West does seem like quite the bottleneck but I don't travel California often. I think more frequent public buses would be the best option with a dedicated bus lane so people can get from one area of town to the other efficiently. Studies show more lanes do not solve congestion. Protected bike lanes would be amazing!

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General

Anonymous

This is a no brainer. Traffic on California can't compare to SLWest Blvd., which is a major artery to many regional destinations.

2025-12-19 15:09:25

Diane Goldberg

We've needed the widening of St Lucie West for the last 20 years I've lived here. Now, no matter what time I'm on St Lucie West, it's backed up.

General

Anonymous

There is only traffic on St. Lucie West during rush hour, when it isn't, it's completely dead and doesn't necessitate the widening of the roads. Also, maybe more frequent public transportation options on that stretch would alleviate traffic.



Project Comment

St. Lucie West Blvd

Ella

The traffic in this area needs to be fixed. I think St Lucie West should be a priority for better mobility around the city. The traffic in this area (especially during rush hour) it's unbelievable.

2026-01-22 08:59:56



Project Comment

St. Lucie West Blvd

Gee Allen

Well the soccer stadium traffic isn't going to take California blvd so SLW is the only logical option if we can't have both.

2026-01-22 09:31:22

General

Dixie Doll

If they widen St. Lucie West- the business should foot the bill not the taxpayers. All the businesses create the traffic. If it's taxpayer money, I would think California should be widened (Since it's mostly traffic to and from homes- homes that pay taxes). The road is horrible and congested. Although, that would take away from homeowners front yards... Both issues should've been considered before the over building and over population begin.

2026-01-22 09:46:01



Project Comment

California Blvd

Jodia Braverman

Both are desperately needed. But California needs it more and will ease some of the congestion on SLW Blvd. However, California needs to be widened beyond just from SLW to Crosstown as it bottlenecks daily between Crosstown and Del Rio.

2026-01-22 09:32:27



Project Comment

California Blvd

Chris Martinez

Both. I pay a lot in taxes to the county, we can do both But California needs to be widened first.

2026-01-22 09:34:54



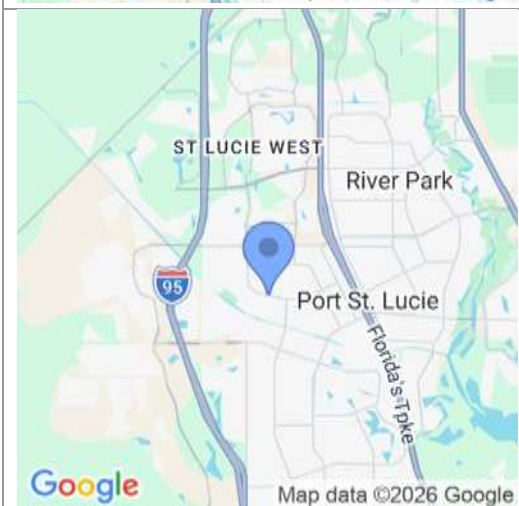
Project Comment

St. Lucie West Blvd

Felicia N Wonderland

St. Lucie West Blvd is the main feed to 95. Hands down SLW Blvd. Requires widening.

2026-01-22 09:35:33



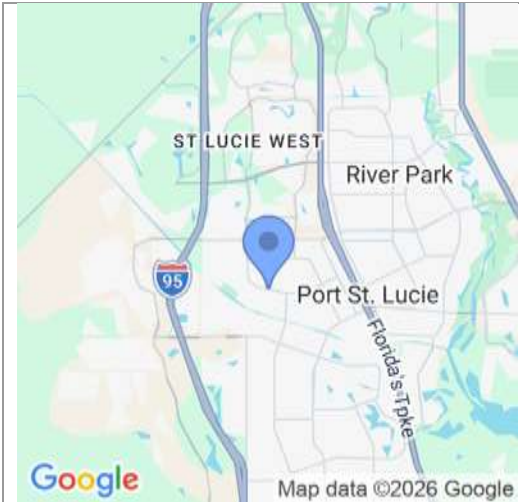
Project Comment

California Blvd

Jason Joyce

California but only if it's all the way to slw

2026-01-22 09:39:26



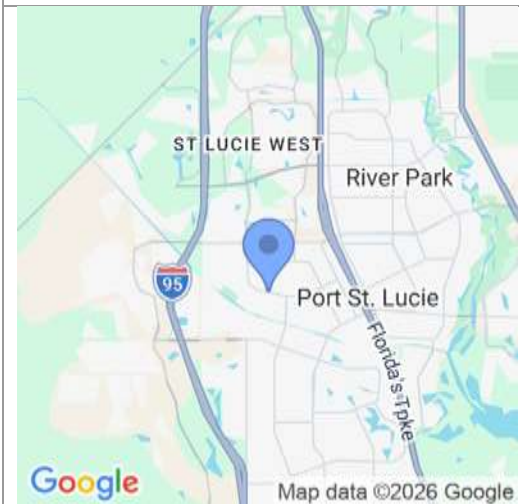
Project Comment

California Blvd

Terri Brown

California. 2 lanes isn't enough (and the road is in bad shape)

2026-01-22 09:40:38



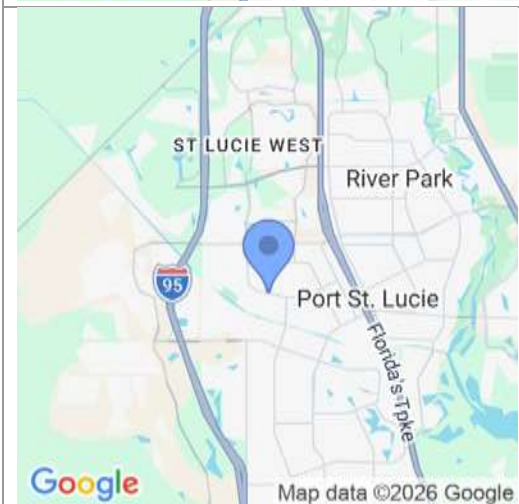
Project Comment

California Blvd

Allison Ortega

California all the way from SLW to Savona

2026-01-22 09:41:47



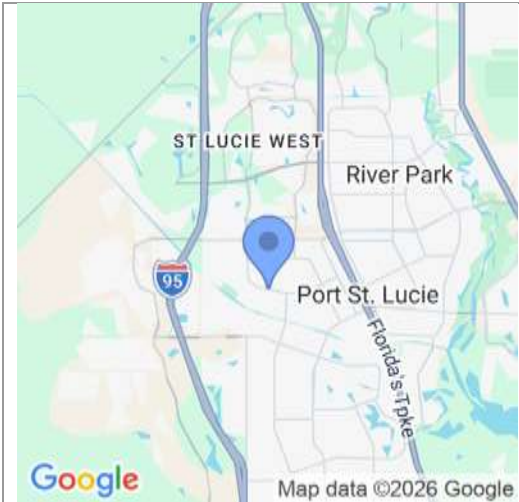
Project Comment

California Blvd

Jonathan Andrus

California blvd. Have you sat in the traffic at crosstown?

2026-01-22 09:43:13



Project Comment

California Blvd

Dee Jimenez

Widen California much needed, let's make it happen!

2026-01-22 09:44:23



Project Comment

St. Lucie West Blvd

Matt Taraba

St Lucie West Blvd for sure!! The traffic is crazy on there.

2026-01-22 09:46:36



Project Comment

St. Lucie West Blvd

Janet Renate

would like Saint Lucie West to be widened minus the bike lanes too dangerous for bikers Just my opinion, but I think you should widen the sidewalks for bikers and not the streets

2026-01-22 09:47:42



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